



COGS – Cycling in Salisbury

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Cycling in Salisbury

1. COGS – brief history & aims
2. Cycling in Salisbury – current situation & scope for improvement
3. Current cycle-friendly infrastructure
4. Aims for the future

COGS – brief history & aims

- Founded 1994
- Aims include to increase level of cycling, promote cycle safety & improve cycle infrastructure



As well as lobbying for improved infrastructure COGS also organise cycle rides & events to promote cycling

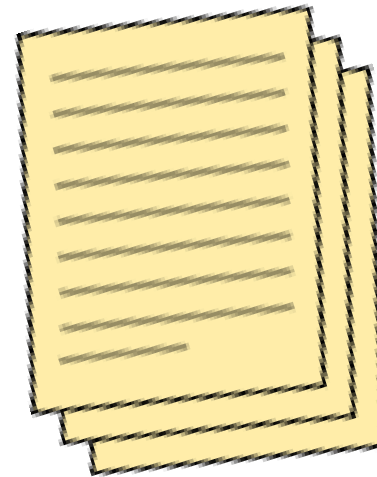
COGS – brief history & aims



- 🚲 COGS are affiliated to Cycling UK, and also act as the volunteer ranger group for Sustrans
- 🚲 COGS meet regularly with Wiltshire Council & other stakeholders at the Salisbury Cycle Liaison Panel

🚲 COGS comment on planning applications, masterplans, studies, consultations etc

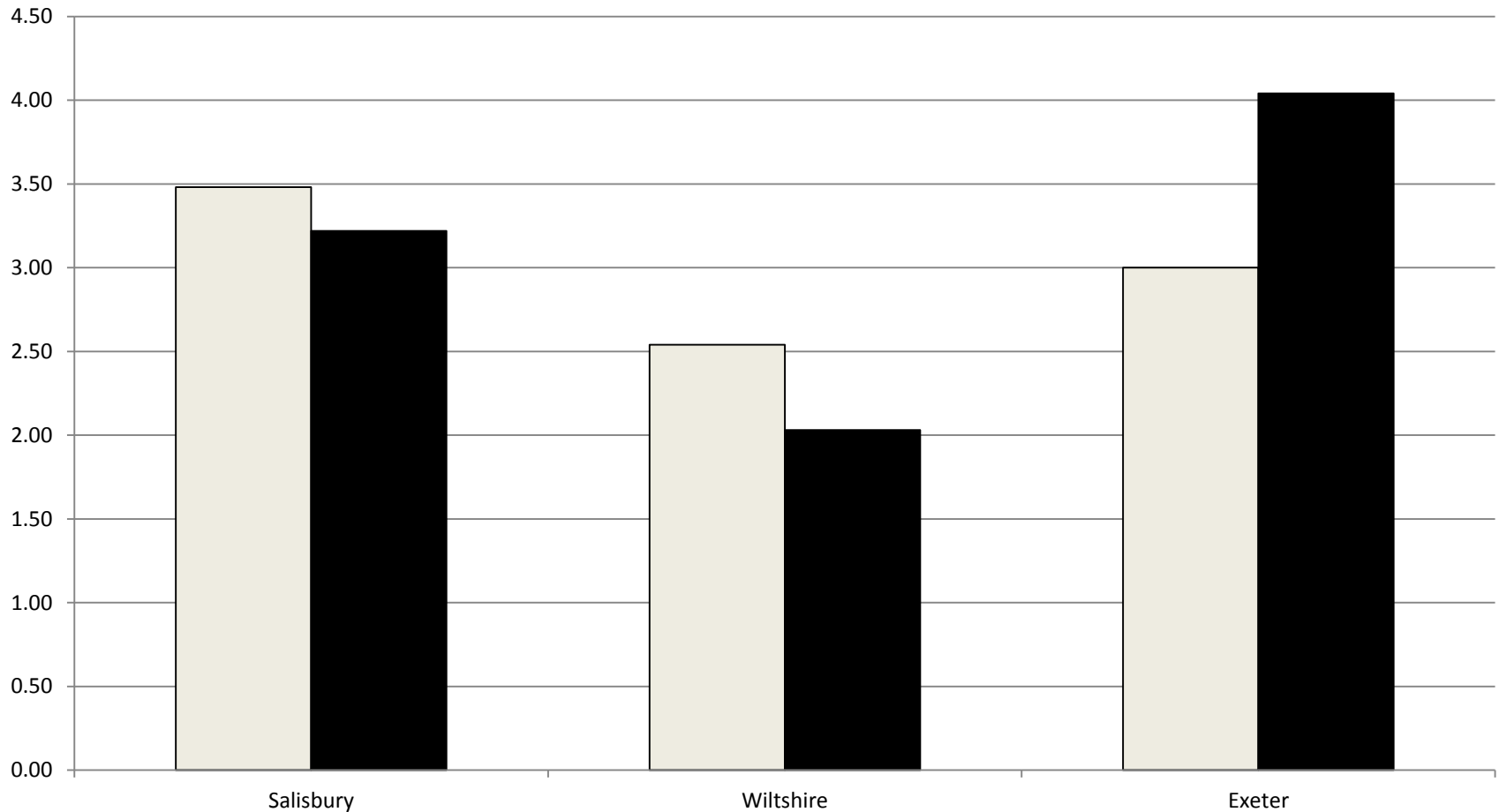
🚲 COGS have planned and contributed to cycle signage around Salisbury



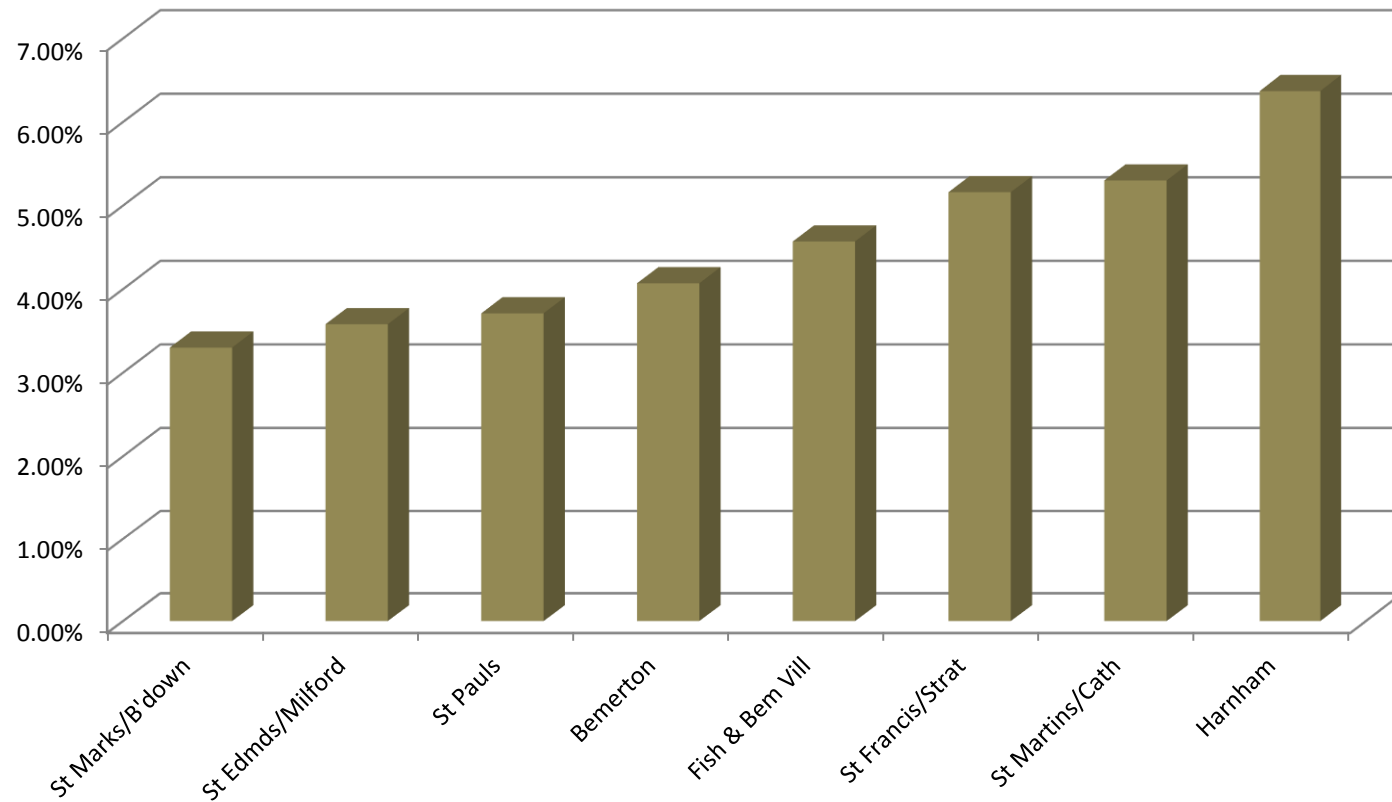
Cycling in Salisbury – current situation

%Cycling to work in 2001 and 2011

(source: Census, % of all residents)



%Cycling to work in 2011 – by ward



% of working residents cycling to work

(source: Census, % of working residents 16 – 74 cycling to work)

Local Authority	<u>2011 (%)</u>	<u>2001 (%)</u>	<u>change</u>
Cambridge	29.0	25.9	3.1
Oxford	17.1	14.9	2.2
Isles of Scilly	14.2	12.0	2.2
Hackney	13.8	6.2	7.6
York	11.2	12.0	-0.8
Gosport	10.7	10.7	0.0
Islington	9.1	4.7	4.4
Norwich	8.8	8.8	0.0
Kingston upon Hull, City of	8.1	11.7	-3.6
Lambeth	7.8	4.1	3.6
South Cambridgeshire	7.6	6.7	0.9
Bristol, City of	7.5	4.6	2.9
Portsmouth	7.3	7.1	0.2
....			
Wiltshire	2.8	3.6	-0.9

What will encourage more cycling?

See also Wiltshire Council's Local Transport Plan 3
'Cycling Strategy' e.g. App 2 'Principles for town cycle networks'

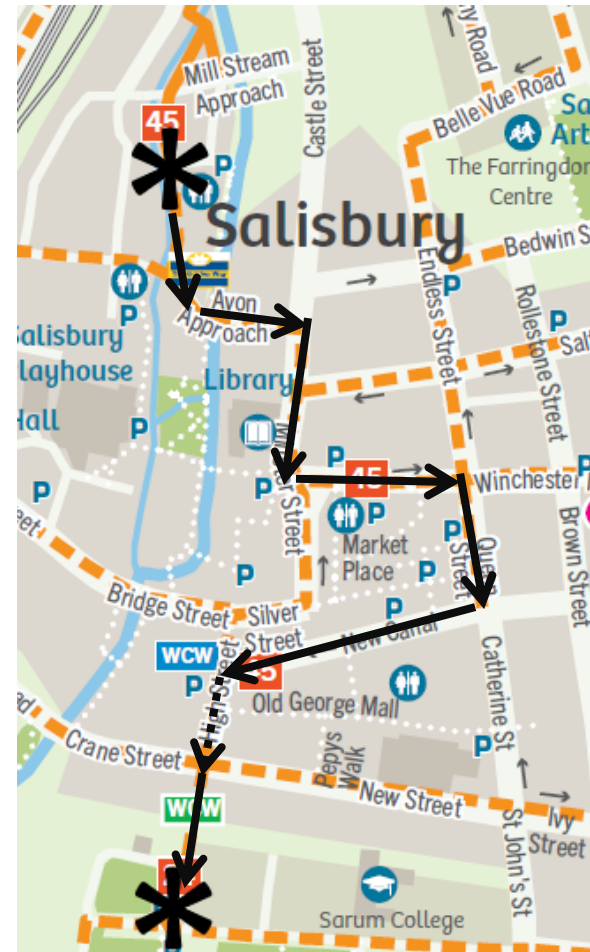
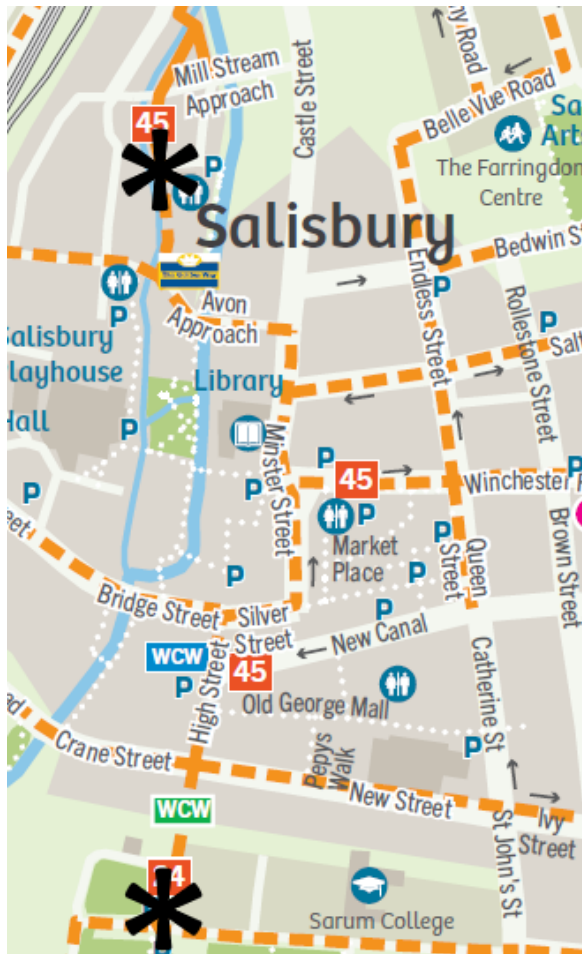
- Five key criteria

- Coherence
- Directness
- Attractiveness
- Safety
- Comfort

Encouraging Cycling

Example 1: Lacking directness & coherence

Route from Avon Valley Path to Salisbury Cathedral



Encouraging Cycling



Example 2: Lacking safety
Many 'A' roads with no facilities
for cyclists – e.g. A338 Britford



Example 3: Lacking coherence
Cyclists are expected to rejoin
fast moving traffic at a dangerous
location – e.g. A36 Skew Bridge

Encouraging Cycling



Cycle and pedestrian infrastructure may be substandard

Avon valley path – for a heavily trafficked segregated shared use path with 2 way cycle track

Preferred width (LTN 1/12):

2-way cycletrack 3 m

Pedestrian path 1.5 m

Actual width here:

2-way cycletrack 1.55 m

Pedestrian path 1.3 m

Encouraging Cycling

Maintenance needed to deal with e.g.

- Potholes & surfacing
- Painting & signage
- Flooding

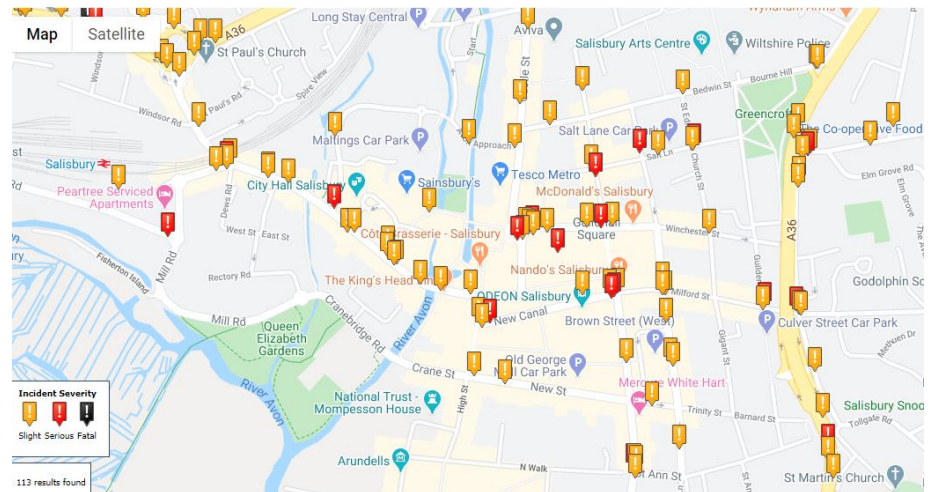


Encouraging Cycling



Accident reduction
Map 1 : Accidents
involving pedal cyclists
2014 – 2018
(source crashmap.co.uk)

Must form part of a
strategy to reduce all
traffic accident
Map 2 : Accidents
involving all vehicle
types 2014 – 2018
(source crashmap.co.uk)



Encouraging Cycling



Making sure there is adequate cycle parking at key destinations

Example – Salisbury Railway station

Current cycle friendly infrastructure

Then ...

Now ...



Current cycle friendly infrastructure



For some new developments, e.g. Aldi London Road, cycle infrastructure is being built to keep cyclists out of heavy traffic



Current cycle friendly infrastructure



Changes in signage make a difference

Harnham Mill



Harnham Gate
(‘Except Cyclists’
sign added after
representations
from COGS)

Current cycle friendly infrastructure



Repainting worn lines on the cycle contraflow lane and double yellow has helped the situation

Maintenance is essential:

Current contraflow cycle lane on Avon Approach (alongside Iceland) was continually being blocked by parked cars

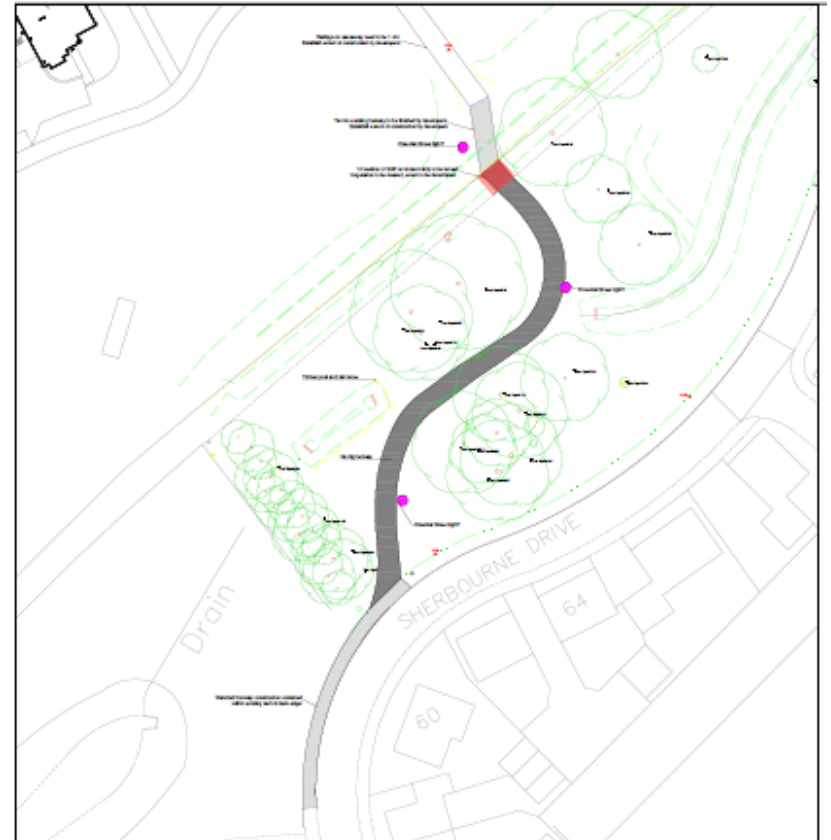


Cycle friendly infrastructure

Developments are still being built without walking & cycling links








St Peter's Place – a footpath & cycleway link was only put in after a petition from residents & representations from local councillors



Longhedge – we're still waiting ...

COGS: Aims for the Future

-  Better & safer cycling connections
-  All new developments connected to cycle network
-  Master plans and planning applications make provision for cyclists
-  Maintenance of cycle infrastructure
-  Funding made available to encourage modal shift

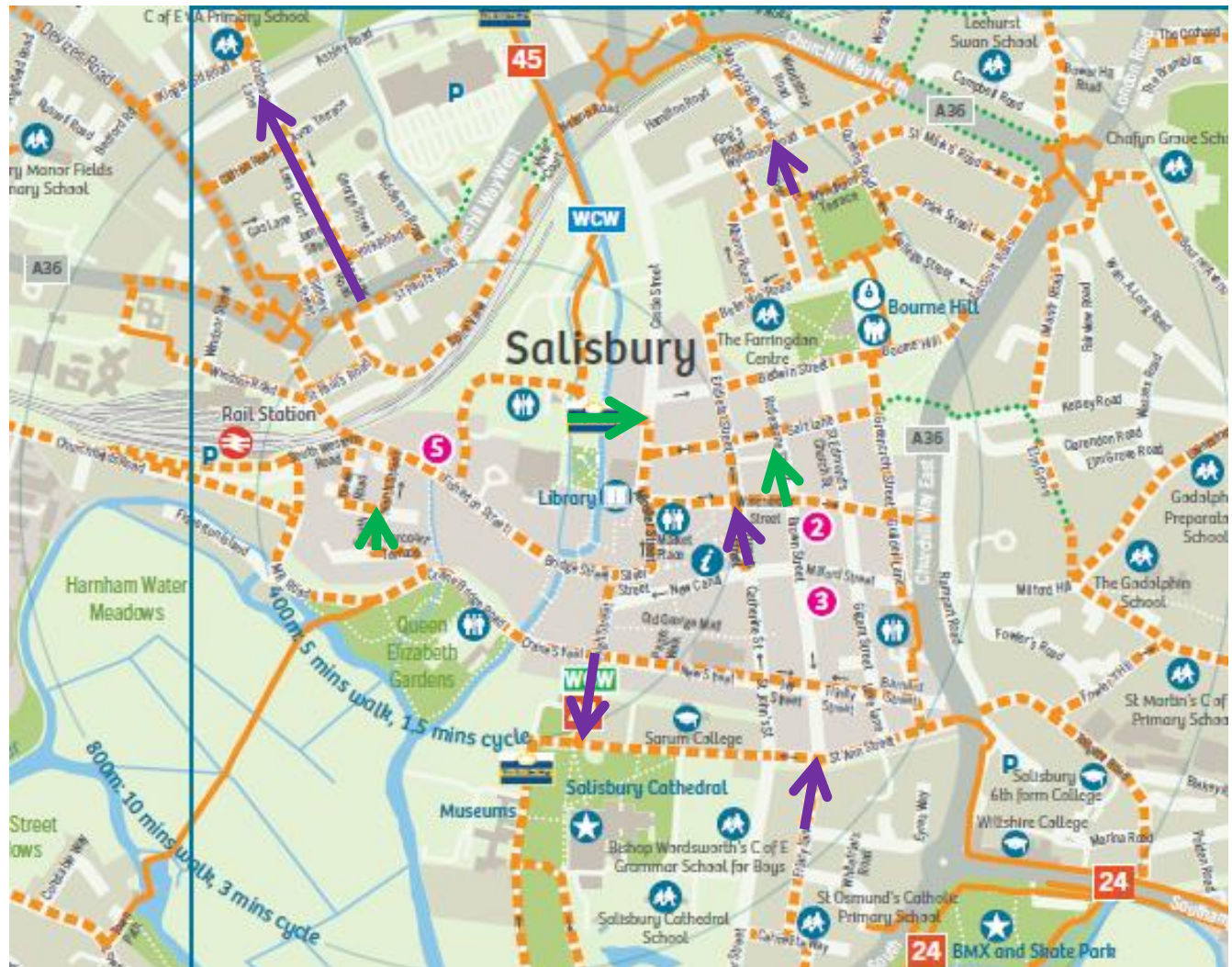
Cycling: the case for Contraflows



Existing
contraflows



Potential
further
contraflows



The role of Local Authorities & others

There are plenty of guidelines & planning documents which support cycling & sustainable travel



Lots of evidence of the benefits of active travel & cost benefit of providing cycling infrastructure – but this does require local authorities to know, understand and implement the guidance.

What COGS wanted in 1995...

HOW SOON WILL IT HAPPEN ?

The Cycling Opportunities Group for Salisbury was formed in June 1994, and by the end of that year had come up with the COMMUNITY LINK NETWORK PLAN. The plan was put to a joint meeting with officers of the Wiltshire County Council Highways Authority and Salisbury District Council Planning Dept. Both accepted the plan as a great step forward, towards creating a cycleway network for Salisbury. During 1995 the plan is to be drawn up in detail to enable public consultations to take place. It is expected that the Community Link will be incorporated in future structure plans. Once drawn up, the network plan will give strength to arguments for cycle facilities which can be easily implemented alongside highway alterations and pedestrianisation schemes. More radical aspects of the network involving changed priorities on roads and rights of way, will depend on public support, and an enlightened and 'farsighted' approach on the part of planning committees and their officers. Salisbury already has two well used routes into the city from Hanham and from Stratford-sub-Castle, and benefits from a number of attractive amenity routes radiating in all directions along the valleys. A cycleway from Bishopdown to Laverstock is going through the planning stages. Other small schemes are being contemplated in the city centre as a result of consultations. How soon we achieve a full network cannot be predicted, however, good progress has been made towards establishing a network plan and individual developments are being monitored for their potential effect on the network.

WHO BENEFITS ?

Everybody will benefit from the reduction of motor vehicles in the city centre - even those who cannot avoid using a vehicle to reach properties in the centre. Existing cycle users will feel safer, enjoy more freedom of movement, and will have more secure parking in the city. Non-cycle users who currently are put off by traffic danger can contemplate a new freedom of movement around the city, both quiet and safe. Families can move about together in safety either for recreation, or to visit friends - young children are more inclined to enjoy riding their bikes with mum & dad than to walk with them ! City commuters and students can get to their place of work quickly, cheaply and safely. Shoppers can make that trip into town, park their bike securely near to the shops that they visit - its surprising what you can carry on a suitably equipped bike ! Wheelchair users have mobility problems when it comes to getting into town. Buses can't take them, taxis are expensive and not all can drive. Many would find Community Link invaluable in getting out and about with greater freedom. Cycle tourism is a growing segment of the market, and Salisbury due to its key location, excellent cycling country and Youth Hostel, camping, and B&B facilities, has been a traditional destination for some years. If Salisbury were to follow other cities like York, then businesses would benefit from the additional revenue brought about by attracting more cyclists to Salisbury with better facilities.

NOT JUST A NETWORK OF ROUTES

COMMUNITY LINK is an all embracing concept catering not only for dedicated routes, but also for changed priorities, and secure parking throughout the city centre, at places of work, and leisure facilities and places where people congregate.



WHAT IS COGS ?

The Cycling Opportunities Group for Salisbury is one of a number around the country, born out of the need to focus attention on the benefits of the bicycle as an everyday means of transport for work, shopping and leisure. It was launched at the Guildhall, by the then roads minister and local MP, Robert Key in company with District Councilors, Planning Officers, Salisbury District Leisure and Tourism Officer and other key supporters of cycling interests. The group support measures to promote cycle safety, proper cycle maintenance, and more secure parking places. Local developments are monitored to see whether they benefit the potential cycle user, and thus help to improve the city environment.

WHAT CAN YOU DO TO HELP ?

If you ride a bike or would like to, please contact the Cycling Opportunities Group. We need more active members to spread our work and increase our effectiveness.

If you are a District or County Councillor, please support measures which will help to bring about the Community Link concept - even if you personally are unlikely to ride a bike !

If you represent the police, planning department or highway authority - please be positive about measures to encourage the use of the bike.

If you are an employer, please consider how secure cycle parking could be provided for your workforce.

If you provide accommodation, please provide dry and secure overnight cycle storage for potential cycle tourists.



SUPPORTED BY



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Tel : 01722 324982

The Salisbury COMMUNITY LINK

A network of traffic free routes for cyclists,
pedestrians and wheelchair users



**Safer for shopping and
commuting > Safer journeys to
school > Traffic free routes
between communities around
Salisbury > Safe and convenient
access to the countryside >
Easier access to the Leisure
Centre for children & families >
Better access for wheelchair
users > New recreational
opportunities**

.... COGS 'Community link' 1995 version

WHY COMMUNITY LINK?

Salisbury is a small city surrounded by clearly defined communities whose residents need to pass through the city centre or around the ring road to reach each other. Local journeys to visit friends and relatives in other parts of the city are not always the safe, easy and pleasant experience that they should be, especially for children. If the communities can be linked by traffic free routes, how much easier and safer it would be for people to move between them. The same benefits apply to linking the communities to the city centre, the leisure areas and the surrounding countryside.

GIVING THE CITY BACK TO PEOPLE

It is becoming increasingly recognised by the public and Government and Local Authority circles that tighter control over the motor car within our towns and cities is inevitable and must be supported not only by better public transport services, but also by facilities that will enable people to move around easily and safely by bicycle, with the ability to park them securely.

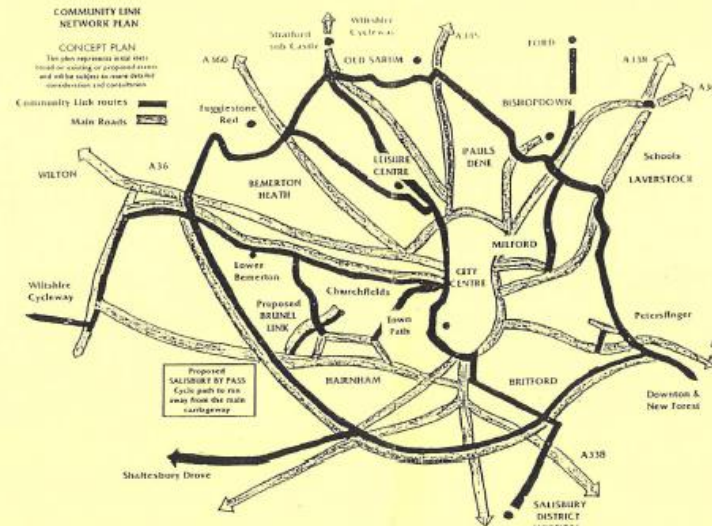
CHANGING OUR PERCEPTIONS

The use of the bicycle for local and leisure trips is perceived by many to be unsafe and unpleasant, and therefore surveys may not suggest that the provision of these facilities would be used. Remove or reduce the effect of traffic on the potential bicycle user, and gradually this perception has a chance to change. Where safe and easy to use facilities have been provided, they are well used once the public become aware of their advantages. We have all witnessed the improvements to the bicycle, making them more stable and manoeuvrable, with easier to use gearing, and safer facilities for carrying children. The off road capabilities developed over the past ten years has opened a whole new potential for recreational cycling. We are fortunate that the countryside around Salisbury is second to none in this field. Outdoor clothing has also been improved to make cycling in less favourable weather possible without getting too wet - after all it rains in Holland too where the use of the bicycle is universal!

A NETWORK PLAN

THE COMMUNITY LINK represents a master plan which builds on existing cycle paths and other rights of way, on changing road priorities, and on taking advantage of developments which would take place anyway. By having a network plan prepared, parts can be implemented as and when opportunities arise relatively cheaply, given support from the community and political foresight on the part of the Local Authorities. The proposed network is made up of an orbital route around Salisbury linking a number of radial routes into the city centre. The city centre routes would be created in conjunction with pedestrianisation schemes, with secure parking overseen by the city CCTV system.

The orbital link would link 'amenity routes' such as the Wiltonshire Cycleway, and the Aldbury / Downton / New Forest route.



ITS ALREADY HAPPENING ELSEWHERE

Many Local Authorities have already implemented strategies which lead to greater use of the bicycle and less use of the car in city centres. York and Barnstable in Devon are two places where this is happening. On the continent, not just Holland but also Switzerland are taking the use of bicycles seriously in terms of changing road priorities to favour people, not machines. Shops benefit from the public having mobility combined with ease of access and parking near to their business, something which will become much more difficult with a car. The huge increase in the use of cycle carriers on cars for leisure purposes could lead to their use for trips into Salisbury from the villages if facilities and priorities were changed.

CHANGING PRIORITIES ON OUR ROADS

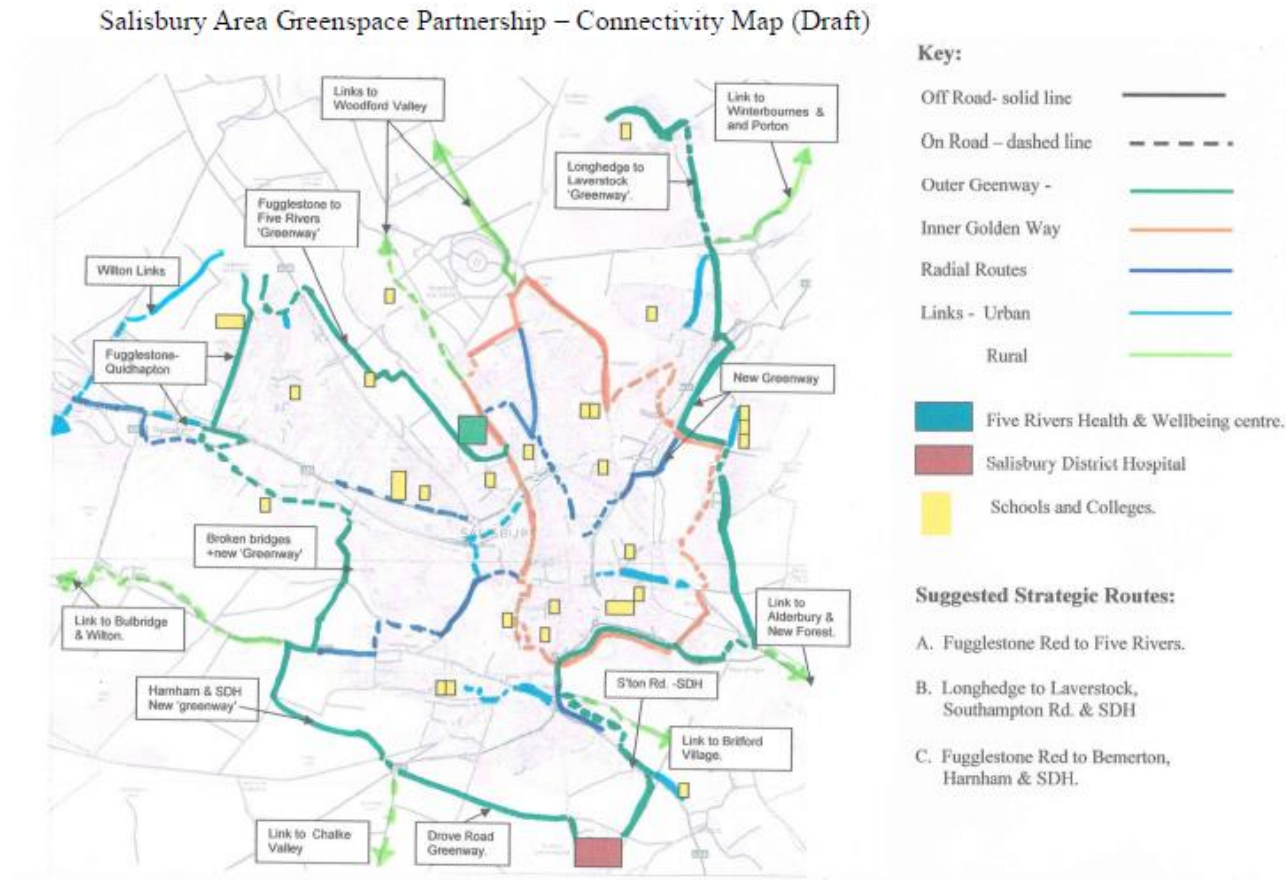
An example of changed priorities can be found at the junction of Millard Hill and Rampart Rd, where signs and road markings allow cyclists priority at the front of the queue. Measures demonstrated in other towns include, cycle lanes similar to bus lanes, contraflow in one way streets, special right turn cycle lanes, 'cyclists only' aspects to traffic lights and other schemes specific to individual circumstances. The message coming from the more advanced authorities is that cyclists in towns should be accepted as bona-fide road users and given more priority over motor traffic, rather than to be shunted onto pavements with pedestrians.

MAKING LIFE SAFER FOR PEDESTRIANS

The illegal use of pavements by cyclists is a contentious issue and does nothing to promote support for the use of cycles. As cyclists become more vulnerable on the roads, their tendency to ride on relatively empty pavements and footpaths increases. However it has been demonstrated that cycle riders and pedestrians can mix safely where authorities have provided facilities to cater for it. When cyclists are allowed their rightful place on the roads in safety, and when designated cycle paths and areas with sufficient space for them to mix with pedestrians in safety are provided, the incidence of illegal use of pavements can more easily be reduced.

COGS aspirations for 2020

Something more radical than the Local Cycling & Walking Infrastructure plan is likely to suggest – see e.g. Salisbury Area Greenspace Partnership suggestions





The End

Questions?

