**WILTSHIRE LTP 2011-2026 CYCLING STRATEGY**

**Introduction**

**This is a tool for assessing Wiltshire Council’s progress on the Town Cycle Metwork Maps first published in about 2014.**

**WCA Transport Topic Group intends to assess progress (or lack of) and use the information in negotiations and at Area Boards.**

**Sample information is shown in blue – please delete.**

**Number the sites clockwise from 12 o’clock approx on your town’s diagram.**

**The town cycle network maps are available for download at** [**https://www.wiltshire.gov.uk/transport-town-cycle-networks**](https://www.wiltshire.gov.uk/transport-town-cycle-networks)

**TOWN CYCLE NETWORK PROGRESS ASSESSMENT TABLE**

|  |  |  |  |
| --- | --- | --- | --- |
| Map No. | TOWN | Area Board | Wiltshire sector |
| 7.2 | Bradford on Avon | Bradford on Avon | West |

**List of Types see Appendix 7, pages 34-35 of Cycling Strategy (pp 40-41 in PDF file)**

|  |  |  |
| --- | --- | --- |
| **TYPE** | **Colour** | **Description (or excerpt)** |
| Quiet Street | Purple | These are streets which are suitable for cycling due to low traffic speeds and volumes. In some cases the route may still need further improvements. Many residential streets are likely to be quiet streets, but only key routes are marked. |
| On Street | Pink | Does not meet ‘quiet street’ requirements, but is still better than an alternative busy route e.g. it might mark a quiet route that has a high gradient, very low traffic flows with speeds over 30mph, or medium traffic flows with low speeds |
| Footpath | Red dashes | This shows footpaths and footways. Cyclists should dismount on these paths. |
| Proposed Link (‘Potential’) | Light green | Major improvements are required. This might be traffic calming, cycle lanes, a shared cycle path or another solution. The route shown is not necessarily the exact route that would be constructed. |
| Potential Rural Link | Light green dashes | A Right of Way or permissive path that connects to the edge of the network and is: not legally cyclable; and/or  does not meet the quality criteria described in 'Existing Rural Link', but has the potential to be upgraded. |
| Existing Cycleway | Blue | Where there is an existing cycle facility that is suitable for less cyclists. Some cycle lanes on very busy roads may not be included. |
| Existing Rural Link | Blue dashes | A Public Right of Way or permissive path that connects to the edge of the network and is: legally cyclable;  free of barriers; and at least 1 metre wide (preferably 2m) with a good aggregate surface or better. |

**PROPOSED FACILITIES ON THE TOWN CYCLE NETWORK MAP – PROGRESS ASSESSMENT**

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| --- | --- | --- | --- | --- | --- | --- |
| **No.** | **TYPE** | **Map label** | **Location and Brief Description** | **Approx length (m)** | **Not started/**  **Partial/**  **Complete?** | **Comments: Important? Feasible? Progress? If completed, how good quality; safety; width, lighting, signing, etc.; pedestrian sharing issues; access/safety problems at each end; any other.** |
| 1 | Proposed Link | “Convert to shared use path” |  |  |  |  |
| 2 | Proposed Link | “Contraflow cycle lane or  close to through traffic” |  |  |  |  |
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| 15 |  |  |  |  |  |  |
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| 17 |  |  |  |  |  |  |
| 18 |  |  |  |  |  |  |
| 19 |  |  |  |  |  |  |
| 20 |  |  |  |  |  |  |

**EXISTING FACILITIES ON TOWN CYCLE NETWORK MAP**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **No.** | **TYPE** | **Location and Brief Description** | **Approx length (m)** | **Intact/**  **Partly/**  **Removed** | **Comments: Important? Feasible? Progress? If completed, how good quality; safety; width, lighting, signing, etc.; pedestrian sharing issues; access/safety problems at each end; any other.** |
|  | Existing Cycleway |  |  |  |  |
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|  | Existing Rural |  |  |  |  |
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