Place and Resources Scrutiny Committee
25 June 2026
Active Travel
For Review and Consultation

Cabinet Member:
Cllr J Andrews, Place Services

Local Councillor(s): All Members

Senior Leadership Team:
J Britton, Executive Director for Place Services

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Statutory Authority:

Report status: Public Choose an item.

1. **Executive summary (maximum of 500 words)**

1.1 This report seeks to provide an answer to the following key lines of enquiry:

- What is the current usage of the existing active travel network?
- What are the costs of the work undertaken in active travel to date?
- What are the metrics that are assessing value for money the infrastructure constructed?
- What are the benefits and impacts of the work already carried out on traffic and road safety?
- What are maintenance plans for the routes?

2. **Recommendation(s)**

2.1 That the committee note the report that addresses the following key lines of enquiry as described in the Executive summary.

3. **Reason for the recommendation(s)**

3.1 To provide the assurance the Committee requested with regard to the usage, costs, value for money, benefits and impact on traffic and road safety of active travel investment as well as plans for maintenance of the active travel network.

4. Defining active travel and its benefits

4.1. 'Active travel' is usually defined as people walking, using mobility aids such as wheelchairs, or cycling, with the focus principally on enabling users to access local services and meet their daily needs. Trips made for leisure and recreation, while also part of active travel, can be made with greater flexibility in timing and destination and therefore do not necessarily require the type or location of infrastructure that might be required to enable school, workplace or shopping trips.

4.2. Active travel helps people undertake trips without contributing to congestion and air pollution while improving their own physical and mental wellbeing. For residents without access to vehicles it is particularly important. This group includes some of the most vulnerable people in Dorset, such as disabled people and children. Over 23,000 households in Dorset do not have access to a vehicle.

4.3. Following decades of growing traffic volumes and greater concerns about safety for road users, much of the street and road network is considered unsuitable by many to encouraging people walking, cycling or wheeling – only 45% of residents to a national survey think cycling in their area is safe.[1] Some key trip types, such as walking / cycling to school, which historically were mainly made on foot or by bike, now are made by car in almost half of all cases, with the proportion travelling by car rising for secondary school students.[2]

4.4. Changes to the road network to encourage these modes have been subject to dedicated funding from central Government and through funding secured through contributions from new developments. Policy support for active travel can be found at both national and local level, for instance, through Dorset Council's Local Transport Plan 4.[3]

4.5. Active travel measures benefit everyone: most public transport and many private car journeys will start or finish on foot or using a mobility aid on the footway network. Safer road crossings, widened footways and other streetscape improvements will therefore provide wider benefits to all road users. Measures to provide a safe means of accessing schools or employment

[1] Walking and Cycling Index 2025 UK report
[2] NTS 2024: Travel to and from school - GOV.UK
[3] Local Transport Plan 2026 to 2041 - Dorset Council

on foot or cycle can help reduce congestion at times when the road network is most stressed.

4.6. The benefits of active travel include the mental and physical health effects of being more physically active, transport decarbonisation and reduced air pollution, enhanced social cohesion from on streets and access to services, employment and education. Monetisable benefits accrue principally from any increased physical activity generated from more people walking, wheeling or cycling, both through reduced mortality and through reduced absenteeism amongst employees commuting actively.

5. Current usage of the active travel network

5.1. The network available for active travel includes footways and cycleways separate from the carriageway, rights of way including footpaths, bridleways and other routes on private land, as well much of the network of roads and streets. Narrowly defining a network over which usage can be accurately monitored is therefore difficult.

5.2. Active travel usage varies greatly depending on location and time of year and even on daily fluctuations in weather, particularly where the network is predominantly used for recreational activities. This effect is even greater in areas of Dorset where the tourist economy is strongest.

5.3. Until the last few years there were limited attempts to systematically measure localised pedestrian usage in part because of an absence of suitable technology to monitor footfall using automatic counters. Some pedestrian monitoring has taken place as part of cordon counts in town centres, but elsewhere attempts to monitor pedestrian usage has been limited to assessment of individual schemes, such as crossings or junction improvements.

5.4. Recent advances in technology and additional funding for monitoring means that better data for pedestrian usage is available using a network of radar and visual sensors that use machine learning techniques to classify road users and more accurately identify pedestrian flows.

5.5. These sensors are deployed in a range of locations, usually where significant pedestrian or public realm improvements are planned. These sensors produce large amounts of data, which can be reproduced for any of the sites as required. A summary of the data from some of the sites is set out below.

5.6. On the High Street, Shaftesbury, recorded usage in recent years shows between 2,000-4,000 pedestrians per day, depending on time of year or day of the week, a level that is similar to the number of motor vehicles. By contrast,

on the cycleway on Wimborne Road, Ferndown at the Stapehill Road junction the typical daily usage consists of between 30-100 pedestrians, 60-200 cyclists and 5,000-9,000 vehicle movements on the carriageway.

5.7. On St Mary Street and Bond Street, in Weymouth's pedestrianised town centre, foot traffic ranges from 8,000 per day in winter to over 27,000 per day on school holidays with fine weather. On Weymouth's Esplanade north of Jubilee Clock there was an average of 450 cyclists, 6,500 pedestrians and 19,500 vehicles per day during May 2026.

5.8. A network of automatic monitors exist for some parts of the cycleway network and the longitudinal data from this is included in Appendix 2. In most cases this shows that, broadly speaking, usage on the network is broadly unchanged in recent years, except for an upward spike during 2020/2021, which was the result of the Covid19 period. In a few places there is evidence that some of that growth has been sustained, but in most it has fallen back to pre-Covid levels. This is reflected in trends at a national level.

6. Investment in active travel

6.1. Determining the level of investment in active travel is not straightforward - most highway schemes – even if not entirely related to active travel – often involve some active travel infrastructure. For instance, large junction improvement schemes will often involve new or improved crossings for pedestrians or cycles, but the bulk of the scheme cannot be ascribed entirely to active travel.

6.2. Similarly, maintenance schemes to prolong the lifespan of streets and roads are of benefit to all road users, but only a small proportion of that spending is directly spent on active travel.

6.3. Funding for active travel schemes come from a range of sources, including the Active Travel Fund (ATF), administered on behalf of the Department for Transport by Active Travel England. ATF schemes go through a design assurance and appraisal process (see below in section 7 and section 8).

6.4. In addition, some schemes that have active travel elements are funded from the Integrated Transport Block grant allocation from central Government which is for local safety improvements. Road crossings, speed limit reductions or other safety schemes are typically funded from this source.

6.5. Finally, some schemes are funded from other third party sources such as developer contributions, town and parish councils, prudential borrowing and grants from other public and third sector sources.

6.6. Based on the assumptions set out above and aggregating contributions from various sources, Dorset Council has attempted to quantify investment in active

travel and reported to central Government the following approximate investment for the last few years:

- 2022/23 - £9.50m
- 2023/24 - £8.95m
- 2024/25 - £6.56m
- 2025/26 - £5.37m

6.7. The higher level of funding in 2022/23 reflects the fact that this period was mid-way through the Transforming Cities Fund programme, which accounted for most of the spending on active travel during this period. This source of funding has now ended.

7. **Appraisal of active travel schemes**

7.1 The Department for Transport (DfT) produces guidance on assessing the value for money of schemes and expects local authorities use this approach to develop the financial business case when seeking approval for funding restricted to active travel. This appraisal process assures the DfT that the schemes planned represent value for money.

7.2 The appraisal process involves the generation of a benefit to cost ratio based on the benefits of the increase in active travel likely to be generated against the cost of the scheme's introduction. The estimated increase in usage is based on evidence from existing schemes elsewhere in the country and the type of investment and is based on the background level of usage and the location.

7.3 Most highway schemes have a likely lifespan of around 30 years (though some are considered to have a 60 year or longer asset life), and this is therefore the period over which benefits and costs of an intervention are assessed. The value for money of a scheme therefore measures the benefits of increased active travel against the costs of the changes introduced, with all future costs/benefits discounted to give net present costs / net present value of the schemes. The assumptions built into the appraisal process are derived from Transport Appraisal Guidance, issued by the Department for Transport.

7.4 Any scheme in which the net present value exceeds the net present costs has a positive benefit to cost ratio and is considered 'value for money', although recent updates from the Treasury suggest that greater attention also must be paid to other societal impacts, for instance, distributional impacts and effects in improving the amenity of an area, such as biodiversity or ambience benefits.

7.5 Many of the benefits of a scheme grow gradually over the scheme's lifespan, and immediate changes cannot always be expected to occur. This is particularly the case where the intervention is part of a longer-term network plan which can only be delivered over an extended period. For instance, where a network for walking or cycling is planned, it may not be possible to deliver all the routes immediately, and therefore the full impact of an individual scheme may not be apparent for many years thereafter.

7.6 In summary, appraisal of active travel schemes therefore involves establishing baseline usage and then estimating uplift in usage based on the type of scheme and level of investment. An example of how this is conducted is set out below.

8. Example appraisal and impact of an active travel scheme: Wimborne Road East, Ferndown

8.1. One of the largest active travel schemes recently completed is a 2.7mile stretch of Wimborne Road East / West stretching from Trickett's Cross to Canford Bottom in Ferndown, including links to major employment areas, schools, the leisure centre and retail areas, and joining another major scheme on Leigh Road, Wimborne to the west. Before the work the road had a narrow footway, with few options to cross. Bus stops had limited facilities and poor drainage and there was no cycle provision whatsoever.

8.2. The work to upgrade the road was undertaken in sections from 2022 to 2025 and involved widening the existing footway and converting it into a cycleway (where possible segregated from pedestrians) on the north side of the road, introducing a lower speed limit, new and improved crossings, upgrading three signal-controlled junctions, improved bus stops, additional tree planting and benches.

8.3. The final section of this scheme involved a 1km stretch of Wimborne Road East between Brickyard Lane and Stanfield Road, including the cycleway link to the Ferndown schools to the south. Work commenced in summer 2024 and was completed in February 2025 with a final outturn cost of £1.77m.

8.4. The scheme had been appraised in advance as having a benefit to cost ratio of between 1.84-2.31, based on pre-construction cost estimates of between £1.8-£2.4m. This was based on a 30-year appraisal timescale and an eventual (not immediate) 6% increase in cycle usage and a 17% increase in pedestrian usage, based on similar levels of investment in similar local authority areas.

8.5. In other words this means that the scheme is expected to yield public monetisable benefits up to two times the investment when aggregated over a

30-year timescale, based on very small increases in cycle uses (approximately 16 additional people cycling per day) and a small increase in pedestrian movement.

8.6. The appraisal was submitted to Active Travel England as part of the funding agreement between Dorset Council and central government, where it was reviewed as part of the assurance process for all Active Travel England funded schemes.

8.7. At this location there is a long term cycle counter recording journeys leading between Wimborne Road and Cherry Grove, predominantly covering the route to Ferndown Upper and Middle Schools. Since the scheme on Wimborne Road was completed cycle use appears to be 19% higher than the long-term average, however, this is early data, and only from one year.

8.8. Elsewhere, the impacts of other improvements on the corridor show wider traffic calming and traffic reduction benefits. On Leigh Road, at the western end of the corridor, traffic volumes have fallen by around 15%, from around 13,000 vehicles per day 10 years ago to around 11,000 today, accompanied by a reduction in average speeds by around 6 mph, linked to the change in speed limits. This would suggest a long-term reduction in casualties of around 30%, based on evidence from elsewhere.[4] At this point there is not enough post-project data to draw direct comparison, particularly since, being rare events, collision rates carry large natural statistical variation.

9. **Maintenance of active travel infrastructure**

9.1 Maintenance for active travel infrastructure is primarily funded through the Structural Maintenance Block supported by the Invest Cycleway DC EAP, which currently provides an additional £360,000 per annum.

9.2 The EAP funding is used to address identified maintenance issues across the cycleway and active travel network, outside of actionable maintenance issues including structural defects such as longitudinal cracking, localised surface failures, clearance works, remarking and re-signage.

9.3 Schemes are prioritised through collaboration with Transport Planning, Community Highways teams and referrals from the public. In addition, some shared-use walking and cycling routes are maintained through existing footway budgets, and separate bids have previously secured targeted funding for more significant cycleway infrastructure issues such as subsidence and wider structural failure.

[4] TRL | The effects of drivers' speed on the frequency of road accidents

9.4 Routine maintenance, including treatments such as footway slurry sealing, is therefore largely integrated within established highway and footway maintenance programmes rather than being wholly reliant on separate funding streams.

9.5 In terms of the maintenance implications, the expansion of active travel infrastructure is not currently considered to pose a significant overall challenge. New cycleways and shared usage paths are managed within the existing inspection and maintenance framework, with inspection regimes aligned to the associated asset (for example, carriageway-aligned cycle lanes inspected as part of carriageway inspections). Defects identified within cycleway or shared-use areas are repaired to an appropriate higher standard (footway or cycleway standard, as applicable), using existing materials and techniques.

9.6 The network hierarchy for cycle routes is set out in Appendix 1.

9.7 Given the scale of the existing network, the relatively small annual additions do not materially change maintenance demands or require specialist equipment at this time.

9.8 However, we do need to recognise emerging pressures, particularly around specialist surfacing treatments, seasonal sweeping, leaf clearance and winter resilience (ice prevention). These issues are being considered as part of medium to long term planning, with the potential need for additional investment through future corporate funding routes if the active travel network continues to expand.

10. Legal considerations

10.1. No legal considerations result from this report.

11. Financial implications

11.1. No financial implications result from this report.

12. Natural environment, climate & ecology implications

12.1. Active travel plays a role in mitigating air pollution and greenhouse gas emissions that result in road transport. Transport is the largest emitting sector for greenhouse gas emissions and continues to increase while other sectors have seen substantial reductions. Road transport emissions through nitrogen deposition and other pollutants also damage low-nutrient heathland areas. Reducing internal combustion vehicle usage through shifting to active travel and public transport, as well as EVs contributes to the Dorset Council Plan key priority of responding to the climate and nature crisis.

13. Well-being and health implications

13.1. Enabling access to trips by active travel can confer significant physical and mental well-being benefits. 70% of the monetisable benefits of active travel schemes are typically attributed to the health benefits that accrue from people being more physically active. There are also wider benefits from reduced vehicle use in local areas, helping to facilitate quieter, less dangerous neighbourhoods and supporting better community cohesion.

14. Other implications

14.1. No other implications have been identified.

15. Risk implications

11.1 HAVING CONSIDERED: the risks associated with this decision; the level of risk has been identified as:

Current Risk: No risk identified.

Residual Risk: No risk identified.

16. Equalities

16.1 No equalities assessment has been undertaken for this report, since no change in policy or specific project is being undertaken.

17. Appendices

17.1 Appendix 1 shows Table D1 of the Local Transport Plan traffic monitoring programme which shows cycle growth rate at sites in Dorset. Appendix 2 shows the maintenance hierarchy and frequency of the cycleway network.

18. Background papers

18.1 There are no background papers associated with this report.

19. Report sign-off

19.1 This report has been through the internal report clearance process and has been signed off by the Director for Legal and Democratic (Monitoring Officer), the Executive Director for Corporate Development (Section 151 Officer) and the appropriate Portfolio Holder(s)

Appendix 1. Table D1 Summary of Cycle Growth in Dorset

Table D1 Summary of Cycle Growth in Dorset 2011 to 2024 **2020/21 Cycle Flows Affected by COVID19 Pandemic**

Site No.	Location		AADT (Annual Average Daily Traffic) 2011	2013	2019	2021	2022	2023	2024*	Growth of Daily Traffic Flows 1 Year (23-24)	2 Years (22-24)	5 Years (19-24)	10 Years (14-24)	12 Years (11-24)
GROUP 1 - ALL COUNTY INDICATOR SITES			32	35	40	42	43	44	45					
1090	PRESTON BEACH ROAD, CYCLEPATH		125	130	110	140	150	140	150	-6.7%	0%	27%	8%	12%
1550	PORTLAND BEACH ROAD (CYCLEWAY)		220	270	270	325	270	215	210	-20.4%	-34%	-20%	-20%	-2%
1551	RADIPOLE PARK DRIVE (CYCLEWAY)		275	275	225	230	230	220	205	-4.3%	-4%	-2%	-20%	-20%
1552	WEIRS, DORCHESTER (CYCLEWAY)		80	105	90	85	80	70	70	-12.5%	-18%	-22%	-33%	-13%
1553	WEST STAFFORD BY-PASS (CYCLEWAY)		45	60	95	130	115	105	105	-8.7%	-19%	11%	75%	133%
1731	RODWELL TRAIL CYCLEWAY, FERRYBRIDGE		250	350	410	470	395	335	320	-15.2%	-29%	-18%	-4%	34%
1917	FERNDOWN CYCLEWAY - NORTH END		170	150	190	115	100	85	165	-15.0%	-26%	-55%	-43%	-50%
2158	DORCH. TO CHARMINSTER CYCLEWAY		55	50	50	50	45	40	45	-11.1%	-20%	-20%	-20%	-27%
2295	CHICKERELL LINK CYCLEWAY		40	55	65	95	85	70	60	-17.6%	-26%	8%	27%	75%
2489	GRANBY WAY, WEYMOUTH - CYCLEWAY		125	175	150	165	115	140	135	21.7%	-15%	-7%	-20%	12%
2575	RODWELL TRAIL, FERRYBRIDGE		250	285	270	320	275	245	240	-10.9%	-23%	-9%	-14%	-2%
2627	WESTHAM HALT CYCLEWAY		260	390	440	500	485	455	430	-6.2%	-9%	3%	17%	75%
OVERALL FLOWS/GROWTH AT ALL SITES since 2011			1,895	2,295	2,365	2,625	2,345	2,120	2,135	-9.6%	-19%	-10%	-8%	12%
GROUP 2 - WEYMOUTH														
1090	PRESTON BEACH ROAD, CYCLEPATH		125	130	110	140	150	140	150	-6.7%	0%	27%	8%	12%
1550	PORTLAND BEACH ROAD (CYCLEWAY)		220	270	270	325	270	215	210	-20.4%	-34%	-20%	-20%	-2%
1551	RADIPOLE PARK DRIVE (CYCLEWAY)		275	275	225	230	230	220	205	-4.3%	-4%	-2%	-20%	-20%
1731	RODWELL TRAIL CYCLEWAY, FERRYBRIDGE		250	350	410	470	395	335	320	-15.2%	-29%	-18%	-4%	34%
2489	GRANBY WAY, WEYMOUTH - CYCLEWAY		125	175	150	165	115	140	135	21.7%	-15%	-7%	-20%	12%
2575	RODWELL TRAIL, FERRYBRIDGE		250	285	270	320	275	245	240	-10.9%	-23%	-9%	-14%	-2%
2621	WEYMOUTH RELIEF RD, UPWEY - CYCLEWAY		n/a	105	95	105	90	70	70	-22.2%	-33%	-26%	-33%	N/A
2623	WEY RELIEF RD, LORTON LANE CYCLEWAY		n/a	170	170	140	110	100	95	-9.1%	-29%	-41%	-41%	N/A
2627	WESTHAM HALT CYCLEWAY		260	390	440	500	485	455	430	-6.2%	-9%	3%	17%	75%
2626	LITTLEMOOR RD CYCLEWAY		n/a	60	55	65	55	50	55	-9.1%	-23%	-9%	-17%	N/A
2628	THE MARSH, CYCLEWAY		100	130	175	230	175	130	120	-25.7%	-43%	-26%	0%	30%
2679	WESTHAM BRIDGE CYCLEWAY (NORTH)		360	335	670	725	680	220	700	-67.6%	-70%	-67%	-34%	-39%
2680	NEWSTEAD BRIDGE CYCLEWAY	INSTALLED 2012	n/a	365	390	455	400	385	355	-3.8%	-15%	-1%	5%	N/A
2736	RADIPOLE LAKE CYCLEWAY, WEYMOUTH	INSTALLED 2013	n/a	135	110	140	130	125	120	-3.8%	-11%	14%	-7%	N/A
2737	CHICKERELL ROAD CYCLEWAY (NR BUDMOUTH SCHOOL)	INSTALLED 2013	n/a	70	90	70	60	65	70	8.3%	-7%	-28%	-7%	N/A
2738	CHICKERELL ROAD CYCLEWAY (W OF QUIBO LANE)	INSTALLED 2013	n/a	75	90	85	85	75	75	-11.8%	-12%	-17%	0%	N/A
2827	WEYMOUTH WAY NORTH CYCLEWAY	INSTALLED 2013	n/a	n/a	225	345	305	220	210	-27.9%	-36%	-2%	N/A	N/A
OVERALL FLOWS/GROWTH AT SELECTED SITES since 2011			1,965	2,675	3,040	3,415	3,030	2,320	2,730	-23.4%	-32%	-24%	-13%	18%

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Table D1 Summary of Cycle Growth in Dorset 2011 to 2024 **2020/21 Cycle Flows Affected by COVID19 Pandemic**

Site No.	Location		AADT (Annual Average Daily Traffic)							Growth of Daily Traffic Flows				
			2011	2013	2018	2021	2022	2023	2024	1 Year (22-23)	2 Years (21-23)	5 Years (18-23)	10 Years (13-23)	12 Years (11-23)
GROUP 3 - WEST DORSET														
1552	WEIRS, DORCHESTER (CYCLEWAY)		80	105	90	85	80	70	70	-12.5%	-18%	-22%	-33%	-13%
1553	WEST STAFFORD BY-PASS (CYCLEWAY)		45	60	95	130	115	105	105	-8.7%	-19%	11%	75%	133%
1952	BRIDPORT CYCLE (ST MARY'S FIELD)	INSTALLED 2020	n/a	n/a	n/a	90	75	95	80	26.7%	6%	N/A	N/A	N/A
2158	DORCH. TO CHARMINSTER CYCLEWAY		55	50	50	50	45	40	45	-11.1%	-20%	-20%	-20%	-27%
2267	SEA ROAD NORTH, BRIDPORT	INSTALLED 2022	n/a	n/a	n/a	85	90	80	75	-11.1%	-6%	N/A	N/A	N/A
2295	CHICKERELL LINK CYCLEWAY		40	55	65	95	85	70	60	-17.6%	-26%	8%	27%	75%
2734	MONKTON CYCLEWAY (USE SITE CYC000000014)	INSTALLED 2020	n/a	120	100	120	105	90	80	-14.3%	-25%	-10%	-25%	N/A
2749	WEYMOUTH AVENUE CYCLEWAY, DORCH	INSTALLED 2020	n/a	60	65	75	65	55	55	-15.4%	-27%	-15%	-8%	N/A
3375	BURTON ROAD, BRIDPORT	INSTALLED 2019	n/a	n/a	n/a	80	80	65	60	-18.8%	-19%	N/A	N/A	N/A
3467	WEST BAY CYCLE ACCESS	INSTALLED 2020	n/a	n/a	n/a	80	75	65	60	-13.3%	-19%	N/A	N/A	N/A
3377	EAST ROAD SOUTH, BRIDPORT	INSTALLED 2020	n/a	n/a	n/a	60	55	45	45	-18.2%	-25%	N/A	N/A	N/A
3534	RINGWOOD ROAD CYCLEWAY (GARAGE EXIT)	INSTALLED 2021	n/a	n/a	n/a	90	65	65	60	0.0%	-28%	N/A	N/A	N/A
3756	NCN 26 HAYDEN COPPICE CYCLE/PED	INSTALLED 2023	n/a	n/a	n/a	n/a	n/a	10	10	N/A	N/A	N/A	N/A	N/A
3757	NCN 26 CRUXTON CYCLE/PED	INSTALLED 2023	n/a	n/a	n/a	n/a	n/a	10	35	N/A	N/A	N/A	N/A	N/A
3758	NCN 2 MARTINSTOWN CYCLE/PED	INSTALLED 2023	n/a	n/a	n/a	n/a	n/a	15	15	N/A	N/A	N/A	N/A	N/A
OVERALL FLOWS/GROWTH AT SELECTED SITES since 2011			220	270	300	360	325	285	280	-12.3%	-21%	-5%	6%	30%
GROUP 4 - NORTH & EAST DORSET														
22	A351 SANDFORD RD, SANDFORD	INSTALLED 2022	n/a	n/a	n/a	n/a	75	85	80	13.3%	N/A	N/A	N/A	N/A
79	B3073 LEIGH ROAD, WIMBORNE	INSTALLED 2022	n/a	n/a	n/a	n/a	230	195	190	-15.2%	N/A	N/A	N/A	N/A
1917	FERNDOWN CYCLEWAY - NORTH END		170	150	190	115	100	85	165	-15.0%	-26%	-55%	-43%	-50%
2098	SOUTH OF MILTON ON STOUR CYCLE & PED SITE		45	60	130	130	35	30	30	-14.3%	-77%	-77%	-50%	-33%
2161	VERWOOD CYCLEWAY		25	35	20	25	20	25	30	25.0%	0%	25%	-29%	0%
2783	BAKERS ARMS RNDBT CYCLEWAY	INSTALLED 2016	n/a	35	50	70	55	45	70	-18.2%	-36%	-10%	29%	N/A
2785	THE MILLDOWN CYCLEWAY, BLANDFORD	INSTALLED 2013	n/a	n/a	80	90	75	65	65	-13.3%	-28%	-19%	N/A	N/A
2786	ROWLANDS LANE CYCLEWAY, STOURPAINE	INSTALLED 2013	n/a	n/a	80	105	90	105	70	16.7%	0%	31%	N/A	N/A
2987	ROYAL CHASE ROUNDABOUT CYCLE	INSTALLED 2016	n/a	n/a	15	20	20	15	20	-25.0%	-25%	0%	N/A	N/A
3038	SANDFORD ROAD CYCLEWAY	INSTALLED 2016	n/a	n/a	95	105	85	95	90	11.8%	-10%	0%	N/A	N/A
3397	WIMBORNE ROAD EAST		n/a	35	50	70	65	55	60	-15.4%	-21%	10%	57%	N/A
3488	LE NEUBOURG WAY CYCLEWAY, GILLINGHAM	INSTALLED 2020	n/a	n/a	n/a	15	15	15	15	0.0%	0%	N/A	N/A	N/A
3534	RINGWOOD ROAD CYCLEWAY (GARAGE EXIT)	INSTALLED 2021	n/a	n/a	n/a	90	65	65	60	0.0%	-28%	N/A	N/A	N/A
3725	CHRISTCHURCH ROAD, WEST PARLEY	INSTALLED 2022	n/a	n/a	n/a	n/a	10	10	10	0.0%	N/A	N/A	N/A	N/A
OVERALL FLOWS/GROWTH AT SELECTED SITES since 2011			240	245	340	270	155	140	225	-9.7%	-48%	-59%	-43%	-42%

Appendix 2. Maintenance hierarchy and frequency of the cycle network

Dorset Council Network Hierarchy	Annual Inspection Frequency	Hierarchy Description	Detailed Description
1	Inspected as part of associated Asset	Cycle lane	A part of the carriageway allocated for use by cyclists. Includes areas delineated by a kerb line or other physical feature.
2	Inspected as part of associated Asset	Cycle lane	A part of the carriageway allocated for use by cyclists. Includes areas delineated by road markings or by delineation on the surface.
3	Inspected as part of associated Asset	Cycle track	A track over which the public have a right of way on pedal cycles that does not form part of a carriageway, but which can be within a highway that includes carriageway. This would include shared footway/ cycleway provision with or without segregation.
4	1	Remote Cycle track	Cycleways and shared pedestrian/ cycleways that are not contiguous with the carriageway. Those that go across open land or through parkland.
5	0	Adopted highway that’s unpaved/ unmetalled.	Cycleways that have not been paved to a recognised standard.