



# Space for Cycling



A guide for local decision makers



# The case for cycling

Cycling helps boost the economy, cut congestion, improve health and reduce pollution.

**Economy:** People who use cycles for transport shop more regularly and are more likely to shop in town or city centres rather than out of town. Cycling makes good use of space: it doesn't require expensive parking provision.

**Congestion:** Cycling is often quicker than driving in urban areas, because cyclists don't get stuck in traffic jams. That means less congestion and shorter journey times for everyone else too! More than three quarters of a million people already commute by bike. It's easy: 60% of car trips are five miles or less, which takes just 30 minutes by bike.

**Health:** Regular cycle commuters take fewer sick days, have a 29% lower risk of death from heart disease, and live an average of two years longer than non-cyclists.

**Environment:** Shifting car trips to cycling reduces emissions of greenhouse gases and air pollutants.

This guide suggests how you can maximise the benefits of cycling in your area.



1. Exeter: Redhayes Bridge over the M5



2. Green spaces make great cycle routes

## Principles of planning for cycling

Effective local cycle planning can create comprehensive cycle route networks, enabling people of any age or ability to travel door-to-door in safe, convenient and enjoyable cycling conditions, for any local journey.

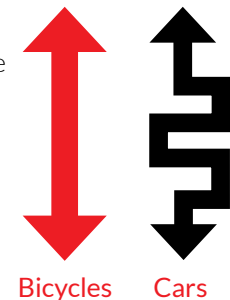
Broadly speaking, this requires a combination of:

**Protected space** for cycling along or when crossing major roads and junctions.

**Low traffic volumes and speeds** in town or city centres, in residential neighbourhoods, and on rural lanes.

**Traffic-free routes** using parks and open spaces or the rights of way network. Such facilities complement rather than re-place cycle-friendly roads, as a traffic-free network is unlikely to be comprehensive.

The greater the advantages for cycling, the more people will choose it.



# Protected space on main roads

Major roads and junctions can be threatening, which deters cycling. Yet they are often the most direct routes from A to B.

With good cycle planning, anyone should be able to use these routes safely and confidently.

## Protected cycle lanes

Cycle lanes with physical protection offer the best solution. This can take several forms.

On busy streets with lower-speed traffic, a part-protected cycle lane (5) has some advantages, giving cyclists greater flexibility to enter and leave the lane as needed – for example, if it is blocked. It is also cheaper and easier to install, as there is no need to realign drainage.

The higher the traffic speed, the greater the need for full separation and a buffer strip between the cycle lane and the road.



3. Bristol: two-way cycle track with kerb

Care needs to be taken with any form of protected facility to avoid creating conflicts with pedestrians – particularly at bus stops (4) – and to maintain cyclists' safety and priority at junctions. They also need good, well-maintained surfaces, including regular sweeping and winter maintenance.

## Unsegregated cycle lanes

Unsegregated cycle lanes can help grow cycle use from a low base, and may be useful on narrower urban main roads (speeds up to 20mph) or rural lanes (up to 40mph), where traffic levels are low (6).

Unsegregated lanes should not be used though simply on the excuse that “there isn't room for separate provision”.

If there really isn't enough space, and the traffic is too fast or too heavy for children or less confident cyclists to share the road, traffic volumes and speeds need to be reduced to a comfortable level.



4. Brighton: bus-stop bypass



5. London: part-protection offers flexibility



6. Cambridge: centre lines removed



# Junctions and crossings

75% of cyclists' injuries occur at or near junctions, hence their safety at these key locations is critical.

However if cycling is to compete with the convenience of car travel, then delays and diversions to cyclists need to be minimised. Many cyclists will avoid cycle facilities if this means losing priority at junctions.

The busier, faster and more complex the junction, the more important it is to give cyclists either a separate traffic light phase, or a crossing over or under the road or junction in question.

**Junctions with minor roads:** Cycle tracks can be given priority at minor road junctions either by setting back the stop-lines and creating tightly angled corners (to slow drivers down before turning) (8), or by bending the cycle track away from the main road where space permits (9).

**Smaller roundabouts:** Dutch roundabouts are far safer than those in the UK, mainly because they have tight angles to slow drivers down at entry and exit points. This allows a cycle track around the outside of the roundabout to be given priority over motor traffic. Similar designs are being developed for the UK (7).



7. Dutch roundabouts have been trialled in the UK

**Traffic light junctions:** At present the UK's most common cycle facility is the Advance Stop Line. It can improve safety for both pedestrians and cyclists, but can be problematic at multi-lane junctions, e.g. where cyclists going straight ahead or right have to cross heavy left-turning traffic flows.

**High-speed roads and multi-lane junctions:** Where the volume and/or speed of traffic requires 'grade-separation' (i.e. a bridge or underpass), the need for corners or gradients should be minimised (1). They should be safe and easy for both pedestrians and cyclists to use, including people with disabilities.



8. Brighton & Hove: good quality protected space for cycling



9. Clear priority over side roads in the Netherlands

## Lower traffic speeds

Lowering traffic speeds improves safety not just for cyclists but for all road users, especially pedestrians. It encourages more walking and cycling, with benefits for our health, environment and quality of life.



### 20mph for most built-up streets

20mph should be the norm for most urban streets. Major through-routes can have a higher limit, but such roads form only a fraction of the urban street network.



10. Chichester: simple 20 mph markings

20mph schemes no longer need expensive and unpopular traffic-calming features. Government guidance now says that 20mph signs or 'roundels' painted on the street are sufficient.

On wide straight roads, signing alone might not reduce speeds to a safe level. Physical traffic calming measures can then have a role.

A more radical solution is to redesign the street, using planters or even children's play areas to create a 'home zone'. People drive slowly on streets that feel like community spaces.

### 40mph or less for rural lanes

The Government now encourages councils to introduce 40mph zones on rural lane networks, using sensitive design to promote driver awareness that lanes may be used by walkers, cyclists and horse riders.

Removing white lines at the centre of the road and introducing cycle lanes helps create a 'psychological traffic calming' effect (6, 11).



11. 40 mph zones with no centre-line in rural areas

Pedestrians hit at **30mph** are **6 times** as likely to be killed as those hit at **20mph**





## Reducing through traffic

### Residential streets

Great cycle routes can be created by closing a rat-run while leaving a cycle gap. This may require no more than a well-sited, conspicuous, reflective bollards (12).



### People-friendly town and city centres

There is growing evidence that town and city centre streets with little or no motor traffic are attractive not only to retailers but also to blue-chip businesses. Cycle access can be retained in pedestrianisation or pedestrian-priority schemes (13).

Studies have shown that fears of pedestrian/cyclist conflict are rarely borne out in reality.



12. Hackney, London: well-sited bollards close rat-runs

## Routes in green spaces

Parks, waterways, disused railway lines, and the rights of way network all offer the potential for traffic-free cycle routes (15).



Such routes, which require good surfaces and regular maintenance, complement a cycle-friendly road network. They are popular with less experienced cyclists and are well-used by commuter cyclists when they are direct.

### Managing shared use

Studies consistently show that pedestrians and cyclists can mix happily. Segregation is required only where cycle use is so high that a dividing line clearly benefits both groups.

In other circumstances, it is better to warn cyclists to watch out for pedestrians and to give way as necessary. Shared-use paths need adequate widths and sight-lines to avoid causing conflict.

### Access controls

Barriers to prevent use by motor-cycles may do more harm than good, preventing access by families with cycle-trailers or cyclists with disabilities. If a problem arises that cannot be solved by police enforcement, access controls should comply with the Disability Discrimination Act.



13. Cambridge: fully cycle-accessible city centre



14. Bristol: cycle routes continue through city centres



15. Exeter: high quality routes through green spaces

## Positive promotion

Raising awareness of the benefits of cycling can be a highly cost-effective way to tackle congestion and to improve public health. Useful measures include:

- » Supporting cycle training in schools and workplaces, for health patients, and for disadvantaged or minority groups.
- » Improving route information with signage, maps, and online journey planners.
- » Advertising cycling as a safe, aspirational and normal activity.
- » Avoiding overstating the risks of cycling. (Per mile, you are more likely to be killed while walking.)

### Partnerships for progress

A regular cycling forum is a good way to maximise support for a local authority's cycling strategy and programmes. Local voluntary and community groups and other partners should be positively invited to contribute to the development, delivery and review of local cycling initiatives.

Promoting cycling in schools and work-places, for health patients and people with disabilities, for women and other groups under-represented in cycling, is an important element of a local cycling strategy.



16. Positive promotion of cycling



17. Good cycle route signs

## Finding the funding

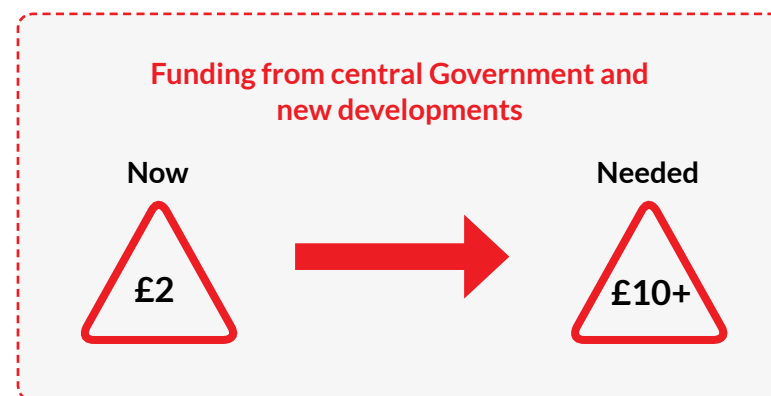
Spending on cycling is highly cost-effective, yielding £10 of economic benefits for every £1 invested. Yet across the UK, cycle spending averages just £2 per person per year. This is far short of the £10 minimum (rising progressively to £20) recommended by the parliamentary report, Get Britain Cycling.

One way to boost funding is to reallocate money from existing local transport and economic development budgets. Other opportunities include:

**New developments:** Local authorities can secure funding to incorporate cycle-friendly design into all new developments - and for cycling improvements in the surrounding area.

**Maintenance programmes:** Road resurfacing offers a great opportunity to redesign the road to be more cycle-friendly, at marginal extra cost. New York City has integrated its cycling and planned highway maintenance programmes very successfully. Plymouth City Council is doing the same here.

**Public health funding:** English local authorities can now secure revenue funding from public health budgets to promote cycling.





The national Space for Cycling campaign aims to create the conditions where anyone can cycle anywhere.

We believe this will benefit everybody's quality of life, whether or not they chose to cycle.

The national Space for Cycling campaign is coordinated by CTC, in conjunction with the Cyclenation federation of local campaign groups around the UK, with generous funding provided by the cycle industry's 'Bike Hub' levy (run by the Bicycle Association) and individual donations.

It builds on the London-based Space for Cycling campaign created by the London Cycling Campaign, focussed on the London local elections, see [space4cycling.org](http://space4cycling.org).

For more information on cycling in local transport policies, cycle-friendly planning and design, cycling and road safety, and the positive promotion of cycling ('smarter choices' measures), see CTC's campaigns briefings on these and other subjects at [ctc.org.uk/campaignsbriefings](http://ctc.org.uk/campaignsbriefings).

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Most of the content of this booklet applies UK-wide, however some of it relates only to parts of the UK.

[www.space4cycling.org.uk](http://www.space4cycling.org.uk)

