Cycle Policy

Commuting within 2-3 miles of a station is a healthy option suitable for cyclists. Yet according to the Campaign to Protect Rural England, almost half of all cycling fatalities occur on rural roads where the risks are far higher. The risk of cycling on rural A roads is now over ten times more dangerous per mile than cycling on urban roads. Access to stations for cyclists needs careful planning to provide safe cycling routes and secure cycle storage at the station. TWCIC will include safe cycling as part of its sustainable transport objectives.

Source:Active People Survey Sport for England June 2015	% walking at least 10 minutes a week	% cycling at least once per month
Wiltshire	87.1%	17.8%
Swindon	84.4%	16.3%

Residents proportion cycling	Once per month	Once per week	3 times per week	5 times per week
England	15%	9.5%	4.4%	2.5%
Swindon	16.3%	8.0%	3.6%	2.4%
Wiltshire	17.8%	11.5%	4.9%	2.7%
Devon	17.4%	11.3%	5.5%	3.6%
Dorset	19.6%	13.7%	5.5%	2.6%
Gloucestershire	19.1%	11.5%	4.9%	2.6%
Somerset	18.6%	12.5%	5.6%	3.9%

Off road Wiltshire countryside is attractive and safe for leisure cyclists and public transport can provide an integral part of the journey and access to leisure attractions. Cycles can be carried on trains to make "cycle out - train back" visits to local attractions such as the Kennet and Avon Canal accessible. Bus services fitted with cycle trailers is a potential part of the tourist economy for World Heritage Sites Avebury and Stonehenge.

Cycle hire facilities at stations enhance the opportunity for occasional cycle use for leisure and in town commuting. Electrically Assisted Pedal Cycles (EAPC) offer the opportunity for less able cyclists to enjoy the rolling Wiltshire countryside.

Appendix

EAPC Regulations 1983, revised June 22nd 2015, set out the requirements that EAPCs must satisfy if they are not to be treated as motor vehicles when used on roads in GB - i.e. do not need to be licensed and registered etc. The requirements are:

- The cycle must be fitted with pedals that are capable of propelling it.
- The continuous rated power of the electric motor must not exceed 250 watts.
- The electrical assistance must cut-off when the vehicle reaches 15.5 mph.
- An EAPC which complies with the above is not considered to be a motor vehicle within the meaning of the Road Traffic Regulation Act 1984 and the Road Traffic Act 1988. As a result, it is not required to be registered or subject to vehicle excise duty (road tax), and does not have to be insured as a motor vehicle.
- EAPCs must not be ridden by anyone under the age of 14 years
- In all other respects the EAPC must comply with pedal cycle regulations