

Taunton Deane Borough Council

Executive – 18 August 2010

Task and Finish Review into Promoting Cycling in Taunton Deane

Report of the Scrutiny Officer

(This matter is the responsibility of Executive Councillor Mrs Herbert)

Executive Summary

This Task and Finish review has now been concluded. The draft final report was submitted to the Community Scrutiny Committee on 27 April 2010 and all of the recommendations were supported.

The recommendations were then taken to the Corporate Management Team on 12 July 2010 for officer comments.

This cover sheet provides directions on how the Executive should deal with the Task and Finish report and the six recommendations.

The final report of the Task and Finish review follows this cover report.

1. The Executive is asked to do the following:-

- 1.1 Consider the report and its recommendations, and decide which, if any, of the recommendations it wishes to adopt.
- 1.2 If the Executive agrees to adopt any of the recommendations of the review, it should state who will be responsible for delivering each of the adopted recommendations.
- 1.3 If the Executive decides **not** to adopt any of the recommendations, it must specifically state why, as prescribed by the Local Government Act 2007.

2. Officer Comments

2.1 Recommendation 1

Future agreement on the maintenance of established cycle way proposals needs to be clearly established from the onset. A policy needs to be in place for these agreements by the end of 2010.

The Development Management Lead responded:-

'When cycle, pedestrian or vehicle routes are included in (or required as part of) a planning application, the future ownership and maintenance of these are a planning consideration. In most cases they are adopted by the Somerset County Council as the Highways Authority and the developer will transfer the ownership with a commuted sum. In some cases where the Highways Authority can or will not adopt a route the District Council may adopt the route with an appropriate commuted sum.'

2.2 Recommendation 2

That the need for bye-laws regarding cycling, currently in place with regard to Vivary Park, Hamilton Park and Goodland Gardens and all other Taunton Parks, be considered by Taunton Deane

The Community Development Lead responded:-

'The Bye-Law says:

A person shall not, except in the exercise of any lawful right or privilege, ride any bicycle, tricycle or other similar machine in any part of the Pleasure Ground during the hours specified in the following table in respect of the Pleasure Ground:-

<i>Victoria Park</i>	
<i>Greenway Recreation Ground</i>	<i>From 8am to 10pm</i>
<i>Galmington Playing Field</i>	
<i>Taunton Green Playing Field</i>	<i>From 8am to the time appointed for the closing of the Pleasure Ground</i>
<i>Hamilton Gault Playing Field</i>	
<i>French Weir</i>	<i>All hours</i>
<i>Vivary Park</i>	<i>From 10am until the closing of the Pleasure Ground</i>

However...we are minded to say that Vivary Park is part of the Sustrans route anyway; we are not in a position to enforce a bye-law (only the Police can do so); people naturally cycle in these areas.'

2.3 Recommendation 3

Any future consultants engaged to consider transport issues need to ensure that the methods for future delivery and maintenance of cycle routes be fully included and explored in their recommendations.

The Corporate Management Team noted this.

2.4 Recommendation 4

The future arrangements for the cycle park facility which previously adjoined the St James Street Medical Centre in Taunton, needs to be formalised to ensure it is available for use or other options explored.

St James's Medical Centre are required under the Terms of the Lease between Taunton Deane Borough Council and Somerset Primary Care Trust dated 17 April 2009 to maintain the cycle park facility for members of the public to use.

2.5 Recommendation 5

That a "wish list" of cycle related requirements be compiled to close the current gaps in cycle provision in Taunton. Additional requirements to be delivered through the Local Development Framework (LDF), Project Taunton or other transport related Plans.

The Corporate Management Team asked for further details from the Chairman of the Task and Finish Group who responded:-

'I do not think that it was ever intended that the Group should complete a Wish List.

The issue that is important is that someone in the organisation should maintain a list of future requirements for cycle paths that are promoted through the LDF, Urban Initiatives or through any other source. It is also essential that the Wish List is made available to County Highways and the Development Management (Taunton Deane) in order that planning applications take the information into consideration to ensure that future routes are not prejudiced by a planning decision'.

2.6 Recommendation 6

That a joint Taunton Deane and Somerset County Council website be introduced, which would promote the use of cycling and include links to local cycle groups within 3 months from the date of the agreed final report.

This facility exists in the current website. Typing 'cycling' in the search box brings up links to both Somerset County Council's and Taunton Deane's web pages.

3. Contact Details

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Taunton Deane Borough Council

A Task and Finish Review into Promoting Cycling in Taunton Deane

Introduction by Councillor Cliff Bishop, Chairman of the Promoting Cycling Task and Finish Review

As you will see from the report there was no doubt at all from the officers of the Local Authorities, representatives of the Cycling Organisations, the public and the Members of the Review that there is a lot that needs to be done to encourage cyclists to make use of the cycling network.

Local authorities must recognise cycling as a crucial low-cost element of an integrated transport plan and must be aware of managing travel patterns in our increasingly crowded nation. We must ensure that more attention and funding is provided so that the needs of cyclists are properly addressed in the LTP and LDF processes and that master planners, when considering urban extensions, design schemes which encourage greater use of sustainable travel modes such as cycling.

Cycling is both inexpensive to fund and offers high return benefits in tackling congestion, air quality and improved health.

Recent results from the six cycling demonstration towns, Aylesbury, Brighton and Hove, Darlington, Derby, Exeter and Lancaster show that on average trips by bike are up 29 per cent and cycling to school at least once a week has more than doubled. The demonstration towns show significant falls in the number of people classed as inactive and the combined results should encourage us to view cycling not just as an add-on but as an integral part of our planning process.

We need to ensure that measures are put in place so that the failings in the Past will not reoccur.

Councillor Cliff Bishop

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Background of the Review

Why do a review on this subject?

Taunton is a growing town. It is at the geographical heart of the South West region and the benefits of this position needs to be reinforced with improved transport infrastructure. Without investment in infrastructure, it is unlikely there will be any scope to contemplate or accommodate any further growth and regeneration. Proposed housing and employment developments could make Taunton as big as Exeter by 2026. As development takes place in the town centre, more travel needs to take place on public transport, on foot and by bicycle. Combining cycling with public transport provides a viable alternative to the private car for many journeys.

Unique opportunities are being presented to make Taunton Town Centre more accessible for shoppers, public transport users, walkers and cyclists. A number of projects including the Local Transport Plan (LTP), Local Development Framework (LDF), Taunton Vision and Taunton Town Centre Area Action Plan (AAP) are already considering how to improve travel within Taunton.

Cycling, together with public transport, constitutes an essential element for energy-efficient, low resource-consuming means of transport. It also contributes to the reduction of congestion and pollution, the enhancement of the local environment, the improvement of quality of life and increased accessibility. Carbon emissions need to be lowered countrywide and reducing car-use is a way to achieve this goal. Climate Change is a priority of Taunton Deane Borough Council. It is an objective to work with communities to significantly reduce carbon emissions across the Taunton Deane area, with measurable achievements by March 2013.

Existing levels of cycling in Taunton are high by national standards, but there is scope for further increase, given that many journeys are less than 2 miles long. Some parts of the town centre still have poor cycle access and the group agreed that these areas needed to be investigated.

Cycling can significantly improve individual fitness and has the potential to have a major impact on public health. The European Charter on Transport states that physically active forms of transport, such as walking and cycling offer significant health gains through the reduction of the ill effects of motorised transport and the utilisation of the health benefits of increased physical activity. The National Institute of Health also supports the creation and maintenance of infrastructure to support cycling.

Acknowledgements

The members of the review would like to thank the following for giving their time and for helping us to come to some conclusions which we sincerely hope, if adopted, will help promote cycling within Taunton Deane.

Carl Smith

(Proposer of the task and finish review)

Ms Helen Fountain

Team Leader Smarter Choices
Somerset County Council

David Mitchell

Cycling Officer
Somerset County Council

Rupert Crosbee

Area Manager from Sustrans

Mr Colin Jones

Cycle Somerset

Jonathon Sladdon

Cycle Somerset

Mark Leeman

Strategy Lead Officer

Mark Green

Taunton Vision

Phil Bisatt

Strategy Officer

The Road Safety Partnership

Councillor R Lees

Definitions and Abbreviations

(LTP)

Local Transport Plan

(LDF)

Local Development Framework

(AAP)

Taunton Town Centre Area Action Plan

(SCC)

Somerset County Council

(SRSP)

The Somerset Road Safety Partnership

(LPA)

Local Planning Authority

Membership of the Review

Councillor Cliff Bishop (elected Chair of the review at the first meeting)

Councillor Ken Hayward

Councillor Ms Catherine Herbert

Councillor Miss Louise James

Councillor Mrs Sue Lees

Councillor Phil Stone

Terms of Reference

The Overview and Scrutiny Board had previously agreed for this review to take place at the suggestion of Carl Smith.

The terms of reference are as follows:-

1. To identify what level of infrastructure existed for cyclists (such as cycle routes, bicycle parking and signage);
2. What the take-up was: Who Cycled? How many people cycled and why?
3. What the genuine need was: What did cyclists need? Who would cycle but did not?
4. What Project Taunton and other developments would provide for Cyclists;
5. Identification of gaps between provision and need, and propose solutions to fill these gap

The group considered the terms of reference and discussions progressed. It was agreed that the following terms of reference would be included as further research was needed and points clarified.

6. To carry out the review in two strands – What Taunton Deane could initiate and what Taunton Deane could do in Partnership with Somerset County Council and developers.
7. An overview of the effectiveness of travel plans and incentives prepared by employers and schools to encourage cycling
8. An examination of the marketing and publicity material that is currently available and if it is suitable and effective
9. How the promotion of cycling is incorporated in the Borough's LDF, Core Strategy and NHS Somerset
10. The type and extent of funding that was available for the promotion of cycling including funding from sources other than the County and Borough Council

Evidence Taken, Key Findings and Recommendations

The Vision for Taunton Town Centre

A town centre that is well connected and less congested.

A comprehensive and integrated footpath and cycleway network will be provided, together and improved signage and cycle parking facilities.

Transport Strategy and Local Transport Plan

The group listened to a number of presentations throughout the review. David Mitchell, Somerset County Council's Cycling Officer, presented an overview of the aims and objectives of the LTP and Cycling Strategy to the review group. The Cycling Strategy was an appendix to the LTP written by Atkins.

There were 3 main objectives:

- Increase travelling by bike;
- Improve accessibility between market towns;
- Encourage sustainable tourism.

The group were informed that it was not going to be possible to deliver all the schemes that were due to be delivered during 2006-2011. Mr Mitchell explained that there was a target to increase cycling by 10%. However, The Highways Agency was not keen to support the new cycling infrastructure.

Setting the Context for Cycling in Taunton Deane with reference to the Community Strategy, Corporate Strategy, Travel Plan and Local Development Framework (LDF).

Mark Leeman, Strategy Lead, gave a presentation on how the Council's involvement in the provision of cycle routes was influenced by the various strategies/plan that have been adopted.

Most actions arising from the Community and Corporate Strategies were the responsibility of Somerset County Council (SCC).

The staff travel plan was discussed and the following points were raised:-

- The Car Share Scheme promoted change;
- A cycle user group (BUG) had been set up;
- There had been little progress on the Safe Routes Map;
- A significant shift in numbers of staff cycling had been achieved through the Travel Plan;
- The previous Staff Travel Plan expired at the end of 2008 and a new one was overdue.

It was agreed that Taunton Deane effectively demonstrates how cycling can be made a major part of staff travel plans.

A Cycle and Access Audit was carried out in Taunton Town Centre in early 2006, which hoped to guide improvements for pedestrians and cyclists. The outcomes of the Audit were discussed and include the following:-

- Improvements to North Taunton connections would be of particular benefit for disadvantaged communities;
- There was focus on unsafe areas within Taunton and where improvements were needed;
- Since 2007, there had been an increase in the availability of cycling facilities;
- Helmets were important but their use could not be enforced only encouraged;
- There was a cycle buddy scheme for nervous cyclists.

With regard to the cycle specific policies within the LDF, an upgrade to the joint pedestrian cycle paths in Taunton had occurred. The review agreed that the LDF had to do everything possible to introduce policies that would encourage the use of cycling.

Improving facilities within Taunton Town Centre

Mark Green (Project Taunton) outlined the vision for Taunton Town Centre and how Project Taunton could affect a number of cycle routes. The group were informed that a number of routes would be developed. The introduction of several new routes had also been investigated.

It was apparent that the Sustran National Route 3, which followed the river into town from near the Cricket Ground, raised problems. At present, the route was too narrow and when it approached Taunton Bridge, it almost disappeared. The route was also difficult to find again. Project Taunton aimed to preserve and improve this route. The vision for this path included the possibility of canter leveraging the river at certain points to make the path wider. Due to ecological factors, this would not happen for the entire length of the river. However, near to the bridge, it would be a definite consideration. Plans also included adjusting the levels so as to improve connections for pedestrians and cyclists.

It was considered that the north bank of the river was the main route into the town centre. The bridge at the rear of Morrison's supermarket would be upgraded, so as to improve links for pedestrians and cyclists. The cycle route between the railway and the river would be improved.

The following plans were also highlighted:-

- A new bridge near Lidl's supermarket would be built and a link up to Castle Green would be included;
- Better access would also be created into Goodland Gardens for cyclists and pedestrians.

Mr Green added that it had not been easy to envisage developments in cycle routes for small sections of land in Taunton Town Centre. A few small strips were owned by private developers who did not wish to encourage and promote cycling. English Heritage had also raised objections with regard to cycle routes as parapets would need to be raised for cyclists to use the routes. This was the case for an area close to Castle Green.

He concluded by commenting that the building of the Third Way would reduce congestion in the town centre and pedestrians and cyclists would have more space.

The review group felt that it was occasionally difficult to establish who was responsible for the maintenance of cycle paths. SCC is not keen to maintain cycle paths that are not part of highways. It was agreed that the maintenance of any future developments to routes and paths needed to be established from the onset.

Recommendation

Future agreement on the maintenance of established cycle way proposals needs to be clearly established from the onset. A policy needs to be in place for these agreements by the end of 2010.

Shared Space

Shared Space removed the traditional segregation of motor vehicles, pedestrians and other road users. The absence of conventional road management systems and devices such as kerbs, lines and signs aim to create a better balance of priorities between drivers and pedestrians. In turn, cycling, walking and driving cars, become integrated activities. The goal of shared space is to improve road safety and congestions. It encourages motorists to slow down, engage with their surroundings and make eye contact with pedestrians and cyclists – resulting in a higher quality and more usable street area, with enhanced road safety.

David Mitchell, Cycling Officer - (SCC), discussed the idea of Shared Space. The group were shown footage of areas in Europe where the idea of Shared Space had been adopted.

The following points were raised:-

- Shared space could reduce road accidents by up to 40%;
- Shared space could reduce speeds by 20M.P.H;
- The common sense of road users was essential for the scheme to be successful; and
- White lines were not painted onto the road as it increased the average speed of drivers.

Mr Mitchell discussed Ashford Borough Council in Kent where the Shared Space scheme had been adopted. The Council listened to the concerns regarding shortage of signs and crossings and came to a compromise. Interviews were conducted once the scheme was fully operational and the results showed that the scheme had been beneficial to road users.

The review group discussed the areas in which cycling was permitted within Taunton Town Centre. It was believed that current bye-laws existed with regard to cycling in Vivary Park and that cycling was prohibited at certain times during the day. It was felt that these bye-laws should be considered and amended, if deemed necessary.

Recommendation

That the need for bye-laws regarding cycling, currently in place with regard to Vivary Park, Hamilton Park and Goodland Gardens and all other Taunton Parks, be considered by Taunton Deane.

The Impact of Shared Space Schemes

Councillor Lees discussed the problems associated with Shared Space schemes for people who were visually impaired. Difficulties arise when trying to decipher which area is for the pedestrian and which is for the car or cyclist. Councillor Lees highlighted that guide dogs were trained to walk in a straight line and in the centre of a path and when there is no distinction between areas, this becomes problematic. Councillor Lees stated that for a Shared Space scheme to benefit visually impaired persons, a distinction needed to be made between the areas used. A barrier, raised level, or grass verge a few inches wide and high would increase safety.

The review group felt that if a share space scheme were to be adopted, it would need to consider the ability of visually impaired persons to be able to comfortably use the area.

Continental Best Practice

Mr Crosbee, the Area Manager from Sustrans, gave a presentation on Shared Space and Continental best practice. In Denmark, the shared space area was split into three subtle areas. Pedestrians walked on a partly cobbled pathway,

cyclists rode on a smooth path and the road was completely cobbled for car users.

Mr Crosbee discussed some of the technical requirements used in shared space areas. These included flush kerbs, priority and non-priority crossings, signing, advance stop lines, right turn lanes and wider zebra crossings. A road highlighted in Kensington, used a contra-flow cycle lane to improve access for cyclists. Mr Crosbee also highlighted a roundabout in York which had adopted a Continental design. Cyclists had right of way on a green coloured path which was painted on the outer circle of the roundabout.

The Wider Taunton Cycle Network

Mr Bisatt, the Strategy Officer, explained to the group how it was a goal of the LDF and LTP to reduce negative impacts on the environment.

Other aims of the LDF and LTP included the following:-

- Improving rural transport;
- Improving health;
- To improve links between north Taunton and the town centre.

The increase in cycling within Taunton Deane would help meet these targets. The group were informed that 27% of all trips made in the Netherlands were cycled, whereas the total number of trips cycled in Taunton equates to 9%. Although this figure is higher than the UK average, it is anticipated that this percentage would increase once the proposed LDF and LTP action plans have been adopted and implemented.

The construction of the Third Way would reduce traffic congestion in the town centre and could increase the uptake in cycling. Off road networks could also be introduced to several areas within Taunton Deane. These 'Greenlinks' were suggested for areas such as Comeytrove, Monkton Heathfield and Wellington. Mr Bisatt emphasised that other factors could increase cycling, not just the implementation of good cycle routes. The design of new housing and new estates as well as road surfaces used, could all affect the uptake in cycling.

Taunton Deane is to appoint consultants to help deliver plans for the LDF infrastructure. The review agreed that cycle paths and networks must be seen as an important *factor* when trying to improve links within Taunton. Any Consultants in the future need to ensure that cycle networks are included in future travel plans and the maintenance of any cycle networks be included in their recommendations.

In order to accommodate the aspired increase in the uptake in cycling, the review felt that more cycle parking needed to be provided. Although the increase in cycle parking is already supported by a number of strategies/plans, the review felt that it was important to emphasise the need

for more cycle parking. When considering the locations where cycle parking could be implemented, it was noted that the Bike Park based near the St James Street Medical centre, is no longer in use. The review felt that this needed to be fully operational, with more racks introduced.

Recommendation

Any future consultants engaged to consider transport issues need to ensure that the methods for future delivery and maintenance of cycle routes be fully included and explored in their recommendations.

Recommendation

The future arrangements for the cycle park facility which previously adjoined the St James Street Medical Centre in Taunton, needs to be formalised to ensure it is available for use or other options explored.

Cycle Networks

Mr Jones from Cycle Somerset gave a short presentation on the cycle networks across Taunton Deane. A number of roads were highlighted and the following points were raised:-

- Cycle routes in several areas end as soon as they reach a main road;
- Many roads only have a cycle path on one side of the road;
- Several roads near Heathfield School are unsafe;
- The cycle routes alongside the Hospital were very busy during rush hours.

The review group felt that a number of links still needed to be incorporated into the current strategies/plans adopted by Taunton Deane and SCC. As an LPA, we must therefore ensure that where new cycle paths are built they are designed so that they encourage cyclists to use them. The above list highlighted the need to improve safety in busy areas and introduce more links to the town centre for cyclists. More cycle paths are needed when entering the town centre. It was agreed that a wish list of items to improve cycle provision be compiled for future transport plans and hopefully be delivered either through the LDF, Project Taunton or other plans.

Recommendation

That a “wish list” of cycle related requirements be compiled to close the current gaps in cycle provision in Taunton. Additional requirements to be delivered through the LDF, Project Taunton or other transport related Plans.

Cycle Training for Children

The Somerset Road Safety Partnership (SRSP) produced a presentation which promoted cycle training for children. The courses delivered by the Royal Society for the Prevention of Accidents (ROSPA) and Bikeability were discussed and the fees involved for the training were highlighted. The group were informed that Somerset County Council's Moving Forward team is offering cycle training courses in Taunton for a just £5.

Ms H Fountain, The Team Leader from (SCC), explained that ROSPA's training would mainly be based within the school playground, whereas Bikeability's training would be based on the road, teaching junction manoeuvres and real life situations.

Cycling to school incorporates physical activity into children's daily routine and has countless positive effects, from reducing congestion to improving pupils fitness levels.

Travel Plans within Taunton Deane

Ms Fountain explained that a travel plan was a living document and was essentially a management framework to manage travel from one site to another. A Travel Plan manual had been produced at the beginning of 2009.

The aims of the travel plans included the following:-

- to minimise traffic;
- to minimise pollution;
- to increase health; and
- to increase the equality of access to bikes.

Officers and Members agreed that more stringent requests for travel plans were needed for new developments within Taunton Town Centre. Through the Planning process, Taunton Deane has the ability with new developments of possibly conditioning the developments to increase travel plans in consultation with SCC Highways Planning. Joint thinking could improve delivery.

The review continued by discussing the need for more publicity. It was felt that more could be done to stimulate interest in people who are considering using cycling as a means of transport. Taunton Deane should also use its powers to get involved in promoting cycling events, sometimes in conjunction with SCC.

Ms. Fountain explained the County's role in promoting cycling in Somerset and outlined various projects that her team had recently set up as part of the County's Local Transport Plan (LTP). This included the 'Moving Forward'

project which consisted of a new website showing a cycle route planner for the County.

The review group discussed the 'Moving Forward' website and felt that more information could be made available to the public. Although SCC is primarily responsible for implementing schemes, Taunton Deane should work in co-operation with regard to the delivery. It was agreed that Taunton Deane and Somerset County Council could introduce a joint website which promoted cycling. The review discussed how the website could be jointly developed with SCC and it was felt that a possible survey entitled 'Have your say' could be included on to the Taunton Deane website.

Members discussed the possible content and believed having links to external cycle groups alongside tips for cyclists would be informative and beneficial. More information could be provided regarding the cycle training available as well as safety check schemes.

Recommendation

That a joint Taunton Deane and Somerset County Council website be introduced, which would promote the use of cycling and include links to local cycle groups within 3 months from the date of the agreed final report.

Taunton Town Centre Area Action Plan (AAP)

This document aims to fill in the missing links in the cycle network in Taunton – for example by tackling difficult road junctions and completing the riverside paths in Tangier and Firepool.

Policy 3 of the AAP outlines how developers and occupiers of allocated sites will be required to adopt travel behaviour change measures that manage the demand for car use, and maximise walking, cycling and use of public transport.

The AAP outlines that the following cycle schemes will be undertaken;

- Completion and upgrading of the north and south bank riverside paths for shared use of pedestrians and cyclists;
- Creation of a cycle route between Vivary Park and Fore Street via Guildford Place and/or High Street;
- Construction of cycle/pedestrian bridge across the railway east of Taunton station;
- Improvements for cyclists at the junction of Station Road, Staplegrove Road and Wood Street;
- Provision of additional cycle parking at suitable locations throughout the town centre.

The following plan will be progressively introduced:-

YEAR	
2009-11	Completion of south bank path between Tangier and The Bridge as part of Goodland Gardens enhancements
2009-11	Construction of new section of north bank path within Firepool as part of the Riverside proposals
2011-16	Improvements to existing south bank path through Coal Orchard, past the County Ground and in Firepool, linked to development proposals
2011-16	Progressive completion and upgrading of the north bank riverside path, as development proceeds, for shared use by pedestrians and cyclists
2011-12	Remodel junction between Staplegrove Road and Station Road to include signalised pedestrian and cycle crossings and provide contraflow cycle lane in Wood Street
2012-13	Provision of cycle routes (s) between Vivary Park and Fore Street via Guildford Place and/or High Street
2012-13	Construction of cycle/pedestrian bridge across railway east of Taunton station
2016 onwards	Completion of link from Morrison's to Bridge Street as part of redevelopment proposals

The review group agreed that it was evident that cycle paths and facilities for cyclists had been given a high priority in projects/plans such as the LDF, Project Taunton and the AAP. It was hoped that all objectives could be achieved by the target dates in order to increase the uptake in cycling and provide the necessary facilities to accommodate cyclists.

Conclusion

Taunton Deane has already adopted several strategies/plans that include objectives to promote cycling. However, with the planned development of the town centre, it is necessary for a modal shift from private car use to cycling and walking to occur. Without this change in travel behaviour, it would not be possible to accommodate the expected growth of the town centre and surrounding areas.

This review has demonstrated that the Council has already adopted significant plans to alter travel behaviour and promote cycling, however a few further ideas has been brought to this groups attention. It is likely that with further cooperation between Council departments and Somerset County Council, further improvements may be possible.

This review has made 6 recommendations and we hope that each recommendation can go some way in achieving the groups' aim of promoting cycling within Taunton Deane.

Contact Details

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Appendix A – Full List of Recommendations

Recommendation 1

Future agreement on the maintenance of established cycle way proposals needs to be clearly established from the onset. A policy needs to be in place for these agreements by the end of 2010.

Recommendation 2

That the need for bye-laws regarding cycling, currently in place with regard to Vivary Park, Hamilton Park and Goodland Gardens and all other Taunton Parks, be considered by Taunton Deane.

Recommendation 3

Any future consultants engaged to consider transport issues need to ensure that the methods for future delivery and maintenance of cycle routes be fully included and explored in their recommendations.

Recommendation 4

The future arrangements for the cycle park facility which previously adjoined the St James Street Medical Centre in Taunton, needs to be formalised to ensure it is available for use or other options explored.

Recommendation 5

That a “wish list” of cycle related requirements be compiled to close the current gaps in cycle provision in Taunton. Additional requirements to be delivered through the LDF, Project Taunton or other transport related Plans.

Recommendation 6

That a joint Taunton Deane and Somerset County Council website be introduced, which would promote the use of cycling and include links to local cycle groups within 3 months from the date of the agreed final report.

“Nothing compares to the simple pleasure of a bike ride”
John F. Kennedy