

## Foreword

Cycling is known to be good for one's health, excellent for our local environment, and without doubt one of the best ways of seeing and getting about the District.

The key aim of this Cycling Strategy is to adopt a package of measures which will provide the right conditions for the cyclist, thereby encouraging more cycling of all kinds, be it for work, school or college, shopping or recreation.



This Strategy has been prepared by West Lancashire District Council in consultation with the local Cycling Action Group, which was set up as part of the District Council's Local Agenda 21 initiative and in consultation with Parish Councils and local people. It stresses that this local Authority requires to establish local strategies for cycling as part of its local transport plans and to consider integrating key modes of transport i.e. cycling with walking and public transport.

The overall need is to make cycling easier and safer most especially for children, by giving safe routes to school and places where parents can cycle with children. It is recognised that cycling can be especially important in increasing independence in young people who generally have limited incomes and are often reliant on others for transport.

Currently there are facilities for cyclists in the District. For example the Trans-Pennine Trail runs through the District between Maghull and Southport on the former Cheshire Lines railway. In all, West Lancashire has 15 miles of designated cycle routes, 14 miles of which are off-road. In addition, there's the Lancashire Cycleway which is a signed on-road route for leisure cycling which meanders around the District, plus cycling is permitted on certain stretches of the Leeds-Liverpool Canal.

The Council for its part will seek to ensure that, where appropriate, all new development will be designed to provide safe and convenient cycle routes and where necessary encourage linking to the existing cycle network. Further the District Council will view favourably additional cycle parking places, and encourage public transport operators to provide facilities for the storage and carriage of bicycles.

It is recognised that there is presently little co-ordination of the various existing routes in the District and therefore one of the main aims of this Draft Strategy is to develop a comprehensive cycle network for the District. If this is achieved it will encourage more cycling as an accessible, convenient, healthy, economic and environmentally friendly mode of transport in West Lancashire.

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# A Cycling Strategy for West Lancashire

## 1. Introduction

- 1.1 West Lancashire is ideally suited to the cyclist having a relatively flat landscape. However the use of bicycles in the District is relatively low. This is probably due to the fact that the main urban communities of the District - Ormskirk, Skelmersdale and Burscough, are linked by a network of busy 'A' roads and there is little opportunity for quieter direct routes.
- 1.2 Encouraging cycling is good for the environment and good for your health. There are also economic benefits to the District through more people coming into the area to cycle and spending money on local goods and services. The District Council is therefore keen to ensure that cycle use is increased in West Lancashire year on year.
- 1.3 The key aim of this strategy is to adopt a package of measures, which will provide the right environment for the cyclist thereby encouraging more cycle use for a variety of different journey types.
- 1.4 This Cycling Strategy has been prepared by West Lancashire District Council in consultation with the Cycling Action Group, which has been set up as part of the District Council's Local Agenda 21 initiative and after a period of consultation with the local community. The Group contains representatives from the Cyclists Touring Club and other cyclists from the local area.

## **2. Background**

### **National Context**

- 2.1 In 1996 the Government produced The National Cycling Strategy which contained a range of objectives, policies and targets for cycling in this country. The key target for the Strategy was to double cycle usage (from 1996 levels) by the year 2002 and to double it again by 2012. The first target has now been dropped by the Government.
- 2.2 The Government's White Paper on the Future of Transport 'A new Deal for Transport' published in July 1998, endorsed the targets and aims and objectives of the national Cycling Strategy. The need to make cycling easier and safer is again stressed and local authorities are encouraged to establish local strategies for cycling as part of their local transport plans. One of the key themes of the White Paper is to integrate together key modes of transport i.e. cycling with walking and public transport.
- 2.3 The Government released its revised Planning Policy Guidance Note 13 - Transport in March 2001. The PPG stresses that the Government wishes to promote cycling and that local authorities should produce Cycling Strategies. The PPG also states what local authorities should do as part of the preparation of their development plans, how they should promote cycling and measures to consider cycling in determining planning applications.

### **The Lancashire Context**

- 2.4 Lancashire County Council are the Highway Authority in West Lancashire, although the District Council act as agents for the County in the main urban areas of the District. It is the County Council who prepare the Local Transport Plan, which sets out the spending priorities for the next 5 years. This therefore constitutes a very important document in helping new initiatives for cycling. The Lancashire Structure Plan is also a strategic document, which contains the strategic planning policies for the County.

### **The Local Transport Plan**

- 2.5 Lancashire County Council produced its first full Local Transport Plan in 2000 for the period 2001/02 to 2005/06. Part of the Vision of the Plan is to develop a transport system, which is as environmentally friendly as possible and to ensure that journeys by all modes are safe, reliable and enjoyable. The Plan has bid for £1.25M for each year of the 5-year plan for cycling initiatives.
- 2.6 The strategy for cycling set out by the Local Transport Plan is reproduced in Appendix 1 of this document. The County Council have

revised the target, which was established in the National Cycling Strategy for increasing cycle usage. The target in Lancashire is to double cycle usage by 2006 and double it again by 2016. The baseline for this will be the figure from the 2001 census, which is forecast to be 2%.

#### Cycle Guidelines

- 2.7 In the late 1990's the County Council produced a document entitled 'Cycle Guidelines'. This deals with the County Council's proposed Strategy and policies for cycling. The document is being updated.

#### Lancashire Structure Plan 1991-2006

- 2.8 The Lancashire Structure Plan sets out the County Council's strategic planning policies. Policy 38 is concerned with cycling and sets out the measures which will be taken to provide or improve facilities for cyclists. This policy has been embodied in the Local Transport Plan.

#### **POLICY 38 - CYCLING**

The following measures will be taken to provide or improve facilities for cyclists:

- (a) the provision of inter-town cycle routes within the strategic transport corridors;
- (b) the provision of cycle routes in urban areas, including segregated cycle lanes along routes leading to town centres;
- (c) the provision of priority facilities for cyclists at appropriate junctions;
- (d) the provision of cycle routes in green space networks;
- (e) the provision of cycle facilities in the design of new roads;
- (f) the provision of cycle routes within major areas of new development, within these areas land-uses will be arranged to minimise travel distances;
- (g) the provision of cycle parking facilities in town centres, other shopping centres, railway stations, bus stations and new developments that will attract large numbers of trips.

*(Source: Lancashire Structure Plan 1991-2006)*

- 2.9 The Lancashire Structure Plan (1991-2006) is currently being replaced by the Joint Lancashire Structure Plan (2001-2016). This Plan when adopted will supersede the current Structure Plan and together with the Lancashire Local Transport Plan will continue the promotion and development of cycling throughout the County.

#### **Policy 1 Development Framework (General Policy)**

Development will contribute to achieving:

- High accessibility for all by walking, cycling and public transport, with trip intensive uses focussed on town centres.

### **Cycling in West Lancashire**

- 2.10 In West Lancashire 21.5% of households do not own a car (2001 Census figures). Even in homes where there is a car not all members of the household will have access to it. It is therefore important that people have a range of options to address their mobility needs; cycling can play a large part in promoting social inclusion particularly in areas of low car ownership. Cycling can be especially important in increasing independence in young people who generally have limited incomes and are often reliant on others for transport.
- 2.11 Currently there are some facilities for cyclists in the District. The Trans-Pennine Trail runs through the District between Maghull and Southport on the former Cheshire Lines railway. The Trans Pennine Trail runs from Southport to Hornsea on the east coast and is part of European Long Distance Route 8 which runs all the way to Istanbul in Turkey. This also forms part of the Sustrans National Cycle Network. Altogether West Lancashire has 24.4 km of designated cycle routes, 21.8 km of which are off-road. In addition there is the Lancashire Cycle Way which is a signed on-road route for leisure cycling which meanders around the District. There are also some segregated cycle lanes adjacent to some of the major roads in the District, and cycling is permitted on certain stretches of the Leeds-Liverpool Canal towpath.
- 2.12 However, there is little co-ordination of all the various existing routes in the District and therefore one of the main aims of this Strategy is to develop a comprehensive cycle network for the District.
- 2.13 The 2001 Census showed that the percentage of the population of West Lancashire cycling to work was 2.09%, which was a decrease on 1991 levels (2.34%). Whilst these figures are about average for Lancashire as a whole, they are about half those for Wyre, South Ribble, and Fylde Districts which have comparably flat landscapes. One of the reasons for this is probably the poor cycle links between the main settlements in the District - currently cyclists are forced to use the busy main road network, which is perceived as dangerous by many potential users.
- 2.14 The Local Transport Plan aims to increase the percentage of the population cycling to work in West Lancashire to 8% by 2016 and double the lengths of on/off-road Cycle Ways by 2006.

#### **Community Strategy for West Lancashire**

- 2.15 The Community Strategy was adopted in March 2003 and includes an Action Plan covering transport issues. Within this Action Plan a series of measures for the promotion and increase of cycling is stated. These measures were agreed by the local strategic partnership - The West

Lancashire Forum. The Community Strategy Action Plan is currently being updated and the list of measures for priority action on transport reviewed.

West Lancashire Local Plan 1996 - 2006

- 2.16 The West Lancashire Local Plan sets out the principles for development in the District to the year 2006. Policies on cycling are included in the plan and are produced in line with national planning policy guidance (PPG13) and the County Structure Plan.
- 2.17 Local Plan Policy T.11 - Cycling, deals specifically with cycling issues and is reproduced below:

CYCLING

T.11 Development which accords with other policies in the plan will be granted planning permission provided that:

- (i) where appropriate all new development will be designed to provide safe and convenient cycle routes within the development and where appropriate beyond, linking to existing networks; and
- (ii) in non-residential development secure cycle parking should be provided in appropriate locations in accordance with Policy T.13.

*(Source: West Lancashire Local Plan Dec.1999)*

- 2.18 Local Plan Policy T.13 - Parking Provision, requires provision to be made for cycle parking in accordance with the Council's adopted standards, which are set out in Appendix 3 of the Plan.
- 2.19 The Council are currently preparing a replacement Local Plan for the District, which will run from 2001-2016. The new Plan will carry the Cycling Policies forward and assist in the implementation of measures to deliver the Government's aim of an integrated transport system District-wide.
- 2.20 Replacement Local Plan Policy SC8 – Cycling and Walking Facilities, deals with cycling and walking facilities and is reproduced on the following page.

CYCLING AND WALKING FACILITIES

SC8 The proportion of journeys made by cycling and walking will be increased, by requiring new developments to incorporate appropriate facilities for cyclists and pedestrians within the development, and appropriate links to the development.

Development will not be permitted which would harm the current cycleway or pedestrian route network or prejudice the future provision of the following:-

- Ormskirk – Skelmersdale Cycle Route (identified on Proposals Map) as part of Linear Park Proposal;
- Other future cycle routes required to complete the network in West Lancashire, which are identified through the West Lancashire Cycling Strategy and Network Plan;
- The Trans Pennine Trail along the Cheshire Lines; and
- The Lancashire Coastal Path including a bridge across the River Douglas

Skelmersdale Cycling Study

- 2.21 TMS Consultancy undertook a study for LCC and WLDC to review the existing cycle network in Skelmersdale, suggesting ways in which it could be improved in the future. The aim of the study was to make cycling an attractive means of getting around Skelmersdale, to work, to school, to shop and to leisure facilities. Consultation took place with a variety of groups including the West Lancashire Cycling Action Group.
- 2.22 The Study concluded that the existing cycling facilities in Skelmersdale were underused for a variety of reasons. The existing network of routes was poorly maintained and had fallen into disrepair. Segregated routes were often out of the sight of road traffic and houses, and personal security was therefore an issue, especially at subways. In addition, the town centre and other destinations around Skelmersdale were not considered to be cycle-friendly places to access, with facilities such as cycle parking being poor.
- 2.23 The Study recommended the creation of six new “Quality Cycle Corridors” radiating out from Skelmersdale Town Centre to link with other parts of the town, such as residential areas, important facilities, and to routes out to the countryside and to other areas. Other recommendations included the provision of cycle parking at numerous locations, development of Safe Routes to School that involve cycling, a leisure route along the Tawd Valley, and 20mph speed limits or creation of Home Zones in residential areas.
- 2.24 These Quality Cycle Corridors are reflected in the Cycle Network Plan attached to this Strategy.

### **3. Aims and Objectives**

#### **Aim**

*To encourage more cycling as an accessible, convenient, healthy, economic and environmentally friendly mode of transport in West Lancashire.*

#### **Objectives**

- ◆ *To provide a comprehensive cycle network in West Lancashire.*
- ◆ *To provide safe and secure cycle parking facilities where required*
- ◆ *To promote cycling in the District as a mode of transport for work and leisure through leaflets illustrating routes and facilities.*

#### **Developing and Protecting Cycle Routes**

***CY.1 The District Council, in consultation with the Cycling Action Group and Lancashire County Council, have produced a comprehensive Strategic Cycle Network Plan for West Lancashire. This Plan identifies existing and proposed routes that are on existing roads or comprise new off road routes. Where possible the Network Plan has identified key issues, timescales, priorities, costings and funding sources with regard to proposed new routes.***

***A prioritised network of routes has been considered as follows:***

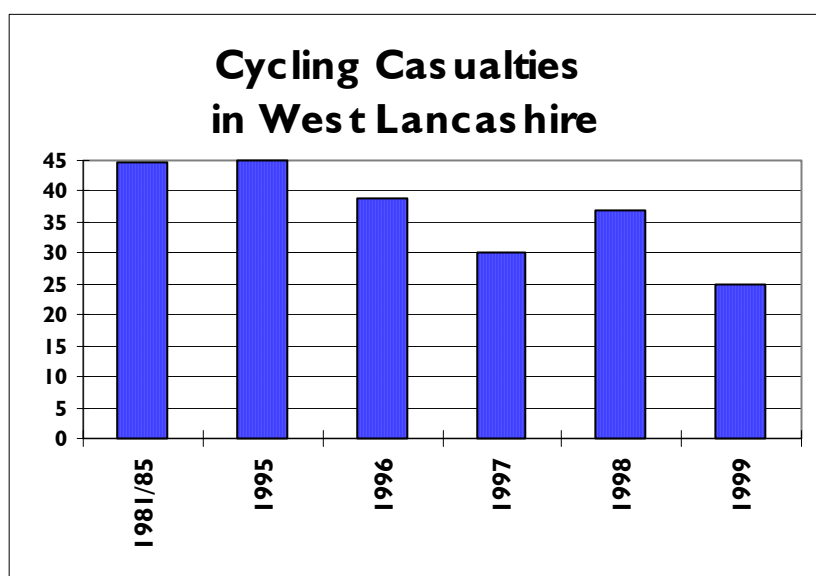
- 1. Routes creating links both between the main urban areas in the District and to the main urban areas outside the District, which penetrate directly into the settlement centre.***
- 2. Routes throughout Skelmersdale (identified through the Skelmersdale Cycle Network Improvement Study) providing a network of links throughout the urban area.***
- 3. Routes to the main transport interchanges (bus and rail stations), to schools/colleges, to the main employment areas and to the main leisure and recreational facilities.***
- 4. Routes linking residential areas to the settlement centres.***
- 5. Recreational routes, which link to the routes set out above.***

***The Network Plan will set out targets and timescales for the implementation of the Network.***

- 3.1 The Cycle Network Plan for West Lancashire identifies where the main generators for cycle journeys exist in the District and existing links. An analysis of current accident statistics and routes have been undertaken where there are perceived risks for cyclists.
- 3.2 The Network complies with regional and sub-regional network strategies and consider the role of the National Cycle Network which passes through the District. The Plan examines the need to link the main urban areas in the District and the links to urban areas outside the District. Cycle routes to town centres, schools/colleges, key employment areas, and public transport interchanges have also been assessed. Where gaps exist in provision alternative or new routes have been considered. Where possible the network utilises existing routes and main corridors such as the canal network.
- 3.3 Recreational routes have been developed to link with the main strategic network. These are frequently circular in nature and provide an attractive route for cyclists. Such routes tend to utilise the quiet network of rural roads in the District.
- 3.4 One of the main issues has been to ensure that the proposed cycle network can be achieved in the long term and that insurmountable problems do not exist to the implementation of any route. Each proposed route has therefore been fully checked to ensure that in engineering terms it is physically possible to develop a cycle route and plans drawn up of the works required. All routes are designed with current best practice in mind and in full consultation with the Cycle Action Group and Lancashire County Council. Conflict with pedestrians have been minimised where there was need for dual use facilities. The Council recognises that users have a range of abilities - for example those with mobility difficulties, young children, inexperienced cyclists and off-road cyclists - and the Network plan takes into account these differing needs.
- 3.5 A full assessment of the likely cost, possible funding sources and the legal implications of developing the route has been undertaken.
- 3.6 As the network is developed in the District a leaflet will be produced to inform and promote the network to the general public

**CY.2 The District Council, in consultation with the County Council, will seek to improve safety and convenience for cyclists, particularly on roads with high traffic flows and at locations with high numbers of accidents involving cyclists.**

3.7 The District Council acts as a Highway Authority agent for the County Council in the 'Urban Core' of the West Lancashire. The Urban Core comprises the main settlements of Ormskirk, Burscough and Skelmersdale, and the rural areas between. The District Council will ensure that, as agent for the Highway Authority or as consultee to the County Council, that accident blackspots are targeted for improvements.



(Source: Lancashire County Council)

**CY.3 The Council will seek to ensure that, where appropriate, all new development will be designed to provide safe and convenient cycle routes within the development and where necessary linking to the existing cycle network. Cycle parking will also be required to the Council's adopted standard.**

3.8 Policy T.11 of the West Lancashire Local Plan sets out the Council's policy in relation to facilities for cycling in new developments and a full version is attached as Appendix 2. This policy will be given full weight when the District Council considers planning applications for new development. The Council's Cycle Parking Standards are attached as Appendix 3.

***CY.4 The Council will seek to ensure that the needs of cyclists are fully considered in schemes for new roads or in traffic management schemes.***

- 3.9 All new road proposals should now give full consideration to the needs of cyclists. The District Council will usually act as a consultee in such cases, but will try to ensure that cyclists are given full consideration as part of any proposals.
- 3.10 Sometimes traffic management schemes which include proposals to narrow the carriageway or speed humps can cause problems for cyclists. The District Council will ensure that cyclists are no longer disadvantaged by the development of traffic management measures.

***CY.5 The District Council will, through the Local Plan and the development control process, seek to ensure new development does not sever proposed or existing routes used by cyclists and pedestrians, or prejudice accessibility to them. Similarly, disused railway lines will be protected as potential / future transport corridors.***

- 3.11 The Local Plan currently includes policies to protect existing rights of way, particularly for pedestrian use, this will be expanded to ensure cycle routes are given equal protection. Where protection is not possible the Council will seek to secure appropriate diversions that do not lengthen the journey significantly.

**Maintaining Cycle Routes**

***CY.6 The District Council will liaise with the County Council and Highways Agency to ensure that an adequate scheme of maintenance is in place for the off-road cycle lanes in the District.***

- 3.12 A constant source of irritation for cyclists is where cycle lanes are not adequately maintained, thus pushing the cyclist back onto the main road. This clearly destroys the purpose of the cycle lane and is counter productive.
- 3.13 Where such problems are reported the District Council will liaise with the responsible authority to ensure that cycle lanes are adequately swept and surfaced to serve their purpose.

### **Providing Facilities for Cyclists**

***CY.7 The District Council will carry out, with the assistance of the Cycle Action Group, an audit of cycle parking facilities and assess where new or improved facilities are required.***

***The audit will concentrate on the cycle parking facilities at Council owned premises, the main town and village centres, public transport interchanges, key employers and the main leisure and recreational facilities in the District***

***The audit will recommend where new facilities should be provided and indicate possible funding sources. Cycle parking facilities should normally be linked into the proposed Cycle Network.***

- 3.14 The District Council has already, in conjunction with the County Council, provided cycle parking stands at sites including libraries, sports centres, schools and urban centres.
- 3.15 The District Council is currently working with the Cycle Action Group and the West of Lancashire Community Rail Partnership to develop cycle parking facilities at the main rail stations in the District. The cycle parking audit will take a wider look at the cycle parking facilities in the District. Where locations are deficient in terms of the cycle parking, the Audit will recommend appropriate cycle parking to be provided, rough costings and possible funding sources. Ideally all such locations will be connected to the Cycle Network.

***CY.8 The District Council will encourage public transport operators to provide facilities for the storage and carriage of bicycles.***

- 3.16 The Council is already actively involved in the West of Lancashire Community Rail Partnership and it is through this organisation and other contacts that transport operators will be encouraged to provide facilities for cyclists.
- 3.17 Opportunities will exist on both rail and bus services and it is those services which connect to the cycle network in the District which will be prioritised. Such facilities will enable the Council to promote cyclists to come into the District by public transport and utilise the circular routes designated for leisure cycling in the network plan, thereby increasing tourism in the area.

### **Promotion of cycling**

***CY.9 The Council will promote the cycle network in the area through the production of leaflets showing cycle routes and the benefits of cycling for health and the environment.***

- 3.18 Cycling will need constant promotion to raise the numbers of people using the cycle network in the area. Such promotional activities will be aimed at different types of cyclist. Firstly it will be necessary to inform people about the network, which exists and to reassure users that this represents a safe and secure network with appropriate cycle parking facilities at key destinations. Promotional work will also need to stress the environmental and health benefits of cycling. Such promotional work will often take place in conjunction with other initiatives, for example health strategies, green transport plans, safe routes to schools, and tourism promotion.
- 3.19 The Council has already produced a leaflet entitled 'Get on Your Bike to Healthy Living' which sets out the benefits of cycling for your health and a sample cycle programme for beginners. The leaflet is appended as Appendix 4.
- 3.20 The District Council will promote cycling to its own staff through the production of a Green Travel Plan for the Council.

***CY.10 The District Council, in the development of its Travel Plan will aim to become a cycle friendly employer and attempt to lead by example to encourage major employers in the District to participate in improving cycling facilities.***

- 3.21 The Travel Plan will examine the possibility of implementing the following measures:
- the provision of sufficient secure cycle parking;
  - the provision of showers and changing facilities;
  - the provision for a cycle mileage allowance for work trips;
  - setting up a loan scheme for cycle purchase;
  - expanding the existing cycle pool for work journeys; and
  - co-ordinating cycle maintenance classes.
- 3.22 Council employees have recently completed questionnaires aimed at providing baseline information from which a Green Travel Plan will be formulated. The plan will assist in reviewing internal policies with the overall aim of reducing car usage.
- 3.23 The Council will also work with the County Council to promote its 'Travel Plan' programme which aims to assist organisations / employers in increasing the efficiency of their transport.

***CY.11 In partnership with the Education Authority (Lancashire County Council) the Council will encourage and develop School Travel Plans and 'Safe Routes to Schools' to encourage and facilitate walking and cycling to schools (in conjunction with public transport where appropriate).***

3.24 The Council will continue its efforts in increasing the number of Safe Routes to Schools across the District. This, in conjunction with improving facilities at schools, improved awareness and school cycle training initiatives will go some way to alleviating the problems caused by the 'school run' in terms of traffic congestion, pollution and safety. Encouraging cycling to and from school provides individuals with improved fitness, increased independent mobility and reduces the negative impacts caused by vehicular traffic at and around schools and colleges.

### **Monitoring the Strategy**

***CY.12 The District Council will monitor the success of the Cycling Strategy through the following targets and indicators:-***

- ***Production of a comprehensive Cycle Network Plan for the District by mid 2004***
- ***Annual length of Cycle Routes created***
- ***Cycle Accident data***
- ***Annual installation of cycle parking facilities***
- ***Monitoring of cycle usage on strategic routes through the Local Transport Plan, in conjunction with the County Council.***
- ***Monitoring of promotional activities***

3.25 The Cycling Strategy will need to be monitored to ensure that the aims and objectives of the Strategy are being achieved. A Monitoring Report will be produced every two years to assess the success of the Strategy.

3.26 One of the key indicators will be the actual numbers of cyclists on some of the strategic route corridors in the District. No decision has yet been taken on the form and extent of this monitoring. However, as this is a key indicator for the policies of the Local Transport Plan, the District Council will work closely with the County Council to establish a satisfactory monitoring system.

## 4. Funding Opportunities 2004-2005

The following is a listing of some identified funding sources for cycling and related projects. The list is not comprehensive as further funds may emerge and other resources may be tapped in to.

- 1a. West Lancashire District Council - £6,000 budget for 2004-2005.
- 1b. West Lancashire District Council officer time.
2. The Local Transport Plan - £600,000 managed by LCC and available through partnership working with the County Council.
3. The National Cycling Project Fund - £2 million. This fund will be distributed through grant bidding rounds. The first round ends on 31<sup>st</sup> July 2002, which will be followed by at least one further round 9-15 months later. Project grants range from £250-£50,000 and require match funding.
4. Lancashire Small Sites Reclamation Programme (LSSRP) - £2.1 million managed by LCC for derelict, underused and neglected land. Skelmersdale has been identified as being within a priority area for this funding.
5. Sport England Lottery Fund - Community Projects Fund. Various grants are available. Some match funding required. Enhanced funding is available for Birch Green, Dignum, Moorside and Tanhouse being listed as 'Urban Priority Areas' through the Community Projects Capital Fund.
6. Planning Obligations - where a proposed development will create a need for new facilities on and/or close to the application site the Council may enter into a legal agreement, under current planning legislation, to secure contributions to, or provision of, those facilities.
7. Landfill Tax - locally registered environmental bodies can apply for funding for land reclamation and/or the provision of public amenity facilities. Up to 90% of projects may be funded.
8. Countryside Agency Delegated Fund by application to the Community Rail Partnerships in the District for local transport projects. Funding is on the basis of 75% for projects of less than £500 and 50% for projects over £500 (to a maximum of £2,500).

## 5. Action Plan

(West Lancashire District Council - WLDC; Lancashire County Council - LCC; West Lancashire Cycling Action Group - WLCAG)

PRI ORI TY	POL	ACTION	STATUS	DATE / TARGETS	PARTNERS	COST / FUNDING*
1		Produce Draft Cycling Strategy for West Lancashire for Consultation and Adoption	Strategy adopted 2003.	June 2002 - Draft for Cabinet June 2002 - circulate for consultation Sep. 2002 - assess responses and produce draft for adoption. Dec 2002 - adopted Cycling Strategy	WLDC	WLDC
1	<b>CY.1</b>	Finalise a comprehensive Strategic Cycle Network Plan to include Skelmersdale Cycle Maps including prioritisation of implementation measures.	2003 – Cycle Map adopted  2004 – Map amended to take account of Skelmersdale Cycle Routes.	June 2002 - issue consultation draft subject to Cabinet approval. Sep. 2002 - assess responses & produce draft for adoption. Dec 2003 - adopt network plan	WLDC WLCAG LCC Canal Partnership	WLDC
1	<b>CY.1</b>	Finalise the Skelmersdale Cycle Network Improvement Study prepared by TMS Consultants, including a Map defining a network of Quality Cycling Corridors.	Completed July 2003.		WLDC LCC TMS Consultancy	WLDC LCC
3	<b>CY.2</b> <b>CY.4</b>	Identify cycle accident blackspots and characteristic problem areas.  Draw up hierarchy of problem sites in consultation with LCC and produce timetable for improvement implementation.	Awaiting latest accident figures from Lancashire County Council		WLDC WLCAG LCC	WLDC LCC

<b>PRI ORI TY</b>	<b>POL</b>	<b>ACTION</b>	<b>STATUS</b>	<b>TARGETS</b>	<b>PARTNERS</b>	<b>COST / FUNDING</b>
1	<b>CY.3 CY.4 CY.5</b>	Consideration of cycling issues to be given on appropriate planning applications. Where the Council is consulted on County Matter applications, again the issue will be given full consideration to ensure cyclists benefit and are not disadvantaged by new proposals.	Ongoing - as and when relevant planning applications are received by WLDC.		WLDC	
3	<b>CY.5</b>	The Local Plan Review will seek to allocate key routes identified as part of the Network Plan, in particular key linear features such as disused railways.	The Local Plan Review is under way – consultation on the deposit draft took place April/May 2004. The duration the Plan period is 2001-2016.		WLDC	WLDC
2	<b>CY.6</b>	Maintenance Regime  Mechanism for reporting defects - (number advertisement)				
2	<b>CY.7</b>	Carry out a comprehensive audit of cycle parking facilities across the District.	Initial work carried out.	Oct. 2002	WLDC WLCAG LCC	
2	<b>CY.7</b>	Identify potential sites for new cycle parking facilities. Develop prioritised programme for installation of new facilities.	Some limited survey work carried out and plotted.	Oct. 2002 - site identification  Feb. 2003 - improvement of cycle parking facilities at 4 sites.	WLDC WLCAG LCC	WLDC LCC Other

PRI ORI TY	POL	ACTION	STATUS	TARGETS	PARTNERS	COST / FUNDING
3	<b>CY.7</b> <b>CY.8</b>	The Council will continue to support the West of Lancashire Community Rail Partnership, South Lancashire Rural Transport Partnership and the Local Agenda 21 Transport Focus Groups to ensure full the consideration of cyclists by public transport operators. The Council will also seek to secure improved facilities where appropriate.	Ongoing	Cycling facilities provided or improved at all West Lancashire Rail Stations by End 2004	WLDC WLCRP SLCRP LA21 Focus Groups	WLDC Countryside Agency
4	<b>CY.9</b>	Produce promotional literature detailing cycle route network in and about the District	'You can Cycle in Skem' Skelmersdale Network leaflet produced spring 2002.  Further leaflets to be produced on finalised route network.		WLCAG LCC WLDC  WLCAG LCC WLDC	
4	<b>CY.9</b> <b>CY.10</b> <b>CY.11</b>	Produce promotional literature including leaflets and posters detailing benefits of cycling in terms of health, the environment and traffic reduction particularly around schools.	WLDC have produced a leaflet 'Get on Your Bike to Healthy Living'.  Further material will be produced for publication on a programme to be agreed.	Spring 2003	WLDC  WLDC WLCAG LCC	WLDC LCC Other

PRI ORI TY	POL	ACTION	STATUS	TARGETS	PARTNERS	COST / FUNDING
3	<b>CY.10</b>	The District Council will produce its own Travel Plan to encourage employees to use alternative modes of transport to the car, including bicycles.	Employees have completed questionnaires, which will be subject to analysis before formulating an action plan for implementation of the identified initiatives. The plan is being developed in conjunction with Edge Hill College, Ormskirk Hospital and Ormskirk School.	Draft Travel Plan mid 2003	WLDC LCC	WLDC LCC
3	<b>CY.11</b>	The District Council will assist the County Council where possible in the implementation of further 'Safe Routes to Schools' and School Travel Plans.	There is currently one safe route to school in Ormskirk developed as a cycle route.  Ormskirk Secondary School is taking part in the development of a travel plan (see above)	Completion of safe route to school in Ormskirk 2003.	WLDC WLCAG LCC	LCC WLDC
4	<b>CY.12</b>	The District Council will agree a monitoring report format with the County Council and Cycle Action Group and identify appropriate indicators.	No action.	End 2004	WLDC LCC WLCAG	
4	<b>CY.12</b>	The District Council will produce a biennial monitoring report based on appropriate indicators and against adopted timescales of work.	No action.	April 2003	WLDC	

\* All funding to be met from existing budgets held by WLDC and LCC

## **Appendices**

## **Appendix 1 - Lancashire County Council Local Transport Plan 2001/02 - 2005/06 - Cycling**

### **Introduction**

The benefits of encouraging cycling are widely accepted and recognised, both as a means of reducing the social, economic and environmental impacts of increasing traffic and as a healthy form of transport. Measures for cyclists are being pursued both separately and as part of highway improvement and traffic management schemes throughout the County.

The County Council adopted the “Cycling Policy and Strategy for Lancashire” in November 1993. The County Council has embraced the National Cycling Strategy and the advice of the “Cycle - Friendly Infrastructure Guidelines”. “Cycle Guidelines” brought together policies and strategies for the promotion of cycling in Lancashire and provides a design guide for engineers. It helps to foster a “think cycle” culture where “cycle -friendliness” is included in the initial design of highway schemes. Contained in the document are targets for increasing cycle use. Structure Plan Policy 38 also supports these policies and establishes the importance of encouraging cycling. These guidelines are currently being reviewed, in consultation with the voluntary body the Lancashire Cycle Liaison Group, and will contain the County Council’s strategy for implementing Cycle Audit and Review.

### **Cycling Policies**

**The needs of cyclists will be given high consideration in the planning, design and implementation of all transport proposals, consistent with the modal hierarchy set out at policy WP1. (Policy CY01)**

**Design guidelines for cycle facilities and other development will be reviewed and developed in partnership with other interested bodies. (Policy CY02)**

**Proposals which affect conditions and facilities for cyclists will be subject to wide consultation at early design stages and throughout the process. (Policy CY03)**

**Promotion of cycling and facilities for cyclists will be undertaken by working in partnership with other local authorities, interest and pressure groups, community groups and across a wide spectrum of professional skills and expertise. (Policy CY04)**

**The “Cycle Review” principles will be used to assess the measures to be implemented on a particular route. (Policy CY05)**

**Segregated cycle tracks will be developed wherever practicable to increase opportunities for cycling. (Policy CY06)**

**“Quiet Routes” will be developed in urban locations. In less urban areas Quiet Lanes and Greenways will be established and promoted. (Policy CY07)**

**A cycle audit will be undertaken for all new highway and maintenance schemes. (Policy CY08)**

**The availability of high quality cycle parking facilities will be increased, particularly in town centres, transport interchanges and within areas of new development. (Policy CY09)**

**Measures will be taken to lower the speed of motorised traffic. (Policy CY10)**

**The highway network will be managed so that it is safe to cycle on and traffic does not act as a deterrent to cycling. (Policy CY11)**

**Safer Routes to Schools will be an integral part of School Travel Plans. (Policy CY12)**

**The availability of accessible information about the cycle network and routes will be increased. (Policy CY13)**

**Cycling will be promoted as part of Business Travel plans. (Policy CY14)**

### **Consultation and Partnership**

Consultation is recognised as an important and constructive input to the development of cycling proposals and liaison meetings are held with representatives of cycling groups within Lancashire. The Lancashire Cycle Liaison Group, established in 1994, is consulted on the development of policies and standards as well as cycle and other highway schemes.

Providing infrastructure for cyclists can sometimes lead to conflict with other road users. To ensure that cycle schemes do not impinge on the safety of other road users, especially pedestrians, the views of cycling groups, pedestrian groups, Parish Councils, the Police and Borough Councils are sought and considered in the development of the schemes.

To promote and encourage cycling within Lancashire, partnerships have been forged between transportation professions such as road safety advisers, planners and traffic management engineers as well as outside organisations which include health promotion professionals, head teachers and transport providers.

### **Improved Facilities**

An increase in provision for cyclists will be achieved firstly by the formulation of a strategic cycle network and secondly by undertaking a systematic review of the highway network to define the appropriate provision for any given location.

### **Cycle Audit and Review**

The process of Cycle Audit and Review is intended to ensure that all new schemes provide for and promote cycling and that the existing infrastructure can be made as cycle-friendly as possible. A formal procedure of Cycle Audit is being adopted by the County Council and will be applied to all new schemes. The concepts and procedures of Cycle Review are encompassed in the process of developing the strategic cycle network.

### **Strategic Cycle Network**

The County Council's approach to the development a Strategic Cycle Network is illustrated by means of a case study showing how the County Council intends to approach providing for cyclists in each District.

Once a strategic cycle network has been defined, the network can be implemented using money from a variety of sources. The schemes with a high accident saving potential are implemented through the Local Safety Scheme Programme.

Other schemes can be implemented with money from Local Transport resources, grants from other agencies such as Groundwork , landfill tax contributions and others where appropriate.

The strategic cycle network plan adopted by both the County and the District Councils can be used to identify schemes for implementation when funds become available. The plan can also be used to ensure that new provision for cyclists is included as part of highway improvement schemes, highway maintenance schemes and works by developers that affect the highway.

A strategic cycle network plan can be used to communicate to other agencies, British Waterways for example, and the general public the intentions for cycle provision. This helps to co-ordinate efforts so that improvements, for instance to towpaths, can be done to a high standard.

It is intended to complete a strategic cycle network plan for each of the Districts by 2006. This will be achieved, in conjunction with the District Councils, by surveying and reviewing each corridor and formulating measures and schemes to address needs.

### **Local Cycle Strategies**

The County Council has been working with the District Councils to encourage them to produce a cycle strategy following the model contained in the National Cycle Strategy. Whilst the Districts are at different stages in the preparation of their strategies, it is anticipated that all 12 strategies will be completed and adopted by the Summer of 2001.

### **National Cycle Network**

The routes of the four legs of the National Network and the Pennine Cycle Way have been approved in principle by the County Council and detailed assessment and development of the routes is in progress. The County Council, in partnership with Sustrans, intends to complete the four proposed routes of the National Cycle Network in Lancashire by 2005. These routes, which link into and pass through urban areas, have generated a lot of interest and are seen as catalysts for further developments.

The County Council is working in partnership with other bodies to assemble funding packages for the construction of the routes. Approximately 60% of Route 6, Rossendale to Lancaster, has already been provided. Work is also under way to define the route north to the County Boundary from Lancaster.

Route 55, Preston to Chorley, is 13.5km long and 9km have already been provided. Work is also under way to establish the line of Route 62, Southport to Preston, and the Fylde Coast Loop from Preston to Lancaster.

The East Lancashire Partnership has submitted a bid to SRB VI for the East Lancashire Regional Park which includes the creation of 28km of off-road cycle routes. These routes will be used for every day cycle journeys as well as tourism and will form a link to Route 6 of the National Cycle Network for the whole of East Lancashire.

### **Cycle Safety**

Over the past decade there has been a small reduction in the number of cyclist casualties reported to the Police, with the 1999 total of 417 injuries representing a 22% reduction from the 1981-85 average.

A variety of research projects have indicated that a high proportion of crashes in which cyclists are injured are not reported to the Police, although the cyclists receive medical treatment, either in hospital or, more usually, at local General Practitioners.

Alongside the intention to develop and encourage cycling sits the requirement to modify the

environment so that cycling becomes safer. Many people are put off using their bicycles because of the perceived and real dangers from other traffic.

The National Cycling Strategy identifies quite clearly the need to match encouragement to cycle with measures to make it safer.

On Lancashire's roads subject to 30mph or 40mph speed limits, 74% of cyclist casualties occur at junctions, indicating the need for careful design and allocation of road space as well as increased awareness on the part of both cyclists and drivers in order to provide safer conditions.

### **Promoting Cycling**

Cycling is actively promoted by the County Council through the Lancashire TravelWise Campaign. The County Council is also encouraging its employees to cycle to work by providing pool bikes, secure cycle parking and showers/changing facilities, as part of its Business Travel Plan.

Cycle safety forms an important element of any County Council cycle campaign. The wearing of safety helmets and conspicuous clothing, the use of audible warning equipment, good braking systems and lights at night will all be encouraged.

The County Council produced its own "Cycle Guidelines" in 1997 and these are to be reviewed in 2000. This document brought together all of the policies and strategies for the promotion of cycling in Lancashire and provided a design guide for engineers. The document is helping to foster a "think cycle" culture where cycle-friendliness is included as part of the initial design of highway schemes.

The adoption of a formal Cycle Audit will ensure that all new highway schemes not only cater for cyclists but help encourage more cycling.

The policy guidance document Parking in Lancashire contains a minimum cycle parking standard for new developments. The document is to be revised to reflect the experience of operating the current rules, with greater emphasis placed on the provision of safe and secure cycle parking facilities. As well as cycle parking, developers are asked to provide cycle infrastructure, such as cycle crossings, cycle lanes and cycle paths as part of their developments.

The District Councils' Local Plans also have regard to the policies contained in the Structure Plan and include cycle-related policies.

### **Implementing the Strategy**

#### **Cycle Targets**

The National Cycle Strategy sets targets to double cycle usage by 2002, from a 1996 base, and double it again by 2012. With the first target date early in the Local Transport Plan period it is unlikely that these targets could be met in Lancashire.

The County Council has therefore set a revised target for Lancashire to double cycle usage by 2006 and double it again by 2016. The baseline will be the figure from the 2001 National Census, forecast to be 2%.

## Monitoring

Progress against this baseline will be monitored in the Censuses of 2011 and 2021. Interim monitoring will be carried out by counting the number of cyclists crossing screenlines already established in Lancaster, Preston and Hyndburn, with a further screenline proposed for Chorley. The success of new schemes will be monitored by before and after counts.

Cyclists will continue to be counted as part of the annual traffic counts programme. The County Council has also been involved with the TRL with their Research on Monitoring Cycle Use Project and has installed a number of electronic counters and conducted manual surveys on cycle use. The County Council has also conducted interview surveys for Sustrans on the use of the National Cycle Network. The County's involvement in projects of this nature will continue.

It is also the objective of the Cycle Strategy and the Road Safety Strategy to reduce cycle accidents. As part of the on-going monitoring of accident statistics, accidents involving cyclists will be closely monitored.

## Strategy for Cycling

No	Measures	Outputs/Targets	Outcome
7.1	Provide more cycle lanes on busy roads used as direct routes by cyclists and where cycle accidents occur.	To provide a comprehensive cycle network in each District by 2006.	Transferred road space to cyclists resulting in lower traffic speeds, increased confidence and safety.
7.2	Implementation of traffic calming schemes with identified accident or speeding problems.	Ongoing programme throughout the Plan period.	Fewer accidents and more attractive roads for cycling.
7.3	Increased lengths of off-road provision, segregated and unsegregated from pedestrians as appropriate.	The expansion of the off-road network through Local Cycle Strategies throughout the Plan period.	Increased access by less confident cyclists to urban centres, services and recreation facilities.
7.4	Special consideration for horses where appropriate. Increased lengths of signed routes on Quiet Roads.	The expansion of the quiet routes network through Local Cycle Strategies.	More cyclists, fewer accidents.
7.5	Increase the availability of information on cycle routes. Provide information for work places and schools.	Production of area leaflets. Information via websites and as part of Travel Plans.	Raised awareness of cycle routes.
7.6	Defined Strategic Network Plans: Identification of the all-purpose highway routes that are of strategic importance to cyclists where cycling measures should be focused.	Plans drawn up 1996. The continued use of the plans to improve the highway network for cyclists and include within Cycle Review process.	A highway network that is safe to cycle on and will not be a deterrent to cycling.
7.7	Cycle Audit: The formalisation of existing actions taken to ensure that all schemes have considered cycling throughout the design process.	The formal adoption of Cycle Audits by 2000.	Changes to the highway network that are not only safe for cyclists to use but encourage cycling.

No	Measures	Outputs/Targets	Outcome
7.8	Development and promotion of a network of Quiet Lanes and Greenways.	Pilot schemes implemented by 2003.	A network of on- and off-highway routes in non-urban areas to promote opportunities for cycling.
7.9	Cycle Review: The review of the highway network as to its adequacy for cyclists and the identification of specific measures on and off the highway.	Start Cycle Review in 2000 and complete all areas by 2006.	A highway network that is safe to cycle on and encourages more cycling.
7.10	National Cycle Network: The development of continuous routes linking towns.	The completion of the four legs of the National Cycle Network by 2005.	High quality, high profile cycle routes that encourage safe cycling.
7.11	"Cycle Guidelines": The continued development of guidance for planners and engineers.	Cycle Guidelines published in 1997, revised 2nd edition 2000.	Better designed schemes that cater for cyclists and promote cycling.
7.12	Development of local cycle strategies to promote and raise awareness of cycling.	The adoption of all District strategies by 2001.	The development of the local cycle network. Increased awareness of how local actions can encourage cycling.
7.13	Increasing the number of cycle stands available in town centre and at key destinations.	Provide cycle stands at half of the town centre sites identified by 2003 and all of the town centre sites by 2006.	Fewer cycle thefts, people feeling more confident to use cycles.
7.14	Encourage employers to develop initiatives that will encourage employees to cycle.	Promote Travel Plans	More people cycling to work and for business purposes.
7.15	Through development control procedures require cycle parking at developments and provision of appropriate links to the cycle network.	Throughout the Plan period.	Increased levels of cycle parking at new development. Developments planned for cycling.
7.16	Highway Inspection Strategy to be introduced 2001/02.	Increased resources to monitor cycle routes and highways. Improved service standards.	Safer cycle routes. Fewer claims.
7.17	School Travel Plans: Encouraging students to cycle to schools.	Develop School Travel Plans	More student cycling and fewer accidents.

## **Appendix 2 - West Lancashire Local Plan Policy T.11**

### **Cycling**

**T.11 Development, which accords with other policies in the Plan will be granted planning permission provided that:-**

**(i) where appropriate all new development will be designed to provide safe and convenient cycle routes within the development and where appropriate beyond, linking to existing networks; and**

**(ii) in non-residential development secure cycle parking should be provided in appropriate locations in accordance with Policy T.13.**

#### **Justification**

17.48 Cycling is an increasingly popular mode of transport and recreation, which the Council is keen to promote. 40% of trips of 3 miles or less are currently made by car providing considerable scope for transferring these trips to alternative modes. It is considered that greater support for cycling should be given to meet the expected rise in demand. Cycling is an efficient form of transport which is relatively cheap, available to all, takes up little space, is noiseless, emits no fumes and promotes good health. However, many are put off cycling because of safety concerns and problems associated with secure cycle parking. Cyclist/vehicle conflicts are the main

problem where cyclists are required to share road space. This can be overcome through the provision of dedicated cycle routes, either associated with new or existing highways or utilising disused transport routes such as rail corridors, as is the case with the Cheshire Lines route. The Council will investigate further the scope for improving the existing network of cycleways and where appropriate encourage the County Council to develop new routes. The Council will promote the improvement of existing cycle routes and investigate the potential for implementing cycle routes that assist travel in towns to school and work.

17.49 Secure cycle parking is particularly important at places of work and shopping areas. The Council will seek to provide cycle parking facilities within town centres whilst encouraging employers to provide facilities at places of work.

17.50 The proportion of journeys made by bicycle will be increased by requiring appropriate new developments, in particular, schools and colleges, libraries, other public and community buildings, retail and employment opportunities, to include provision for cyclists. Where a major new development is proposed, opportunities exist to incorporate facilities for cyclists, particularly in town centres. The Council will normally require developers to provide suitable parking facilities for cyclists. Where it is appropriate to include cycle provision within or directly relating to a proposal agreements under Section 106 of the Town and Country Planning Act 1990 will be used to ensure facilities are provided.

## **Appendix 3 - West Lancashire Local Plan Policy T.13**

### **Parking Provision**

**T.13 All development proposals will be required to provide adequate car parking and servicing space in accordance with the parking standards adopted by the Council. In determining the extent of on-site parking provision below that set out as the maximum allowable by the adopted standards, or where no standard is specified, the Council will have regard to the following considerations:-**

**(i) sufficient parking space already exists, close enough and easily accessible to meet the needs of the users of the development;**

**(ii) the proposed development is well served by suitable public transport services;**

**(iii) the character of the development is such that it will generate fewer vehicle visits than is typical of that type of development;**

**(iv) the extent and nature of parking restrictions in force on highways in the vicinity; and**

**(v) the potential for environmental harm and adverse effect on road safety arising from parking demand being met elsewhere. Provision will be expected to be made for cycle and motorcycle parking and large parking spaces for people with reduced mobility in locations with easy access to the proposed development.**

#### **Justification**

17.53 For the majority of people the car is the principal means of getting to work, shopping and visiting leisure facilities. The Council's car parking and servicing standards have been designed to protect and improve the safety of pedestrians, to

safeguard the amenity of nearby residents and alleviate congestion on the highway where a proposed development will attract car borne journeys.

17.54 It is acknowledged that the availability of car parking has a major influence on the choice of means of transport. The nature and pattern of development in West Lancashire, and the very high level of car ownership is such that the car will continue to be a principal way of getting to work, shops and visiting leisure facilities. The Council supports measures to reduce car journeys but it recognises that any reduction will be a long term process requiring action by other agencies beyond the scope of this plan. The County Council adopted revised parking standards "Parking in Lancashire", which comply with PPG13.

These have also been adopted by the District Council, and are set out below. In accordance with PPG13 the Council will seek to discourage reliance on the car for work and other journeys where there are effective alternatives and as such the Council will continue to review car parking standards. The rural nature of the District and very high car ownership will limit the extent to which the Council can influence the use of the car and any reduction will be a long term process.

17.55 The County Council has adopted parking standards "Parking in Lancashire" which accord with PPG13, this means that in general parking requirements in the future will be kept to the operational minimum unless there are significant environmental road safety or traffic management implications. The standards are set as maximum levels thus allowing for greater flexibility to reflect local circumstances such as availability of public transport and other alternative modes of transport.

17.56 The parking standards require provision for cyclists within most developments and it is expected that these facilities will be appropriately located and designed to encourage an increase in cycle use.

## **LANCASHIRE COUNTY COUNCIL CYCLE PARKING STANDARDS**

The parking provision levels set out in this Appendix are expressed as minimum requirements, except where otherwise stated.

### **NON-OPERATIONAL PARKING STANDARDS BY LAND-USE TYPE**

#### **A.1 SHOPS**

1 cycle space per 200 sq. m. gross floor-space

#### **A.2 FINANCIAL AND PROFESSIONAL SERVICES**

1 cycle space per 200 sq. m. gross floor-space

#### **A.3 FOOD AND DRINK**

1 cycle space per 60 sq. m. gross floor-space

#### **B.1(i) OFFICES - ADMINISTRATIVE OFFICES / RESEARCH AND DEVELOPMENT**

1 cycle space per 350 sq. m. gross floor-space

#### **B1(ii) INDUSTRY SUITABLE TO A PRIMARILY RESIDENTIAL AREA**

1 cycle space per 500 sq. m. gross floor-space

#### **B.2 GENERAL INDUSTRIAL**

1 cycle space per 500 sq. m. gross floor-space

#### **B.8 STORAGE OR DISTRIBUTION**

1 cycle space per 2,000 sq. m. gross floor-space

#### **C.1 HOTEL, MOTEL, BOARDING OR GUEST HOUSE**

1 cycle space per 10 guest bedrooms

#### **C.2(i) NURSING, REST AND CARE HOMES**

1 cycle space per 5 employees (full-time equivalent)

#### **C.2(ii) RESIDENTIAL SCHOOLS, COLLEGES OR TRAINING CENTRES AND HALLS OF RESIDENCE**

1 cycle space per 10 bedrooms

#### **C.2(iii) HOSPITALS**

1 cycle space per 30 bed- spaces

#### **C.3 DWELLINGS**

No standards are set for residential dwellings.

#### **D.1(a) DOCTORS SURGERIES, CLINICS AND MEDICAL / HEALTH CENTRES**

1 cycle space per 3 consulting rooms

#### **D.1(b) CRECHES, DAY NURSERIES AND DAY CENTRES**

1 cycle space per 3 car spaces

#### **D.1(c) EDUCATION**

##### **(i) PRIMARY AND SECONDARY SCHOOLS**

4 cycle spaces per classroom

##### **(ii) SIXTH FORM AND FURTHER EDUCATION COLLEGES**

1 cycle space per 35 sq. m. gross floor space

##### **(iii) TRAINING AND CONFERENCE CENTRES**

1 cycle space per 35 sq. m. gross floor-space

#### **D.1(d), (e) & (f) ART GALLERIES, MUSEUMS AND LIBRARIES**

1 cycle space per 150 sq. m. gross floor-space

#### **D.1(g) & (h) PUBLIC HALLS, EXHIBITION HALLS OR PLACES OF WORSHIP**

1 cycle space per 50 sq. m. gross floor-space

#### **D.2 ASSEMBLY AND LEISURE**

(Cinema, Theatre, Bingo Hall, Concert Hall, Casino, Dance Hall, Swimming Bath, Skating Rink, Leisure Centre, Gymnasium or other area for indoor sports).

1 cycle space per 75 sq. m. gross floor-space

**E. OTHER USES (not mentioned in the Use Classes Order).**

**E.1 CASH AND CARRY WAREHOUSES (for direct sales to traders)**

1 cycle space per 400 sq. m. gross floor-space

**E.2 CAR SALES**

1 cycle space per 500 sq. m. of display area  
(internal and external)

**E.3 FUEL-FILLING STATIONS**

n/a

**E.4 VEHICLE REPAIR GARAGES AND SERVICE STATIONS**

n/a

**E.5 OTHER USES**

Parking provision for other land-uses will be considered on their merits and in line with this guidance.

**MOTOR CYCLE PARKING**

Provision for motor cycle parking should be made within each large development site, defined as a site with a total of 25 or more car parking spaces proposed or existing. One space for each car parking space should be provided. These spaces are additional to those required for pedal cycles.

The levels stated above were published in August 1997 and will be revised as part of the Structure Plan Review, which is currently underway.

## **Appendix 4 - Recent Cycling Publications**

Insert 'Get on Your Bike to Healthy Living' (WLDC) and

'You Can Cycle in Skem' (LCC, WLDC, WLCAG)