

## Cycling Strategy consultation comments and responses

Comment	Response
<b>Introduction</b>	
Dr A H D Graham	
<p>1. Cycling Strategy: Wiltshire Council seems to have spent a lot of time formulating these written strategies, but the output of previous works has been poor. A good example of cycling provision seems to be that near Melksham Oak School. A poor example would be the London Road, Devizes, cycle path. It seems more thought needs to be put into the planning of routes and their detailing. Shared cycle/footpaths should be avoided: this is not good practice (unless the pavement has been widened appropriately) and represents a hazard to pedestrians (which is why, in the absence of blue cyclepath signs, cycling on pavements is against the law!). Cycles belong on the road: provision should be made simply to maximise safety whilst cyclists are using the highway. I suggest more focus on getting cyclists across/around hazardous junctions/roundabouts. Cyclists should be given priority at such locations, which also helps to ensure motorists slow down. Please, no more 'cyclists dismount' nonsense. Wiltshire Council should budget to maintain all cycle routes it creates: again, the London Road, Devizes, path is neglected (e.g. access to the new housing estate has cut the cycle path; the path disappears under hedges at the Cannings Hill end). Might I suggest Highways work more closely with bodies such as the CTC so the detailing is improved?</p>	<p>The London Road path in Devizes was put in a long time ago as part of a maintenance scheme, and design standards are now stricter. Cycling in Devizes has been increasing over the past decade.</p> <p>Appendix 2 sets out where it is appropriate for cyclist provision to be off-road and on-road.</p> <p>Our engineers regularly consult with local cyclists groups about scheme designs and this is an approach that is being adopted in Devizes.</p>
Mrs Sheila Sheppard	
<p>2. Whilst I accept that enabling the increase of cycling should be a priority, the encouragement of RESPONSIBLE cycling should also be encouraged. During the last few weeks I have seen several cyclists cycle the wrong way up North street in Wilton, in fact it is becoming a regular occurrence. Also in Wilton I saw a cyclist totally ignore the traffic lights at the market place and cycle across the road westwards. Thankfully no traffic was coming the opposite way. Again (not at this junction) but cyclists seem to think that they are pedestrians when crossing roads, etc with their bikes even when not dismounting. Cycling on footpaths is also a common problem and I was once told by a cyclist who told me he did it because the roads were too dangerous. Not using lights, and have bells gone out of fashion to warn pedestrians that they are in danger from cyclists?</p>	<p>The Council promotes responsible cycling and has provided information on its website and in print to encourage the use of bells and adherence to the Highway Code.</p>

National and Local Policy Context	
<p>Anne Henshaw, Calne Area Transport</p> <p>3. Statements such as that in 10.9 are pretty meaningless unless the method of calculating how many cycle spaces (facilities) are required to be installed in new housing developments and outside retail facilities are upheld and are enforceable. Most planning applications contain the very minimum of cycle spaces, and we do not agree with the figure calculated for supermarkets which should be far higher. The present message is that cycling is very much the second or third choice of travel. The priorities and the requirements must change and rise if the strategy is to succeed. 10.10 quote from DfT is meaningless unless the point above is met and 10.21 the issue of shared paths and on-road provision is radically approached. 10.17 and 10.21 refer to 'lightly trafficked streets' and 'light usage in rural areas' where the issue of better infrastructure and shared paths should be emphasised rather than deemed less important due to the presumption that present low usage will continue to be the norm. Has it not been considered that the reason that some routes and rural roads have light usage is because they are a) unsafe due to excessive vehicle speed b) low quality surfaces, c) poor lighting and d) high curbs? The step change needs to be pursued and be radical. Cycling should be considered not just a form of recreation for certain age groups but as a serious means of travel. SO9 and SO17 are not deliverable unless there is a joined up approach to the LTP and its other strategies. (e.g. parking standards)</p> <p>10.54 needs explanation as 'improving accessibility' is not just about the surface of a route.</p> <p>10.56 refers to the HA objectives. Most of the bullet points, particularly bullets 6 and 8 should be incorporated in any road improvements.</p> <p>The proposed dualling of the A350 at Chippenham is an opportunity to start by bringing in speed reduction and cycle tracks on the sides. A clear 'linkage' of employment areas and place of residence.</p>	<p>The enforcement of planning requirements is outside the scope of this strategy. The actual cycle parking requirements for supermarkets in areas where there is high cycle accessibility may be higher due to Travel Plan requirements.</p> <p>Section 10.10 to 10.21 is an overview of government policy. 'Lightly trafficked' refers to low numbers of motor vehicles. The Council recognises that provision of better infrastructure will encourage usage, but in some areas usage will still be limited by low population density and high distances to destinations. It is often not possible for technical or financial reasons to provide a route in these areas that would meet normal standards. As LTN 1/12 states, the Council needs to consider whether provision of a sub-standard facility is better than no facility at all. In some cases, no facility may be the better option. The urban area of Chippenham is not considered a rural area in this context.</p> <p>The Strategic Options SO9 and SO17 have been consulted on previously and adopted as part of LTP3.</p> <p>More details about 'improving accessibility' are provided in the Countryside Access Improvement Plan which is referenced.</p> <p>The Highway Agency objectives have been updated. This is provided for information as Wiltshire Council has little influence on such objectives.</p> <p>There is currently a shared use cycle path between the Morrisons roundabout and the A350/ B4158 roundabout. The A350 dualling will include some pedestrian/ cycle paths and crossing point alongside the A350; however, the design for this is still being developed and so the exact details are currently unknown at present.</p>

Mr Douglas Colborne	
<p>4. It is good to see so much emphasis on cycling and its many benefits. The national cycle network could be improved to encourage its greater use without detracting from its attractiveness. The key area for this is that the network is for the most part loose surfaced, prone to getting waterlogged in places and suited to off road rather than on road cycles. A tar sealed surface and some lighting would make these routes an attractive and practical safe cycling to work route. As an example take the route from Calne to Chippenham along the railway path.</p>	<p>On the Town Cycle Networks the Council recommends a tarmac surface, although a dressing may be applied to make it more aesthetically suitable in sensitive areas. Routes which are shown as 'Rural Links' will have a surface which balances the needs of utility cyclists, disabled people, leisure cyclists (who may prefer unsurfaced routes), pedestrians and horseriders, and also take into account these routes are often maintained and upgraded through the Rights of Way strategy.</p> <p>The Public Rights of Way team have confirmed that there is no intention to upgrade the Chippenham to Calne route surface, as it is a rural route, which would not be suitable for tarmac or street lighting, as this would be detrimental to the surrounding area. The route is also on private land and is not owned by Wiltshire Council, which creates a number of issues when carrying out any work, as multiple permissions are required thus delaying the process and rising the costs of any work. However, they have noted that some maintenance of the route surface is required.</p>
Margaret Wilmot	
<p>5. All Party Parliamentary Cycling Group (APPCG) report 'Get Britain Cycling' suggested that there should be a target to have 10% of all journeys in Britain made by bike by 2025. It would be appropriate to consider a similar ambition for Wiltshire. While there is some useful background information about cycling, including health benefits etc, the actual policies which are proposed in Wiltshire could be more far-ranging.</p>	<p>Cycling levels are monitored in key towns in Wiltshire and will be used to assess progress as set out in the Implementation Strategy. Given the uncertainty over future government funding it is not possible to set specific targets in the Cycling Strategy. Cycling mode share is also being monitored through the personal travel planning surveys that are being carried out as part of the current Local Sustainable Transport Fund programme.</p>
<p>6. For instance they should cover policies to extend 20 mph zones in residential area, and speed limits on rural roads, measures which would be beneficial not only to cyclists but also to other vulnerable road uses. It is appreciated that taking a wider view might impinge on some of the other components of the Local Transport Plan - e.g. the Road Safety Strategy and the Area Transport Strategies. This is one of the major problems with the piecemeal approach which has been taken with the 3rd Local Transport Plan in Wiltshire, with parts being adopted in 2011 and other parts still being developed. Clearly there is a need to produce a coherent overall strategy which takes account of all the individual component strategies and modifies already-adopted strategies where necessary.</p>	<p>Policies on speed limits are set out in the Road Safety Strategy and these will be further refined as new evidence becomes available.</p>

<p>7. Given that the Strategy extends to 2026 it would be good to have a long term vision for where the county might be heading in terms of cycling, even if progress is constrained by financial uncertainties. Some paragraphs from the recent 'Get Britain Cycling' report could provide a start point for this: "Our vision is to realise the full potential of cycling to contribute to the health and wealth of the nation, and the quality of life in our towns and local communities. We believe this is both possible and necessary. We need to get the whole of Britain cycling: not just healthy people or sporty young males, but people of all ages and backgrounds, in urban and rural areas. We need to change the culture of how we use our roads, so that people are no longer afraid to cycle or allow their children to do so. Our streets, roads and local communities, need to become places for people, where cycling and walking are safe and normal." The vision statement for cycling adopted by Devon also provides a good example: "To create a first class environment for cycling, where people of all ages, abilities and backgrounds have the opportunity to choose cycling for a large proportion of everyday journeys and for leisure."</p>	<p>The cycling vision for Devon is: <i>To create a first class environment for cycling, where people of various ages, abilities and backgrounds have the opportunity to enjoy cycling safely and regularly for health, leisure and everyday purposes.</i></p> <p>Such a vision would not change our policies or strategies as the key elements of this vision are already set out in our Strategic Objectives.</p>
<p>8. Specific 10.21 'shared paths are particularly important in rural areas' - there are plenty of examples of minor roads much used by cyclists both on leisure and utility rides in Wiltshire e.g. along the Ebbel Valley &amp; the Woodford Valley around Salisbury, and many parts of the Wiltshire Cycleway. The Cycling Strategy needs to recognise the importance of the minor road network for cyclists, &amp; there should be a policy in relation to safety on these roads. I don't think that 'shared paths are important in rural areas' is particularly the message of LTN1/12 - this is a guidance note re shared use routes for pedestrians and cyclists so it is hardly surprising there is a lot on this topic, and the point is made that there may be low volumes of pedestrians in rural areas so therefore less need for segregation. But the point is also made that "The hierarchy generally discourages designers from taking cyclists off the carriageway, and Table 4.2 in Chapter 4 indicates that, for roads with 85th percentile speeds of 40 mph or less, on-carriageway provision is always a possible option." [para 3.4]. There should be more on measures such as speed reduction which will make minor rural roads safer for cyclists. Note that the APPCG 'Get Britain Cycling' report concluded that "there are many rural lanes where speed limits of 40 mph or less are entirely justified on general safety grounds, and we support the successful implementation of these." The recommendations from the APPCG included "Extend 20 mph speed limits in towns, and consider 40 mph limits on many rural lanes." 'The minimum width requirements for shared paths are</p>	<p>This text refers to the guidance that is given in LTN 1/12, specifically where it states that:</p> <p>(1.9) <i>"it expresses a general preference for on-carriageway provision for cyclists over shared use. However, it is not meant to discourage shared use where it is appropriate.</i></p> <p><i>For example, in rural areas, a high quality shared use route away from roads might be a prime objective. Such facilities can be especially beneficial where there is no specific provision for pedestrians and cyclists alongside roads."</i></p> <p>(4.9) <i>"The hierarchy, which is reflected in Table 4.1 (and Figure 2.1), is often a good starting point, but it is important to understand that it is not meant to be rigidly applied. For example, if scheme objectives suggest a clear preference for providing cyclists with an off-carriageway facility, as might often be the case in rural settings, creating a shared use route might be highly desirable."</i></p> <p>Minor roads do indeed form key routes for cyclists in rural areas as noted elsewhere. They may provide a key route alternative to roads where speeds and traffic volumes are high. We have adjusted the text in 10.21 to better reflect this.</p>

<p>superseded' - what has been superseded is section 8.5 of LTN 2/08 (see LTN 1/12 para 7.28). However paragraphs 7.28 - 7.47 in LTN 1/12, summarised in Table 7.5, provide revised rules re minimum widths and when it might be appropriate to have lesser width. It is acknowledged (LTN 1/12 7.32) that " There might be situations, again particularly in rural areas, where flows are so light that the likelihood of two users encountering each other is very low. In this case, the minimum widths given below might be far more than are necessary (or desirable from an environmental point of view). The acceptability of width below the minimum recommended here is something for the designer to determine ... ." The final two sentences in para 10.21 are not very clear ("The minimum width requirements for shared paths are superseded; however, it states that minimum widths may not be applicable in rural areas where there is likely to be very light usage by both pedestrians and cyclists.") and could be reworded to better reflect the message in LTN 1/12. 10.27 The NICE Guidelines 42 (Nov 2012) are in fact called "Walking and cycling: local measures to promote walking and cycling as forms of travel or recreation" - perhaps worth quoting the title in full as it does stress the importance of cycling as a form of travel not just recreation. 10.35 Last sentence 'Cycle storage and forms...' - either there is a word missing or the 'and' is superfluous. 10.36 There is also a Transport Strategy for Devizes referred to Wiltshire Core Strategy, as well as Chippenham, Salisbury and Trowbridge.</p>	<p>We have also added policy 3d and text in 14.14 to clarify this.</p> <p>The text referring to minimum widths has been clarified.</p> <p>The title of Nice Guidelines 42 has been changed in the text.</p> <p>10.35 Storage refers to storage of bikes, lockers refers to lockers for helmets, etc. The text has now been clarified.</p> <p>10.36 This has now been added.</p>
<p>Gill Anlezark, Hon Membership Secretary Cycling Opportunities Group for Salisbury(COGS)</p>	
<p>9. 10.4 Since the plan covers the period up to 2026, another 13 years, there does not seem to be much vision for the future. All the city and town maps concentrate on what is already identified and needed now and if this is all that is envisaged to be provided in the next 13 years, a significant opportunity to foster a cycling culture in major settlements will have been lost. See also my comments below on section 11.3</p> <p>10.5 It is far from clear how the policies in section 14 will help Wiltshire Council to comply with the national policies and guidance presented here.</p> <p>No targets have been set for any of the desired outcomes; there are no timelines by which we can expect to see significant improvements in the city and town networks or key indicators and measurements of the effects of implementing the policies on health of the population, road safety or even counting of numbers cycling. A proper system of monitoring the success of the policies needs to be included in the strategy so that value for money can be evaluated and benefits to the local populations assessed.</p>	<p>The Town Cycle Networks include links to areas of development identified in the Core Strategy.</p> <p>See response to 5 above.</p>

<p>10.8 There should be greater emphasis on creating 20 mph zones and limits in residential areas and near schools in the major settlements and market towns, making a default speed limit of 40 mph on rural roads and looking positively at opportunities to create contraflows for cycling where these make a cycle journey more direct. 10.13 It would help to underpin the county's commitment to cycling and act as an example of good practice if there was a clear statement of the Travel Plans operated at the council's own offices.</p> <p>There is no reference in the strategy to monitoring the implementation, updating and progress of workplace or residential travel plans. It would be useful to have a reference to Wiltshire Council's advice to developers on preparation of residential travel plans and ensure that this is brought to the attention of planning officers dealing with major developments (<a href="http://www.wiltshire.gov.uk/parkingtransportandstreets/smarterchoices/residentialtravelplanguidance.htm">http://www.wiltshire.gov.uk/parkingtransportandstreets/smarterchoices/residentialtravelplanguidance.htm</a>)</p>	<p>See response to 6 above.</p> <p>This is dealt with in the Smarter Choices Strategy which is referenced throughout.</p>
<p>10. 10.18 The strategy for individual settlements needs to make it clear how the proposed improvements will contribute to achieving the key criteria 10.57, 10.58 Some routes for cyclists do not fit neatly into the "within cities and towns" model presented in the Appendices.</p> <p>The Wiltshire Cycleway is not mentioned in the strategy anywhere. This forms a useful leisure route and needs to be promoted for residents and visitors. A programme for improving the Cycleway, producing and updating mapping and promotion should be included.</p>	<p>As set out in Appendix 2 the development of the Cycle Networks and individual scheme design should follow the key criteria. Until detailed scheme design takes place, it is difficult to assess against the criteria. We have clarified this in 10.58 and in Chapter 14.</p>
<p>11. The strategy needs to put more emphasis on the importance of connecting all cities and towns to the National Cycle Network. A plan for implementing links should be included and monitoring of progress specified. Other routes important for tourism and local businesses need to be included in the strategy, for example, identifying and implementing a safe route to Stonehenge, particularly from Salisbury and overcoming barriers to cycling of major roads (A36, A303, M4) crossing desire lines for both leisure and utility cyclists. Wiltshire is bordered by other counties (Dorset, Hampshire, Somerset) where leisure cycling is a popular activity and the strategy needs to consider routes to the New Forest, for example, commuting to work in Swindon and other destinations outside Wiltshire county boundaries.</p>	<p>This is a part of Policy 1. Most of the Town Cycle Networks have more detailed plans. Updates showing where improvements have been made on the networks will be published - the text has now been clarified. The networks already include key routes for tourism and local business within towns: the National Cycle routes and routes to Stonehenge from Amesbury. Unfortunately there is no feasible route over the A303 at present, so we are trying to develop a route via Countess roundabout as shown on the Amesbury Network.</p> <p>The strategy includes the potential Wootton Bassett to Swindon cycle route in Policy 1 as stated in 14.7. Other routes outside of Wiltshire are much less likely to be commuter routes – leisure cycle routes to the New Forest and other tourist routes are covered in policy 3.</p>

12 10.2 Target groups for the strategy should include women (see section 12.25 on Equality of Opportunity) and it should emphasise active travel as a contribution towards health benefits of cycling for all, particularly school travel and commuting	Noted.
<b>Cycling in Wiltshire</b>	
Lt Cdr J Blake, Branch Secretary CPRE Wiltshire	
13. It would be helpful to have targets for accessibility and cycling so these could be monitored, for example 20 mph zones in built up areas and to consider 40 mph speed limits on rural roads. Also a vision statement for cycling such as the one adopted by Devon.	See answer to 5, 6 and 7 above.
Gill Anlezark, Hon Membership Secretary Cycling Opportunities Group for Salisbury(COGS)	
14. 11.2 There is an opportunity to build on these levels of cycling and we would like to see some ambitious targets for cycling to increase over the period of the LTP, rather than accepting that it will remain stable. The All Party Parliamentary Cycling Group recommended an aim to increase cycle use from less than 2 per cent of journeys in 2011, to 10 per cent of all journeys in 2025, and 25 per cent by 2050.	See answer to 5 above.
15. 11.3 The towns and city will have grown considerably well before 2026 and the timeframe for improvements to the cycle networks needs to be much more ambitious. The strategy needs to aim for them to be complete in the same timeframe as the developments not lagging behind so that we have just caught up with them 13 years from now.	As government funding is uncertain it is difficult to be specific about timescales.
16. 11.7 It is not clear how the strategy will remedy the barriers of lack of knowledge about maintenance or concerns about breakdowns. If this is a more major concern than lack of ownership of a bike, there should be a strategy for overcoming these barriers, perhaps by building partnerships with repair businesses and colleges to run courses on maintenance and repair.	This is covered in chapter 14 Smarter Choices and in the Smarter Choices Strategy. An example of how this is being delivered is by providing information on the Connecting Wiltshire website, and encouraging businesses to run maintenance courses through their Travel Plans. As funding opportunities arise, we may be able to do more in this area.
Alistair Millington, Area Manager - Wiltshire Sustrans	
17. 11.6 The strategy should set a target for increasing levels of cycling in the county. The recent Parliamentary report on cycling recommended that a national target of 10% of all trips by bike by 2025. Wiltshire currently has above average levels of cycling and could set itself the target of doubling them from 4% to 8%. Specific targets for school travel should also be considered.	See answer to 5 above. School modal share is measured through School Travel Plans and individual targets are set for these.

Michael Moore	
<p>18. In order to increase cycling needs modest investment in urban cycle routes using some imagination. White lines painted down the side of main roads which stop at dangerous junctions with the words 'end of cycle route' just don't cut it. (Try cycling down the Castle Road from Old Sarum and see what happens as you near the dangerous junction with the ring road). Come on- shared paths and/or alternative routes either via Victoria Road or linking with the riverside cycleway. Don't just drop the cyclists into the traffic. There are endless examples where cycle routes could be joined, priority given at lights or cyclists allowed to cycle the reverse direction up one way streets (standard in Amsterdam). The more people sitting in cars in queues being passed by cyclist the more likely they are to get on a bike, increasing bikes leads to greater safety for cyclists.</p>	<p>Cycle design has evolved significantly in the last decade and we recognise the need for coherence of routes. The Town Cycle Networks set out the key priorities for improvement.</p>
<b>Goals and objectives</b>	
Ms Margaret Willmot	
<p>19. 12.7 In addition to the places listed Calne also had NO2 levels in excess of government guidelines in 2011. 12.8 'In rural areas it is often more important to provide safe off-road routes' - would disagree with this statement (see also 10.21 comments). The dangers particularly apply to rural A roads (as stressed in 12.11) and consideration must be given to make minor rural roads safer for non motorised users - including pedestrians and horse riders as well as cyclists. There should be lower speed limits on minor rural roads, and motorists need to be aware of the likely presence of vulnerable road users (as well as potential for other countryside hazards like slow moving tractors, farm animals and wildlife).</p>	<p>Calne has now been added to the list of AQMA areas.</p> <p>12.8. The emphasis of this statement is that it is unlikely that a critical mass of cyclists required to improve awareness can be achieved on rural A roads. Where minor rural roads exist, they may indeed provide a better alternative route. We have altered the text to try to reflect this.</p>
<b>Anne Henshaw, Group Chaiman, North Wilts and Swindon Group Campaign to Protect Rural England (CPRE)</b>	
<p>20. We would add to the comment at 23.1 the example of Poynton in Cheshire where the radical approach of Shared Streets has shown unexpectedly positive results. The approach to traffic flow should be in order to meet the various objectives of 3, 4 and 12 with a better formula and enhance the case for cycling and walking. A new formula for hard and soft measures needs to be prioritised and reference to them in the Plan.</p>	<p>This comment was on the Smarter Choices Strategy. Shared surface is discussed in Appendix 2 under speed reduction measures. It is not clear what is meant by a 'new formula'. The strategy proposed both hard and soft measures.</p>



Lt Cdr J Blake, Branch Secretary CPRE Wiltshire	
21. In 12.8 the reference to "off road" should please be avoided. It could be replaced with "away from roads" While in some cases it may be best to provide a route that avoids a busy main road, in others it may be best to make less frequented country lanes safe for all users	Off-road may refer to paths alongside or away from roads. Text has been adjusted to recognise quiet lanes.
Gill Anlezark, Hon Membership Secretary Cycling Opportunities Group for Salisbury(COGS)	
22 Health References need updating to include NICE guidance PH41 Walking and cycling: local measures to promote walking and cycling as forms of travel or recreation Public health guidance, PH41 - Issued: November 2012 This guidance sets out how people can be encouraged to increase the amount they walk or cycle for travel or recreation purposes. This will help meet public health and other goals (for instance, to reduce traffic congestion, air pollution and greenhouse gas emissions). The guidance is for commissioners, managers and practitioners involved in physical activity promotion or who work in the environment, parks and leisure or transport planning sectors. They could be working in local authorities, the NHS and other organisations in the public, private, voluntary and community sectors. In addition, it will be of interest to people who promote walking and cycling in an unpaid capacity and other members of the public. In the context of this guidance, walking and cycling includes the use of adapted cycles (such as trikes, tandems and handcycles), wheelchairs and similar mobility aids. Encouraging and enabling people to walk or cycle requires action on many fronts - and by many different sectors. A range of issues have to be addressed, including environmental, social, financial and personal factors. The recommendations cover: local programmes, policy and planning, schools, workplaces and the NHS. In addition to the recommendations made in this (and related) NICE guidance, other measures are needed to tackle the wider influences on walking or cycling. This includes measures to reduce road dangers and to reallocate road space to create a more supportive environment. 12.8 Instead of off-road provision in rural areas, speed limit reduction to a default of 40 mph and less where necessary, would make the roads safer for cyclists to use. 12.25 Measures to encourage women to take up cycling need to be included in the strategy and monitoring of the success of initiatives undertaken.	This has been added to section 10.28.  Speed limits are covered in the Road Safety Strategy. Measures to encourage women would form part of the Smarter Choices policy – examples include the information provided on our Connecting Wiltshire website and through the personal travel planning programme.

Ms Rachel Kent	
<p>23 12.7 Calne needs to be added to the list of towns where air pollution is of particular concern. 12.21 Could improved local air quality be added to the list? Wiltshire's air quality action plan will contain measures relating to cycling, particularly within the community action plans which are being developed by the groups in towns with air quality management areas. (Mainly covering Policies 1 - 5 in the cycle strategy) Therefore we welcome the production of the cycling strategy on the grounds of improving air quality and improving health of Wiltshire's population. There are a number of active cycle groups across Wiltshire who are engaging with the community to increase the uptake of cycling, be it for leisure or commuting. These groups should be recognised within the strategy and actively engaged with to avoid duplication of work such as creating cycle maps for the towns and mapping cycle parking (14.14 and 14.16)</p>	<p>Calne has now been added.</p> <p>Air Quality is addressed under health as set out in the main Local Transport Plan document, although we recognise that there are links between several of the objectives.</p> <p>The importance of consulting on design is highlighted in Appendix 2 (table 16.1); however, we have strengthened this by adding in policy 1d. We have attempted to engage with cycle groups in development of these networks, but unfortunately not all groups have had the capacity to respond.</p>
<b>Opportunities and barriers to cycling</b>	
Reverend S Tatton-Brown	
<p>24 As a regular cyclist in Chippenham (I am vicar of St Andrew's and use my cycle for all my parish visiting) may I comment on Section 13, Barriers to Cycling? There are a number of designation cycle routes in Chippenham. Many of them are useless. Either they ride along the pavements, creating a dangerous mix of pedestrians and cyclists (who might be travelling at speeds of 15mph or faster). There are some cycle routes on pavements which go round bends, so cyclists can ride into pedestrians without warning. I'm thinking of the pavement at the bottom of Rowden Hill. Many of these routes come to an end at the next road junction, which is precisely when the cyclist needs protection. There is either a Cyclist Dismount sign (which is often ignored by cyclists), or an End of Cycle Route sign, which gets the Council off the hook but doesn't help cyclists at all. You get the impression that cycle lanes have been put in on the cheap. The cycle lane up Park Lane is brilliant (as long as no one is parked in it). But there is absolutely no protection for cyclists as they approach the road junctions to the top of Park Lane, and those wishing to turn right towards New Road have to cross a lane of traffic, while pushing up a hill. The shared cycle routes across open space (e.g. Monkton Park) are on the whole very good. They work well when there is a low volume of cycle and pedestrian traffic. But if you do succeed in increasing cycle traffic, will these paths have the capacity to cope without some form of separation between pedestrians and cyclists? In</p>	<p>The shared use cycle path at the bottom of Rowden Hill runs between the Lowden Hill Junction and the Bridge roundabout junction. Whilst the corner at the bottom of Rowden Hill is blind, the shared use path actually terminates before the corner and so cyclists should be slowing ready to dismount, or continue on road. Following this, we have noticed that the signage in this area is incorrect and does not specifically state this - the signage will be soon rectified.</p> <p>Sustans' 'Access to Stations' report suggests converting the 2.5m footway connecting Upper New Road to Park Lane - this can be done at its current width or widened by 1m subject to swept path analysis, which will make turning right at the top of Park Lane easier for cyclists.</p> <p>Sustans' report also suggests narrowing the junction with St Pauls Road and providing a raised table junction to slow vehicle speeds and make the right turn movement for cyclists easier. Additional to this, the Western footway should be widened and converted to shared use. All these improvements would mitigate the problems described significantly and are currently being investigated.</p>

<p>Germany, such routes are surfaced in two colours, one (I think grey) for pedestrians, and the other (I think red) where the cyclists ride and the separation is enforced by the police. If you want to encourage cycling between the towns and neighbouring villages, something must be done about the roads approaching Chippenham. The A4 between Corsham and Chippenham sees too many cyclists knocked down and killed. There is no cycle lane. Neither is there any provision for cyclists on the A350 heading north beyond Cepen Park North. The same points can be made for the other roads approaching Chippenham. The cycle route to Calne offers an alternative to the A4, as long as you don't want to travel in the dark. The Pewsham by-pass is dreadful for cyclists. I have to use it regularly to visit Middle Lodge. It's just not wide enough for vehicles to pass cyclists without crossing into the oncoming carriageway, which means they brush alarmingly close to cycles. A word about traffic calming schemes. The traffic calming chicane near Hardens Mead on the London Road leading south out of Chippenham forces cyclists into the middle of the road, in front of following vehicles. Why could there not be a gap to the left of the chicanes for cyclists to ride through, as there is on the chicanes in Derriads Lane? And speed humps make for very uncomfortable cycling! Proper cycle lanes cost money. They also require attention to detail, from the point of view of the cyclist as well as the motorist. I hope these comments help.</p>	<p>Routes between towns are not being considered under this consultation, as this is for the Town Cycle Networks, however, I would recommend a route via Sheldon to cycle between Bath Road, Corsham and Frogwell, Chippenham to avoid using the A4.</p> <p>PRoW have confirmed that the Chippenham to Calne route cannot be street lit, as it is a rural route, where street lighting would be detrimental to the surrounding area. Additionally, the land that the route is on is under multiple ownership and is not owned by Wiltshire Council. This also makes street lighting unfeasible.</p> <p>The A350 duelling will include some pedestrian/cycle paths alongside the A350, as well as a crossing point; however, the design for this is still being developed and so the exact details are currently unknown at present.</p> <p>There are suitable alternatives to avoid cycling along the Pewsham by-pass from St Andrews Church to Middle Lodge, for example an on-street route via Wood Lane and Forest Lane, where you only need to cross the Pewsham by-pass - these routes are included on the Chippenham Town Cycle Network Map.</p> <p>The chicanes on London Road were implemented many years ago, without due consideration to cyclists. It would be a significant improvement to allow cycle access through these chicanes, but we are also working on a cycle route from Baydons Lane to Long Close to Hardens Mead, which would also avoid this problem and provide a quieter and safer cycling route to/from the town centre. As the London Road is not a recommended cycle route, we are focussing attentions on off-road and quieter street routes in this area.</p>
<p>Ms Margaret Willmot</p>	<p>Opportunities and barriers</p>
<p>25 13.5 'Breaks and lighting' should read 'Brakes and lighting'. 13.7 It would be worth considering electrical bike promotion in development where the topography will limit the attractiveness of cycling - e.g. the Fugglestone Red development in Salisbury. There is perhaps the potential to include electric bike provision, or a pool of electric bikes, to be provided as a planning condition as a part of the sustainable transport infrastructure for such a site. (NB purchase costs of electric bikes are not 'prohibitive' when compared to e.g. the cost of a car, &amp; running costs are of course much cheaper). 13.9 'merge wityh' should be 'merge with' Infrastructure General</p>	<p>Noted. The strategy allows for electric bike initiatives as set out in 14.22. The Council's new website, Connecting Wiltshire, promotes electric bike usage. We are not currently looking at any electric bike hire schemes as we believe that a small-scale scheme run by the Council would be difficult to sustain financially. However, we will look for opportunities where schemes might be viable.</p> <p>In the case study mentioned, users found the costs to be prohibitive, but as we highlight in the text, costs are falling and we need to raise</p>

<p>Cycle routes need to be reviewed with the 5 key criteria tucked away in Appendix 2 (coherence, directness, attractiveness, safety and comfort) very much in mind. Too often cycle routes disappear at difficult points on the road network - junctions, roundabouts, etc - and poorly thought through bits of cycle infrastructure may make things worse for cyclists. Consider the Highways Agency 'improvements' at Wilton Road/Skew Bridge in Salisbury, where cyclists are removed from the road to cross the bridge on a top class cycle way, but who then have to stop to give way to traffic when rejoining the main carriageway a few yards later. For new developments, top class cycling and walking and links to town centres and other facilities need to be designed and built, not just walking/cycling links within the development. S106 or CIL contributions need to be allocated for this purpose. The design of new developments needs to take account of the principles in Manual for Streets (e.g. layout and connectivity considerations in Chapter 4). Walking and Cycling linkages outside the development site boundary are not something which is given adequate consideration currently (e.g. Highbury Avenue school site, Salisbury, S/2012/1282).</p>	<p>awareness of this. It is agreed that it would be cheaper to run only an electric bike rather than a car. However, for many people in Wiltshire, particularly in more rural areas, they will want to run a car and a bike.</p> <p>Cycle design has evolved significantly in the last decade and we recognise the need for coherence of routes. In practice, this can be very difficult to achieve where there is limited space and communities are often opposed to losing space for motorists.</p> <p>The importance of Manual for Streets is mentioned in Appendix 2.</p>
<p>Anne Henshaw, Calne Area Transport</p>	
<p>26 13.1 Do not agree with comment. The experience of this group when at local consultation is as follows a) not safe b) not nice due poor driver behaviour and attitude c) lack of any helpful signage d) no facilities for leaving cycles at workplaces, retail outlets or bus stops.</p>	<p>Text has been clarified.</p>
<p>27 We would add to the comment at 23.1 the example of Poynton in Cheshire where the radical approach of Shared Streets has shown unexpectedly positive results. The approach to traffic flow should be in order to meet the various objectives of 3, 4 and 12 with a better formula and enhance the case for cycling and walking. A new formula for hard and soft measures needs to be prioritised and reference to them in the Plan.</p>	<p>Comment refers to Smarter Choices strategy. Appendix 2 sets out some of the factors that need to be considered when choosing design options such as shared streets.</p>
<p>Mr H Helps</p>	
<p>28 Barriers. Highway maintenance. Very Laudable but cycling in the Countryside has now become far more hazardous because of the number of potholes towards the road edge. It is now almost too dangerous to cycle on many rural roads especially in the wetter times because puddles hid large potholes which cause serious problems for cyclists. Many cr/van users try hard to push the cyclist to the side of the road by overtaking at inappropriate times.</p>	<p>Please see the 'Investing in Highways' report</p> <p><a href="http://cms.wiltshire.gov.uk/ieIssueDetails.aspx?IId=39013&amp;PlanId=0&amp;Opt=3#A136156">http://cms.wiltshire.gov.uk/ieIssueDetails.aspx?IId=39013&amp;PlanId=0&amp;Opt=3#A136156</a></p>

<b>Gill Anlezark, Hon Membership Secretary Cycling Opportunities Group for Salisbury(COGS)</b>	
<p>29 13.12 Funding constraints It is clear what level of funding is needed to make a difference so we would like to see the strategy committing to a target for funding cycling network improvements in each year of the LTP. It should be quite unacceptable for funding to fall below the £1 per head per year figure quoted and the strategy should aim to obtain much nearer the effective target of £10 per head per year. Reference should be made to the recent All Party Parliamentary Cycling Group report of April 2013 and its key recommendations that include: More of the transport budget should be spent on supporting cycling, at a rate initially set to at least £10 per person per year, and increasing as cycling levels increase. Cycling should be considered at an earlier stage in all planning decisions, whether transport schemes or new houses or businesses. More use should be made of segregated cycle lanes, learning from the Dutch experience. Urban speed limits should generally be reduced to 20 mph. Just as children learn to swim at school they should learn to ride a bike. The Government should produce a detailed cross-departmental Cycling Action Plan, with annual progress reports</p>	<p>Unfortunately funding from the Government and through organisations like Sustrans is uncertain and likely to be distributed through competitions, which makes it difficult to forecast future budgets. The current LSTF programme from 2013-2015 is spending around £1 million improving walking and cycle links to stations.</p> <p>See response to previous comments</p>
<b>Mr Alistair Millington, Area Manager - Wiltshire Sustrans</b>	
<p>30. 13. Road safety is the biggest single barrier to increasing cycling levels in the county. The withdrawal of speed cameras in the county was a backward step for cycle safety and should be reconsidered. 13.8 We would support the wider use of 20 mph zones across the county. In the short-term these should be used to improve road safety in residential roads, particularly the quiet roads used for town cycle networks. In the long-term we would recommend their extension across urban areas. "0 mph limits should be supported by engineering measures to ensure drivers reduce their speed. There are opportunities to improve cycle networks by permitting cycling in pedestrianised areas such as Chippenham High Street or sufficiently wide footpaths/footways. These can often be converted to shared-use relatively inexpensively and with no loss of safety for pedestrians.</p>	<p>Policies on speed limits are set out in the Road Safety Strategy and these will be further refined as new evidence becomes available.</p> <p>Noted</p>
<b>Mr C Gregory, Transport and Tourism Officer New Forest National Park Authority</b>	
<p>31 We welcome this strategy in particular its reference to the growth in the use of electrically assisted bicycles. We are aware of growing popularity of the use of electric bikes to explore the New Forest and other National Parks across the UK. They provide an excellent way of getting new people cycling, by reducing the perceived and actual effects of relief and geography on cyclists.</p>	

<p><b>Michael Moore</b></p> <p>32 You highlight the potential economic benefit that cycling routes bring to the local economy. Salisbury is on the doorstep of the New Forest which has huge numbers of visitors many of whom will bring cycles. There is currently no safe cycle route from the forest to Salisbury. There is however a disused railway linking Fordingbridge with Alderbury which may be possible to convert to a safe off road cycle route suitable for families and small children. A link route could be provided from Alderbury to Salisbury using one or more of several options. Either by making safe the horrendous short section of the A36 from the Alderbury bypass and creating a cycle route using the main A36 using and utilising existing cycle paths, or by linking through Milford, or better still recreate a river crossing to link with Britford where there is an existing flat cycle route via Britford then Britford Lane. This route could also link the two park and ride sites providing two start points for the cycle route from Salisbury in the reverse direction. The railway continues beyond Fordingbridge and could be linked with an existing cycle route (Castleman Trailway). A route of this kind would require considerable investment but evidence from elsewhere suggests that the economic returns would be significant. An extension to Stonehenge using quiet roads and bridle paths would also be feasible. Imagine the power of the Cathedral to Stones route.</p>	<p>The Council will look for funding opportunities for this type of route as set out in the strategy.</p> <p>The Council has been working with the Highways Agency to create a shared path between Alderbury and the Petersfinger Park &amp; Ride site. Unfortunately the current landowners have blocked this. We will continue to look for opportunities to deliver this route in partnership with the Highways Agency who manage the A36.</p> <p>The Council has looked at a river crossing, and it is unlikely that a route for cyclists will be achievable here.</p>
<p><b>Michael Moore</b></p>	
<p><b>Mr Charles Jenkins</b></p>	<p>Strategy</p>
<p>33 The strategy of using the Kennet &amp; Avon Canal path for cyclists is to be applauded, but contingency should be made to monitor the canal path surface and where required assist with repair and maintenance. This is particularly relevant to the section of canal path leading from the centre of Devizes out alongside the London Road, where additional housing development could significantly increase the volume of cycle traffic along the canal.</p>	<p>The Kennet And Avon Canal Trust is responsible for the maintenance of the towpath. We are aware that they have certainly asked for contributions for developers in Devizes to contribute to the towpath upgrading/maintenance.</p>
<p><b>Mr Philip McMullen</b></p>	<p>Strategy</p>
<p>34 Regarding the town cycle map for Melksham, I'd really like to see something included about helping those in outlying districts to access the town by bike. For example, by simply erecting appropriate signage and painting a white line along the footpath from Challymead to Countrywide Farmers roundabout, cyclists and pedestrians could share the footpath in comparative safety.</p>	<p>The Strategy sets out how rural districts can apply for funding through CATG.</p>

Mr Alistair Millington	Strategy
<p>35 14.10 The Cycling Strategy needs to reinforce the LDF's commitment to prioritising cycle access to new developments. In particular it must emphasise that links between new development areas and town centres or other amenities must be drawn up as part of all masterplans. Delivery can be either as part of new schemes or via S106/CIL contributions but they must take place over the same development timescales. Wiltshire Council must ensure that new development does not reduce the quality of existing cycle provision, by increasing traffic to on-carriageway routes or at crossings, without ensuring that appropriate improvements are made to mitigate this. New cycle paths constructed as part of new developments should be adopted and signed as such. There are examples where this has not happened (e.g: Westbury Leigh) and an opportunity for new cycle routes has been missed. 14.17 The Bike It Plus Officer currently works in Trowbridge, Chippenham, Melksham and Warminster and we hope to expand the project to Devizes and Calne. Subject to the funding for the role being extended beyond academic year 13/14 the Bike It Plus Officer could work elsewhere in the county.</p>	<p>As part of any new development Wiltshire Council's Highways Development Control Team should be, at Planning stage, reviewing the need for cycle routes within the development area and assessing the routes proposed by the Developer, to make sure they are logical, safe and accessible and make recommendations on improvements if necessary. Additionally, HDC should be liaising with the Transport Planning Strategy Team to establish the best way to link these new routes to other established cycle routes within the context of the town, to avoid any severance issues and maintain continuity. Any issues discovered as part of this process should be rectified at Planning stage and result in the Developer contributing/ funding the improvements necessary.</p> <p>Prior to construction taking place on new developments where the roads and paths are to be adopted by Wiltshire Council, the Developer is required to enter into a Dedication Agreement with the Council, most commonly a S.38 Agreement. At this stage, HDC must approve the layout and specification of the all the roads and paths subject to adoption, including signs and lines, which should be approved in accordance to national and local standards.</p> <p>As part of this Agreement process, an HDC Inspector must sign off all the work that is subject to adoption and dedication, making sure they are constructed to the agreed specification and that no maintenance issues arise before completion. This also includes signs and lines and so there should be minimal situations where cycle routes are not constructed or signed correctly, if the process is followed and designs are approved to the appropriate standards.</p> <p>With regards to Westbury Leigh, not all of this estate is adopted as yet and so this could be why there are some routes that are not complete.</p> <p>We are hopeful that the Bike It Officer's role will continue to be extended. Through the LSTF programme we have also employed a Sustrans officer to carry out personal travel planning in schools in Chippenham. This programme last until March 2015 and encourages all forms of sustainable travel including cycling.</p>

Lt Cdr J Blake	Strategy
<p>36 While the aim to establish cycle paths in towns is supported, there is also an urgent need to have cycle paths that link towns, e.g. a cycle path between Wootton Bassett and Swindon where the link within Swindon has been established for some years. It just needs the part in Wiltshire, without having to negotiate M4 Junction 16. Shared usage of paths should be qualified to allow for each path to be assessed or re- assessed separately as some cycle paths may not be suitable for shared access if they become well used by cyclists.</p>	<p>Proposals for a cycle route between RWB and Swindon went out to public consultation in the summer of 2012 and there was overwhelming support for this. The proposed route comprises of a shared use pedestrian/cycle path built alongside the A3102 from Royal Wootton Bassett towards Swindon. At the Sally Pussey Inn on the A3102 the route would then cut across fields towards the Windmill Hill Business Park in Swindon, thereby avoiding the busy J16 of the M4. Work is now underway to progress the project further in partnership with Sustrans, the Highways Agency and Swindon Borough Council</p>
Mr C Gregory Transport and Tourism Officer New Forest National Park Authority	
<p>37 We are delighted to support your cycling strategy and it is good to see a proactive, positive approach to cycling development. The off-road cycling offer in the National Park area of Wiltshire will be significantly improved (in condition) through the LSTF programme. The New Forest National Park Authority has recently submitted an application to the Department for Transport Linking Communities fund (Cycling in the National Parks). Our £3.57 million application seeks to test innovative new ideas to develop family cycling activity in the National Park. There are five projects included within the bid: 1. Development of a world-class cycling visitors centre adjacent to Brockenhurst railway station. 2. Development of the first rural 'transaction and release' bike docking station system in the UK, across 20 docking locations throughout the National Park. Reducing the need for visitors to using their cars to reach cycle hire facilities. 3. Creation of a network of pedal buses and bus routes, providing an innovative and active way of exploring the National Park in a low carbon, active and sociable way. This will replace short journeys normally made by car. 4. Signage improvements to existing cycle routes in the National Park. 5. New Forest cycling facilities capital grants fund. This will support the private sector and local communities to develop high quality cycle parking, hire and maintenance facilities. These measures will have a positive impact on cycling within the Wiltshire Council area of the New Forest National Park and surrounding areas. We are grateful for Wiltshire Councils support in making this application. A decision will be made in June 2013. There are opportunities to make cycling one of the most important means of getting to and around the Forest as a recreational activity for enjoying the National Park. This would require better connectivity between the existing way marked routes and safe road routes and joint working</p>	<p>Noted.</p>



<p>between Wiltshire Council, Hampshire County Council and a range of partners. A series of strategic routes are also needed, linking the New Forest with settlements outside the National Park, and with the Test and Avon Valleys, and the coast. In supporting sustainable access to the New Forest National Park, an aspiration is to link Salisbury to the National Park by a signed cycle route would be welcomed. In Section 14, further investment in the ROW network (bridleways &amp; byways) to make them more physically usable by cyclists could also be considered. This is sort of covered in Policy 3, but many ROW will need more than maintenance (e.g. a bridleway, in particular, by law does not have to be maintained in a condition suitable for use by bicycles)</p>	
<p>Ms Margaret Willmot</p>	
<p>38 issues which are relevant to cycling in Wiltshire are illustrated here - the 'broad description' of the 'balanced' approach could be further enhanced: - The 'balanced' approach to the cycle network talks about providing links to national cycle routes but does not refer to the development of the national cycle routes themselves, which in many cases are still missing key links (e.g. Route 24 - Wilton to Salisbury, Petersfinger to Alderbury crossing, Route 45 to Stonehenge and north of Amesbury). - There is no reference to the Wiltshire Cycleway despite the reference in 12.18 to the tourism benefits which this route could bring. - There is no reference to the improving of rural routes, despite the potential benefit which would accrue from the improving of these routes (see 12.18). An analysis should be undertaken of the settlements within cycling distance of urban areas and market towns, and the benefits which could result from improved cycle links between these settlements. - 'Local Service Centres' have less facilities than 'Market Towns' or 'Principal Settlements', nevertheless they can be important in terms of links to work, education and amenities. In the Salisbury area, one would expect cycle links from the 'Local Service Centres' of Downton and Wilton to Salisbury. Policy 2 The suggestion that horse riders should have permissive access on cycle paths needs more thought.</p>	<p>Improvements to national routes in rural areas are covered by Policy 3.</p> <p>Noted- the text has been amended.</p> <p>Wilton is included within the Salisbury Town Cycle Network area due to its proximity to Salisbury and new development sites. Links to Downton are covered by Policy 3.</p>
<p>39. On bridleways and byways horses are allowed, and cyclists should give way to them. However, currently horses on cycle paths would appear to be contrary to the Highways Code (Para 54 "You MUST NOT take a horse onto a footpath or pavement, and you should not take a horse onto a cycle track..."). Horses can be spooked by cyclists, and a cycle path may not provide enough space for cyclists and horse riders to safely pass. It might be sounder to designate cycle paths as bridleways ONLY</p>	<p>The legal situation is not particularly clear. It is our understanding that it not a criminal act to take a horse on a cycle track but it is a trespassing act against the landowner. The highway code refers to cycle tracks which have not been given any additional access rights for horses. In the code 'should not' is used to indicate advice whereas 'Must not' indicates that it is illegal to do so. Some cycle paths may be legally Cycle Tracks whereas others are</p>

<p>when there is a local demand from equestrians for this and when there is sufficient width for this to be possible safely.</p>	<p>not. We have added some text to clarify that in some cases conversion to bridleway may be appropriate. The Rights of Way legal framework is currently being reviewed and our policies may change in light of these.</p> <p>Policy 2 allows the Council to provide access rights for horseriders in the appropriate circumstances. We have clarified the text. Horses on the National Cycle Network: Technical Information Note 28 (2011) shows that users can share paths safely where widths are sufficient.</p>
<p>40. Policy 3 Only off-road access is being considered for rural areas. It is appreciated that the conversion of sub-standard footpaths to dual use may encourage some cyclists in rural areas. However, in many cases there are no suitable footpaths alongside rural roads and some consideration of speed restrictions in rural areas, particularly on non-A roads, would be helpful to ensure better safety for cyclists (&amp; indeed other road users and animals). Reducing the speed limit on rural minor roads would help towards the following objectives of the LTP: 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. Points not covered in the policies - The concept of 20mph zones is supported in the DfT/DH Active Travel Strategy (see para 10.8 of Cycling Strategy) and there should be a policy to encourage this (?maybe in Smarter Choices, since it will assist walking as well as cycling?). The Council has been trialling 20mph zones in rural areas (Appendix 2, p. 45), however there is a large demand for such zones in the urban areas, and plenty of scope for existing 20mph zones (e.g. Salisbury City Centre, Bishopdown) to be extended. DfT Circular 01/2013, Setting Local Speed Limits, asks Traffic authorities to: "...consider the introduction of more 20 mph limits and zones, over time, in urban areas and built-up village streets that are primarily residential, to ensure greater safety for pedestrians and cyclists".</p>	<p>We have clarified the text in 3b – CATG can be used for both on-road and off-road projects.</p> <p>The issue of speed limits is addressed in the Road Safety Strategy and any subsequent policies the Council publishes.</p>
<p>41 Electric Bikes - already mentioned in comment on 13.7. It might be worth adding a section to summarise the benefits of electric bicycles in terms of the environmental and health benefits when compared to vehicles in the Powered Two Wheeler category. It should be explicitly stated that the 'Wheels to Work' scheme (see 19.24 in PTW strategy) will consider provision of electric bicycle where appropriate (one trusts it would - it would be cheaper than a conventional PTW and a perfectly acceptable solution where mileage to be covered is not too great).</p>	<p>The wheels to work scheme covers 50cc mopeds.</p>

<p>42 There is reference in the Accessibility Strategy to the problems caused by the largely car-based access to key tourist attractions in Wiltshire including Stonehenge and Avebury . These problems could be addressed by policies which prioritised the development of cycle links to key tourism destinations - Stonehenge is a key example where cycle access and a link to Sustrans route 45 should be given a high priority. - There could be an explicit policy reference to support for filtered permeability - the provision of an advantage for cyclists by exemptions from the access restrictions applied to motor traffic, or through creation of short connections only available to cyclists and pedestrians (see e.g. Sustrans website).</p>	<p>The balanced option for cycle infrastructure was chosen when the main LTP3 strategy document was consulted on and adopted. The option to improve cycle links between towns was not chosen.</p> <p>Appendix 2 supports the permeability principles as set out by Manual Streets and other best practice design guidelines.</p>
<p>Miss Sue Wright</p>	
<p>43 Policy 1 should specifically mention key tourist destinations and make a stronger statement in relation to national routes. I suggest amending the first sentence of policy 1 so that it reads as follows. 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 to key tourist destinations, and wherever possible provide links to national routes. Justification Tourism is a significant part of the local economy - in South Wiltshire, at any rate - and cycle-based tourism has huge growth potential. Improving cycling provision to and between key destinations (eg Stonehenge, the Stonehenge landscape, Salisbury Cathedral) could provide an important boost to this industry and at the same time help to reduce its carbon footprint and improve its resilience and sustainability.</p>	<p>See response to 42.</p>
<p>Lt Cdr J Blake, Branch Secretary CPRE Wiltshire</p>	
<p>44 Policy 1. While the cycleway maps for the towns are welcomed, there should also be one showing the Wiltshire Cycleway and all the cycleways linking towns so this Policy could refer to them all and to the Wiltshire Cycleway. Smaller towns and large villages may also need cyclepaths. The policy could read ...."network of cycling routes in and between the principal settlements, market towns and service areas and where appropriate provide links to national routes including the Wiltshire Cycleway." Policy 2 In accordance with the vision at the beginning of the document, this and para 14.11 should be tailored to unique circumstances. See above under 5. Policy 3 It should be stated that cycling does not include motorised cycling. Again speed limits on country roads, especially the less frequented lanes, would help to make them safer for all.</p>	

Gill Anlezark, Hon Membership Secretary Cycling Opportunities Group for Salisbury(COGS)	
45 Policy 2 We disagree that permissive rights for horseriders should be allowed on cycleways. The surface of cycleways is often not suitable for riding on and can easily be destroyed and made uncomfortable for cyclists to ride on.	See response to 39.
<b>Appendices</b>	
Ms Margaret Willmot	
46. Appendices Appendix 1, Town Centre Networks Map 16.10 'Salisbury' should be renamed 'Salisbury & Wilton' since it covers Wilton too. - Broken Bridges - should this read 'alternative to Churchfields Road', rather than 'alternative to Brunel Road'? Appendix 2, Principles for town cycle networks No cycling signs - given that the use of these is discouraged by the DfT it is regrettable that the aspiration is expressed by the Council that a better version will be produced! It might be relevant to give examples of signage which has been useful in encouraging cyclists to take special care of pedestrians (e.g. Cyclists give way to pedestrians at all times).	Noted.  While we discourage their use, there are still places where they are needed and the signs are poorly understood.
47 Appendix 4, Cycle Parking Standards The setting of minimum cycle parking standards as a proportion of the [maximum] parking spaces which have been allocated for cars seems counter-intuitive. (e.g. Retail in principle settlements, market towns = a covered space per 10 employees + 1 visitor space per 15 car parking spaces). Car parking spaces can be discounted for easily accessible locations (see LTP3 Parking Strategy), however there would be no reason to discount the cycle parking spaces. City centre locations may rely on publicly available car parking but still benefit from having cycle parking placed conveniently outside (e.g. central health clinic in Salisbury).	We are not proposing discounting cycle parking spaces. City centre locations will be required to provide more spaces than rural locations.  This is covered by policy 1.
Anne Henshaw, Calne Area Transport	
48 Appendix 4 Cycle Parking The low cycle parking standards as compared to high car parking space standards is backward thinking. The number of cycle parks should be increased in accessible areas such as town centres where retail, health clinics, libraries, restaurants and town leisure complexes are located. The Wiltshire Parking Strategy needs to be reviewed in the light of the publication of these Other Strategies documents. Town centre locations can still be adequately covered for car parking but with the emphasis moving towards public transport stops and cycle parking. Edge of town retail/supermarkets should be required to have a far greater proportion of cycle parking than currently calculated if a shift in behaviour is to be achieved. The Area Transport Strategies should be able to build on such requirements.	The car parking standards are based on trip rates, thus the cycle parking standards are based on trip rates. The cycle parking standards do require more spaces in town centres.

Gill Anlezark, Hon Membership Secretary Cycling Opportunities Group for Salisbury(COGS)

49 16 Appendix 1 It is not clear what the strategic direction for cycling is in any of the city and town networks. For each, there needs to be a strategic plan that is in place so that opportunities to apply for funding can be responded to quickly and effectively. For each it would be helpful to have some idea of the priorities that local cyclists and planners put on the proposed improvements (cross city/town centre routes, routes to schools, to and from new developments, to and from railway stations etc). The whole strategy needs to be much more proactive in pointing to the key routes in each settlement so that funding is utilized in the most cost-effective way. Many cycling facilities fail to be used to the maximum because little thought appears to have been given to how they contribute to the overall network and scheme for implementing it. The strategy needs to facilitate the coherence of all the networks and not result in the installation of yet more underused facilities. There also needs to be a statement in the strategy for producing and updating maps (whether physical or online) and targets for doing this when there are significant changes to be included We would like to see some method of informing cyclists when cycle ways and key routes are to be interrupted by roadworks and diversions posted as in the case of motor traffic. A target for repairing road surfaces and potholes, particularly those in the road space used by cyclists, in a timely manner is essential. Table 16.1 Hierarchy of provision puts conversion to shared use at the bottom. It is therefore unfortunate that much of the future planning for cycling in major settlements and market towns involves conversion to shared use as the option quoted most frequently. We would like to see a more radical approach to improving the cycle networks along the lines of the preferred option for the Salisbury Transport Strategy. A balanced approach as outlined in 14.1 is not likely to result in higher levels of cycling and consequent improvements in health, air quality, road safety and traffic density required by national guidance and policy quoted in section 10.

The Cycle Networks are the strategic plans. We have only included the maps in the strategy, but each network has a list of schemes which are in the process of being prioritised. This process is set out in the Appendices.

These network options have been developed in consultation with local communities and with Sustrans. There is usually a strong preference for off-road facilities. However, the exact design of each link will depend on individual circumstances.

The balanced option was selected in the main LTP3 consultation.

Mr Douglas Colborne

The key to safe cycle routes is safe junctions. All too often an urban cycle path will end just before a junction when its provision becomes more than white paint and the odd sign. At the most difficult and dangerous point "you're on your own brother".

Noted.

<b>Mr William Boffin, Chairman Market Quarter RA</b>	
<p>Edited version of submission 25. The Market Quarter Estate is located on Cocklebury Road and on the site of the old cattle market. It is the location of the Wiltshire and Swindon Museum and 256 residential properties. The northern boundary of the estate sits on the old Chippenham and Calne railway. The Eastern boundary is separated from Darcy Close by a grassed bund area. The developer included a cycle track to link the cycle track which starts at the Wilshire and Swindon Museum and links to the old railway track, Cycle Route N403 at what is known locally as black bridge and the footpath from Darcy close. The residents of Market Quarter would like to see the 16 metre approx. of rough ground and bramble hedging made into a cycle road to link the existing cycleway on the old railway to the new cycle path.</p>	<p>Sustrans' 'Access to Stations' report categorises this link as a low priority link. Following receipt of a petition from 163 Market Quarter residents and involvement of Councillor Caswill, the development of the link was investigated and we agreed to connect the paths. Despite this, Wiltshire Council's Property Services requested that the link is not developed at present, as the link could potentially be a 'key' to unlock the Core Strategy Development Land to the North and that the development of this link could weaken the Council's negotiating position.</p>
<b>Mrs Mary Jarvis, Clerk Melksham Without Parish Council</b>	
<p>The Melksham Cycleways Plan and Map has a major omission. It does not appear to include any potential new rural cycleway links. So please, what is your vision for rural cycleways?! Despite several comments from my own and other parish councils over the past few years about the need to have safe cycle routes from the Melksham urban area into the surrounding countryside and between towns, no planned routes are mentioned. The movement for safe intra-urban routes is growing as cyclists now have a growing interest in travelling between towns. If one asked the question "What's in this Plan to help cyclists in the villages or to encourage more people to go on their bikes, the answer would be "Very little!" This means that cycling from the villages of Beanacre, Shaw, Whitley, Broughton Gifford into Melksham is a very hazardous occupation, especially with the ever-increasing traffic. The Melksham Cycle Map of April 2013 does not appear to indicate the existing cycleway links to the Kennet and Avon canal - National Route 4 (Bristol to London), or links to the Wiltshire Cycleway. If, as it appears, this Map is just to cover Melksham town , then another map with an inset link is needed to show rural cycleways (even if there are too few of them at present!) A rural cycleway link to Broughton Gifford needs to be included. Although Melksham Lane is part of the Wiltshire Rural Cycleway, it is extremely dangerous to get to it/ Broughton Gifford from Melksham and from it/ Broughton Gifford to Melksham. The Countrywide Farmers roundabout is especially dangerous for cyclists and there is no indication to cyclists of how they should negotiate the roundabout. My Council welcomes the rural link to Berryfield and Semington via the existing, now quiet, Semington Road.</p>	<p>The balanced option for cycle infrastructure was chosen in LTP3. This prioritises links within market towns. The radical option to deliver rural links was not chosen. However, we have provided a number of ways to improve rural cycle links predominantly through CATG requests, but also by providing assistance for land negotiation so that funding bids for larger projects can be made.</p>

However the crossing from the existing Hampton Park cycleway towards Berryfield (light-controlled) does not appear to be shown. An indication of the proposed cycle towpath for the proposed Wilts and Berks canal needs to be shown as a potential rural link. When the canal goes in, it will provide an off road cycle route to Lacock. It will also provide a cycle route along the river, through the centre of town. This too could be used to provide a much needed link in the future to the Wiltshire Cycleway via Melksham Lane, Broughton Gifford and Chalfield etc The potential routes via Kennet and Avon Canal also need to be highlighted. If for example, there was an improved link for walkers and cyclists from Littleton Lane to Great Hinton Lane across A361, close to The Strand and Twyford Farm, this would enable access from canal towpath by Giles Wood out to Great Hinton, Steeple Ashton and the Downs at Great Edington. We understand Great Hinton Parish Council is keen to have better cycle access to Melksham and this proposal would tie in with this objective. There needs to be a potential rural cycle link along edge of A350 to Beanacre (Westlands Lane junction) possibly using part of the Old Road through Beanacre. If the link went to the Westlands Lane junction, Westlands Lane itself could then be used by cyclists to access the Wiltshire Cycleway, via Gastard, and Shaw and Whitley, and this would open up the network considerably. In the past Melksham Without Parish Council carried out a lot of work in conjunction with Wiltshire Council officers to facilitate a design but the Scheme was never carried forward due to lack of funding. However the aspiration to provide such a link still exists and since A350 is now so hazardous, the need for the link is particularly acute. There needs to be a safe cycleway/pedestrian crossing to the east of the Rosemary Way roundabout within the new development east of Melksham. There also needs to be a safe crossing for both pedestrians and cyclists on the Distributor Road by the roundabout in Snowberry Lane.