

**Policy RW5d: Cycling and rights of way**

Public footpaths which are to be included as part of a cycle route shall be converted by means of a Cycletrack Order or by upgrading them to public bridleway status.

The following widths will apply to cycle routes which use existing rights of way:

Minimum legally recorded width	4m to include a surfaced width of no less than 2.5m
Desirable legally recorded width	5m to include a surfaced width of no less than 3m

except in the following circumstances;

- where existing physical features (e.g. buildings) mean there is not sufficient width available, OR
- where the landownership extent means there is not sufficient width available without taking land from a third party and it is not practical to do so, OR
- where there is a pinch point or barrier.

Public footpaths which are subject to Cycletrack Orders will continue to be shown in the Definitive Map and Statement as public footpaths.

Public bridleway status will be sought where there is existing or potential equestrian demand and where routes for cyclists are proposed.

Bridleways which are to be used as part of a cycle route shall not be resurfaced with tarmac, unless a suitable verge can be created and maintained – minimum 2m grass verge within the legally recorded width. A suitable surface shall be used instead of tarmac (usually stone or recycled road materials).

*N.B. See also the following:*

- *Policy RW5a Development, rights of way and recreational highways*
- *Policy RW5c Legal widths of rights of way and recreational highways*