

Non Motorised User Design Principles

The following principles are proposed by the Non Motorised User Working Group (NMUWG) to adopt on all GCP transport schemes. The objective of the principles is to ensure GCP projects go above and beyond minimum requirements in scheme development and delivery. The principles are presented with equal merit – and not presented in any order of priority as general principles, but may need prioritisation within the context of individual schemes. Non Motorised Users¹ are any users who have access needs that can best be accommodated on a path of some description which is not permitted to be used by vehicles (except in emergency situations).

Principle 1 – reasonable and practical

The design of NMU routes needs to take into account the needs of all potential user groups taking into account the reasonableness and practicality of the requirements.

Reasonable is defined as:

- Where additional cost of accommodating the use is not excessive
- Where existing environmental assets of value are not lost as a result of accommodating the use
- Where there is demonstrable demand now, or there is good reason to assume future demand arising from existing plans

Practical is defined as:

- Where a path width of 3m or more can be achieved, if less space than this is available there is likely to be a need for some prioritisation of use based on demand and location
- Where an acceptable separation between the NMU route and the carriageway can be achieved, particularly where speeds in excess of 40mph are likely on the highway
- Where potential conflicts between NMU needs and highway traffic arise then an alternative alignment that maintains access for all NMU groups, or requires reasonable adjustments to standard design criteria is identifiable

Principle 2 – creating connected networks

Each scheme design should ensure the NMU route maximises opportunities to connect with recognised Public Rights of Way (PRoW) and permissive paths (of all kinds) to help building circular and connected PRoW networks. NMU path junctions with other PRoW and roads should be well signposted so users can safely and easily navigate the network. Scheme designs should aim to provide benefits to the local communities which may require additional, short, connecting paths into villages, and not just by a connection at roads crossed by a scheme.

Principle 3 – ease of access and continuity

The NMU route should offer easy accessibility for all ages and abilities of users taking account of the various needs of different user groups. The design of NMU paths needs to be flexible to avoid creating pinchpoints which become a barrier to certain groups (the intention is to seek short alternative routes for certain users if the pinchpoints are unavoidable).

Principle 4 – safe to use

NMU paths need to be safe to use under all weather conditions, taking account of demand in the area by the different users, their needs for space and separation from high speed traffic on adjacent highways. NMU paths also need to **be and** feel safe for users.

¹ Non motorised users include cyclists (including those who use electric cycles that meet legal constraints on speed), equestrians and pedestrians, and all disabled users (including those who have a disability scooter or similar electric powered device).

Principle 5 – effective maintenance

The design should be robust and require minimal maintenance (particularly long term vegetation maintenance that avoids vegetation growing into the path). The design should have effective drainage to prevent flooding of the path and adjacent properties. When designing the paths, the long term durability and maintenance requirements must be clearly identified and be both practical and financially realistic.

Principle 6 – lighting

Lighting must take into account the context of the route and will only be provided where there is recognised demand to use the path in the hours of darkness. Lighting will provide illumination about the line of the path through the use of solar studs or other similar mechanisms, rather than fully lighting the path itself. Crossings with roads will require appropriate lighting to maintain safety at the crossing. All lighting needs to minimise light spill, particularly in rural (less well lit) environments.