

Shepway Cycling Plan



Public Consultation

Draft 2010

Shepway Cycling Plan

1. The reasons we should promote more cycling?

- 1.1 Shepway District is a largely rural district situated in the south east corner of Kent; and includes the urban areas of Folkestone, Hythe, Lydd and New Romney. The total population of the District at the last census was 96,238.
- 1.2 Shepway has long been associated with European travel for both freight, leisure and business. However for the residents of Shepway, local travel is more important than European travel with many residents working, attending school and partaking in leisure activities in the District.
- 1.3 Cycling has many advantages as a means of transport, as bicycles occupy little road space, save energy and cause no noise or air pollution. Cycling is good exercise and is beneficial to individual health.

Age and Health

- 1.4 According to census data (2001), the population / age profile for both men and women in the District is similar to that of the national average. With the two age groups of 'under 15s' and 'over 65s' there is an increased likelihood of dependence on friends and family for travel, especially where public transport and services are poor. For these groups, the Cycling Plan is important. For the under 15s, the majority of whom are still at school, it is thought that the earlier a person takes up cycling the more likely they are to carry it on in later life. With the over 65s, cycling can increase the accessibility of many destinations in the Shepway District, and the introduction of dedicated routes can also benefit those who use mobility vehicles.
- 1.5 The Government's Chief Medical Officer calls for much greater investment in "low-cost sustainable" initiatives to encourage walking and cycling. "The evidence is clear: integrated walking and cycling programmes in Local Transport Plans can get more people active and deliver significant benefits, offering high value for money" (Active Travel Strategy, 2010).
- 1.6 A profile of the Shepway District is produced by the Public Health Observatories annually, and gives a good indication of the health of the District's residents. This document indicated that a total of 23% of the adult residents in the District are categorised as 'obese'. By leading an active life, individuals can significantly reduce their risk of premature death due to obesity related illnesses.

Environment

- 1.7 Cycling is an environmentally sound form of transport with the positive benefits of improved air quality and less noise pollution. Cyclists can enjoy sights and sounds not fully appreciated when travelling by car, making a person more environmentally aware.

- 1.8 Poor air quality, resulting from increased vehicle usage, is problematic in many areas around the UK. Whilst there are no Air Quality Management Areas within Shepway, encouraging cycling in the District will be highly beneficial to reducing emissions in highly trafficked areas within the District.
- 1.9 Within Shepway, there are several areas in need of preservation and protection. These include Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPA) and a Special Area of Conservation (SAC) which are located throughout the Romney Marsh and North Downs area.

Congestion

- 1.10 The road network is under ever increasing pressure particularly in urban areas and approximately 25% of all car journeys are less than 2 miles. There is considerable scope for people to switch to using the bicycle to make such journeys particularly across the **Romney Marsh** and in parts of **Hythe** and **Folkestone** where there is a flat terrain. However approximately 73% of Shepway is considered rural and there are physical and geographical barriers that need to be addressed and overcome particularly in the **Elham Valley** area. With an associated increase in the different types of vehicles used, it is hoped that there will be a more tolerant and courteous use of road space, that recognises the shared rights of the cyclist and encourages respectful behaviour and driving/cycling habits all round. This will hopefully lead to a more efficient use of the current and future highway network.

2. Supporting Cycling

- 2.1 A summary of national/local/regional policies that support cycling are contained in the Policy Overview Appendix.
- 2.2 The Shepway Cycling Plan is a five year plan that aims to recognise policies together with national and local issues and as such proposes four main areas (see plan):
- Creating New Links – seeking new opportunities to extend routes to more people
 - Maintenance of the Cycle Route Network – looking after what we already have, and improving it
 - Spreading the word – raising awareness of existing and emerging cycle facilities
 - Creating a safer cycling environment – designing safer routes and providing road safety education for cyclists.
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3. Creating New Links

- 3.1 Kent Highway Services (KHS) will continue to work in conjunction with the independent, self administrating Shepway Cycle Forum to develop new routes. These routes will promote accessibility and will be safe and convenient.
- 3.2 New routes must link with existing cycle routes extending the cycle network to both the urban areas of Folkestone and Hythe and from many of the District's villages to the town centres. Opportunities for linking to the Public Rights of Way Network will also be considered.
- 3.3 Routes will be developed in partnership with external partners aimed at leisure cycling and improving accessibility to many of the tourist destinations. Where possible we will also look to encourage commuter cycling as an alternative to work based car travel.
- 3.4 Local strategic partners will be consulted to ensure priority and influence is given to cyclists in planning and designing new developments.
- 3.5 Routes are to be designed and built in accordance with Kent County Council and Department for Transport guidelines (DfT).
- 3.6 Roads currently classed as unsuitable for motor vehicles will be considered for conversion to cycle lane use as long as they link strategically with the existing greater cycle network.
- 3.7 Suitable routes that are currently being promoted by outside organisations, for example: Spokes and White Cliffs Countryside Project will be considered for adoption.
- 3.8 A higher priority will be given to transport schemes which include measures that actively encourage cycling such as:
 - Signalised junctions with facilities such as cycle lanes and advanced stop lines; existing pelican crossings will be assessed as potential "toucan" crossings
 - New road schemes that wherever practical provide segregated cycle facilities.
- 3.9 Conversion of public footpaths will be considered using the Cycle Tracks Act: 1984 under the following conditions:
 - There is an over-riding safety issue where there is a conflict between cyclists and high speed vehicular traffic on adjacent routes
 - The route has potentially high usage by commuters and/or school children
 - Where the route forms a key part of a longer strategic route.

- 3.10 Schemes which intersect uncontrolled railway level crossings will not be progressed unless there is an over riding reason on grounds of safety and/or lack of alternative.
- 3.11 An “access for all” approach will be adopted for both new and existing routes to accommodate the needs of pedestrians, cyclists, equestrians and the mobility impaired.
- 3.12 The aim is to provide high quality infrastructure. Unsegregated shared cycle tracks that we recognise could result in conflict between pedestrians and cyclists will be a last resort when no other solution is available and where the infrastructure will support it.
- 3.13 Facility widths outlined in the table below will be followed. Additionally they will consider the use of unsegregated shared facilities on existing pavements if the pedestrian flow exceeds 500 movements per day.

Cycle Route Type	Desirable Width	Minimum Width
One Way Travel : On Carriageway	1.5m	1.2m
One way travel: Shared unsegregated	2.0m	1.75m
One way travel: Shared segregated	3.25m (1.5m cyclists, 1.75m pedestrians)	2.7m (1.35 cyclists, 1.35m pedestrians)
Two way travel: Shared unsegregated	3.0m	2.5m
Two way travel: Shared segregated	4.75 (3.0m cyclists, 1.75m pedestrians)	3.1m (1.75m cyclists, 1.35m pedestrians)

- 3.14 If a new segregated route is to be adjacent to a footway then the following will be provided:
- A white delineation line
 - Bar tactile markings at the beginning and the end
 - Blister tactile markings if the route crosses any other roads
 - Signs indicating the use of the route.
- 3.15 If a suitable alternative cannot be found, KHS will consider promoting cycle routes through pedestrianised areas. Cycle parking facilities will be considered at convenient locations within the pedestrianised zone.
- 3.16 At new developments KHS will look to maximise cycle provision through the development control process. Where such development is in a pertinent location and of an appropriate scale, KHS will seek contributions from Developers in the form of land, cycle facilities or financial contributions, to achieve the targets set out in this Plan.
- 3.17 Cycle parking will be maximised at strategic locations, including town centres, transport interchanges and residential properties, along the current and

developing cycle route network. Cycle parking provision must be secure, innovative and attractive but in line with cycle parking guidelines, as identified in the Kent Vehicle Parking Standards.

- 3.18 Early consultation with the Shepway Cycling Forum has identified a number of new routes potentially suitable for future development. These are shown on the Proposals Map in Section 9.

The following routes have been identified by KHS for further investigation in the period leading up to 2012:

- NCR 2 links with New Romney, Dymchurch and St Mary's Bay
- Folkestone North – South Cycle Route linking The Leas with the Folkestone Academy using Earls Avenue and Cornwallis Avenue
- Folkestone West to East linking west Cheriton to Folkestone Town Centre. This route will follow roads north or south of the railway line avoiding Cheriton High Street.

The Proposals Maps in Section 9 also includes a number of other potential routes that have either already been identified for future investigation, flagged up as key parts of the wider network that require safeguarding, or could form part of a future development proposal.

4. Maintenance of the Cycle Route Network

- 4.1 There is one national cycle route (NCR) and three regional routes (RR) in Shepway:

- NCR 2 Dover to St Austell, Cornwall
- RR 11 Lydd to Ashford via NCR 2 & 18
- RR 17 Canterbury – Elham – Hawkinge – West Hougham - Dover
- RR17 Paddlesworth – Newington - Folkestone

RR17 also has a link to the Channel Tunnel terminal.

- 4.2 An on and off road cycle route maintenance schedule will be sought to provide value for money and target resources appropriately, subject to available funding.
- 4.3 This maintenance schedule will explore the use of volunteers (e.g. Sustrans Rangers) in helping to carry out minor condition reporting of the cycle route network throughout the District.
- 4.4 New routes will only be introduced if they can remain well-maintained after their introduction. Longer term maintenance will need to be appraised throughout the District.

- 4.5 New cycle route signing will be strategically placed for maximum benefit while being minimised wherever practicable, and to lessen the burden of future maintenance costs upon the public purse. Signing will be in accordance with The Traffic Sign Regulations and General Directions 2002 (TSRGD2002) and the Traffic Signs Manual.
 - 4.6 Where appropriate, existing cycle route signing will be improved to include information such as distance to the next destination on the route. The use of time as a description of distance could be considered subject to DfT approval.
 - 4.7 All existing routes will be improved where possible to raise levels of cycle participation in the area.
 - 4.8 Road surfaces will be monitored to ensure sufficient condition to allow and encourage cycling, upgrading the road surface wherever identified as not suitable.
 - 4.9 Wherever practical, upgrade the Public Right Of Way (PROW) network to include cycling facilities.
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5. Spreading the word

- 5.1 Kent County Council will actively encourage the continuation of the Shepway Cycling Forum and involve its members in planning for cycling.
- 5.2 Cycling will be promoted as an alternative mode of transport to both potential and current users. A cycle route map for the District will be produced, which could also include information about cycle-friendly areas such as 20mph zones.
- 5.3 Residents in the Shepway District need to be made aware of the environmental and health benefits of regular cycling, which can potentially reduce the risk from illnesses such as coronary heart disease and those associated with obesity. KHS will seek to work in partnership with the Local Health Authority and consider providing cycle route maps at all local healthcare facilities.
- 5.4 Large employers will be identified, who could benefit from their employees increased usage of the bicycle as a mode of transport to work. This will be carried out through the promotion of company travel plans.
- 5.5 Closer working with local schools to actively promote cycling as an alternative mode of transport to help reduce peak time congestion and improve health.

- 5.6 Working with external strategic partners to promote cycling. Benefits could be gained by learning from international visitors where the quality of their cycling infrastructure is considered to be higher.
 - 5.7 Cycle routes need to address the physical and perceived barriers to cycling; for example, seeking to ensure that safe storage facilities are available at strategic and local destinations.
 - 5.8 Schemes that offer a real alternative to the car particularly to young adults as they make the move from school to work will be promoted and publicised.
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6. Creating a safer cycling environment

- 6.1 Cycle routes that avoid congestion hotspots and that have been identified in the Local Transport Plan 2006-2011 will be encouraged. These include the following:
 - 1 A259 Sandgate High Street
 - 2 A259 Seabrook Road
 - 3 Blackbull Road, Folkestone
 - 4 Canterbury Road, Folkestone
 - 5 Cherry Garden Avenue, Folkestone
 - 6 Sandgate Road, Folkestone
- 6.2 Measures that improve cyclist safety at signalised road junctions, such as priority stop lines will be promoted
- 6.3 Wherever practical, a speed limit review will be undertaken where an on-road cycle path is located.
- 6.4 The design of a cycle route intersecting a railway level crossing will be avoided unless absolutely necessary.
- 6.5 Crashes that involve personal injury on the public highway will be monitored, using data provided by Kent Police, on an annual basis. When patterns of crashes are identified, Crash Remedial Schemes are developed, and KHS can promote measures that attempt to reduce the amount of crashes occurring in the future. These schemes will include strategies that seek to address personal injury crashes involving cyclists.
- 6.6 A safety audit will be carried out on all new routes so that any potential hazards can be assessed and a solution identified. A safety audit will be carried out during the design and after construction of all new routes and facilities.

- 6.7 Road safety information will be provided to all road users and age groups through Young Driver education, business driving and pedestrian education programmes. This information will be targeted towards raising awareness of the correct use of cycle route facilities.
- 6.8 KHS is committed to providing road safety education specifically targeted at cyclists. Cycle training is open to all Year 6 pupils in the Shepway District, through the Kent Rider Scheme – An Introduction to Safer Cycling.
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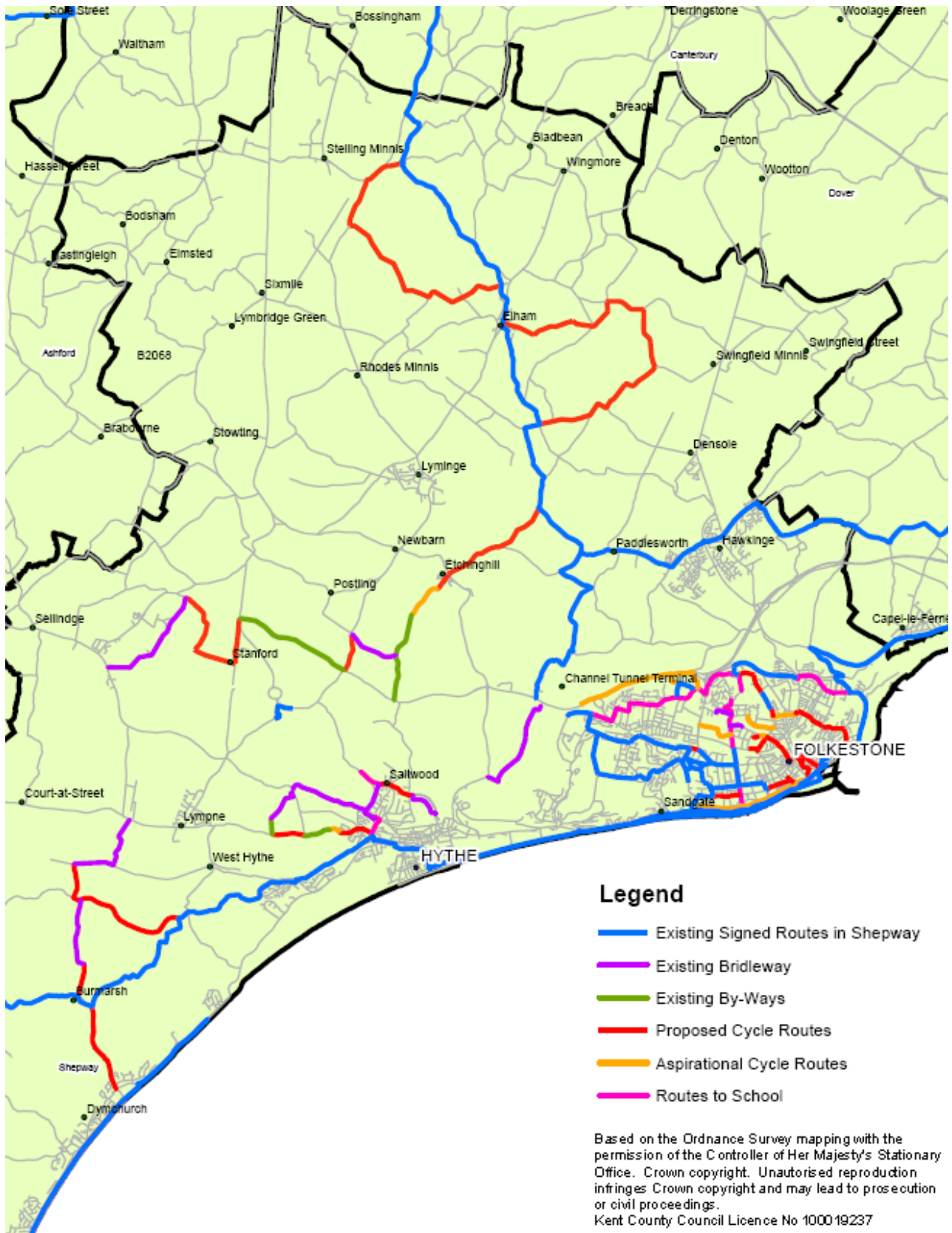
7. Setting Local Priorities for Shepway

- 7.1 There has been a recent increase in leisure cycling particularly between Folkestone and Hythe and on quiet roads on the Romney Marsh. This is in part due to the work of third party organisations such as the Romney Marsh Countryside Project and the Shepway Cycle Forum. The Cycling Plan will have the potential not only to extend the scope of these “leisure” routes to give people of all ages more confidence on their bikes, but more importantly to provide safe routes to schools and around town to make the bicycle the natural choice for short journeys every day of the week.
- 7.2 Local priorities will be collected using information gathered through the consultation process from statutory consultees, District/County Members and members of the public using the Questionnaire and Feedback form.
- 7.3 The Questionnaire and Feedback Form is based on experience gained from the original form used for the Dover District Cycling Plan Consultation, which provided important feedback.
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8. Monitoring the Shepway Cycling Plan

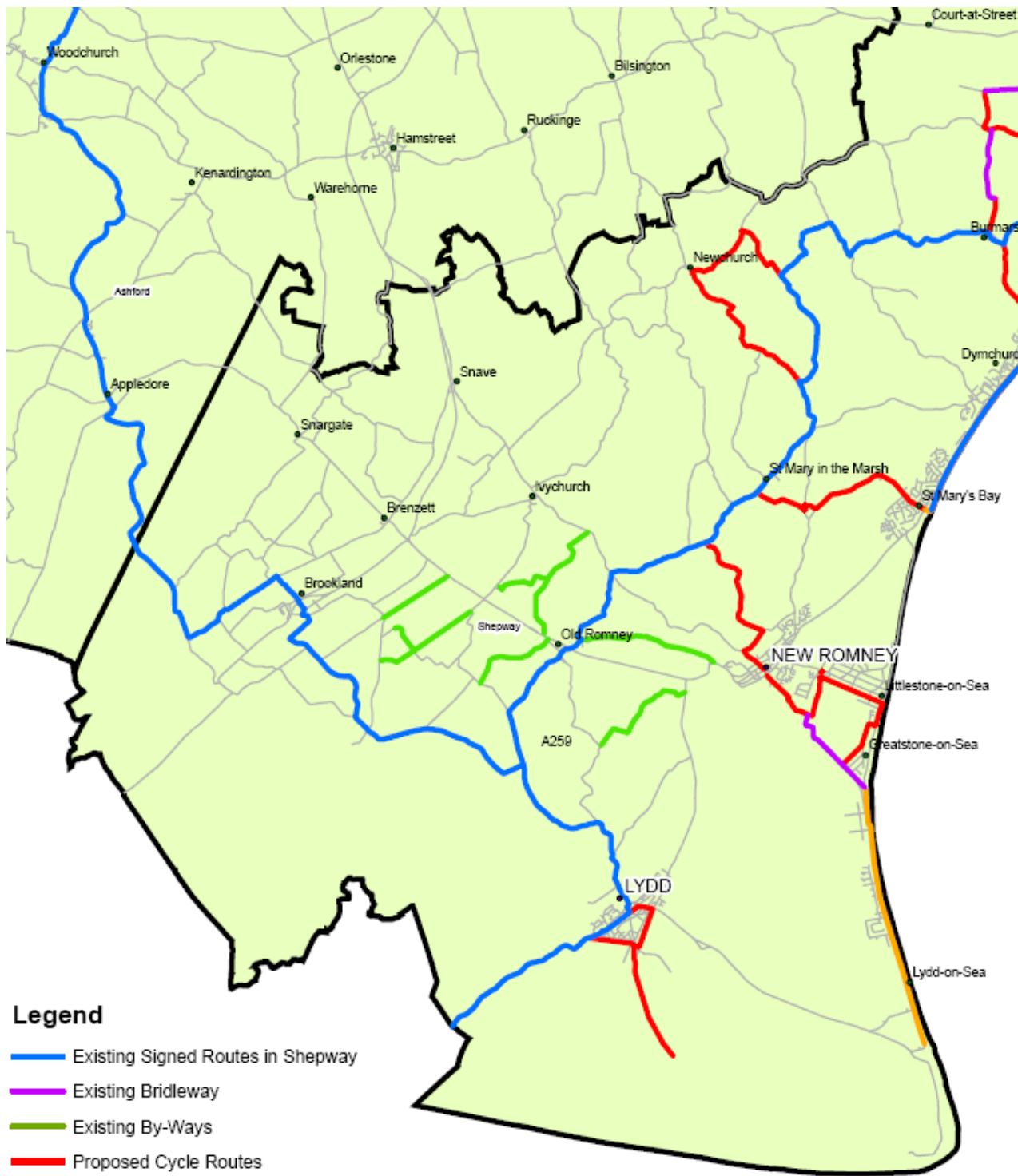
- 8.1 The Shepway District Cycling Plan will be monitored on an annual basis to ensure that Kent Highway Services are maintaining their commitment to achieving the objectives as set out in this plan.
- 8.2 Where possible KHS will consider the installation of new automatic cycle counts and cordon counts placed strategically around the network in Shepway to monitor the effectiveness of the new infrastructure.
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9. Proposal Map



Folkestone, Hythe and Elham Valley Cycle Route Map

It should be noted that all future cycle routes are indicative and are subject to change through the consultation and design processes.



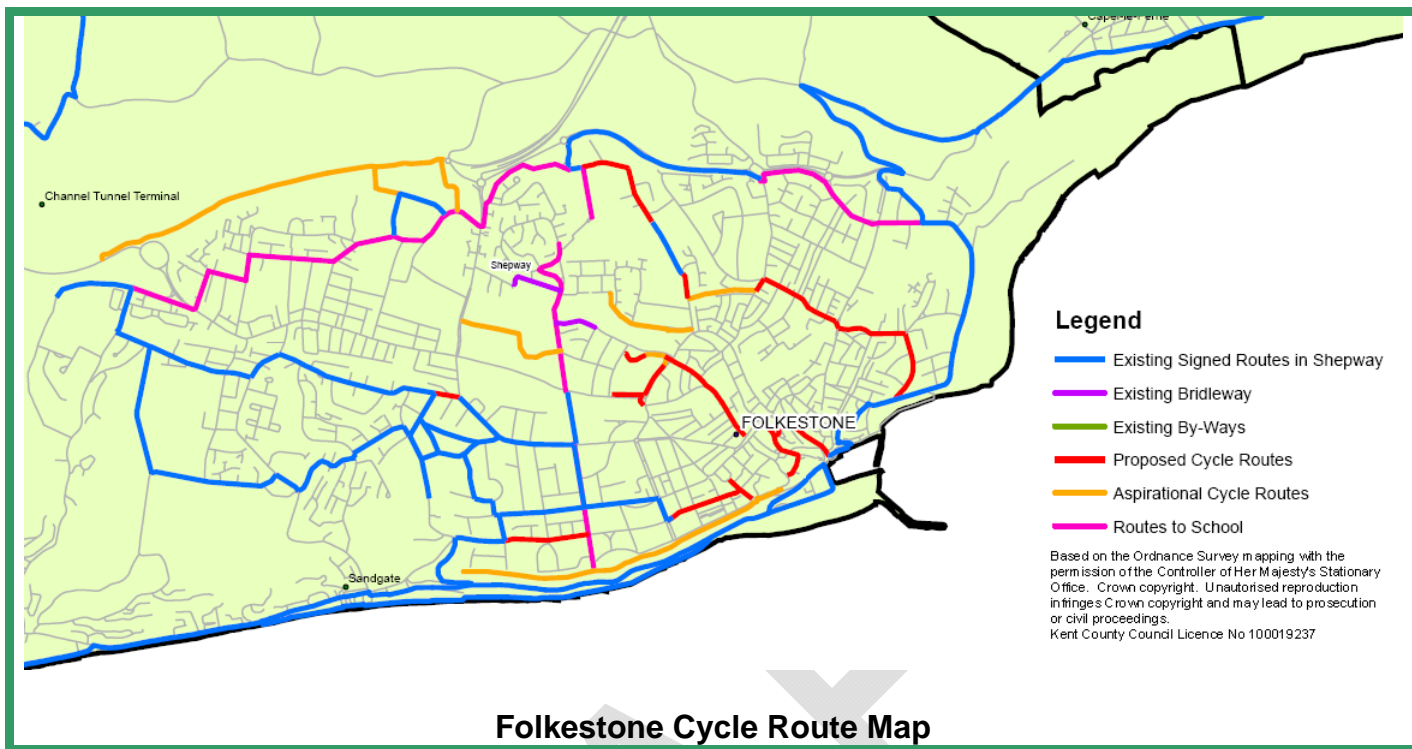
Legend

- Existing Signed Routes in Shepway
- Existing Bridleway
- Existing By-Ways
- Proposed Cycle Routes
- Aspirational Cycle Routes
- Routes to School
- Possible Routes for Conversion to Cycle Routes

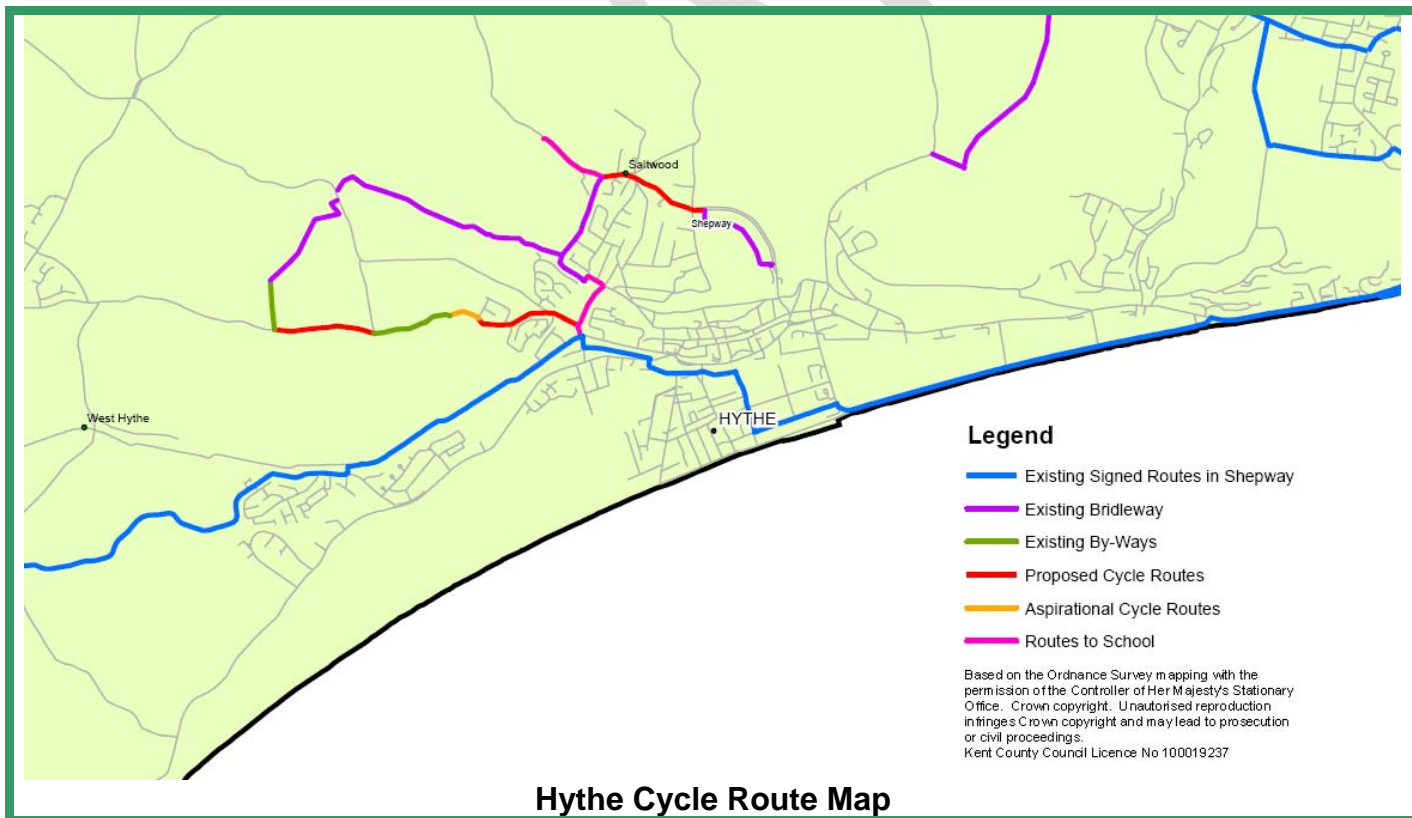
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Romney Marsh Cycle Route Map

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Folkestone Cycle Route Map



Hythe Cycle Route Map

It should be noted that all future cycle routes are indicative and are subject to change through the consultation and design processes.

What Happens Next

Early consultation has included the appropriate KCC Departments, Shepway District Council, adjoining Local Authorities, the Shepway Cycling Forum and other interested parties. Views have also been invited from all Kent County Councillors and Shepway District Councillors.

As part of this consultation process local priorities will be identified prior to producing the Final Plan for Member approval. The public are invited to consider the current proposals map as shown in Section 9.

After a 12 week full public consultation period a final plan will be prepared for Member approval in December 2010.

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Policy Overview Appendix

National Policy

Delivering a Sustainable Transport System (DaSTS)

The DaSTS sets out the Governments actions for tackling the issues currently facing our transport system and shaping it to meet the longer term challenges that we face to 2014 and beyond. The document outlines five goals for transport, focusing on the challenge of delivering strong economic growth while at the same time reducing greenhouse gas emissions:

- Support national economic competitiveness and growth, by delivering reliable and efficient transport networks
- Reduce transport's emissions to tackle climate change
- Improve safety, security and health by reducing the risk of death, injury or illness arising from transport and by promoting travel modes that are beneficial to health
- Promote equality of opportunity for all citizens
- Improve quality of life for transport users and non-transport user, and to promote a healthy natural environment.

These goals are important to building a society we want to live in. Many of the goals have a strong link and can help to reduce regional economic imbalance. The Government is also committed to a reduction of at least 80 per cent in greenhouse emissions by 2050 compared to 1990 levels and is also committed to demanding overall targets for 2020.

The priority to 2014 is making better use of the existing network, combined with a targeted programme of improvements to improve capacity, reliability and safety in the most congested areas.

Planning Policy Statement (PPS) and Planning Policy Guidance (PPG)

A PPS or PPG is targeted towards developers making a commitment with their developments that are more sustainable and hence more accessible by bicycle or by foot. The table below gives a short summary of the relevant national policies:

Ref	Title	Year	Details.
PPS3	Housing	2006	Focusing on living environments and giving priority to the needs of pedestrians and cyclists.
PPS6	Town centres and retail developments	2005	New development must be made more accessible to walking / cycling.
PPG13	Transport	2001	New developments should be accessible by walking and cycling, offering a realistic choice between different modes of transport. Developers should prioritise the movement of pedestrians and cyclists over normal traffic. More road space should be dedicated to pedestrians, cyclists and public transport.

National Cycling Strategy (NCS)

The National Cycling Strategy Board (NCSB) was set up in 1996 to oversee the implementation of the NCS. The NCS sets out 24 strategic objectives split over a total of 9 main areas as shown in the table:

NCS Area	Description
The vision – more cycling	Using 1996 base figures, double cycling trips by the end of 2002, and quadruple the amount of cycling trips by the end of 2012.
Planning – to make places more accessible by cycle	Working with developers and local Public Transport providers
First Steps – improving safety	Identify hazards confronting cyclists
Getting there – road space and priority safety	Undertaking cycle route audits and the implementation of “cycle friendly infrastructure”
At the destination – cycle parking	Identification of strategic locations for cycle parking and enforcement of cycle parking standards for developers
Security – tackling cycle theft	Working with local Police to develop a bicycle registration scheme.
Cultural Shift – changing attitudes	Promoting cycling as a safe, enjoyable form of daily transport
Resources – the drive for change	Making funding available for objectives in the cycling strategy.
The road ahead – directing and monitoring action	Developing a system of monitoring

The NCSB was replaced in 2005 by Cycling England (CE), who is now continuing to carry out the original role of NCSB. It has the support of a team of expert advisors representing key government departments including Health, Transport, Sport and Education.

Local Policy

Local Transport Plan (LTP) 2006-2011

Kent County Council (KCC) Local Transport Plan highlights key actions for the future such as improving accessibility, road safety, air quality and congestion and encouraging the wider use of sustainable transport modes.

Increasing the levels of cycling for leisure and work purposes will improve accessibility; help air quality and help towards relieving congestion.

The Shepway District Cycling Plan links with the objectives of the Local Transport Plan (LTP) for Kent (2006-2011). Within the LTP there is a Cycle Strategy for Kent

2006-2011 (Appendix 9). The table below demonstrates the connection between each LTP objective and cycling:

LTP Objectives	Connection with cycling
Accessibility	Increasing the provision for cycling improves accessibility to local destinations, therefore widening choices for all.
Demand Management	Cycling has relatively little adverse environmental impact, so there is no requirement to manage the demand for cycling in terms of restricting usage.
Environment, Heritage and Communities	Transferring journeys from cars to cycles will reduce emissions. Cycle routes require less space and can blend into the landscape
Health	Cycling is a good form of exercise and can reduce the risk of developing major chronic disease such as heart failure by up to 50%
Integration	Creating links between public transport interchanges (e.g. railway stations, bus terminals), and residential areas.
Keep Kent Moving	Improving access to places of work, providing more opportunities for employers and employees in the market place
Road Safety	Well designed cycle facilities reduce conflict between cyclists and motorised vehicles. Better training encourages cyclist to act in a safe, responsible way.
Sustainable Regeneration	As a non polluting form of transport, cycling is an integral part of sustainable development
UK Connections	Whilst not suited to long distances, cycling can link with other forms of transport to provide an alternative to the private car.
UK Gateway	NCR 2, which runs from Dover to St Austell, Cornwall links Shepway to the wider UK cycle network.

Cycling has the ability to contribute to the achievement of these objectives. As part of the LTP a cycling strategy was produced, this provides the framework for the Shepway Cycling Strategy and will seek to deliver the aims of the Kent Cycling Strategy at a District level.

Also as part of Kent County Councils work to achieve the aims as set out in the Appendix 9 of the Local Transport Plan, KCC aims to increase cycling trips by 38% by 2011 based on the 2003/04 figures.

Kent County Council is currently preparing its third Local Transport Plan and this section will be revised when the LTP3 priorities and objectives have been determined.

Vision For Kent

The Vision for Kent is the Community Strategy for the County. It sets out a long-term vision and guides a wide range of key players in their activities to improve the quality of life for everybody in Kent. In a vision for “*Keeping Kent Moving*”, it looks to

"improve the environment by reducing congestion and pollution, widening the choice of transport available, developing public transport, walking and **cycling**".

The Vision For Kent identifies that 22% of households do not have access to a car, relying on other modes like cycling to reach essential goods and services. A short-term priority is "reducing the environmental impacts of transport by promoting alternative fuels, public transport, walking and **cycling**".

Shepway District Local Plan 2006

The District Local Plan adopted in 2006 announces the support of a cycling strategy in consultation with local cycling groups where they exist along with the provision of a district wide cycle network to encourage the wider use of cycles for all purpose trips. The district planning authority will ensure that new development is sympathetic to the existing cycle network and facilities, developers may be asked to contribute to cycle facilities where the development is expected to generate significant traffic movements.

Shepway District Council has adopted the Kent Vehicle Parking Standards 2003 for new developments which identifies a maximum number of parking spaces allowed based on the size and type of development, this will encourage other forms of travel. The parking standards also provides a minimum number of cycle parking spaced that should be provided based on the size and type of development. By ensuring sufficient cycle parking is available at new developments, cycle use is promoted.

It is identified in the Shepway Local Plan that it is the aim that 3300 homes are expected to be built over the plan period to 2011. In addition 64 hectares are available for new employment opportunities in the same period, cycling facilities in new developments should be encouraged through section 106 agreements.

Changes to the national planning system have led to the phasing out of Local Plans and their replacement by Local Development Frameworks (LDF). SDC are currently carrying out a Local Plan Review that will see the current local plan phased out and replaced with a Local Development Framework. It is an important document for the District, as it sets the future pace, scale, pattern and quality of development for the period 2011-2026. This document will ensure all future development will be more sustainable.

South East Plan

The South East Plan is a new type of planning document, which has superseded the Kent and Medway Structure Plan. It sets out a vision for the future of the South East region to 2026, outlining how we need to respond to challenges facing the region such as housing, the economy, transport and protecting the environment.

The South East Plan may be viewed at www.gos.gov.uk. It provides a spatial context within which Local Development Frameworks and Local Transport Plans need to be prepared.

Three main policies are included below for reference:

Policy	Description
C6: Countryside Access and Rights of Way Management	<p>Through Rights of Way Improvement Plans and other measures, local authorities should encourage access to the countryside, taking full advantage of the Countryside and Rights of Way Act 2000, particularly by:</p> <ol style="list-style-type: none"> i. Maintaining, enhancing and promoting the Public Rights of Way system, and permissive and longer distance routes, to facilitate access within, to and from the countryside for visitors and all members of the local community ii. Identifying opportunities and planning for routes within and between settlements, seeking to reduce car use for shorter journeys iii. Where possible, making new routes multi-functional to allow for benefits for multiple users and contribute to the wider objectives of green infrastructure
TSR2: Rural Tourism	<p>Opportunities to promote tourism and recreation-based rural diversification should be encouraged where they provide jobs for local residents and are of a scale and type appropriate to their location.</p> <p>Local planning authorities in formulating planning policies and taking decisions will:</p> <ol style="list-style-type: none"> i. Support proposals which seek to develop the tourism opportunities associated with all types of rural development initiatives ii. Omitted iii. In surrounding countryside areas with significant tourism potential, local authorities should identify actions to strengthen linkages between market towns and their hinterlands through the provision of integrated sustainable transport and complementary product development, investment and marketing
S1: Supporting Healthy Communities	<p>Local development documents should embrace preventative measures to address the causes of ill health by reflecting the role the planning system can play in developing and shaping healthy sustainable communities, including:</p> <ol style="list-style-type: none"> i. Community access to amenities such as parks, open spaces, physical recreation activity, and cultural facilities ii. Mixed and cohesive communities, with a particular focus on access to housing for socially excluded groups iii. Healthier forms of transport, ”

Countryside Access Improvement Plan (CAIP)

The CAIP includes the current condition of the entire Public Rights of Way network in Kent and identifies key objectives regarding network management. The overall vision is targeted towards increasing the usage and enjoyment of public rights of way.

CAIP Objective	Description
N3	Increase provision for off-road cycling and mountain biking activity
I4	Produce and distribute information on cycling and horse riding
I7	Work in partnership to improve regional/national/international awareness of walking cycling and horse riding opportunities in Kent, to directly support tourism objectives.
D4	Develop multi-user routes that allow walking, cycling and horse riding from towns to the

	wider countryside
ST2	Identify and investigate where the public rights of way network can provide safe alternative routes to avoid having to walk, ride or cycle on busy roads
ST3	Develop the public rights of way network to support the County Council's "Healthy Schools" initiative

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