

Local Transport Plan, prepared by the County Council, recognises that cycling provision should not be limited to the creation of dedicated routes and requires that new highway schemes should adopt cycle friendly designs. The District Council will also require that adequate provision where appropriate is made in new developments for the needs of cyclists.

### **CYCLING PROVISION IN NEW DEVELOPMENTS**

**POLICY TR2 DEVELOPMENT PROPOSALS TO WHICH CYCLISTS WOULD REASONABLY EXPECT TO HAVE ACCESS WILL BE PERMITTED WHERE PROVISION IS MADE FOR:-**

- a) **SAFE AND CONVENIENT CYCLE ACCESS,**
- b) **LINKS WITH EXISTING OR PROPOSED CYCLE ROUTES WHERE APPROPRIATE.**
- c) **CYCLE PARKING FACILITIES IN ACCORDANCE WITH PROVISION IDENTIFIED IN APPENDIX 7**

- 6.18 In larger developments, likely to generate significant cycle traffic, provision should be made for safe and convenient cycle access as part of the highway/pedestrian layout within the scheme. Such developments might include public buildings such as schools, libraries, leisure centres and health centres, public transport interchanges and larger housing, employment and retail developments. Measures to make cycling safer in larger developments may include separation from other road traffic, shared pedestrian and cycle routes, priority measures (eg The Home Zones concept) and vehicle speed control. In larger housing and industrial estates, it may be appropriate to provide designated separate internal cycle routes. Where possible, suitable cycle links should be made between such developments and any part of the existing or proposed cycleway network. In appropriate circumstances, the Council may also require the provision of cycle parking facilities as part of a proposed development. Limited advice on cycle parking standards is included in Appendix 7. Secure and weatherproof cycle parking facilities will be encouraged where appropriate, particularly at shopping centres, major new workplaces and also at bus and rail stations to encourage 'bike and ride' practices. This will assist in encouraging people to commute all or part of the way to work by cycle and to cycle to shopping centres.

### **PEDESTRIANS AND PEOPLE WITH LIMITED MOBILITY**

**POLICY TR3 DEVELOPMENT TO WHICH THE PUBLIC WOULD REASONABLY EXPECT TO ENJOY ACCESS WILL ONLY BE PERMITTED WHERE SUITABLE PROVISION IS MADE IN THE DESIGN OF THE EXTERNAL ENVIRONMENT FOR SAFE AND CONVENIENT ACCESS BY PEDESTRIANS AND PEOPLE WITH LIMITED MOBILITY.**

- 6.19 The creation of a satisfactory pedestrian environment, where the public can reasonably expect to enjoy access, is an essential part of the successful development of new housing, shopping, community facilities and, in some cases, employment areas. This is particularly important for those with mobility impairments, including those with prams as well as people with physical disabilities. In such areas there is a need to consider the provision of special facilities such as disabled parking spaces, access ramps, handrails, flush kerbs, tactile surfaces and signs for the visually impaired. The layout of a site should also ensure the physical separation, where possible, of pedestrian and vehicle circulation areas. Where physical separation is not possible, measures will need to be included to control vehicle speeds to suitable levels (eg The Home Zones concept). The design and location of street furniture, landscaped areas and tree planting, and the general layout of facilities in relation to car parking areas, public transport facilities and taxi ranks will also be important considerations. This policy will only apply to the external environment in general where public access is usually available. It will not apply to the internal design or layout of buildings where existing controls under the Building Regulations include specific provision for pedestrian and disabled access.