

ISLE OF ANGLESEY COUNTY COUNCIL

Committee:	Scrutiny Committee
Date:	9 December 2013
Portfolio Holder:	Councillor Richard A Dew
Corporate Director:	Arthur W Owen
Title:	Isle of Anglesey County Council Cycling Strategy

1.0 Purpose of Report

- 1.1 To gain Scrutiny approval for the Isle of Anglesey County Council Cycling Strategy.

2.0 Background

- 2.1 The need for a co-ordinated approach across the Council to maximise the benefits to Anglesey of cycling has been highlighted by a number of issues. A strategy has therefore been produced to address these points and assist Anglesey to grow economically, in health and with an improved environment.
- 2.2 In November 2013 the Active Travel (Wales) Act 2013 was given Royal Assent and it will bring with it a number of new statutory functions which aim to encourage active travel to work, education and other destinations which would otherwise be made by car.
- 2.3 A number of potential major projects across the island are set to be developed over the next few years which emphasise the need for a strategy to ensure that the island receives the legacy benefits which should come from such schemes.
- 2.4 Tourism initiatives such as the Ymweld â Môn project will be assisted by a cycling strategy helping to target funding to encourage Anglesey as a cycling destination.

3.0 Recommendations

- 3.1 That the Council approve the Cycling Strategy for use as a lead document for the development of cycle facilities on Anglesey.

Report by: Dewi R Williams

Job Title: Head of Service (Environment and Technical Service)

Department: Sustainable Development Department

Date: 20th November 2013

Appendices:

Isle of Anglesey County Council Cycling Strategy

Background Papers:

None



Isle of Anglesey County Council Cycling Strategy

November 2013



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Executive Summary

The Isle of Anglesey County Council Cycling Strategy has been produced to co-ordinate the Council's approach to cycling, and to ensure that the Council is aware of and able to fulfil the requirements of the Active Travel (Wales) Act 2013 along with other legislation that has a bearing on cycling.

Existing cycling provision has been reviewed and potential future provision considered. This includes both on and off road routes as well as other related provision such as cycle parking. The Active Travel (Wales) Act 2013 will obligate the Council to improve existing and provide new active travel routes and facilities.

This strategy will form the basis of a delivery plan which will highlight the way the Council wants to see the cycle network on Anglesey develop, as well as allowing for available resources to be targeted effectively. At present most of the signed cycle routes on the island are on-road but feasibility and design work is currently being carried out with a view to making the most of any available funding to provide more off road paths for use both as active travel and leisure routes.

Where there are developments planned (particularly major developments or those relating to the enterprise zones) on the island, sustainable transport options must be considered. The adaptation of existing assets needs to be considered to provide good quality shared use facilities.

The strategy gives details of what the Council should do with regard to signing, promotion, maintenance and the standards to be used when upgrading existing routes as well as implementing new ones.

Effective implementation of the strategy will ensure:

- Environmental benefits (through use of sustainable transport)
- Health and wellbeing benefits
- Recreational benefits
- Improved image and perception of Anglesey as a cycling destination
- Economic benefit

1. Introduction

This strategy has been developed to coordinate work across Isle of Anglesey County Council (IoACC) on cycle routes, cycle infrastructure and encouraging cycle use. It will also assist with funding bids for schemes that fit with the Council's vision for cycling on the Island. It aims to give a clear picture of what IoACC will aim to achieve for cycling on the Island.

The Council will seek to make best use of the opportunities to develop the cycling network on the Island for both local people and visitors alike for modal shift towards sustainable travel and for leisure purposes. This will help to improve the health and fitness of the population, to reduce the greenhouse gasses from transport and the number of motorised vehicles on the islands roads. It will also improve the tourism offer encouraging people to get on two wheels to visit attractions, as well as attracting people to the island to cycle on holiday. The new Active Travel (Wales) Act 2013 will also ensure that the Council makes the information on our routes and facilities more easily and fully available.

The Strategy will fit with the aim and objectives of IoACC particularly those which see an Anglesey:

- which has a thriving and prosperous rural economy
- where people are healthy and safe
- where people enjoy, protect and enhance their built and natural environment for future generations

2. Policy Context

A review of policy documents to date which have an influence on cycling on the Isle of Anglesey. Further information on these documents is given in Appendix 1.

2.1 National

2.1.1 Wales Transport Strategy

The Wales Transport Strategy (2008) (WTS) provides an overarching strategy for all transport in Wales including cycling and sustainable travel. Under the WTS sit the National Transport Plan and the 4 consortia Regional Transport Plans.

2.1.2 National Transport Plan

The National Transport Plan (2009) (NTP) sits under the WTS and is the mechanism by which the Welsh Government deliver the part of the WTS which is their responsibility.

2.1.3 Planning Policy Wales - Technical Advice Note 18: Transport (2007)

This planning document has a section on cycling.

- **6.3** Cycling has potential to act as a substitute for shorter car journeys in urban or rural areas, or form part of a longer journey when combined with public transport.
- **6.4** Local authorities should aim to develop an effective network of cycle routes, including safe routes to schools. Development plans, design guidance, and master plans should include encouraging cycling (further details in Appendix 1).

2.1.4 Walking and Cycling Action Plan for Wales 2009-2013

This document aims to maximise the opportunities afforded by walking and cycling and to reduce car use. It identifies that the provision of walking and cycling facilities is an important element in creating equal opportunities.

2.1.5 Active Travel (Wales) Act 2013

“The Active Travel (Wales) Act 2013 places a requirement on local authorities to continuously improve facilities and routes for walkers and cyclists and to prepare maps identifying current and potential future routes for their use. The Act will also require new road schemes to consider the needs of pedestrians and cyclists at design stage.” (Quote taken from the National Assembly for Wales website.) The Act was given Royal Assent on the 4th of November 2013.

2.1.6 UK - All Party Parliamentary Cycling Group - Get Britain Cycling Inquiry (2013)

The All Party Parliamentary Cycling Group have undertaken an inquiry entitled Get Britain Cycling .

2.2 Regional

2.2.1 Regional Transport Plan (2009)

The Regional Transport Plan (RTP) was published by Taith, the Consortia of the 6 Local Authorities in North Wales. It covers the period 2010 - 2015. It delivers the part of the WTS which is the responsibility of the Local Authorities.

2.2.2 North Wales Regional Transport Plan: Walking & Cycling Strategy

A regional walking and cycling strategy was completed as part of the RTP process. Its stated aim “is to encourage more people to walk or cycle for journeys, such as the commute to work and school, trips to local shops, leisure and health facilities and for leisure activities.”

2.3 Local

2.3.1 Planning Policy

The Ynys Mon Stopped Unitary Development Plan (UDP) (2005) supports proposals which encourage the use, enjoyment and development of the Island’s designated cycle routes. New development which would adversely affect components of the network will be required to make adequate provision for re-routing, replacement or creation of new routes (Policy TR9).

2.3.2 Isle of Anglesey Cycling strategy (2000)

Produced as a requirement of the Welsh Assembly to sit alongside the Local Transport Plan 2000.

2.3.3 Rights of Way Improvement Plan (2008 - 2018) (RoWIP)

Although the RoWIP mainly looks at public rights of way, it also considers cycling issues.

2.3.4 The Anglesey Area of Outstanding Natural Beauty (AONB) Management Plan 2009 – 2014

The AONB Management Plan has policies which relate to transport under its Strategy for the Anglesey Area of Outstanding Natural Beauty (AONB). They include promoting access for all (where appropriate) and ensuring that the special qualities of the AONB are fully respected in the planning, design, provision and management of all types of transport schemes.

2.3.5 *Isle of Anglesey Strategic Transport Study for Major Developments (2011)*

In 2011 consultants were commissioned to develop a transport strategy for the Island to address the likely impact of potential major developments, including the impact on walking and cycling. The baseline cycling network at the time was mapped.

2.3.6 *Destination Management Plan (2012 - 2016) (DMP)*

Within Anglesey's DMP section 3.3.3 discusses the development of the cycling network.

"... there needs to be a clear network of cycling trails including:

- The national trails across the Island and the proposed A5 heritage route
- A coastal route
- A series of local routes linking attractions and settlements, building on work done to date
- Support for new cycle hire facilities

2.3.7 *Options for supporting cycling development on the Isle of Anglesey - A working Paper (2012)*

This study was commissioned by the Ymweld â Môn project which aims to improve the tourism package for Anglesey. The paper contains a list of 25 potential projects which were then prioritised to identify a shorter list of projects which fitted a range of criteria including economic impact, strategic fit, potential viability and affordability.

2.3.8 *Enhancing Anglesey's on-road cycle route network - A Feasibility study (2013)*

This study was developed following the work on the above working paper and investigates a potential on-road network of cycle routes. The suggested routes would primarily be aimed at tourism and leisure use.

3. Existing network

The existing cycle network on Anglesey consists of a mix of on and off road routes.

3.1 Sustrans National Cycle Route 5

A long distance route which connects Reading and Holyhead via Oxford, Banbury, Stratford-upon-Avon, Redditch, Bromsgrove, Birmingham, Walsall, Stafford, Stoke-on-Trent, Chester, Colwyn Bay and Bangor. The route is mainly on-road on Anglesey running east - west across the more northerly part of the island. The section between Chester and Holyhead is also known as the North Wales Coast cycle route. The roads used on Anglesey by route 5 are mainly rural and indirect. It is therefore more suitable for leisure cycling than travel to work, education or any other active travel destination.

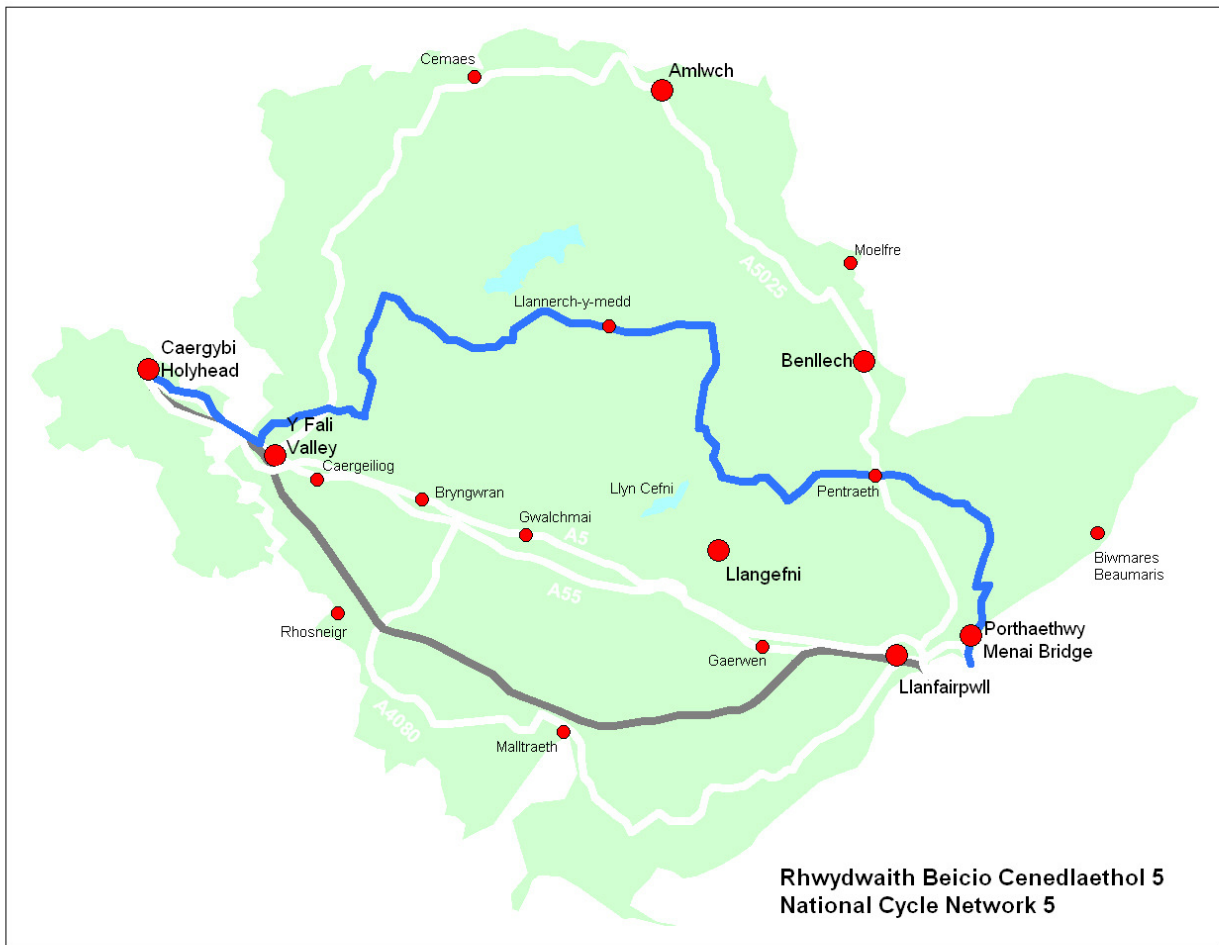


Figure 1 - National Cycle Network 5

3.2 Sustrans National Cycle Route 8

Known as the Lôn Las Cymru, this is a signed route between Cardiff and Holyhead via Brecon, Builth Wells, Machynlleth, Porthmadog and Bangor. After crossing the Menai Strait via the Menai Suspension Bridge onto Anglesey the route follows mainly quiet roads across the island to Holyhead running east - west across the more southerly part of the island. The section between Valley and Holyhead is off road. Route 8 is similar to route 5 and uses mainly rural roads which are not usually direct. It is therefore more suitable for leisure cycling than travel to work, education or any other active travel destination.

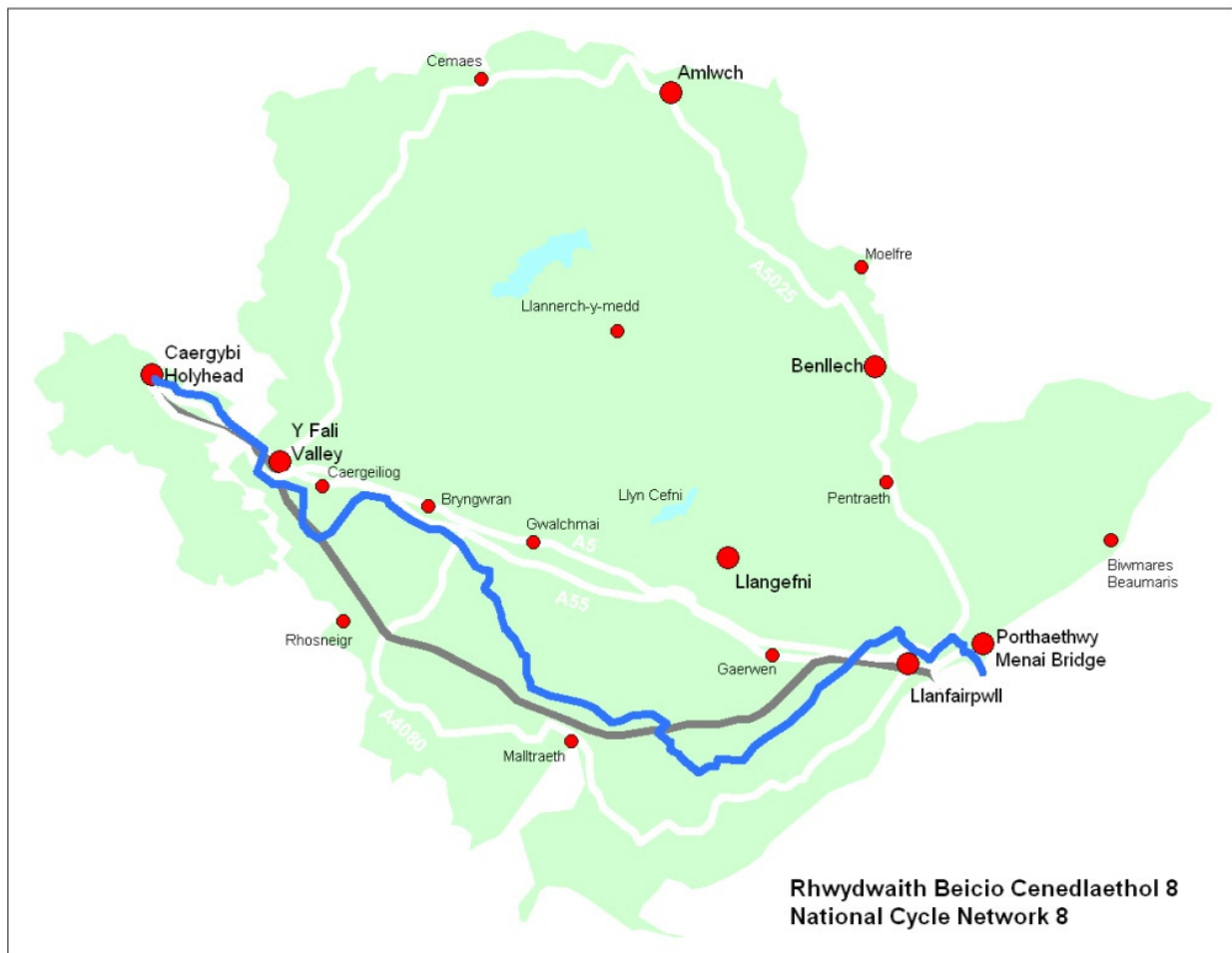


Figure 2 - National Cycle Network 8

3.3 Sustrans National Cycle Route 566

Route 566 runs from the north of the island to the south and can be split into two sections.

The northern section, known as Lôn Las Copr, (Copper Trail), is a 28 mile on-road route running from Llanddeusant to Llannerch-y-medd via Llanrhuddlad, Cemaes and Amlwch (near the Copper Kingdom which gives the route its name). By using a short section of NCN 5 a 34 mile circular route becomes possible.

The southern section between Llannerch-y-medd and Newborough, which is part on-road and partly follows the mainly off-road Lôn Las Cefni is due to be signed as part of the National Cycle Network very soon.

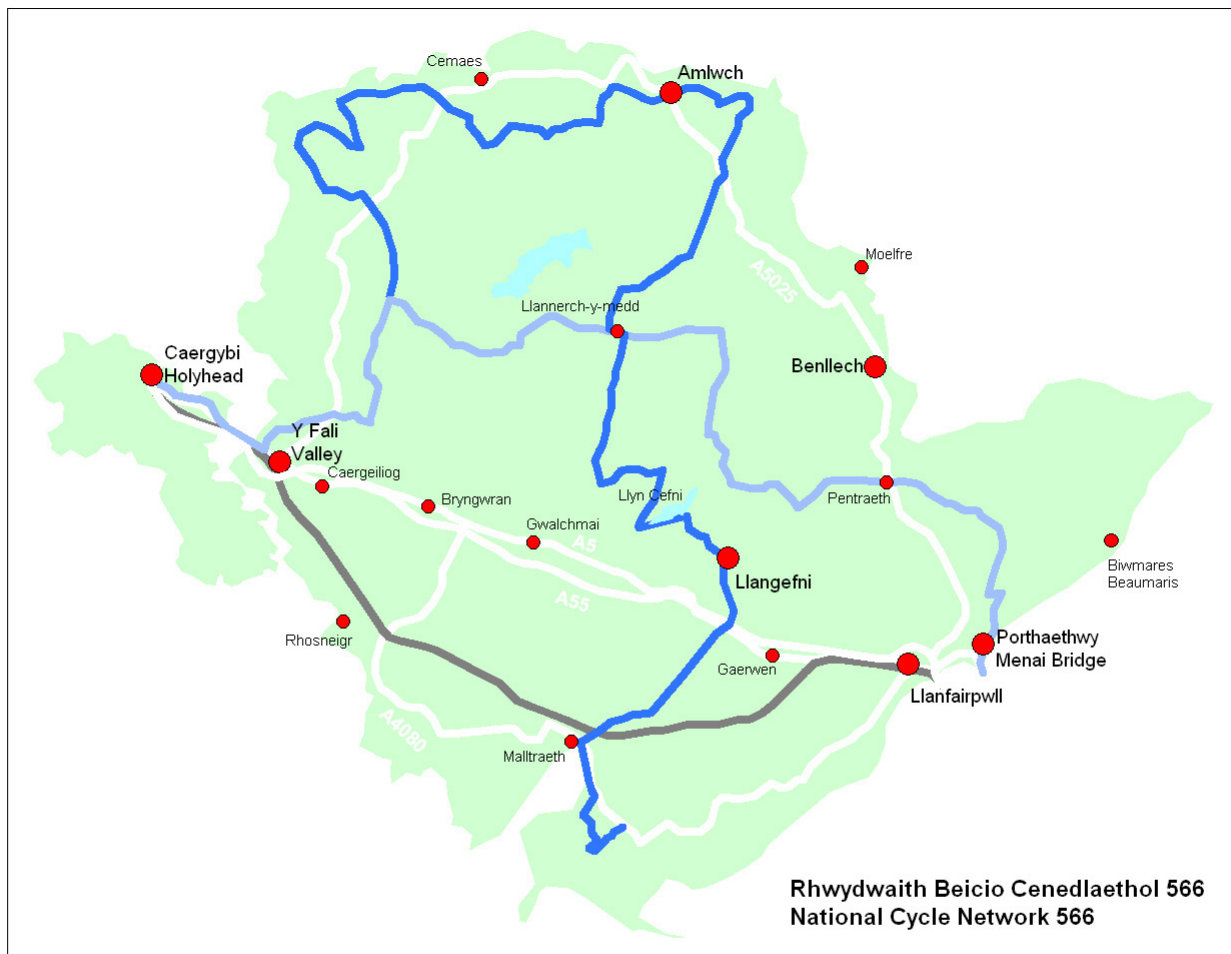


Figure 3 - National Cycle Network 566

3.4 Lôn Las Cefni

A 13 mile linear route nearly all traffic free. Part of National Cycle Route 566. There is a tarmac surface on off road sections from the Dingle, Llangefni to Pont Marquis and across the Cob at Malltraeth.

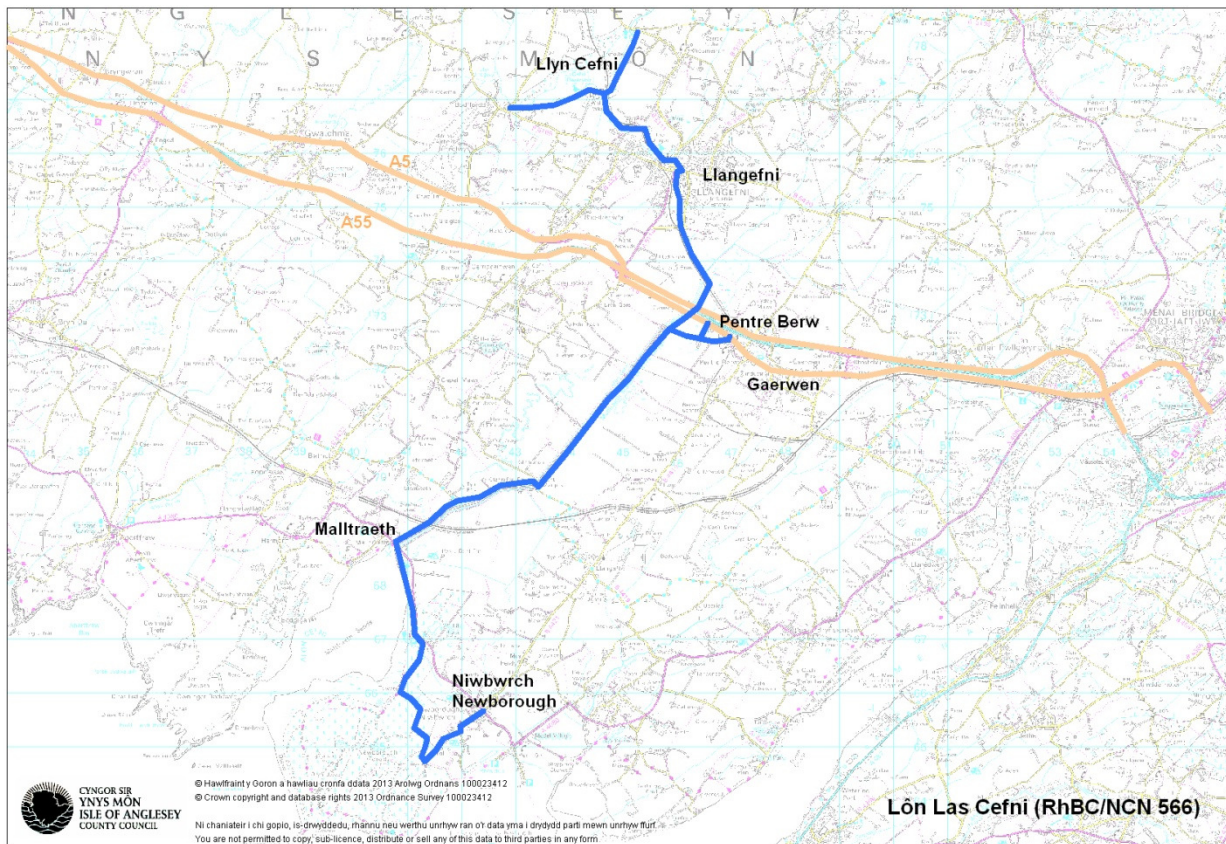


Figure 4 - Lôn Las Cefni (NCN 566)

Minor changes to all National Cycle Routes are always ongoing. Any changes don't happen very often, however when there is a need to change the direction of a route due to other developments, the safety of sections of the route are re-assessed, or new off road sections of the route are constructed, changes are made to the signing on the ground as well as on the Sustrans web site maps. Changes are made on printed leaflets as and when they are revised and reprinted.

3.5 Green Links

Green Links is a project run by Keep Wales Tidy and based on a network of routes around Holyhead and Holy Island. Cybi Bikes is the cycle hire company operating on Holy Island with hubs offering cycle hire located at several sites around Holy Island. There are also four signed on-road routes around Holy Island completed in summer 2013.

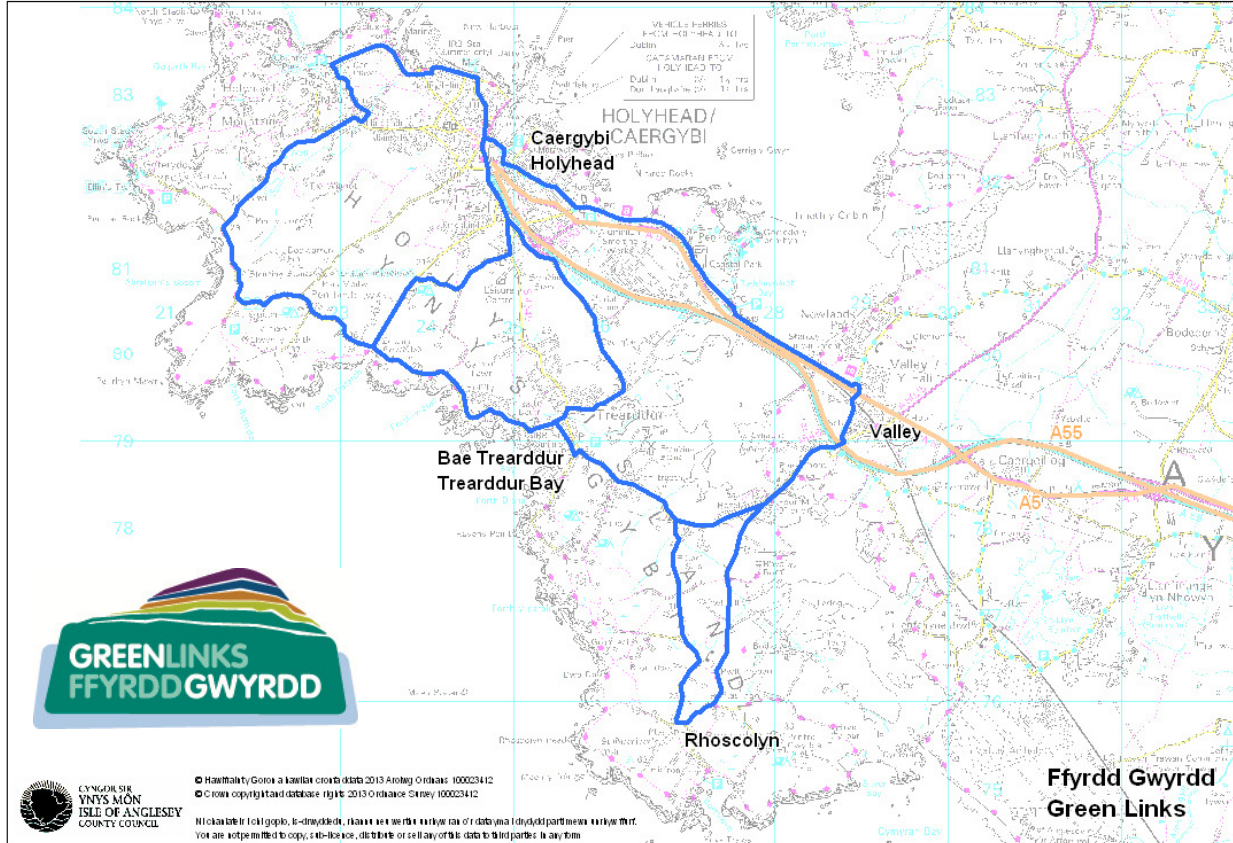


Figure 5 - Green Links

3.6 Bird routes

The Bird Routes (Nico, Telor, Giach, Hebog) are four individual on road circular routes developed by Menter Môn around 1998. These routes are located at various points around the island, and encompass varied landscapes. Some of these cycle tour routes intersect with the national cycle routes. Some of the signing has disappeared, are in a bad state of repair or are pointing in the wrong direction. These signs are not currently maintained by the Highway Authority.

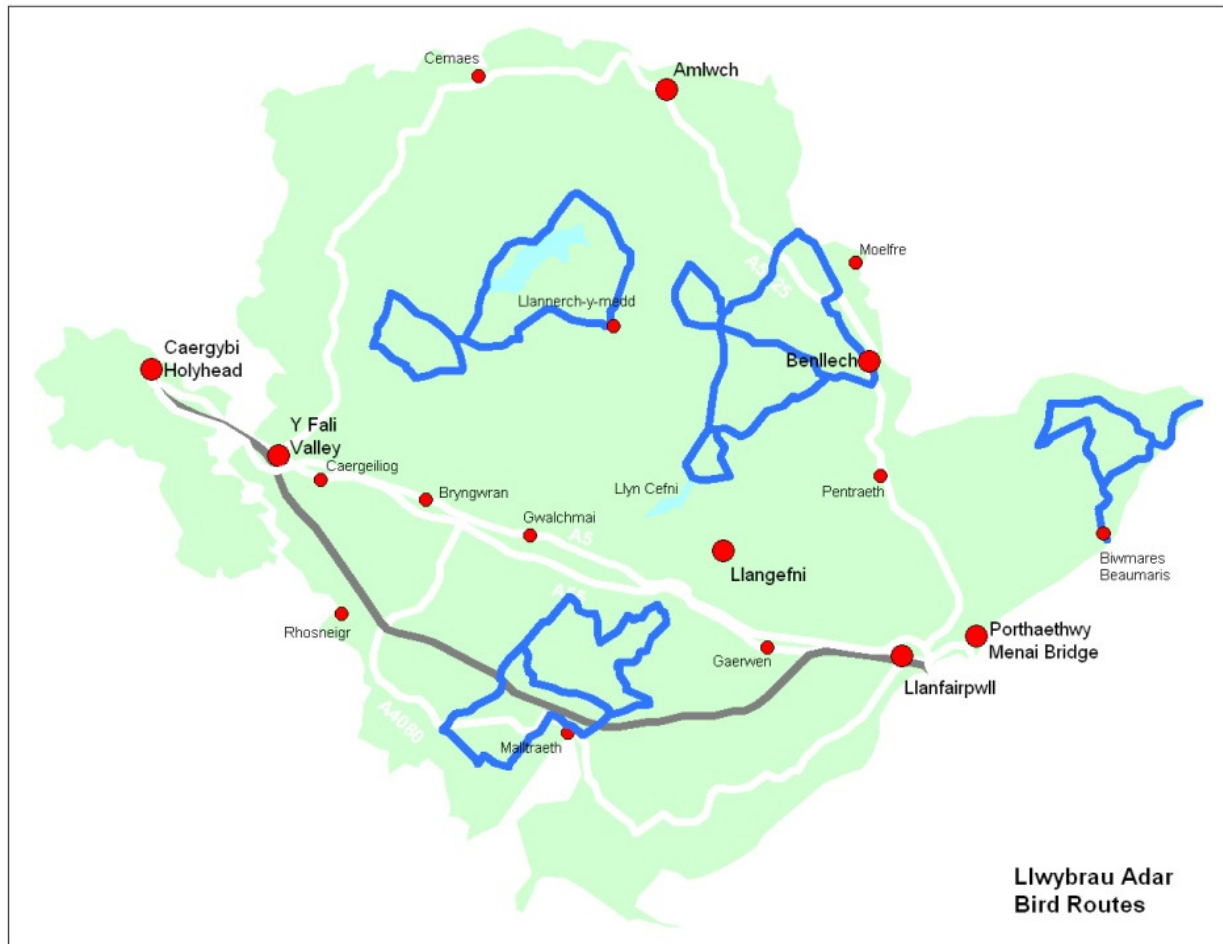


Figure 6 - Bird Routes

3.7 Active Travel Routes

In addition to the above schemes other active travel routes have been installed using Transport Grant and Regional Transport Consortia Grant over the last few years.

- A mainly off road route between Menai Bridge and Llanfairpwll most of which has been incorporated into NCN 8. Cycle parking facilities have been installed at the new Park & Ride / Share facility on the A5025 which is on the route. There are also some shared use footways in Menai Bridge which link to the longer route.
- Lôn Las Cefni (NCN 566) runs through the centre of Llangefni partly on and partly off road. There are also some shared use footways in Llangefni linking Ysgol Corn Hir and Ysgol Gyfun / Plas Arthur Leisure Centre.
- NCN 5 and 8 both run through Holyhead, partly on and partly off road. Other shared use footways have been installed in Holyhead, some linking to the National Cycle Routes.

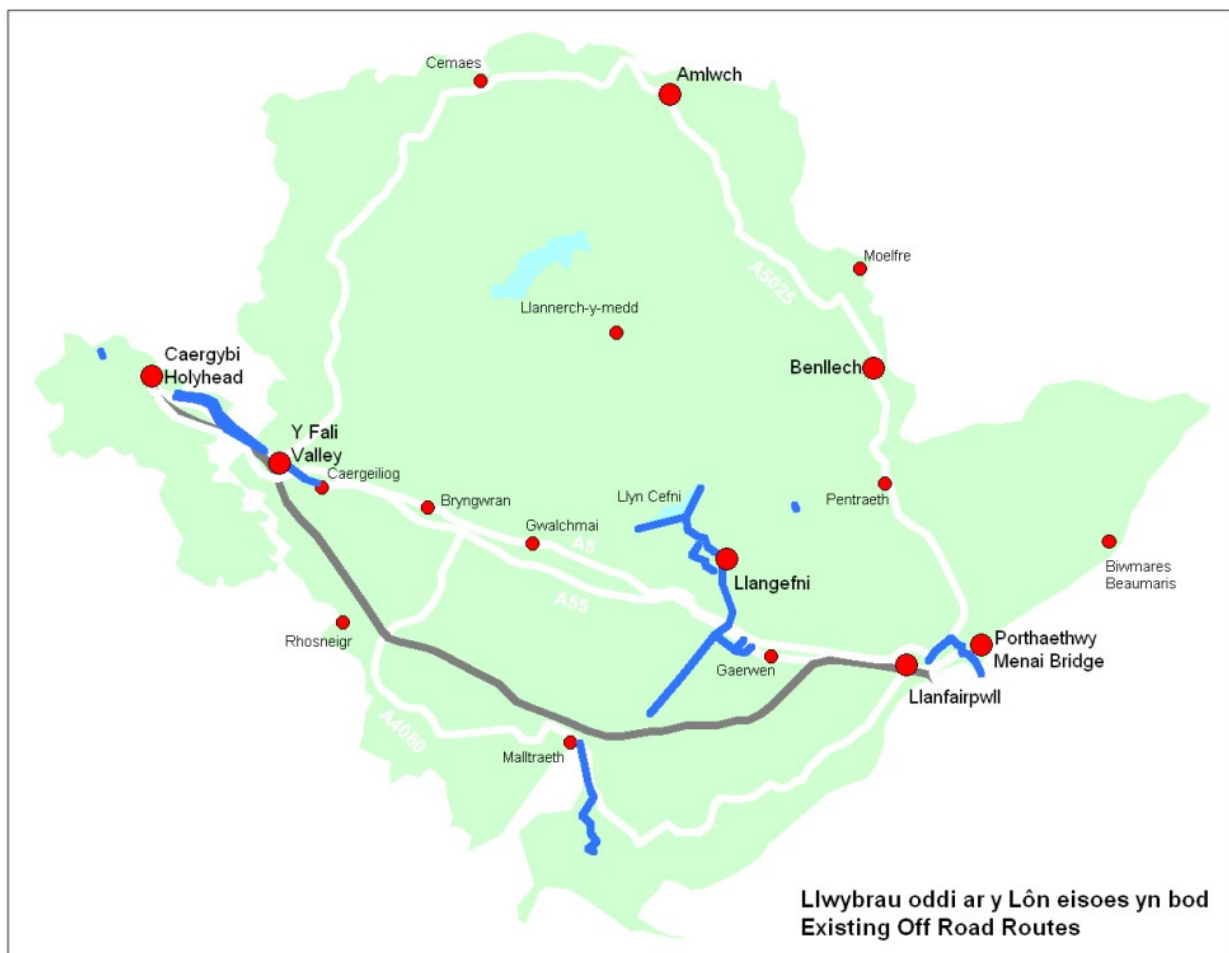


Figure 7 - Existing off road routes

3.8 Sustrans Bike It project

The Sustrans Bike It project has been operating on the Island since August 2011 and works with around 13 schools on Anglesey as well as two in Bangor, Gwynedd. The Bike It officer works with pupils, teachers and parents to encourage children to cycle to school as well as cycling more in their lives outside school. 2012 monitoring results showed a tripling of children cycling to school in Bike It schools. The Bike It officer is based within the Council and works closely with Officers from the Transportation and Network sections and with the Council's Sports Development Officers.

3.9 Safe Routes in the Community

Safe Routes in the Community (previously Safe Routes to Schools) schemes have improved walking and cycling links within various communities on Anglesey each year since 2004. Work is currently (2013/14) taking place in Holyhead including a new section of shared use route in Kingsland which is also part of the Green Links network.

3.10 Newborough Forest

Natural Resources Wales have a network of off road cycle routes in Newborough Forest.

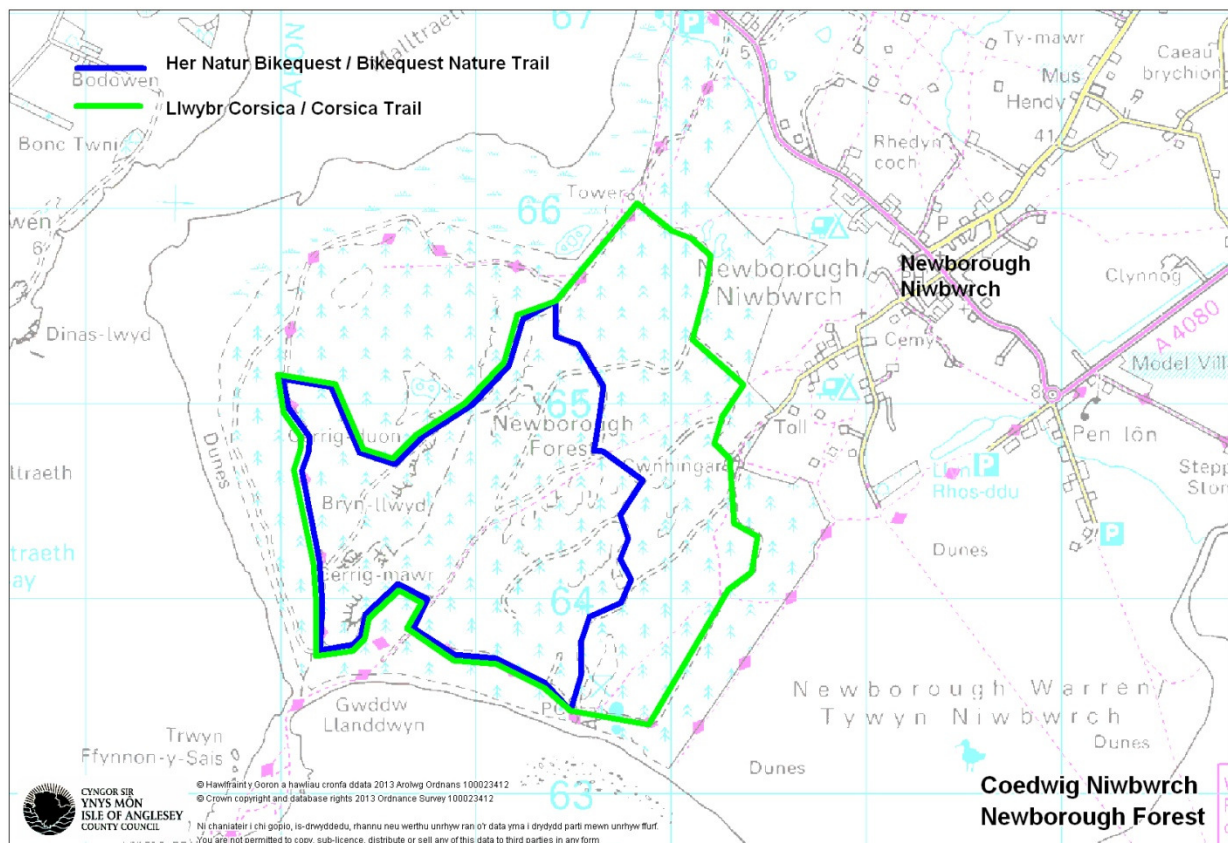


Figure 8 - Newborough Forest

3.11 Mountain Biking on Anglesey

Coed Mor is a small recently created mountain biking facility near the Britannia Bridge.

3.12 Existing signed cycling network

In summary the existing signed cycling network including the national cycle routes (5, 8, 566), the 'bird' routes, green links and other short links is shown in figure 9.

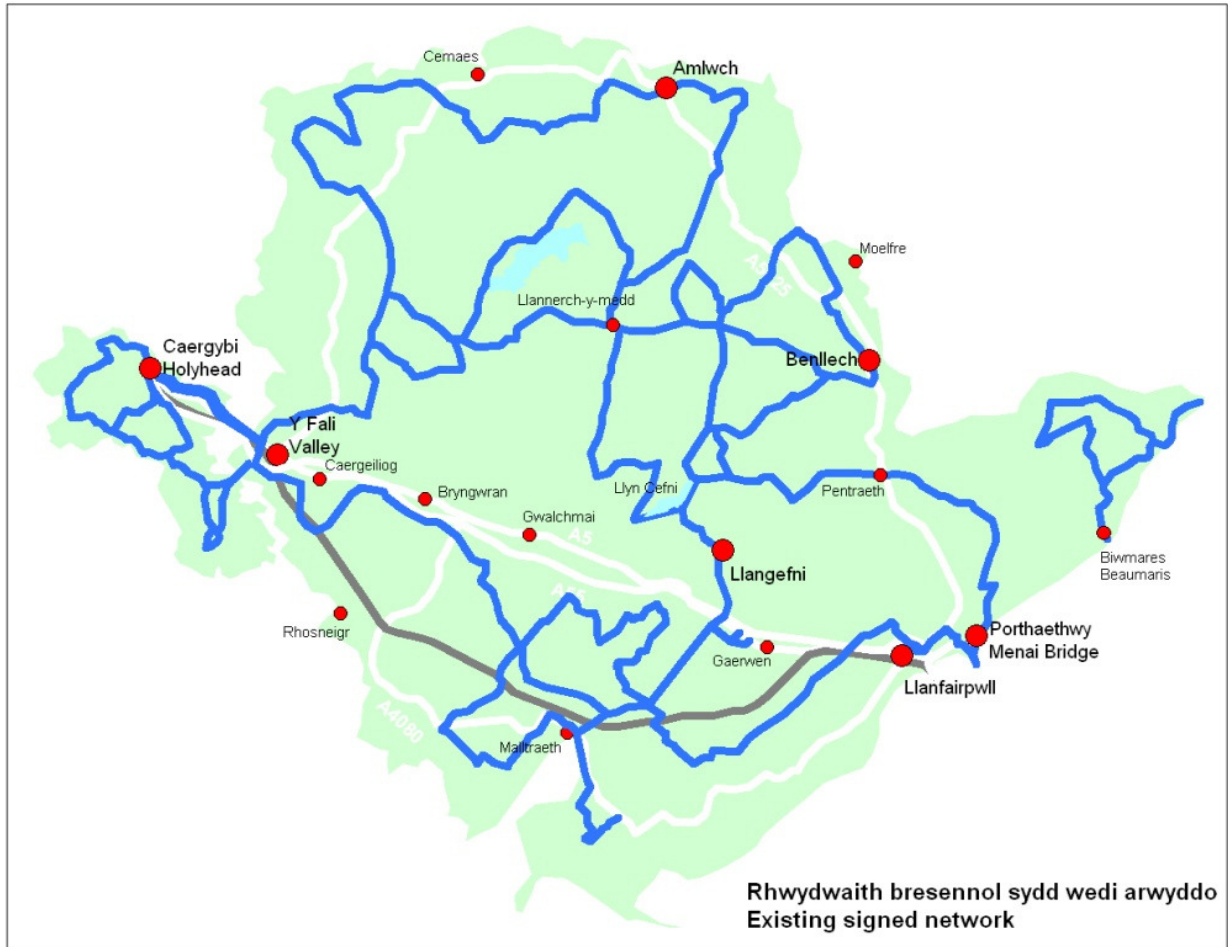


Figure 9 - Existing Signed Network

3.13 Cycle parking

There is cycle parking provision at various locations on the island. These have not been formally mapped. Approximately 72% of schools have cycle parking available to pupils. Cycle parking facilities also exists at various locations within the towns of - Llangefni, Menai Bridge, Llanfairpwll, Beaumaris and Holyhead.

3.14 Cycle promotion

There is some promotion of cycling to tourists on the Visit Anglesey web site. This currently promotes the national cycling routes, the bird routes and Lôn Las Cefni. Keep Wales Tidy have produced a leaflet and web site information for the Green Links routes on Holy Island as well as the cycle hire business Cybi Bikes.

Events have also taken place which showcase Anglesey as a destination for cycling including the successful Tour de Môn, which took place in September 2013 for the first time and is hoped will become as annual event, and the Sandman triathlon. The Anglesey Outdoor festival which usually takes place in May of each year also promotes cycle rides.

There are several cycling clubs on the island who encourage cycling on Anglesey including Clwb Rasio Mona, Clwb Cefni, Clwb Cybi.

3.15 Cycle safety

Education, training and publicity on cycling issues are ongoing by the Council. Cycle training is offered to all primary school pupils and a recent campaign undertaken by the Council has been to persuade drivers to stay at least 1.5 metres away from cyclists when overtaking.

4. Future network

4.1 Active Travel (Wales) Act 2013

The Active Travel (Wales) Act 2013 will be a driving force in encouraging what is done for cycling (and walking) in the future on Anglesey and across Wales. It does however target 'active travel journeys' which in the Act "means a journey made to or from a workplace or educational establishment or in order to access health, leisure or other services or facilities." The majority of the routes currently signed on Anglesey are on-road leisure routes and the Active Travel (Wales) Act 2013 aims to increase the number of people walking and cycling for purposes other than pure leisure.

The Act currently states that "Each local authority must prepare an existing routes map" which "in relation to a local authority means a map showing the active travel routes and related facilities in the local authority's area". (This is different to a map of the existing signed cycle routes / tours that we currently have.) It must also conform to standards specified in guidance given by the Welsh Ministers. This map must then be kept under review and may be revised.

Each local authority must also "prepare an integrated map showing the new active travel routes and related facilities and the improvements of existing travel routes and related facilities that the local authority considers are needed to develop or enhance an integrated network of active travel routes and related facilities in designated localities in its area." This map must also be kept under review and may be revised.

Both maps must be published once they have been approved.

Locations for routes and related facilities may be specified in guidance by reference to

- density of population
- size
- proximity to densely-populated localities above a particular size
- position between such localities
- proximity to community services and facilities
- potential for other reasons to be a locality in which more travel is undertaken by walkers and cyclists by active travel journeys.

Some of these factors may be challenging on Anglesey due to the rural nature of the Island and the distances which need to be travelled to reach the destinations which would qualify as 'active travel journeys'.

Local authorities must also "in so far as it is practicable to do so, take reasonable steps to enhance the provision made for walkers and cyclists" when carrying out highway creation and improvement.

Also "each local authority must in every year secure that there are - new active travel routes and related facilities, and improvements of existing active travel routes and related facilities in its area."

4.2 Upgrading Existing routes

Menter Môn Bird Routes.

These routes were signed around 1998 although the liability for maintaining the signs was not accepted by the Highway Authority. As some of the signing has disappeared, is in a bad state of repair or is pointing in the wrong direction, there is an opportunity to review the routes. They should be assessed for safety, as well as whether they still follow the routes that people want to use, and link with appropriate destinations. They should be reviewed according to the objectives set out in the feasibility study “Enhancing Anglesey’s On-Road Cycle Route Network”.

In the meantime Menter Môn is to replace the missing signs so that the routes will be operational again for the next two seasons - 2014 and 2015. Menter Môn is also looking at funding a short run leaflet on the four routes to last for the two seasons. This will allow time to develop the routes for the future without missing opportunities to use the existing layouts in the meantime.

4.3 New routes

IoACC will develop new off road routes along identified corridors to benefit both compliance with the Active Travel (Wales) Act 2013 and the tourism agenda. Routes which are active travel routes are also likely to be usable by tourists, however pure leisure routes may not be in the right places for active travel so funding will have to be targeted carefully.

To comply with the new Active Travel (Wales) Act 2013 Anglesey will aim to:

- Develop a network of improved and new walking and cycling routes:
 - to the major employment sites and retail centres on the Island
 - to railway stations and other public transport interchanges
 - to educational sites
- Continue to work with Gwynedd Council on cross boundary routes to the bridges over the Menai Strait (including the two bridges).
- Continue to develop Safe Routes in Communities schemes in line with Welsh Government guidance
- Make use of the planning process to improve transport infrastructure for pedestrians and cyclists
- Consider the needs of all users during the development and design of walking and cycling facilities by consulting with local groups. Walking and cycling routes will take account of the needs of the disabled.
- Undertake pedestrian and cycle audits as part of all new highway and land-use proposals including traffic management schemes

4.4 Future Routes

The following schemes are proposed as ways of fulfilling the objectives of the Council with regard to cycling. They will be progressed and completed as funding becomes available.

4.4.1 A5 Corridor

The route is proposed as a way of linking communities across the island in a way that doesn't happen with national cycle routes 5 and 8 as they use minor roads that don't always go through the larger communities. The A5 / A55 corridor is a desire line for movements across the island and as such it is important to provide a shared use link to encourage not only the longer distance cyclists, who may well currently use the A5 or A55 anyway, but also those who are travelling shorter distances between the communities, workplaces or schools that are spread out along its length. This scheme will aim to comply with both the need for active travel routes and more off road leisure cycling. With a safer cycling route along this corridor it is then hoped that cycling on the A55 across Anglesey can be deterred through the introduction of regulations to exclude cycles from the classes of vehicles permitted to use this busy dual carriageway road. This would prevent further fatal cyclist collisions on the A55 on Anglesey.

This would be a dedicated shared use (walking and cycling) route alongside or close to the A5 corridor from Holyhead to Menai Bridge. Part of this route is already complete between Holyhead and Valley. The section between Holyhead and Valley Cob has become part of NCN 5, and the section between Valley Cob and Valley is part of both NCN 5 and 8. The section through Menai Bridge is complete although some upgrades are suggested in a feasibility study done by Gwynedd Consultancy (Nov. 2012). The section between Valley and Caergeiliog is currently being constructed (2013/2014), although the part between Valley and Junction 3 of the A55 is a footway only as there is insufficient width within the highway for a shared use path and it is as yet uncertain what may happen at this location with potential works related to a nuclear new build at Wylfa. This section will be re-evaluated along with any future works on the highway. The sections between Llanfairpwll and Gaerwen, and the link between the A5 and Llangefni are currently being designed (2013/2014). A feasibility study has been completed along the remainder of the route. It is envisaged that the route will be completed in stages over a number of years as funding becomes available.

The sections currently being designed (between Llanfairpwll and Gaerwen, and the link between the A5 and Llangefni) link the communities along the route but also link communities to enterprise zones, one in Gaerwen and three in Llangefni.

Sections through villages are proposed to be on-road.

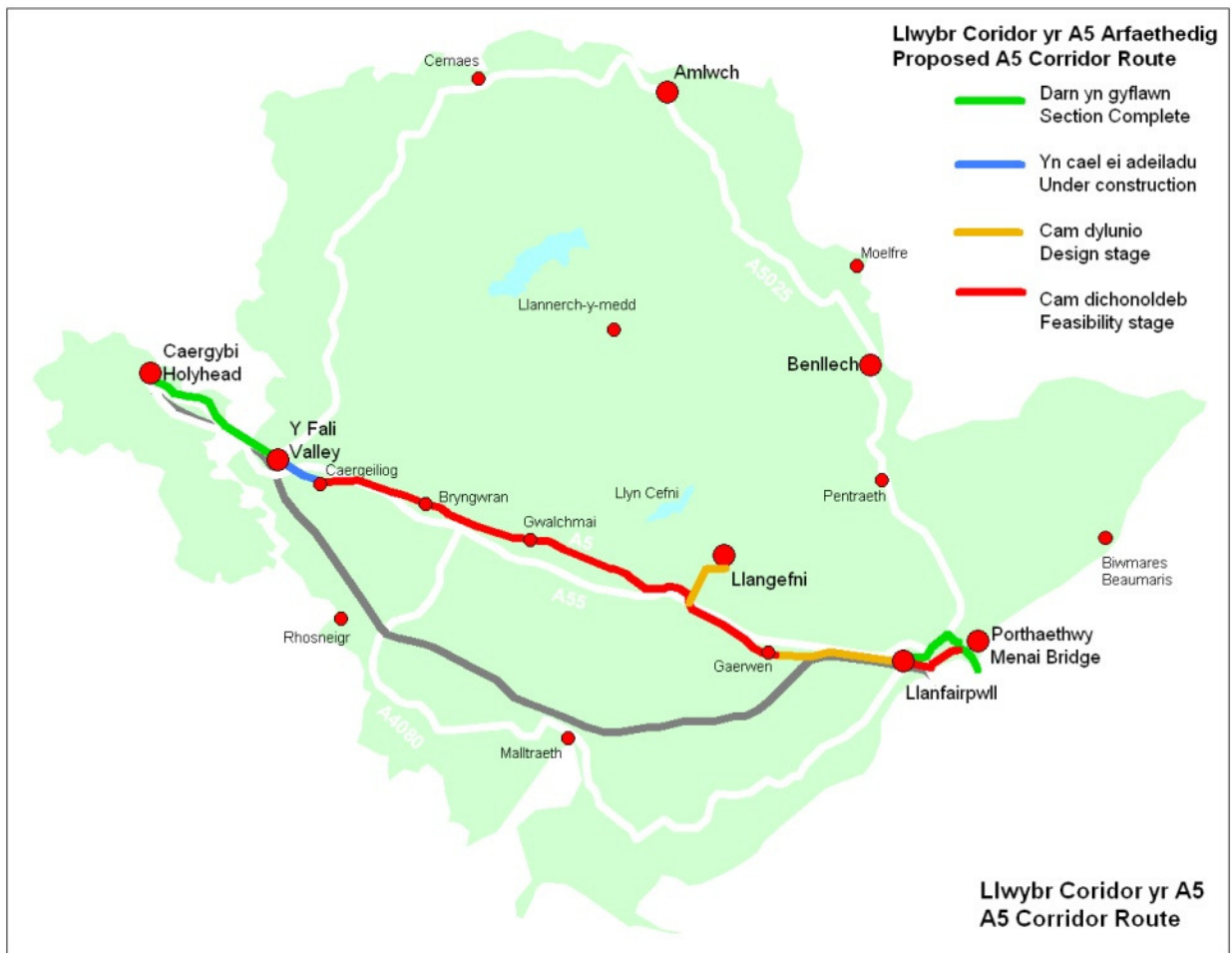


Figure 10 - A5 Corridor Route

4.4.2 A5025 Corridor

Improvements for cycling alongside, or close to, the A5025 between Valley and Wylfa, and Wylfa and Amlwch. The potential nuclear new build at Wylfa would necessitate improvements to the A5025 between these locations which means that under the Active Travel (Wales) Act 2013 developers would have to look at enhancing the provision for walkers and cyclists. This would also improve leisure links to the north west of the island.

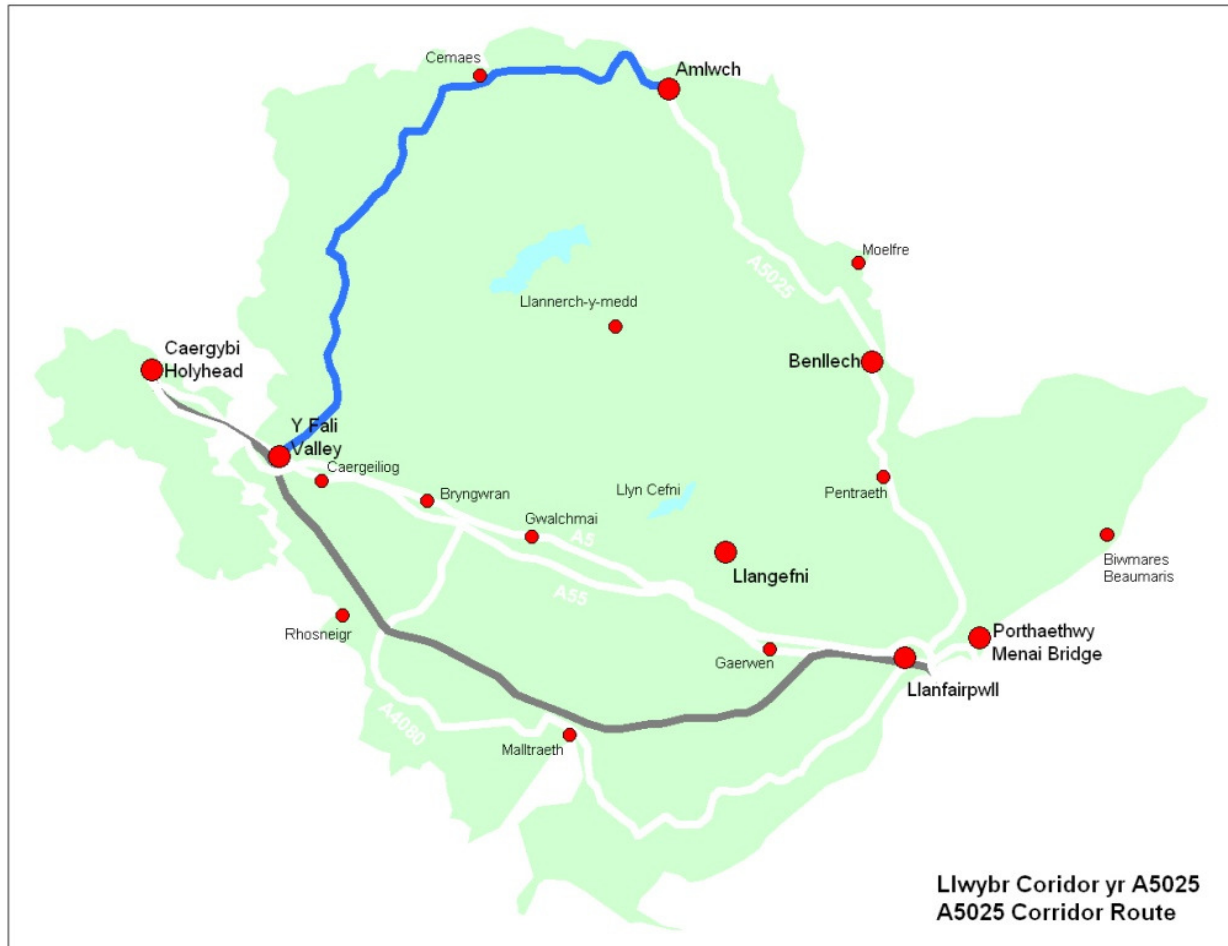


Figure 11 - A5025 Corridor Route

4.4.3 Links to Enterprise Zones / Major Projects

The Anglesey Enterprise Zone was announced in September 2011 with the aim of encouraging business and employment growth in the energy sector on the Island. Transport links to the sites are a part of this project with cycling and walking links to them being an important component. The A5 schemes will link to several Enterprise Zones.



Figure 12 - Enterprise Zones

Most other major projects on Anglesey come under the banner of Energy Island and with their low carbon agenda fit well with aspirations for encouraging more walking and cycling. Projects such as the nuclear new build at Wylfa need consideration of walking and cycling routes to help to reduce the number of single occupancy cars travelling to the site. Any traffic / transport assessments or plans by developers will have to incorporate provision for cycle routes.

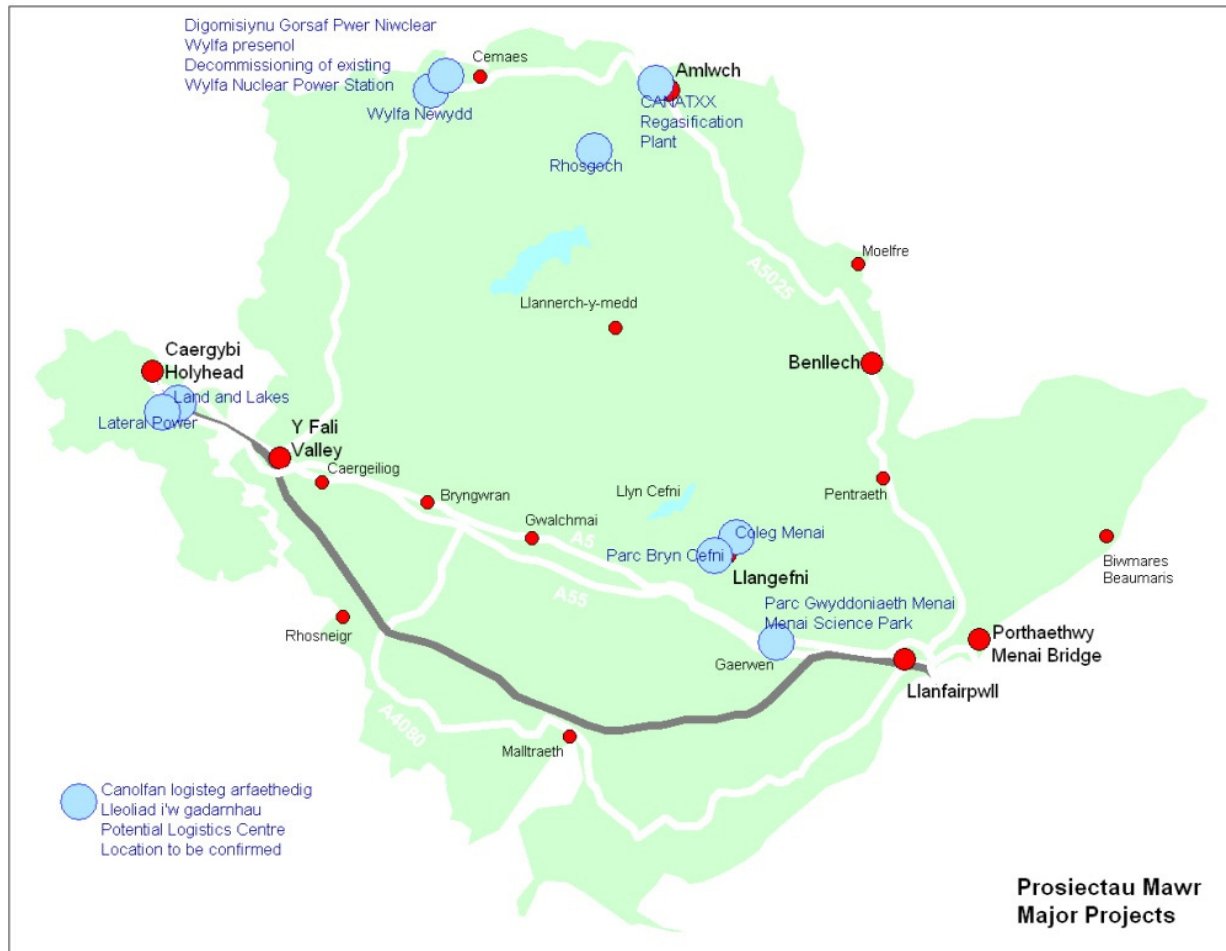


Figure 13 - Major Projects

4.4.4 Future Tourism Cycling Network

A feasibility report was completed in September 2013 which looked at “Enhancing Anglesey’s On-Road Cycle Route Network”. The study has suggested a possible network of new routes in the south of the island, which uses the existing NCN 8, one of the bird routes, NCN 566 (Lôn Las Cefni) and 28 miles of newly signed minor roads to link with these. As suggested above the Bird Routes need to be reviewed according to the objectives set out in this feasibility study before deciding on new routes to sign. Any study looking at new or revised routes will consider the tourism / leisure destinations people may wish to access by bike including the coast and the AONB.

4.4.5 A545 Menai Bridge to Beaumaris

Feasibility and designs for a walking and cycling route along this corridor were completed in April 2011. The report concluded that the A545 does not provide adequate facilities for walking and cycling and that the cost (at March 2011) rates of implementing the preferred option would be over £9 million. This cost means that any scheme at this location is unlikely to be funded currently

although there is still an aspiration to improve the route for pedestrians and cyclists at some time in the future.

4.4.6 Lein Amlwch

Lein Amlwch was a railway line that originally opened to all traffic in 1867. It was closed to passenger traffic in 1964 and goods traffic in 1993. The line has been disused since that time although the tracks still exist.

Since 1993 there have been several proposals to either reopen the line as a heritage railway, convert it to a cycle and walking route or to look at whether dual use could be made of the line. A study was completed by Sustrans in 2008 which considered a mix of walking, cycling and equestrian use along with heritage railway use on part of the route. This study was commissioned by Isle of Anglesey County Council in response to the County Council's decision taken in March 2007, for the preferred option for the line to be used as a cycle, walking and bridle path route.

In 2009 the Welsh Assembly Government commissioned Network Rail to undertake a feasibility study to look at the potential for reinstating a 4 mile section of the Amlwch branch line to facilitate the running of a passenger train service between Llangefni and Llandudno Junction. For rail services to return to Llangefni, this would require reconnection of the branch line to the North Wales Coast Main Line at Gaerwen Junction, and renewal of the line from this point to a terminus at Llangefni.

In September 2009 the Authority's Executive resolved in favour of supporting the use of the line as a railway and referred the matter to the County Council as this would require reversal of the County Council's decision taken in March 2007.

The latest resolution made on the matter by the Council on 14th September 2010 was

- That in view of recent developments, and subject to no use of Council funds, that the County Council's preferred option for the future use of the Gaerwen to Amlwch line is for it to be reopened to rail services, and should that initiative fail the Council reverts to supporting the decision made by it on 6th March 2007 that the preferred option be that of a cycle, walking and bridle path route.

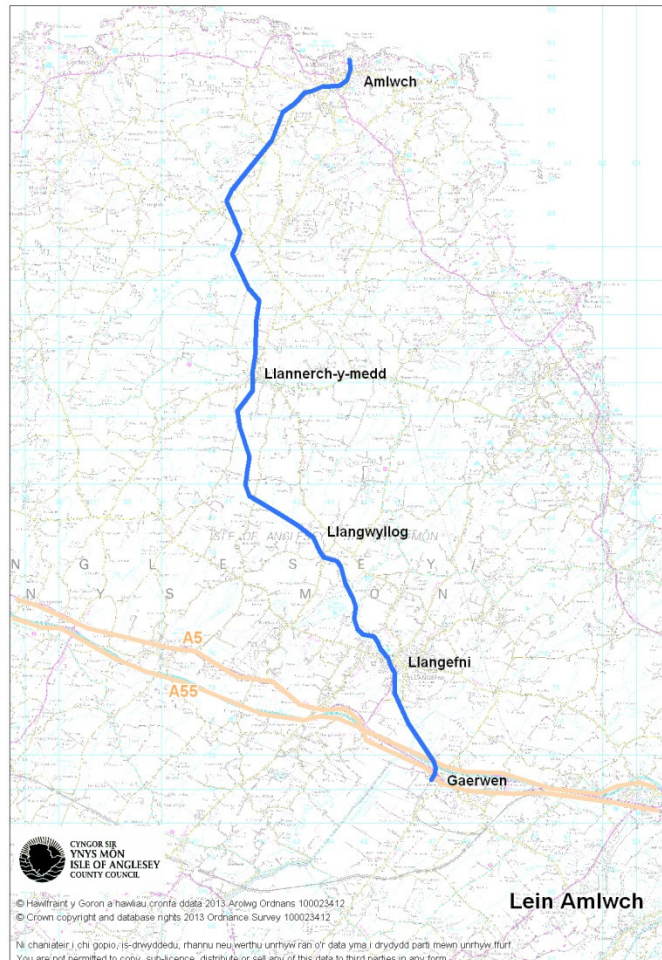


Figure 14 - Lein Amlwch

- That the Railway Company be requested to submit a Business Plan to this Council for information, including a timetable of works within 6 months.”

The Gaerwen Junction to Llangefni study was completed by Network Rail in November 2010, and whilst it was technically possible to reopen this section of the branch line, the costs of doing so were calculated at £25.1m. Whilst the study was focused on the section from Gaerwen Junction to Llangefni, and did not examine the section North of Llangefni, it was acknowledged that if the section from Gaerwen Junction to Llangefni was reopened as part of the national rail network, this could increase the potential for the section from Llangefni to Amlwch to be opened as a heritage railway.

In August 2011 Anglesey Central Railway was granted a Licence to clear vegetation, clear drainage, and conduct surveys to investigate and prepare for track renewal. Recent observations to the north of Llangefni, of sections of the line which are visible from the highway, indicate that little, if any, clearance work has been undertaken.

Since the Council Executive’s decision was taken in September 2009, other than the publishing of the feasibility study, no progress has been made in taking forward the project to re-open the section from Gaerwen Junction to Llangefni, or in the provision of a business plan for the Llangefni to Amlwch section.

4.4.7 Lôn Las Cefni improvements

The surface of Lôn Las Cefni has been upgraded over recent years (2011-2013) between the Dingle to the north of Llangefni and Pont Marquis to the north of Malltraeth. There is potential to upgrade some of the route between the Dingle and Llyn Cefni.

4.4.8 Circular route around Llyn Cefni

This potential scheme links with the existing route (Lôn Las Cefni) on the south eastern side of the reservoir, and would provide a path on the north western side which would create a circular route.

4.4.9 Mountain Biking

Mountain Biking is a growing leisure activity popular with a large age range of people. There is the potential to develop more mountain biking routes on Anglesey as funding permits. This would link to health outcomes as well as tourism and the DMP.

4.4.10. Benllech to Llangefni

This is a scheme which would use a disused railway route to create a shared use route between Benllech and Llangefni. The old trackbed is currently in the ownership of several different landowners and so the scheme may be difficult to achieve because of this. However a feasibility study would need to be undertaken to look at the possibility of developing a scheme.

4.4.11 Active travel cycle route study

As part of complying with the Active Travel (Wales) Act 2013 - a study of population centres / centres of employment / schools / transport interchanges / retail / health, to look for the best locations for new / improved cycle + walking routes, would be carried out.

4.4.12. Safe Routes in Communities Schemes

Safe Routes in Communities schemes will be ongoing according to guidance produced each year by the Welsh Government.

4.4.13 Proposed Future Network

The Council will aim to progress new off road schemes to provide links to many parts of both the inland and coastal areas of the island. As on road routes are reviewed and revised they will be changed on the network plan. Some existing on road routes may be rationalised as new off road routes are constructed depending on the use for which they were designed.

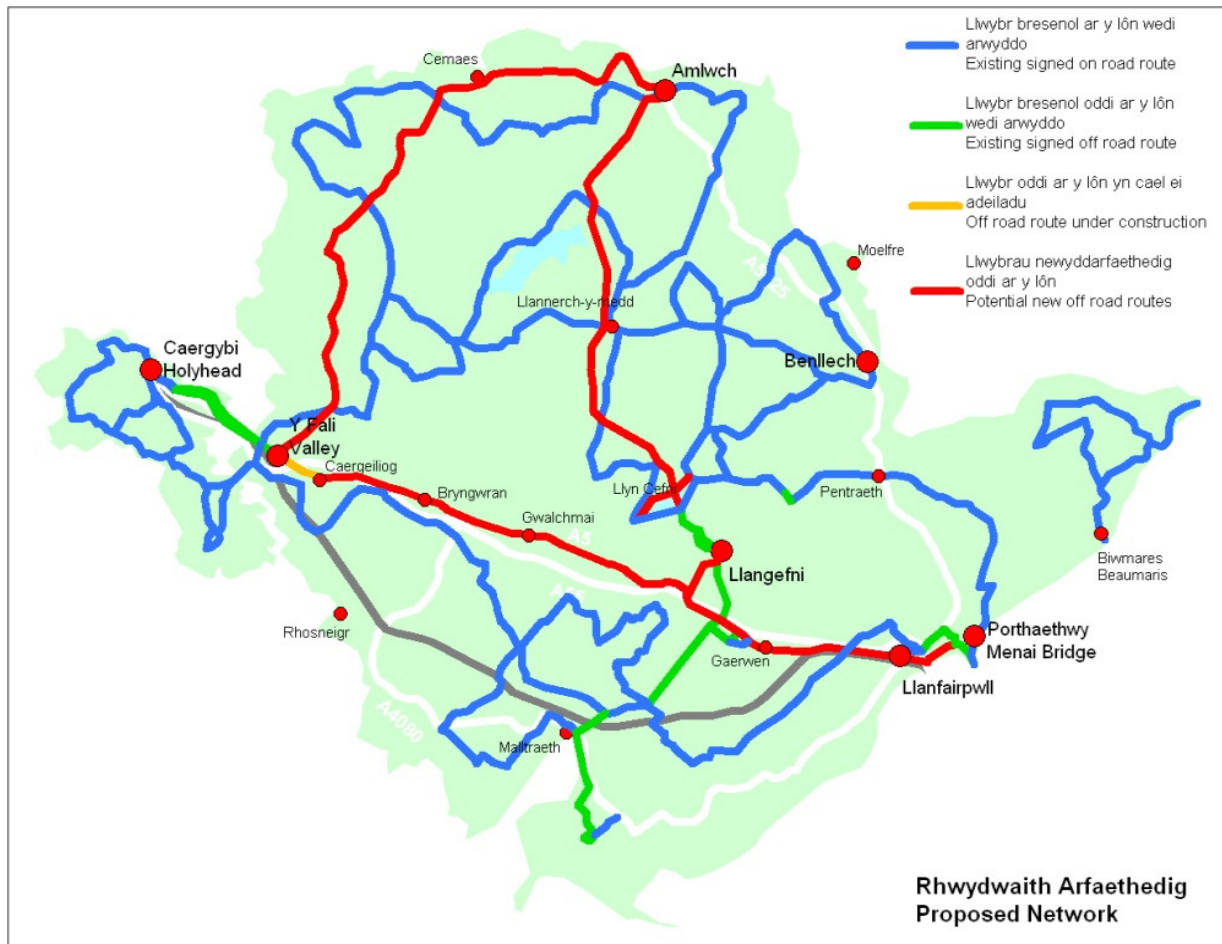


Figure 15 - Proposed Network

4.5 Signing

Signing should be clear and consistent along all major cycle / shared use routes. A major route on-road will be defined as a national cycle network route or specific circular routes where the Highways Service have given agreement as signing these routes has an impact on the maintenance budget held by the service.

Review signing on existing routes:

- The Menter Môn bird routes need to be surveyed and a decision taken on whether the routes should remain as at present, whether the line should be changed, or whether they should be removed. Signing needs to match any revised routes. As some of the signing on the existing routes has disappeared, is in a bad state of repair or is pointing in the wrong direction, there is an opportunity to review the routes. They should be assessed for safety, as well as whether they still follow the routes that people want to use, and link with appropriate destinations. They should be reviewed according to the objectives set out in the feasibility study “Enhancing Anglesey’s On-Road Cycle Rout Network” discussed below. In the meantime Menter Môn are to replace the missing signs so that the routes will be operational again for the next two seasons - 2014 and 2015. New leisure routes should not be implemented until the review process is complete, particularly any physical signing.
- Review old routes - remove old signs (e.g. Holyhead old line of NCN 8)

All signing and marking of cycle facilities to be sympathetic with the environment.

Signing of routes will avoid clutter and, particularly for tourism routes, will be linked to branded routes where the branding is strong and identifiable.

4.6 Maintenance

Maintenance budgets are being cut at the present time and this situation is not likely to change over the next few years. Every effort needs to be made so as not to be a burden on these budgets whilst still enjoying a good standard of cycle route.

Shared Use Paths

- Any new assets should be built to the highest standard possible within funding constraints so as to delay the need for maintenance on the surface of the path.
- Improvements or upgrading of the existing network should be carried out where funding permits to delay the need for maintenance on the fabric of the path.
- All new schemes should be designed carefully to reduce the maintenance liability. Unnecessary elements to a scheme will be avoided.
- Off road routes may in the future consider maintenance organised by Community Councils in the same way as public rights of way are currently maintained.
- Shared use paths within the highway boundary will be maintained as part of the highway as funding permits.
- A policy on winter gritting of cycle routes has yet to be considered. Such a commitment would have severe resource and budgetary implications.

On Road Routes

- Routes being signed as on road cycle routes should be in good condition wherever possible prior to signing.

- Maintenance regimes for these routes will follow the maintenance hierarchy for County highways.

4.7 Standards

In general any new shared use routes will be built to a minimum width of 2.5 metres with a verge of 1 metre where it is beside the carriageway and an allowance of 1 metre to any wall / fence. These widths may be relaxed for pinch points over short distances.

The Council will construct shared use paths rather than segregated paths unless the location is suitable, there is enough land, and a segregated path would be the desirable outcome for that particular location. Tactile paving for use on cycle routes will only be used in appropriate locations where necessary.

Guidance on standards for cycling provision is promised as part of the new Active Travel (Wales) Act 2013. There is a range of other sources of information on standards.

- Sustrans' guides and technical information notes
- Department for Transport:
 - Local Transport Note 1/12 - Shared Use Routes for Pedestrians and Cyclists
 - Local Transport Note 2/08 - Cycle Infrastructure Design
- Cardiff Cycle Design Guide (2011)
- Transport for London - London Cycling Design Standards (2005)
- Manual for Streets and Manual for Streets 2

A comprehensive list of documents is provided on Sustrans' website (Appendix 2):

<http://www.sustrans.org.uk/our-services/infrastructure/route-design-resources/documents-and-drawings/key-reference-documents>

4.8 Cycle parking

Guidance on standards for cycling issues will be provided as part of the Active Travel (Wales) Act 2013 which should include cycle parking standards. These will be followed when considering locations for parking.

Locations that should be considered for parking include:

- new developments
- educational establishments
- transport interchanges
- leisure facilities
- retail centres
- workplaces
- town + village centres
- tourist ventures
- Council offices

A review of where cycle parking is currently available will be undertaken.

A priority list of where cycle parking should be encouraged as funding becomes available will be drafted as a result of the review of existing cycle parking.

4.9 Promotion of cycling

The Visit Anglesey website is currently being updated (2013/14) and will then be kept up to date with any further enhancements or changes to the cycling provision on the Island.

Events will be organised to promote cycling such as the successful Tour de Môn in September 2013. The Anglesey Outdoor festival usually takes place in May of each year and promotes cycle rides as well as the popular walks.

Maps produced as a requirement of the Active Travel (Wales) Act 2013 will promote cycling as a mode of travel on the island.

Marketing should include strong, identifiable and consistent branding of routes and networks. These will be the routes promoted by Visit Anglesey and through the mapping for the Active Travel (Wales) Act 2013 where applicable.

Schemes such as Taith's Sustainable Travel Grant encourage employers to promote cycling by providing small grants to improve cycle provision at workplace premises.

4.10 Monitoring

The Council already use monitoring devices for the Coastal Footpath and Council owned facilities such as the Breakwater Country Park and the Dingle Nature Reserve. Similar devices will be used to monitor usage on off road shared use routes so that the software is compatible and data can be collated across services within the Council.

4.11 Horse Riders

Horse riders are also keen to have access to more off road routes, however sharing paths with others raises concerns from all users.

Many of the shared use paths proposed as part of this strategy are intended to help towards increasing the number of active travel trips to work / school etc, and there are concerns from cyclists, less mobile users and those with young children about sharing paths with horses (Horses on the National Cycle Network : Technical Information Note No. 28 - Sustrans 2011). The Council does not wish the main target user of new paths to be deterred from using them.

Where there is space and funding available for use by horse riders then a separate bridle path could be provided on some schemes alongside a shared use cycle and pedestrian use path but this would not be likely to happen on all schemes .

Guidance related to the Active Travel (Wales) Act 2013 from Welsh Government is awaited which may have something to add to this issue.

4.12 Funding

Funding for schemes may come from several sources. Schemes could be financed through the following (this list is not exhaustive):

Taith - Regional Transport Plan

Three Towns initiative

Ymweld â Môn

Developers

Safe Routes in Communities

Appendix 1 : Policy Context

A review of policy documents to date which have an influence on cycling on the Isle of Anglesey.

A1.1 National

A1.1.1 Wales Transport Strategy

The Wales Transport Strategy (2008) (WTS) provides an overarching strategy for all transport in Wales including cycling and sustainable travel. Under the WTS sit the National Transport Plan and the 4 consortia Regional Transport Plans.

The WTS identified 5 strategic priorities including:

- Reducing greenhouse gas emissions and other environmental effects from transport
- Integrating local transport
- Improving access between key settlements and sites
- Increasing safety and security

Key actions from these include:

- Modal shift to public transport, park and ride, walking and cycling. Providing more infrastructure to support that shift. Education and promotion of alternative modes.

A1.1.2 National Transport Plan

The National Transport Plan (2009) (NTP) sits under the WTS and is the mechanism by which the Welsh Government deliver the part of the WTS which is their responsibility.

The prioritised NTP was published in 2011 and has ongoing commitments relevant to cycling on Anglesey:

- Simplify the ethos for delivering walking and cycling to maximise our investment. This will include ensuring our Highways and Transport Bill (later brought into legislation as the Active Travel (Wales) Act 2013) and all walking and cycling investment focus on delivering the Government's agenda:
 - Develop a larger number of traffic free walking and cycling routes and segregated public transport routes (NTP reference 8).
 - Maintain our Safe Routes in Communities programme to develop safer walking and cycling opportunities (NTP reference 9).
 - Deliver our Walking and Cycling Action Plan targets (NTP reference 11), with additional funding being made available for this.
 - Continue to increase the amount of funding available for walking and cycling schemes (NTP reference 12), through focus in our funding to sustainable travel centres and our safe routes in communities programme.
- Working with stakeholders, review the options to increase the capacity of the A55 across the Menai, including capacity for walkers and cyclists (NTP reference 93).

A1.1.3 Planning Policy Wales - Technical Advice Note 18: Transport (2007)

This planning document has a section on cycling.

- **6.3** Cycling has potential to act as a substitute for shorter car journeys in urban or rural areas, or form part of a longer journey when combined with public transport.
- **6.4** Local authorities should aim to develop an effective network of cycle routes, including safe routes to schools. Development plans, design guidance, and master plans should include encouraging cycling through:
 - identification of new cycle routes utilising existing highways (including public rights of way where appropriate), disused railway lines, space alongside rivers and canals, parks and open space;
 - ensuring that new development encourages cycling by giving careful consideration to location, design, access arrangements, travel 'desire lines' through development and integration with existing and potential off-site links;
 - securing provision of secure cycle parking and changing facilities in all major employment developments, including retail and leisure uses, town centres, transport interchanges, educational and health institutions;
 - securing provision of cycle routes and priority measures in all major developments;
 - adopting minimum cycle parking standards within their parking strategies - for commercial premises these standards should include cycle parking for both employees and visitors; and
 - ensuring new residential developments provide storage for bicycles so they are easily available for everyday use while secure enough to be left unattended for long periods of time.

A1.1.4 Walking and Cycling Action Plan for Wales 2009-2013

This document aims to maximise the opportunities afforded by walking and cycling and to reduce car use. It identifies that the provision of walking and cycling facilities is an important element in creating equal opportunities.

The core objectives of the plan are to:

- improve the health and well-being of the population through increased physical activity
- improve the local environment for walkers and cyclists
- encourage sustainable travel as a practical step in combating climate change
- increase levels of walking and cycling through promotion of facilities
- ensure that walking and cycling are prioritised in cross cutting policies, guidance and funding.

A1.1.5 Active Travel (Wales) Act 2013

"The Active Travel (Wales) Act 2013 places a requirement on local authorities to continuously improve facilities and routes for walkers and cyclists and to prepare maps identifying current and potential future routes for their use. The Act will also require new road schemes to consider the needs of pedestrians and cyclists at design stage." (Quote taken from the National Assembly for Wales website.) The Act was given Royal Assent on the 4th of November 2013.

A1.1.6 UK - All Party Parliamentary Cycling Group - Get Britain Cycling Inquiry (2013)

The All Party Parliamentary Cycling Group have undertaken an inquiry entitled Get Britain Cycling with the aim “to enable more people across the UK to take up cycling, cycle more often and cycle more safely by interviewing or receiving written evidence from expert witnesses on the obstacles that must be overcome and suggesting concrete, effective measures to be undertaken by central and local government as well as the wider world of business and the third sector.”

A1.2 Regional

A1.2.1 Regional Transport Plan (2009)

The Regional Transport Plan (RTP) was published by Taith, the Consortia of the 6 Local Authorities in North Wales. It covers the period 2010 - 2015. It delivers the part of the WTS which is the responsibility of the Local Authorities.

Objectives within the plan relating to cycling issues are:

- optimise accessibility to employment, education, health and services for all the diverse communities of North Wales
- provide, promote and improve sustainable forms of transport and infrastructure to minimise the negative impacts of transport on the local and global environment.
- improve safety of all forms of transport
- enhance the efficiency and use of the transport network
- upgrade and maintain the transport infrastructure, providing new where necessary

The RTP priorities relating to cycling issues are:

- Reducing congestion and journey times -
- supporting development
- safe, efficient, sustainable transport networks – maintaining safe, efficient, more sustainable transport networks
- sustainable transport – increasing current levels of cycling and walking by residents and visitors

A1.2.2 North Wales Regional Transport Plan: Walking & Cycling Strategy

A regional walking and cycling strategy was completed as part of the RTP process. Its stated aim “is to encourage more people to walk or cycle for journeys, such as the commute to work and school, trips to local shops, leisure and health facilities and for leisure activities.”

Guiding Principles relating to cycling were identified as part of the strategy:

- Climate Change: Encourage modal shift to healthier forms of transport to contribute towards climate change targets and reduction in CO2 emissions.
- Extensive Cycle Networks and Facilities: Developing high quality maintained networks that facilitate existing and future demands for both local and cross-boundary cycling.
- Integration of Walking and Cycling in Land Use & Transport Strategies: Ensuring walking & cycling are always considered in both the transport and land use planning processes.
- Integration of Transport Modes: Ensuring that walking and cycling are integrated safely with other modes of transport.
- Regional Partnership Working & Communication: Developing and strengthening partnership-working to facilitate, promote and encourage the use of sustainable transport modes across

the region and to/from neighbouring authorities with internal and external stakeholders including commercial

- and voluntary organisations.
- Education, Promotion & Publicity: Developing and supporting local, regional & national campaigns and initiatives aimed at promoting more sustainable forms of transport and raising levels of physical
- activity.
- Monitoring: Evaluating the impacts of sustainable transport initiatives using the results to
- influence future development of policies, actions and funding bids

Strategies to carry these forward include:

- Encouraging Cycling as a Transport mode in North Wales
- Changing People's Transport Perceptions
- Bringing forward Sustainable Transport Initiatives
- Maintaining the Sustainable Transport Network

Actions related to the principles and strategies include:

- Identify and remove real and perceived barriers to cycling.
- Develop a programme of Safe Routes in the Community schemes in compliance with Welsh Assembly Government guidance.
- Ensure continued adoption and implementation of standards and good practice in the provision of cycling infrastructure.
- As part of the local transport implementation strategies, identify and produce a programme of works to develop the local cycle network. Each authority must consider the needs of local movements as well as satisfying cross-boundary trips.
- Increase levels of cycling through the provision and improvement of appropriate signage.
- Liaison with transport providers to ensure that appropriate cycle carrying capacity and facilities are provided on passenger transport services.
- Ensure the provision of safe and secure cycle parking facilities at key transport interchanges & town centre locations in public ownership as well as encouraging provision at large employment & tourist centres.

A1.3 Local

A1.3.1 Planning Policy

The Ynys Mon Stopped Unitary Development Plan (UDP) (2005) supports proposals which encourage the use, enjoyment and development of the Island's designated cycle routes. New development which would adversely affect components of the network will be required to make adequate provision for re-routing, replacement or creation of new routes (Policy TR9).

A1.3.2 Isle of Anglesey Cycling strategy (2000)

Produced as a requirement of the Welsh Assembly to sit alongside the Local Transport Plan 2000.

The strategy has a number of objectives and policies.

- To encourage cycling to reduce the use of private cars.
- To achieve convenient cycle access to key destinations
- To provide cycling facilities which make cycling more convenient and safer

- To raise cycle awareness amongst road users in general
- To encourage cycling among school children
- To promote cycling skills to improve personal safety

A1.3.3 Rights of Way Improvement Plan (2008 - 2018) (RoWIP)

Although the RoWIP mainly looks at public rights of way, it also considers cycling issues. At the time of writing (2008) the only off road cycling route was Lôn Las Cefni which totalled 26.3km. The report goes on to say “The route provides a very pleasant family cycle, but is a little too short to adequately provide sufficient safe off road cycling for a day ride.”

Under “improvements to the network” the statement of action for cycling is:

- undertake a scoping exercise to ascertain potential new off road cycling routes.

The aim would be to improve facilities for the enjoyment of Anglesey’s countryside on publically accessible cycleways.

A1.3.4 The Anglesey Area of Outstanding Natural Beauty (AONB) Management Plan 2009 – 2014

The AONB Management Plan has policies which relate to transport under its Strategy for the Anglesey Area of Outstanding Natural Beauty (AONB)

Theme 3: Visiting and Enjoying the AONB (VE)

VE 4 ACCESS

- VE 4.1 Promote access for all (where appropriate), whilst also protecting the AONB’s special qualities and the integrity of the European sites.
- VE 4.2 Manage the PROW network with high standards of maintenance and repair, appropriate information and clear signage that conserves and enhances the special qualities of the AONB and the integrity of the European sites.
- VE 4.3 Ensure there is a co-ordinated approach to the appropriate management and promotion of public access and quiet recreational activities to ensure access for all.
- Theme 4: A Living and Working Landscape (LWL)

LWL 6 TRANSPORT

- LWL 6.1 Promote the integration and use of more sustainable public transport systems as part of a multi-modal approach in the AONB.
- LWL 6.2 Ensure that the special qualities of the AONB are fully respected in the planning, design, provision and management of all types of transport schemes.
- LWL 6.3 Promote the AONB as a model for high standards of design in highway schemes, infrastructure and associated landscaping which complement the special qualities of the AONB.

A1.3.5 Isle of Anglesey Strategic Transport Study for Major Developments (2011)

In 2011 consultants were commissioned to develop a transport strategy for the Island to address the likely impact of potential major developments, including the impact on walking and cycling. The baseline cycling network at the time was mapped. Transport Planning Objective 5 reads: “To provide, promote and improve sustainable forms of transport and infrastructure associated with potential major development sites on Anglesey”.

The strategy states that workers and visitors to a major site will be encouraged to use sustainable modes of transport. This includes expanding the existing network of footways and cycleways “to provide links to major development sites from nearby residential areas, public transport interchanges and dedicated construction camps. These routes will be enhanced through the provision of a signing strategy and mapping for walkers and cyclists.”

A1.3.6 Destination Management Plan (2012 - 2016) (DMP)

Within Anglesey’s DMP section 3.3.3 discusses the development of the cycling network.

“... there needs to be a clear network of cycling trails including:

- The national trails across the Island and the proposed A5 heritage route
- A coastal route
- A series of local routes linking attractions and settlements, building on work done to date
- Support for new cycle hire facilities

“Cycling network” is on the list of action points for IoACC to take forward. It is given priority 1, and phasing for 2012-16, resources required are ‘Low’ (“might be up to £25,000”), with Menter Môn as a support agency and other potential funding contributors being Ymweld â Môn and Green Links.

A1.3.7 Options for supporting cycling development on the Isle of Anglesey - A working Paper (2012)

This study was commissioned by the Ymweld â Môn project which aims to improve the tourism package for Anglesey. The paper contains a list of 25 potential projects which were then prioritised to identify a shorter list of projects which fitted a range of criteria including economic impact, strategic fit, potential viability and affordability.

The projects were grouped by the headings: existing route development, new route development, marketing, ancillary development work and events.

When the prioritised list was produced without using the affordability criteria, projects “centred on improving or developing existing routes featured heavily”. When the affordability criteria was added there was “much more emphasis on marketing projects and on ancillary development work”.

A1.3.8 Enhancing Anglesey’s on-road cycle route network - A Feasibility study (2013)

This study was developed following the work on the above working paper and investigates a potential on-road network of cycle routes. The routes suggested cover the south and south west of the island and have been designed as a network rather than individual routes, although specific routes could be mapped and promoted. The suggested routes would primarily be aimed at tourism and leisure use. They mainly follow unclassified routes through attractive countryside linking tourism and leisure destinations. It is suggested that the network is signed to attract novice and infrequent cyclists who would normally prefer off-road routes. No traffic / speed surveys were conducted as part of this study and the report also notes that mitigation work would be required on part of the A4080 where the routes either cross or follow short sections of this ‘A’ road which is busier than the unclassified roads used in the rest of the network.

Appendix 2 : Cycle Design Standards

The following list of Sustrans recommended documents for cycle design standards is taken from the Sustrans website: <http://www.sustrans.org.uk/our-services/infrastructure/route-design-resources/documents-and-drawings/key-reference-documents>

Key reference documents

The list below provides access to the most commonly used guidance and standards for the design of routes for people to walk and cycle, starting with those we find most useful. Further, more specialist, references are included on the relevant topic pages.

Our top references:

- [Cycling Infrastructure Design, LTN 2/08, DfT 2008](#) (pdf); the definitive DfT guidance on designing for cyclists.
- [Manual for Streets DfT, Communities & Local Government 2007](#) (pdf); updated guidance on street design in new residential areas. Places the need for movement in the wider context of the need to strengthen communities and create attractive places.
- [Manual for Streets 2, CIHT 2010](#); takes the principles set out in Manual for Streets and demonstrates through guidance and case studies how they can be extended beyond residential streets to encompass both urban and rural situations.
- [Guidelines for Providing for Journeys on Foot, CIHT 2000](#) (pdf); contains very detailed information on design details that make walking more attractive in urban areas, including advice on path maintenance, planning, and monitoring.
- [Shared Use Routes for Pedestrians and Cyclists, LTN 1/12, DfT 2012](#); this provides current advice from DfT on the development and design of shared use routes. A key change is that segregation should no longer be considered the starting position in the design process, and designers are encouraged to think through their decisions rather than start from a default position of implementing any particular feature.
- [Connect 2 and Greenway Design Guide, Sustrans 2009](#); the distillation of 30 years of Sustrans path building experience - an indispensable tool for anyone involved in the construction, maintenance and promotion of cycling and walking.
- [National Cycle Network: Guidelines and Practical Details, Sustrans 1997](#); sets out the design philosophy and criteria for the National Cycle Network but is equally suitable for cycling infrastructure of all sorts at a regional or a local level.
- [Cardiff Cycle Design Guide, Cardiff Council, 2011](#) (pdf); this guidance supplements that in LTN 2/08 Cycling Infrastructure Design, with some useful detail on a range of issues including legislation and street design.
- [Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure, DfT 2002](#); the standard reference for those designing for mobility impaired, visually impaired and wheelchair users.
- [London Cycling Design Standards, TfL 2005](#); lots of useful solutions for urban areas, and goes into more detail than most other guidance; includes unit costs and many typical detail drawings.
- [Cycling England: Design Checklist, 2010](#) (pdf): simple checklist for use by engineers, with web links to detailed design guidance, now hosted on the CILT(UK) website.

- [Infrastructure Toolkit for Cycling Towns, Cycling England, 2009](#) (pdf): specific guidance for the Cycling City and Towns programme, this includes advice on a range of issues not covered in other guidance.

DfT guidance:

- [Traffic Management & Streetscape, LTN 1/08, DfT 2008](#) (pdf)
- [Mixed Priority Routes: Practitioners' Guide, LTN 3/08, DfT 2008](#) (pdf)
- [Guidance on the Use of Tactile Paving Surfaces, DfT 1998](#)
- [The Assessment of Pedestrian Crossings, LTN 1/95, DfT 1995](#) (pdf)
- [The Design of Pedestrian Crossings, LTN 2/95, DfT 1995](#) (pdf)
- [Traffic Signs Regulations and General Directions, HMSO 2002](#) (pdf)
- [Traffic Advisory Leaflets](#)

Sustrans:

- [The Merits of Segregated and Non-Segregated Traffic-Free Paths, Phil Jones Associates, Sustrans 2011](#) (pdf)
- [A Guide to Controlling Access on Paths, Sustrans 2012](#) (pdf)

Sustrans' Technical Information Notes

- [TIN05: Cycle Network Signing, 2013](#)
- [TIN07: Aggregates for Path Construction, 2011](#)
- [TIN08: Cycle Path Surface Options, 2012](#)
- [TIN11: Trees, 2012](#)
- [TIN12: Side Road Crossings, 2011](#)
- [TIN14: Gaining permission for works that might be affected by coastal or river flooding, 2011](#)
- [TIN16: Cycle & Pedestrian Routes within Car Parks, 2011](#)
- [TIN17: Cyclists' Use of Zebra Crossings, 2011](#)
- [TIN18: Toucan Crossings, 2011](#)
- [TIN19: Segregation of Shared Use Routes, 2012](#)
- [TIN23: Road Safety Audits, 2011](#)
- [TIN24: Manual for Streets 2: Digested Read, 2011](#)
- [TIN27: National Cycle Network Signing and Route Branding, 2012](#)
- [TIN28: Horses on the National Cycle Network, 2011](#)
- [TIN29: Lighting of Cycle Paths, 2012](#)
- [TIN30: Parapet Heights on Cycle Routes, 2012](#)
- [TIN31: Obstacles in the Carriageway, 2012](#)

Sustrans' Ecology Notes

- [Ecology Note 01: Hedge Management](#)
- [Ecology Note 02: Grass Verge Management](#)
- [Ecology Note 03: Himalayan Balsam](#)
- [Ecology Note 04: Japanese Knotweed](#)
- [Ecology Note 05: Ragwort](#)
- [Ecology Note 06: Ecology in the Planning System](#)

Trunk Roads: Design Manual for Roads and Bridges:

- [Provision for Non-Motorised Users, TA91/05, Highways Agency](#) (pdf)
- [Geometric Design of Pedestrian, Cycle and Equestrian Routes, TA90/05, Highways Agency](#) (pdf)
- [Non-Motorised User Audits, HD42/05, Highways Agency](#) (pdf)
- [Subways for Pedestrians and Cyclists Layout and Dimensions, TD36/93, Highways Agency](#) (pdf)
- [Footway Design, HD39/01, Highways Agency](#) (pdf)
- [Design Criteria for Footbridges, BD 29/04, Highways Agency](#) (pdf)
- [Coloured Surfacing In Road Layout \(Excluding Traffic Calming\), TA 81/99, Highways Agency](#) (pdf)

Other UK:

- [Cycling by Design, Transport Scotland, 2010](#)
- [Designing Streets, The Scottish Government, 2010](#)
- [Guidance for Towpath Design, Canal and River Trust 2012](#) (pdf)
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