



Central Bedfordshire Local Transport Plan: Appendix F

More People Cycling – The Central Bedfordshire Cycling Strategy

April 2011

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Executive Summary

Background

More People Cyding forms the Cyding Strategy for Central Bedfordshire and sits within a framework of documents which comprise the third Local Transport Plan (LTP) for the area covered by Central Bedfordshire Council. As part of the LTP, the Strategy covers the period between April 2011 and March 2026, and informs the development of a rolling programme of schemes to be identified and delivered through the *Local Area Transport Plans* which apply the strategic principles established within the Strategy at the local level.

Vision and Objectives

Levels of cycling have been decreasing across the country for many years¹, particularly amongst the young, and predominantly as a result of lifestyle changes, car ownership and perceptions of safety. In this context the vision of the Strategy seeks to:

“Encourage more people to cycle, to cycle safely, and to cycle more often”

To achieve this, the authority will implement a programme of infrastructure, training and promotional measures which will build upon best practice established within the Leighton Linlade Cycle Town, an exemplar scheme which has been subject to significant levels of Government funding to deliver high quality cycling interventions.

A series of objectives have been devised to represent the range of areas through which it will be achieved as follows:

No.	Objective
A	Headline Objective: Increase the number of people cycling
B	Improve the quality of the cyding environment
C	Improve the safety and perceived safety of cyding
D	Increase awareness of the benefits of cyding
E	Increase access to a bicycle

Local Context

Central Bedfordshire is conducive to encouraging cycle use due to the relatively flat topography, in containing a number of small towns all of which provide services accessible within a short distance by bike, and almost 60% of residents having access to a bike². Despite this in 2010 only 2.6% of journeys to work were by bike, although almost 1 in 5 residents cycle at least once a week.

¹ www.statistics.gov.uk

² Central Bedfordshire Householder Travel Survey; April 2010



Nationally some two-thirds of all trips are under 5 miles in length and as such cycling will form the priority mode for investment in journeys under this distance, along with walking for journeys under 2 miles.

Policy Context

Increasing levels of cycling is embedded within a number of Government documents at the national level, whilst it also contributes towards the authority achieving a series of local priorities within the Sustainable Communities Strategy.

The importance of increasing levels of cycling across Central Bedfordshire is reflected in the number of other policy areas which may be positively influenced through investment in infrastructure and promotion of cycling as a realistic means of travel, predominantly:

- **Health:** Regular physical activity of moderate intensity, such as cycling, can bring about major health benefits in terms of reducing coronary heart disease and obesity, hypertension, depression and anxiety. An improved cycling environment enables people to be physically active and to incorporate the recommended 30 minutes of daily exercise into their routine.
- **Economy:** Cycling tourism forms an area of economic growth potential which will be encouraged across the authority. The National Cycle Network and areas dedicated to off-road mountain biking activities provide opportunities to attract visitors from outside of Central Bedfordshire.
- **Climate change:** Increasing cycling infrastructure will help to create an environment whilst the promotion of the benefits of cycling will help generate an ethos that cycling is a realistic alternative to the car. Once cycling is seen within this light it will provide an opportunity to reduce car use and the associated emissions which contribute towards climate change.
- **Social exclusion:** Cycling has a vital role to play in reducing social exclusion amongst local residents, particularly for those without access to a car, who comprise some 15% of the households within Central Bedfordshire. It is important that it provides a realistic travel option and alternative to car based travel to increase accessibility especially to employment and training opportunities, education, healthcare provision and leisure facilities.

Network Development

The basis of the Strategy in working towards these transport and wider policy objectives is the establishment of a network hierarchy. This provides the framework for investment into the cycle network at a strategic level. Investment will be directed into developing each level of the network to ensure that a comprehensive and coherent series of routes are provided across the authority. Priority for investment will be given to those routes at the top of the network hierarchy which comprises:

- **Primary Urban Cycle Routes:** These routes provide the backbone to cycle provision within the main urban areas. They link the major trip generators with residential areas and thereby form the key links in encouraging everyday cycling trips for commuting or for accessing healthcare for example.



- **Secondary Urban Cycle Routes:** Comprise quiet roads in urban areas which feed into the Primary Network, and provide access to schools, local centres and employment provision for example.
- **Inter Urban Routes:** These routes connect outlying villages to the main urban areas. The routes are predominantly rural and on direct main roads between settlements.
- **Leisure Routes:** Comprise both on and off road routes on quiet country lanes and through rural parts of the authority which form circular recreational rides.
- **Rural Links:** Other Rights of Way in rural areas which may be used by cyclists.

Actions and Interventions

The provision of new infrastructure to form a comprehensive and coherent series of routes, training to increase cyclists' confidence on the road, and promotional activities to raise awareness of the benefits of cycling form the basis to the Strategy's attempts to increase the attractiveness of cycling as a mode of travel.

- **Infrastructure:** In encouraging more people to cycle, safely and more often, it is important that the infrastructure is in place which provides a dedicated, comprehensive and coherent cycle network. The network hierarchy which has been established across the authority will direct investment in infrastructure provision to help achieve this.
- **Training:** Increasing the confidence of cyclists to use both dedicated cycle infrastructure provision and the wider highway network is a key aspect in increasing the potential number of regular cyclists. Achieving these required levels of confidence will only be possible through training to nationally recognised standards and on road experience of the skills required to cycle on the network.
- **Promotion:** There is a need to incentivise cycling especially for members of the public who perceive there to be a number of barriers to being able to cycle. Whilst new infrastructure, training courses and promotional material all represent incentives to various different types of cyclists, financial incentives and savings also have a role to play in addressing cost issues associated with the purchase of a new bike.

Delivery

In order to deliver the aims of the Strategy the authority will work closely with other organisations, in the public, private and voluntary sector. Partnership working and continued public consultation is critical to delivering the Strategy at the local level and ensuring the needs of all stakeholders are taken into consideration.

Responsibilities for delivering the programme of works to implement the Cycling Strategy rest with a number of different organisations. Central Bedfordshire Council will play a co-ordinating role in the process as well as being a direct provider of services.



1. Background

This document forms the Cycling Strategy for Central Bedfordshire and comprises part of the third Local Transport Plan (LTP) for the authority covering the period up until March 2026. The Strategy replaces the previous Cycling Strategy for Bedfordshire, *Cycle Stand*, which was adopted by the former County Council in 2005. It will be reviewed on an annual basis as part of the monitoring of the LTP as a whole.

1.1 Coverage of the Strategy

The Strategy addresses all issues relevant to cyclists across the authority, and draws linkages between increasing cycling and wider transport, environmental, economic and health benefits. It considers all types of cycling related trips, whether it is in terms of a short trip to the shops or a place of work for example, or for leisure across rural Central Bedfordshire. The needs of all types of cyclists from experienced, regular commuters to novice users and school children are also addressed within the following structure:

- **Chapter 2 – Vision & Objectives:** Highlights the overarching vision and objectives for cycling in Central Bedfordshire.
- **Chapter 3 – Central Bedfordshire Context:** Provides an overview of the authority in terms of the population, area covered and existing levels of cycling for specific trip types, whilst also detailing the strengths, weaknesses, opportunities and threats to encouraging cycling, posed by the local context.
- **Chapter 4 – Policy Context:** Sets out the national and local transport policy context within which the Strategy has been developed, and the contribution of the Cycling Strategy to the wider LTP.
- **Chapter 5 – Links to Other Policy Areas:** Draws out the wider linkages with other policy areas to demonstrate the importance of encouraging more cycling, with particular reference to health, the economy, climate change and social exclusion.
- **Chapter 6 – Network Development:** Details a hierarchy of routes which will be prioritised for funding through the Local Transport Plan and responsibilities for the maintenance of these networks.
- **Chapter 7 – Actions and Interventions:** Forms the framework of interventions through which efforts to increase the number of people cycling will be focused, notably infrastructure provision, training and promotion, and policy approaches and examples of best practice in relation to each of these.
- **Chapter 8 – Delivery:** Details the sources of funding, partnership working, responsibilities for delivery and timescales against which the initiatives to be taken forward through the Strategy will be implemented.
- **Appendix A – National Cycle Network:** Highlights the National Cycle Network within Central Bedfordshire.



- **Appendix B – Draft Infrastructure Toolkit for Cycle Towns:** Details the standards against which infrastructure will be provided and the audit and review process to identify the appropriate locations for specific schemes.
- **Appendix C – Cycle Parking Guidelines:** Details of the cycle parking standards to be adhered to with new provision.

1.2 Local Transport Plan Framework

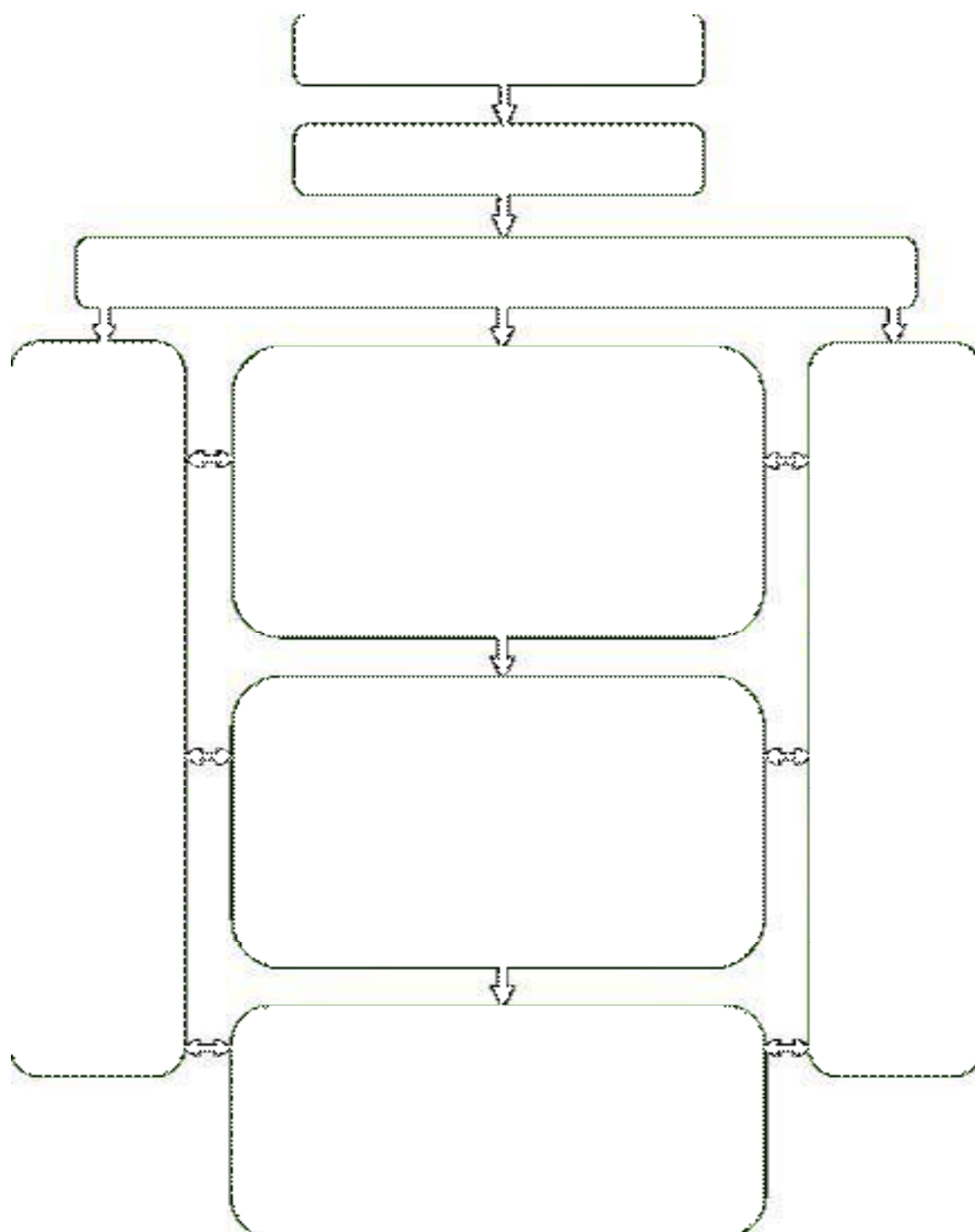
The LTP framework within which this Cycling Strategy sits is set out in Figure 1.1. The Strategy focuses on the strategic approach to delivering cycling improvements and establishes key principles and policy approaches to be adhered to in identifying investment priorities.

The Strategy does not detail scheme specific improvements. These are drawn out within the *Local Area Transport Plans* and the associated programmes which have been produced for each sub-area of the authority, and which apply the principles within this strategic document at the local level.

The Cycling Strategy has also informed and been influenced by the *Journey Purpose Themes* which form the core structure of the LTP and detail the overarching approach to managing end to end journeys by trip type.



Figure 1.1: Cycling Strategy within the LTP3 Structure



2. Vision & Objectives

This chapter details the vision and objectives which have formed the basis to the development of the Strategy and which will guide future investment in cycling initiatives across the authority.

2.1 Vision for Cycling in Central Bedfordshire

Central Bedfordshire will be a place where every work, leisure, healthcare, shopping destination and transport interchange is easily accessible by bike. Every town will benefit from a network of continuous cycling routes with links extending to nearby conurbations to make cycling a realistic alternative to the car particularly for journeys of less than five miles.

In essence the vision of the Strategy seeks to:

“Encourage more people to cycle, to cycle safely, and to cycle more often”

To achieve this, the authority will implement a programme of infrastructure, training and promotional measures which will build upon best practice established within the Leighton Linlade Cycling Town, an exemplar scheme which has been subject to significant levels of funding to deliver high quality cycling interventions.

2.2 Objectives

On the basis of the vision for cycling across Central Bedfordshire, a series of objectives have been devised to represent the range of areas through which it will be achieved, and these are set out in Table 2.1 below.

Table 2.1: Cycling Strategy Objectives

No.	Objective
A	Headline Objective: Increase the number of people cycling
B	Improve the quality of the cycling environment
C	Improve the safety and perceived safety of cycling
D	Increase awareness of the benefits of cycling
E	Increase access to a bicycle

These objectives expand on those contained within the previous cycling strategy for Bedfordshire, *Cycle Stand*, which sought to increase the proportion of journeys by bike, improve the conditions for cycling and promote the positive role of cycling for health.



3. Central Bedfordshire Context

This chapter provides an overview of the Central Bedfordshire local authority area which this Cycling Strategy covers, and the surrounding sub-region with which there are close linkages, especially from a transport perspective.

A map of the area covered by the Strategy is set out in Figure 3.1.

3.1 Demographics

Central Bedfordshire has a population of around 255,000 and this is expected to rise to some 282,000 by 2021, which represents a 12% increase from 2007. The majority of growth will be in the population over 65 and this has connotations for the improvements required to the cycling environment.

The largest centres of population are the towns of Leighton Linlade (36,540), Dunstable (35,070), Houghton Regis (17,000), Biggleswade (16,640), Flitwick (13,310) and Sandy (11,690).

Some 15% of households do not have access to a car³, and whilst this represents a high level of car ownership when compared to the rest of the country, also emphasises the importance of providing realistic alternatives for those who do not.

3.2 Geography

The authority covers an area of 716 square kilometres, making it one of the largest unitary authorities in the country. However, being a predominantly rural area it benefits from a considerable Rights of Way Network, which totals 1,343 kilometres in distance and provides excellent opportunities for accessing the countryside for leisure pursuits, albeit relatively little of the network is suitably surfaced for cycling at present.

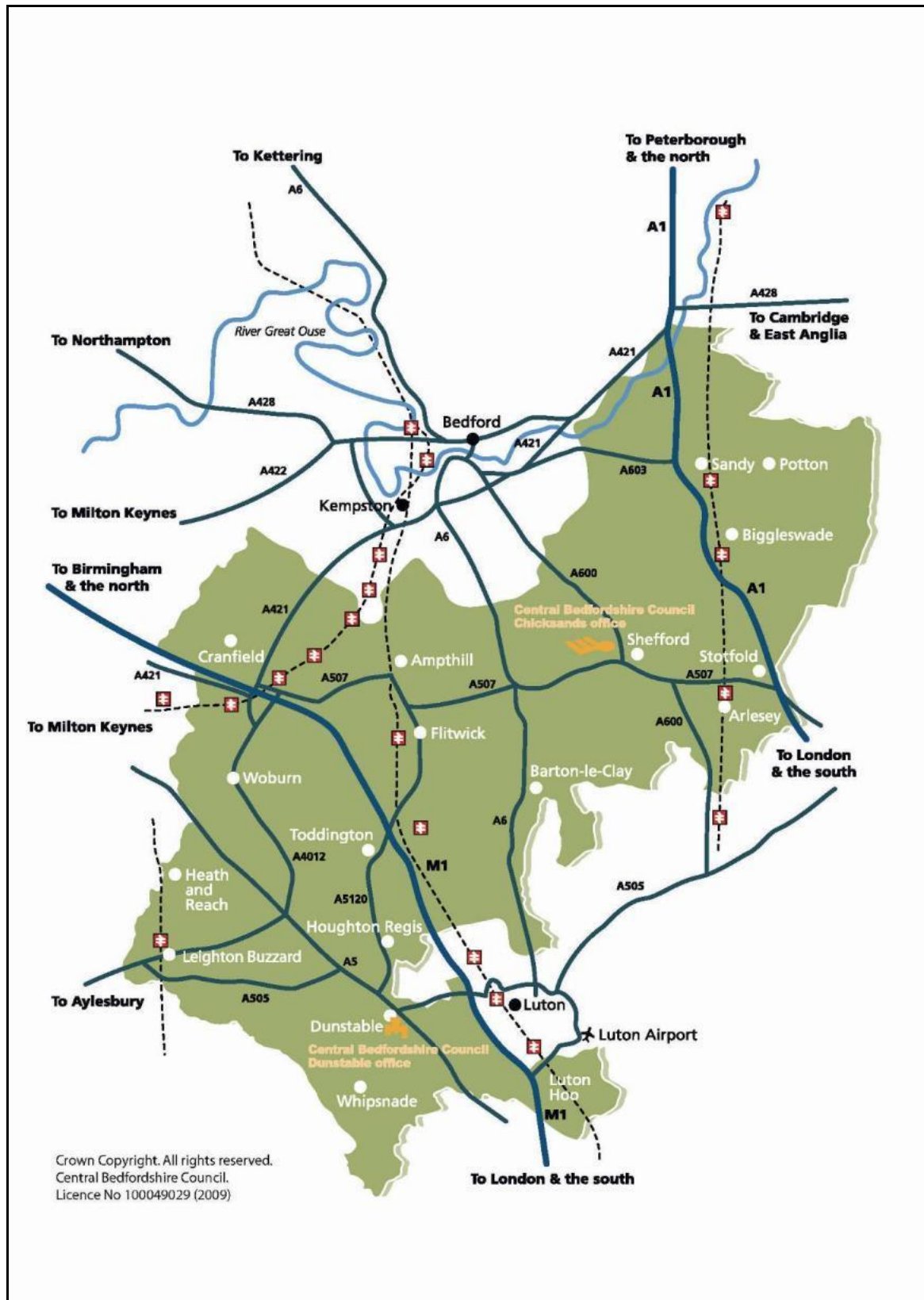
Central Bedfordshire is bordered by a number of other authority areas which are closely related in terms of cross boundary movements and strategic cycle routes, and these include:

- Bedford – to the north
- Cambridgeshire – to the east
- Hertfordshire – to the south east
- Luton – to the south
- Buckinghamshire – to the south west
- Milton Keynes – to the west

³ Central Bedfordshire Council Householder Travel Survey; April 2010



Figure 3.1: Map of Central Bedfordshire



3.3 Existing Travel Patterns

Levels of cycling vary by journey type. Table 3.1 below highlights the relative levels of cycling for education and employment within the authority in comparison with the national levels of cycling for all trip types.

Table 3.1: Percentage of Journeys by Bike in Central Bedfordshire

Journey Purpose	% of Journeys by Bike	Source
All Journeys	1% (nationally)	Personal Travel Factsheet; DfT (Jan 2007)
Journey to Work	2.2% (2001) 2.6% (2010)	Census (2001) Personal Travel Survey (March 2010)
Journey to School	1.9% (2008/9) 1.8% (2010)	Sustainable Modes of Travel Strategy (Sept 2008) Personal Travel Survey (March 2010)

A number of other statistics help provide a picture of the nature of cycling nationally⁴:

- The average cycling journey is 2.4 miles in length
- The number of journeys made by bike fell by 22% between 1995/97 and 2005
- The number of miles travelled by bike has fallen by 16% in the same period, from 43 miles to 36 miles per person per year
- 66% of trips are less than 5 miles, the distance which many people could cycle in half an hour. More than half of these trips are made by bike
- 2% of all journeys under 2 miles are undertaken by bike
- 22% of trips are under 1 mile, 20% of which are made by car

3.4 Cycle Ownership

Cycle ownership levels across Central Bedfordshire are relatively high when compared to the national average. It is estimated that one in three people own a bike across the UK compared to almost 60% across Central Bedfordshire⁵. These figures indicate the potential to increase cycle usage amongst the high proportion of people with access to a bike.

3.5 Safety

The general trend within Central Bedfordshire has seen the number of accidents involving cyclists stabilise since 2001 with around 40 incidents per year. The vast majority of these relate to slight injuries, albeit 5 cyclists were killed in the eight year period between 2001 and 2009.

The improvements secured in reducing the number of road casualties since 1996, the earliest year for which a complete set of data is available, is set out in Figure 3.2.

⁴ Personal Travel Factsheet, January 2007; Active Travel Strategy, February 2010; Delivering a Sustainable Transport System, November 2008 – all DfT.

⁵ Central Bedfordshire Householder Travel Survey; April 2010.



It is widely recognised that the more cyclists there are in an area, the lower the chances that cyclists will be involved in accidents. Research undertaken by CTC⁶ (formerly the Cycling Touring Club) highlights that in locations where cyclists are more prevalent, drivers are more aware of cyclists, drivers are more likely to be cyclists themselves and there is greater political will to improve cycling conditions, all of which contribute towards increasing the safety of users.

In this context, the Cycling Strategy will help further contribute towards increasing the safety of cyclists and secure a reduction in accidents on the network.

Figure 3.2: Cyclist Accidents in Relation to Use in Central Bedfordshire



3.6 Challenges and Issues

Despite the work to date in improving the infrastructure for cyclists and the initiatives delivered to further encourage cycle usage, there are a number of challenges and issues which need to be addressed through this Strategy to enable the vision for cycling in Central Bedfordshire to be achieved. These are summarised in Table 3.2.

Table 3.2: SWOT Analysis

Strengths	Weaknesses
<ul style="list-style-type: none"> The Leighton Lincolne Cycling Town is an exemplar scheme representing best practice in cycling promotion, and which can be built upon elsewhere in the authority. Three routes on the National Cycle Network (6, 12 and 51) and the National Byway pass through Central Bedfordshire providing links further afield. Chilterns Cycleway forms a 170 mile network of attractive cycle routes. 	<ul style="list-style-type: none"> Length of distances residents commute limits opportunities for cycling to work. Dispersed population and rural nature of the authority requires relatively lengthy trips to access everyday services in some areas. The network of routes is incomplete with gaps in infrastructure provision and sub-standard facilities in some places. Severance of the cycle network due to busy roads and railway lines for example. Lack of a cycling culture across much of

⁶ Safety in Numbers; CTC



Strengths	Weaknesses
<ul style="list-style-type: none"> • The geography of the authority, comprising a number of small towns, is conducive to encouraging cycling with all services within the town within a short ride. • Reductions in the number of cyclists killed or seriously injured highlights the improvements in road safety and therefore a more attractive cycling environment to entice more users. 	<p>the authority needs to be addressed.</p> <ul style="list-style-type: none"> • Lack of existing cycle parking provision and interchange opportunities. • Busy roads in places deter cyclists, particularly novice cyclists from using their bikes for some journeys. • Lack of shower and changing facilities at many places of employment.
Opportunities	Threats
<ul style="list-style-type: none"> • A network hierarchy has been identified highlighting the areas requiring investment. • Networks of cycle training officers have been established to role out training programmes to school children. • Greater awareness of the health agenda amongst the general public may translate into more people cycling. • The training of school children through the 'Bikeability' scheme will produce a generation of pupils confident enough to cycle on the network. • The 2012 Olympics in London may provide a spring board upon which to promote cycling and change perceptions. • Facilities for cyclists will be embedded within new developments and funding associated with new growth will enable the authority to build upon such provision. • Interchange opportunities with the Luton-Dunstable Busway. • Extensive Rights of Way Network provides an attractive environment within which to encourage use. • High levels of cycle ownership compared to the national average. • Cycle based tourism provides an opportunity to both increase levels of cycling and boost the economy. 	<ul style="list-style-type: none"> • Increases in traffic may deter potential cyclists, whilst heavily trafficked roads, and roads with a large number of fast flowing vehicles raise safety concerns. • Ageing population may reduce the number of people physically able to cycle. • Decrease in funding available for cycling initiatives. • Parental concerns as to the dangers of cycling.



4. Policy Context

This chapter sets out the transport policy context within which the Cycling Strategy for Central Bedfordshire has been produced. It focuses upon national transport priorities and guidance, and the strategies and priorities in place at the local level which the Strategy builds upon.

4.1 National Policy

There is no specific national policy in place for the development of cycling strategies across the country. However the Coalition Government's policy on transport provision indicates a key role for cycling in undertaking local trips. The Strategy also builds upon the former Government's approach to transport provision, established within 'Delivering a Sustainable Transport System'.

Transport Priorities of the Coalition Government

The broad approach of the Coalition Government, elected to power in May 2010, in terms of future transport policy was established in a speech by the Secretary of State for Transport, The Rt Hon Philip Hammond at the IBM START Conference: Business Summit on 10 September 2010. The key points of the speech in terms of cycling related issues focused upon:

- **Behaviour change:** Belief that technology alone will not deliver sustainability and that behaviour change is required to help tackle urban congestion.
- **Different length journeys and priority modes:** Establishment of the concept of a preferred mode of travel for trips of various lengths, rail for longer inter urban journeys, de-carbonised motoring for trips of medium distance, and public transport, walking and cycling for short distance urban travel.
- **Local schemes:** Most journeys are made on local roads and so local schemes are felt to represent the most effective way of changing travel behaviour.

4.2 Local Policy

This Strategy has been developed to reflect the vision and ambitions set out in Central Bedfordshire Council's Sustainable Communities Strategy. It aims to help deliver the policies set out in the Local Transport Plan and Local Development Framework to provide high quality cycling infrastructure across Central Bedfordshire.



Sustainable Communities Strategy⁷

The Sustainable Community Strategy (SCS) is the long term vision for Central Bedfordshire. It has developed from a detailed evidence base that includes views from citizens and communities about the quality of life and service delivery issues that are important to them.

The SCS and the priorities that are identified by it are agreed by all the main organisations working in the area such as the local authority, police, fire service, health, businesses, the voluntary and community sector, and further education, before inclusion within the Strategy.

Within the two key themes of creating conditions for economic success and community prosperity and raising standards and tackling inequalities the priorities of the Strategy comprise:

- Maximising employment opportunities and delivering housing growth to meet the needs of our communities
- Ensuring local people have skills to prosper
- Keeping our communities safe
- Nurturing a sense of pride and belonging
- Getting around and caring for a clean and green environment
- Promoting health and reducing health inequalities
- Educating, protecting and providing opportunities for children and young people
- Supporting and caring for an aging population and those who are most vulnerable

Encouraging cycling will help to contribute towards a number of these priorities and themes which represent the focus of the authority as a whole.

Local Development Framework

It is a statutory requirement for local planning authorities to produce a Local Development Framework (LDF). There are two LDFs in place within Central Bedfordshire, covering the former local authority areas of Mid and South Bedfordshire respectively.

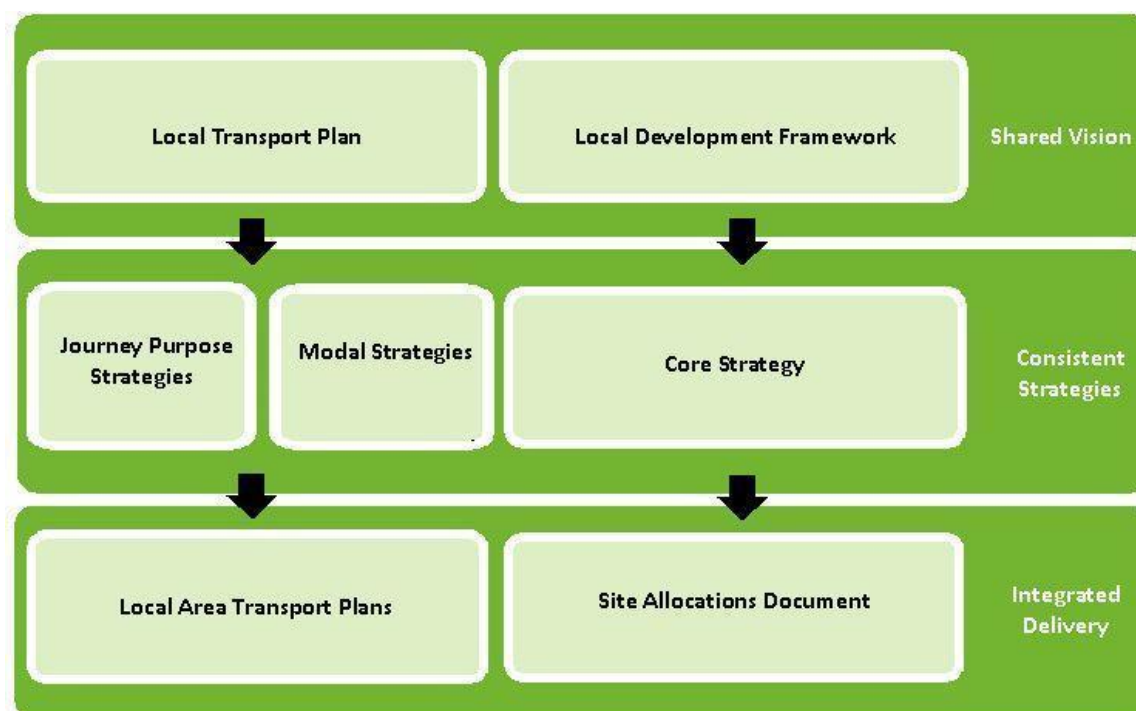
LDFs are made up of a suite of documents which set out the extent and location of future growth within an area. The Core Strategy of the LDF sets out the spatial vision and objectives and 'strategic sites' for development, whilst the Site Allocations Document, Proposals Map and Area Action Plans provide more detailed information on site specific development sites.

Transport and accessibility is closely integrated with planning and the site allocations process within the development of the LDFs. In general the allocation of sites seeks to reduce the need to travel and reduce reliance on the car. These principles have significant implications for the promotion of walking within the Central Bedfordshire area. Figure 4.1 highlights the links between the LTP and the LDF.

⁷ Sustainable Communities Strategy 2010-2031; Central Bedfordshire Together, 2010



Figure 4.1: LTP & LDF Relationship



Outdoor Access Improvement Plan

Work is being undertaken on the review of the Outdoor Access Improvement Plan (incorporating - Rights of Way Improvement Plan) for Central Bedfordshire, which is anticipated to be adopted by the authority by June 2011⁸.

There are approximately 1,343km of Public Rights of Way, including footpaths, bridleways and byways in Central Bedfordshire, components of which will provide key links in the cycle network.

The Outdoor Access Improvement Plan provides a vision of how Rights of Way and countryside leisure hubs can be managed and improved to meet the public's current use and future needs. Key areas are:

- Increasing community involvement
- Promoting exercise and healthy living
- Access to facilities for the whole community
- Improved maintenance
- Addressing fragmentation and severance issues (before 2025)
- Improving communication with the public
- Ensuring rural businesses benefit from our work

The Public Rights of Way network is a component part of the wider highways network and can support improved accessibility between and within communities, and provide essential leisure resources on the door step of much of our population.

⁸ Bedfordshire County Council Outdoor Access Improvement Plan; Bedfordshire County Council, 2006



Town Cycling Strategies

The Leighton-Linslade Cyding Forum published a cyding strategy in 2010 setting out a comprehensive set of proposals designed to make Leighton Buzzard and Linslade cycle-friendly towns. The key components of this strategy were adopted within the town's Big Plan⁹.

A Dunstable Cycling Strategy was also produced by Friends of the Earth in June 2009¹⁰ to assist in the regeneration of the town centre through encouraging the local authority to provide cycle friendly infrastructure, promote and educate residents on the benefits of cyding and the enforcement of restrictions to help encourage cyding and its contribute towards regeneration, heath and congestion concerns amongst other issues.

The content of both of these documents has been taken into consideration in the development of this overarching Strategy, whilst scheme specific priorities are drawn out through the LATP process.

Greensand Ride Local Development Strategy

The Greensand Ridge Local Development Strategy seeks to address a number of local issues including reducing the net out commuting from the area, conserving the local character and distinctiveness of the area, and encouraging sustainable tourism.

As part of the development of sustainable tourism the promotion and creation of new routes for walkers, riders and cydists will be undertaken by the Greensand Ridge Local Action Group. In this respect the Development Strategy aligns closely with this Cycling Strategy to encourage more cycling within the Greensand Ridge area of Central Bedfordshire.

⁹ Leighton-Linslade Town Plan; April 2007 (also known as 'The Big Plan')

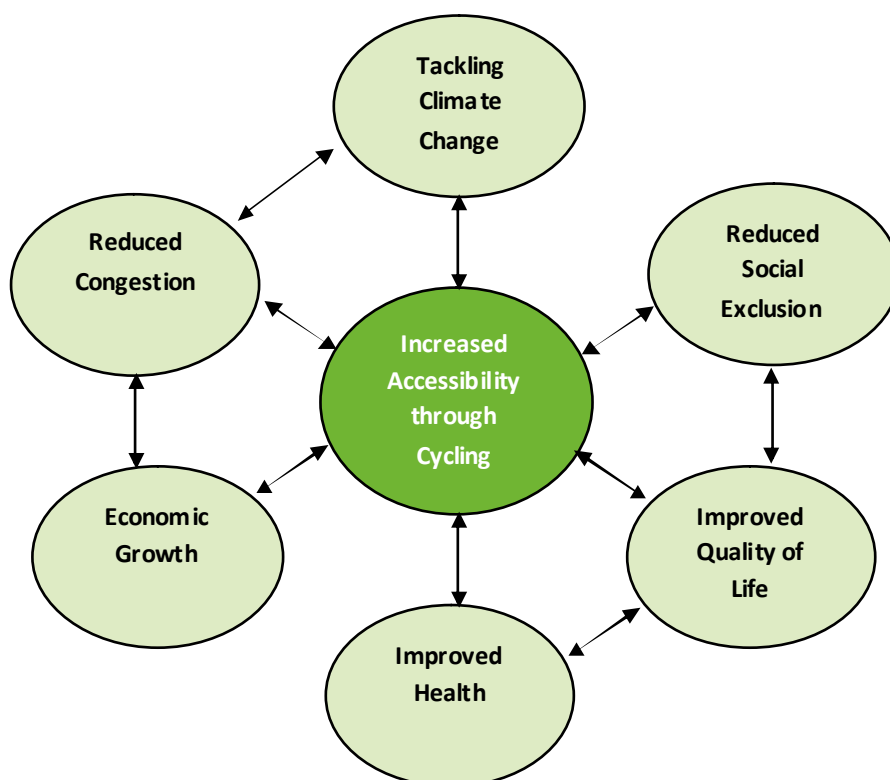
¹⁰ Dunstable Cycle Strategy: Draft Plan for Consultation; Friends of the Earth, June 2009



5. Links to Other Policy Areas

The importance of increasing levels of cycling across Central Bedfordshire is reflected in the number of other policy areas which may be positively influenced through investment in infrastructure and promotion of cycling as a realistic means of travel, and this chapter draws out the key linkages the Strategy seeks to make. Figure 5.1 demonstrates the relationship between cycling and these policy areas.

Figure 5.1: Links between Cycling and Wider Policy Areas



5.1 Health

A number of Government publications have highlighted the relationship between cycling and improved health. In November 2004 the Department of Health published the White Paper 'Choosing Health; Making healthy choices easier'. The document focuses on 'health as a way of life' and the promotion of sustainable forms of transport such as cycling is a significant part of this.

Regular physical activity of moderate intensity, such as cycling, can bring about major health benefits in terms of reducing coronary heart disease and obesity, hypertension, depression and anxiety. Even relatively small increases in physical activity can protect against chronic disease and improve quality of life the Department for Health indicate. The Chief Medical Officer (CMO) recommends that adults should aim to achieve at least 30 minutes of moderate intensity activity on five or more days of the week¹¹.

¹¹ <http://www.dh.gov.uk/en/PublicHealth/Healthimprovement/PhysicalActivity/index.htm>



In this context, an improved cycling environment provides an environment within which it is easier for people to be physically active and to incorporate the recommended 30 minutes of daily exercise into their routine.

5.2 Economic Growth

The quality of the environment is a key factor in attracting economic investment. Ensuring our communities are well connected not only by road, rail and air but by offering a choice to walk and cycle across and between our market towns and villages at the local level is part of a truly sustainable community. By providing secure storage of cycles and well maintained safe cycle routes to rail and bus stations, it will enable a choice of travel and less dependence on the car.

A well connected network of routes will open up the countryside of Central Bedfordshire through improvements to rights of way for all residents and visitors to enjoy. It also offers the health benefits to those who choose to exercise resulting in a healthier more productive workforce as well as the all age benefits to children and families.

The vitality and viability of the town centres within Central Bedfordshire will be enhanced through improvements to the cycling environment in terms of design, quality and maintenance. Measures to 'civilise streets' and reduce the dominance and severance caused by significant levels of through traffic will help in creating more pleasant shopping environments and thereby add to the attractiveness of the town centres across the authority.

Policy CS1 : Town Centre Permeability

Improvements to town centres within the authority will incorporate access for cyclists to ensure that they are permeable by bike and that the key network links are respected.

Tourism

The potential for cycling tourism forms a further area of economic growth potential which will be encouraged across the authority. With a growing public interest in cycling and national campaigns such as 'Change for Life' promoting physical activity, Central Bedfordshire and its attractive rural landscape offer great potential to encourage people to get out and explore.

The area is already well served with parts of the National Cycle Network and sites dedicated to off-road family cycling and mountain biking activities such as the Millennium County Park, Marston Moretaine and Chicksands Bike Park at Rowney Warren. There is potential to further develop and promote off road routes on countryside sites and the rights of way network, as well as road based routes in scenic areas of Central Bedfordshire.



5.3 Climate Change

Increasing the attractiveness of cycling as a mode of transport for shorter journeys, may assist in reducing reliance on the car, congestion, and the environmental impacts associated with significant levels of car use. Around 21% of the UK domestic greenhouse gas emissions come from transport¹² and as a carbon neutral mode of travel, cycling has the potential to contribute towards a reduction in this area.

5.4 Social Exclusion

Cycling has a vital role to play in reducing social exclusion amongst local residents, particularly for those without access to a car, who comprise some 15% of the households within Central Bedfordshire. It is important that it provides a realistic travel option and alternative to car based travel to increase accessibility especially to employment and training opportunities, education, healthcare provision and leisure facilities. In addition the worst impacts of traffic, namely pedestrian accidents, air and noise pollution and busy roads cutting through communities, disproportionately affect deprived areas and people facing social exclusion¹³.

¹² Delivering Sustainable Low Carbon Travel: An essential guide for local authorities; DfT, November 2009

¹³ Making the Connections: Final Report on Transport and Social Exclusion; Social Exclusion Unit, February 2003



6. Network Development

This chapter details the strategic approach to investment in cycling networks across Central Bedfordshire by setting out a hierarchy of routes which will be prioritised for funding through the Local Transport Plan.

Once developed these different types of route will form a comprehensive web of cycling links enabling access to a multitude of destinations by bike, whilst catering for all types of current and potential future cyclists. The chapter also highlights maintenance responsibilities to ensure that what provision there is in place, remains accessible and easy to use.

6.1 Network Hierarchy

The hierarchy of cycle routes detailed in Table 6.1 provides the framework for investment into the cycle network at a strategic level. Investment will be directed into developing each level of the network to ensure that a comprehensive and coherent series of routes are provided across the authority. Priority for investment will be given to those routes in urban areas where opportunities to increase levels of cycling are the greatest, followed by those between the main towns and their surrounding hinterland, through the *Local Area Transport Plans* for each sub-area of the authority.

Policy CS2: Network Hierarchy

Investment into the provision of new cycle infrastructure will be subject to a route's position within the network hierarchy. Urban areas will be prioritised over more rural locations and route treatments applied commensurate with the characteristics of the particular link being developed.

6.2 Network Provision

Sustrans, the sustainable transport charity, was commissioned by Central Bedfordshire Council in 2009 to identify and map an aspirational cycle network for the authority¹⁴. This detailed links and trip generators upon which investment in developing the network should be based. The findings from this study have helped inform the identification of the network hierarchy and gaps in provision to be provided over the course of the Local Transport Plan.

There is considerable variation in the extent and quality of the existing provision within each network and this is drawn out within the *Local Area Transport Plans* for each part of the authority.

¹⁴ Central Bedfordshire Cycle Routes Mapping Project; Sustrans, September 2009



Table 6.1: Cycle Network Hierarchy

Network	Characteristics	Typical Treatment	User Type
Primary Urban Cycle Routes	These routes provide the backbone to cycle provision within the main urban areas. They link the major trip generators with residential areas and thereby form the key links in encouraging everyday cycling trips for commuting or for accessing healthcare for example.	Dedicated cycle lanes Advanced stop lines Directional signage Cycle parking	Competent cyclists e.g. Commuters
Secondary Urban Cycle Routes	Comprise quiet roads in urban areas which feed into the Primary Network, and provide access to schools, local centres and employment provision for example.	Junction treatment Directional signage	Novice cyclists e.g. School children
Inter Urban Routes	These routes connect outlying villages to the main urban areas. The routes are predominantly rural and on direct main roads between settlements.	Directional signage	Experienced cyclists e.g. Club cyclists
Leisure Routes	Comprise both on and off road routes on quiet country lanes and through rural parts of the authority which form circular recreational rides.	Dedicated cycle lanes Directional signage	Novice cyclists e.g. School children
Rural Links	Other Rights of Way In rural areas which may be used by cyclists	Directional signage	Novice cyclists e.g. School children

National Cycle Network

The National Cycle Network (NCN) provides a safe cycling environment for children over 12 years of age based upon a network of routes which link adjacent towns across the country, to form a central spine upon which local cycle networks can be formed.

The NCN in Central Bedfordshire comprises a number of different routes which takes the form of primary and secondary urban cycle routes, inter-urban routes and also leisure and other rural links in various places, highlighting the broad role it plays in all forms of cycling trips. The links in the NCN within the authority are described below and mapped in Appendix A.



- **Sustrans National Cycle Route (NCN) 6**
Once complete, NCN Route 6 will connect London to Keswick in Cumbria. The route enters Central Bedfordshire from Hertfordshire and tracks west through Luton and Dunstable, turning north at Leighton Buzzard where it exits into Buckinghamshire. A spur off the route serves the Chiltern Gateway Visitor Centre on Dunstable Downs.
- **Sustrans National Cycle Route 51**
NCN Route 51 will connect Oxford to Colchester following completion of the link. The route enters Central Bedfordshire at Salford and tracks eastwards to Blunham where it intersects Route 12 and turns northwards towards St Neots in Cambridgeshire.
- **Sustrans National Cycle Route 12**
Once complete, NCN Route 12 will connect north London to Grimsby. The route enters Central Bedfordshire from Hertfordshire and tracks northwards through Biggleswade and Sandy to Blunham, and on to St Neots in Cambridgeshire.

Leisure Routes

Cycling is a leisure activity in it's own right and that there is a growing demand for sites where people can participate in various cycling disciplines such as mountain biking, cyclocross and BMX.

The Strategy encourages the ongoing development of existing off-road cycling centres at Aspley Woods near Woburn and Rowney Warren (Chicksands Bike Park) near Shefford and to seek and promote opportunities to develop further centres within the district including provision of a closed circuit for road racing.

The 170 mile long Chilterns Cycleway links sections of existing cycle network within the scenic area of the Chiltern Vale, designed to pass through or near the main market towns. Similar to the Sustrans National Cycle Network, it uses a mixture of on and off-road sections and is aimed at cyclists with a range of abilities and underpins the network of leisure routes within the authority.

In addition, Central Bedfordshire hosts a number of popular tourist and leisure destinations and those listed in Table 6.2 will be encouraged to develop visitor travel plans as part of a process of encouraging greater cycle access and provide leisure destinations for cyclists.

Table 6.2: Popular Leisure Destinations in Central Bedfordshire

No.	Destination
1	Rushmere Country Park (encompassing Stockgrove), near Heath and Reach
2	Woburn Abbey, Woburn
3	Whipsnade Zoo, near Whipsnade
4	Marston Vale Millennium Country Park and Forest Centre, near Marston Mortaine
5	Mead Open Farm, near Billington
6	Ashridge Estate
7	Ascott House (NT), near Wing, Bucks
8	Shuttleworth Collection and the Swiss Gardens, near Biggleswade
9	Chilterns Gateway Visitor Centre, Dunstable Downs
10	RSPB Lodge Nature Reserve, near Sandy
11	Moggerhanger Park, near Sandy
12	Wrest Park, near Silsoe



6.3 Network Maintenance

The maintenance of routes in place for cyclists is important in ensuring that routes are accessible and that the best use can be made of the investment in the network. This is particularly pertinent in terms of the Rights of Way Network and the Government require all authorities to work towards ensuring that all routes are open and accessible to the public.

There is also a safety dimension to the maintenance of cycle lanes, and pot holes and other damage to infrastructure on the network can have consequences in terms of increasing the attractiveness of cycling as an alternative to the car.

Policy CS3: Maintenance of the Network

Maintenance of the cycle network is the responsibility of Central Bedfordshire Council. Priority for the maintenance of the network will be determined by the hierarchy of routes and will involve resurfacing and filling in pot holes, the cutting back of planting and gritting in winter months, where necessary.



7. Actions and Interventions

This chapter details the actions and interventions to be undertaken in developing the cycle network across Central Bedfordshire set out in Chapter 6. This includes policies on the provision of new infrastructure to form a comprehensive and coherent series of routes, and also initiatives to increase the actual use of the infrastructure in place, through training to increase cyclists' confidence on the road and promotional activities to increase the attractiveness of cycling as a mode of travel.

7.1 Infrastructure

The provision of new infrastructure for cyclists is based upon a hierarchy of provision in line with the philosophy of the Cycle Infrastructure Design Guide produced by the DfT¹⁵ focusing upon:

- Traffic volume reduction
- Traffic speed reduction
- Junction treatment, hazard site treatment, traffic management
- Reallocation of carriageway space
- Cycle tracks away from roads
- Conversion of footways/footpaths to shared-use for pedestrians and cyclists

A set of key criteria will also be adhered to in the design and implementation of new cycling infrastructure and these are set out in Policy CS4, whilst specific details on works which may be undertaken are set out in Appendix B. Examples of new infrastructure to be provided on the network and examples of best practice are set out within this section.

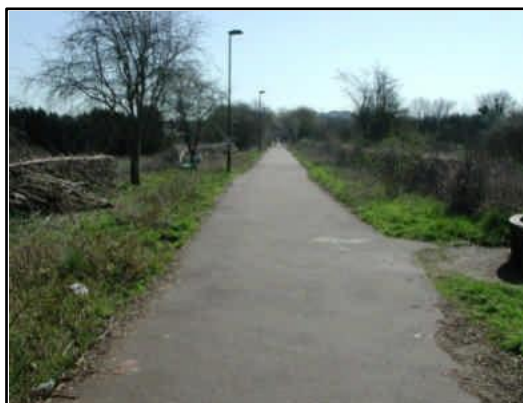
Cycle Paths

Cycle paths provide segregated, off-road provision for cyclists and are particularly appealing to novice or young cyclists. The authority will seek to provide cycle paths to serve middle and lower schools across the authority where feasible, as part of the Leisure Routes network.

Black Bridge Cycle Path

Black Bridge Cycle Path is a key component in the cycle network serving Cedars Upper School, Linslade Middle School and Tiddenfoot Leisure Centre.

The path connects with the Grand Union Canal towpath, providing an attractive off-road route into the Town Centre and benefits from a tarmac surface and lighting along its length to improve the comfort and convenience of users.



¹⁵ Cycle Infrastructure Design – Local Transport Note 02/08; DfT, October 2008



Cycle Lanes

The provision of cycle lanes where they provide an advantage to cyclists, for example by enabling them to bypass queuing traffic on the approach to junctions is a priority of the Strategy. They will also be used where they help raise driver's awareness of cyclists and where they allow cyclists to feel safer on the road. Details on the specific design requirements are included in Appendix D.

Bunkers Lane Cycle Lane

Bunkers Lane in Leighton Buzzard is a main route to school for children living in Bideford Green, Linslade. Cycle lanes have been installed on both sides of the carriageway, with green surfacing as the lane passes a side road.

The scheme aims to increase the priority given to cyclists, increase cyclists confidence of cycling on the road and further raise driver's awareness of potential cyclists on the highway.



Advanced Stop Lines (ASLs)

The provision of ASLs with lead-in cycle lanes give cyclists a head start at signalised junctions by getting ahead of queuing traffic. ASLs increase the prominence of cyclists which in turn helps ensure general traffic are aware of more vulnerable road users.

They encourage cyclists to position themselves to the offside of left turning vehicles prior to the junction and is particularly useful where the all-vehicle nearside lane has been marked for left turns only for example.

Wing Road Railway Bridge

The Advanced Stop Line at the Wing Road Railway Bridge traffic lights allows cyclists to bypass stationary traffic, positioning themselves in the safest place in such situations - at the front of the queue. The lead-in lane is shorter than would be ideal in this example as a result of limitations on carriageway space.

However the scheme still serves to increase the awareness of the presence of cyclists to motorists and therefore the safety of the junction to more vulnerable road users.



Signage

Comprehensive and appropriate signage which makes it easy for cyclists to navigate the network is important and supports the provision of cycle lanes and routes in place on the ground. Well thought out signage assists in improving the legibility of the network and enables users to be directed along the stretches of road deemed suitable for cyclists of a range of abilities.

Time-based Signage In Leighton Linlade

The cycling network signage in Leighton-Linslade uses travel times in preference to distance. This time-based approach to cycle directional signing will be applied across the rest of the authority.

This is part of an approach to highlight the relative speed advantage cyclists enjoy for journeys across town, especially during peak periods. The directional signs also offer cyclists the option of using a quiet route in preference to the more heavily trafficked direct route.



Road Safety

There are a range of road safety interventions that can provide a benefit to cyclists. These may involve reducing the speed and volume of general traffic, giving cyclists priority and improving their visibility to other road users.

Other important interventions are the provision of cycle crossings at side roads, redesigning the layout of junctions, the introduction of continental-style roundabouts, installing speed cushions and introducing 20mph speed limits, re-routing of general traffic and providing short-cuts and build-outs to help to guard cyclists when re-joining the carriageway.

Wing Road Railway Bridge Road Narrowing

Lane markings have been used to visually narrow the carriageway under the Railway Bridge on Wing Road. The cycle symbols, one of which is positioning in the centre of the carriageway, encourages cyclists to 'take the lane'.

The design helps to improve the safety of the junction to more vulnerable road users, increasing driver awareness to the presence of cyclists.



Cycle Parking

The provision of secure, dedicated cycle parking provision helps to address security concerns relating to cycling, whilst also reduces the potential for clutter and obstruction of footways caused by inappropriate cycle parking. When provided alongside changing and shower facilities, it reduces the number of potential barriers to encouraging greater take up of cycling.

In addition the provision of cycle parking at transport hubs and large trip attractors provides assurance to cyclists that their bike will be safe and secure, and thereby encourage cycling as part of journey distance public transport based trips. Guidelines on the provision of cycle parking are set out in Appendix C.

Leighton Linlade School Based Cycle Parking Provision

All schools in Leighton Linlade have benefited from funding to improve and increase cycle parking on their school sites. This has seen an increase in the number of pupils travelling to school by bike in the area.

Many other schools that are keen to encourage cycling have improved their cycle parking facilities through the use of School Travel Plan grants to make such provision.



These examples above highlight some of the lessons learnt from the delivery of the Leighton Linlade Cycling Town which will be rolled out across the authority as part of the process of linking together the network, on the basis of the design criteria set out in Policy CS4.

Policy CS4: Infrastructure Design Criteria

Five main design criteria will be adhered to in the delivery of new cycle infrastructure, notably:

- Coherence: The cycling infrastructure should form a coherent entity, linking all trip origins and destinations; with a continuous level of provision.*
- Directness: Routes should be as direct as possible, based on desire lines, since detours and delays will deter use.*
- Attractiveness: Routes must be attractive to cyclists on subjective as well as objective criteria. Lighting, personal safety, aesthetics, noise and integration with the surrounding area are important.*
- Safety: Designs should minimise the danger for cyclists and meet the needs of target user groups.*
- Comfort: Cycle routes need smooth, well-maintained surfaces, regular sweeping, and gentle gradients. Routes must be convenient to use and avoid complicated manoeuvres and interruptions.*



7.2 Training

Increasing the confidence of both adults and children to use both dedicated cycle infrastructure provision and the wider highway network is a key aspect in increasing the number of regular cyclists. Achieving these required levels of confidence will only be possible through training and on road experience of the skills required to cycle on the network.

Child Cycle Training

It is important all new and potential cyclists have opportunity to develop the skills and experience needed to navigate urban and inter-urban cycling networks confidently and competently. This includes the ability to cycle both off-road and on-road alongside general traffic.

The foundation for developing these skills will be training in 'Bikeability', a nationally recognised cycle training scheme. Access to Bikeability training is required by children and adults alike, particularly when they may not have cycled for a long period of time in terms of the latter.

Bikeability Level 1 can be delivered in schools to cyclists aged 7 and above. Once children reach the age of 10+ children they can be trained to Bikeability Level 2 and to Bikeability Level 3 when they reach the age of 13.

Currently partnerships exist between Central Bedfordshire Council, Bedford Borough Council, the Bedfordshire Fire & Rescue Service and the Leighton-Linslade School Sports Partnership to ensure that all young people have a chance to undertake training to Bikeability Level 2 standard.

Go-Ride, Leighton Linslade

The Leighton-Linslade Cycling Town project employed a full time coach to work in Middle and Upper schools delivering British Cycling's Go Ride, a purpose designed cycling skills development programme.

The programme provided a fun and safe way to introduce young riders to the world of cycle sport and provides a platform to improve bike handling skills.



Policy CS5: Child Cycle Training

All school children will be offered the opportunity to learn basic cycle skills and competences through the provision of appropriate school based training courses provided by dedicated cycle instructors, in line with Bikeability standards.



Adult Cycle Training

It is important that adults have the competencies required to cycle safely. Many adults may not have cycled for many years and lack the confidence to cycle on the highway. Without the development of such skills these people will never consider cycling as a realistic alternative to the car. As with children, Bikeability offers a platform for basis training to be provided to adults who express a desire in undertaking a cycle training course.

RideWise, Nottingham

Nottingham's RideWise Cycle Training Company was set up in response to local health and travel needs.

It provides professionally trained instructors to impart skills, knowledge and assistance with everything from the bike to route planning, but most of all in aiming to nurture rider confidence and the observational skills necessary to make cycling enjoyable and safe.

Most sessions are 1-2-1 and after each session the instructor discusses with participants how they have progressed. Additional sessions are then arranged with the instructor as need be.



Policy CS6: Adult Cycle Training

Courses will be provided on an annual basis for adults wishing to learn basic cycle skills and competences through the provision of appropriate training provided by dedicated cycle instructors, in line with Bikeability standards.



7.3 Promotion

There is a need to incentivise cycling especially for members of the public who perceive there to be a number of barriers to being able to cycle. Whilst new infrastructure, training courses and promotional material all represent incentives to various different types of cyclists, financial incentives and savings also have a role to play in addressing cost issues associated with the purchase of a new bike.

There are a number of different elements to the promotion of cycling as an attractive form of travel and these are set out below.

Cycle Access Schemes

Increasing the affordability and availability of bikes to the public is the first stage in actually being able to encourage greater use and consequently the authority will promote opportunities for local residents to benefit from tax savings offered by the Government on purchasing new bikes.

A Householder Travel Survey undertaken in April 2010, whilst highlighting higher levels of cycle ownership within Central Bedfordshire than those nationally, also indicated that over 10% of people don't cycle through lack of access to a bike, demonstrating the need to increase opportunities to make cycle use more affordable.

To encourage more infrequent cyclists, and to address affordability concerns, cycle hire schemes increase the ability of the general public to access a bike. This is particularly useful for those who may not be able to afford a new bike outright and occasional cyclists in an area who may only wish to cycle every now and again.

Transport for London Cycle Hire Scheme¹⁶

A cycle hire scheme was established in Central London in 2010, with 24 hour cycle access via 400 'docking stations' around the capital.

The cost of the cycle hire is free for the first 30 minutes with a graduated pricing structure thereafter.

The scheme is available to children over the age of 14 together with adults. A total of 6,000 bikes were initially made available to hire through the scheme which covers around 44 sq kilometres.



Policy CS7: Cycle Access Schemes

The authority will encourage and promote cycle availability through the promotion of cycle purchase schemes and cycle hire schemes where practicable.

¹⁶ www.tfl.gov.uk/roadusers/cycling/12444.aspx



Information Provision

A second element in the promotion of cycling is through raising the awareness of the existing facilities for cyclists in place. Information is particularly pertinent when providing new cycle infrastructure and to make the general public aware of what is in place, whilst the provision of cycle maps and guides provides an important tool in demonstrating the convenience of many cycle routes for everyday journeys, whilst also highlighting leisure rides in the local area.

The authority will seek to provide a mix of both hard, paper based information, and increasingly electronic information which members of the public may access via the internet or a mobile phone for example. Providing information in this way allows more frequent updates to be made to the information being provided and also enables a wider audience to be able to access details on cycling infrastructure and promotions in place.

Leighton Linslade Cycle Route Map



The latest generation cycle route map prepared for Leighton-Linslade and Heath and Reach includes time bands, making it possible at a glance to see how long a trip would take by bike.

The map features six carefully selected leisure routes suitable for a range of abilities from family through serious distance cyclists to the hardcore off-roader.

It also includes bus route information and shows a host of useful walking routes and cut throughs to form a useful tool to all residents and visitors to the area travelling by bike or on foot.

Policy CS8: Information Provision

Cycle maps will be produced covering the whole authority and will detail the extent of cycling provision in place and the key areas of interest, and trip generators cyclists may be keen to access.



Travel Plans

Travel Plans form an important tool in encouraging the take up of cycling through the promotion of sustainable forms of travel at places of work, educational establishments and increasing as part of new residential developments. Travel Plans and their associated actions are something the authority will seek to secure through the planning process and in more informal negotiations with employers and developers. The thresholds upon which the requirement for a Travel Plan will be triggered are set out in Table 7.1.

Table 7.1: Thresholds for the Provision of a Travel Plan

Use Class	Indicative Threshold (Gross Floor Area)
A1 - Food retail	1,000 m ²
A1 - Non-food retail	1,000 m ²
A2 - Financial and professional services	1,000 m ²
A3 - Food and Drink	1,000 m ²
B1 - Business	2,500 m ²
B2 to B7 - Industry	5,000 m ²
B8 - Warehousing and Distribution	10,000 m ²
C1 - Hotels and Hostels	1,000 m ²
C2 - Residential Institutions	1,000 m ²
C3 - Dwelling houses	50 dwellings
D1 - Non-residential Institutions	2,500 m ²
D2 - Assembly and Leisure	1,000 m ² or 1,500 seats for stadia
New and expanding schools	All

Southern Leighton Buzzard Sustainable Urban Extension

As part of the development of a sustainable urban extension to the south of Leighton Buzzard in 2007, a Travel Plan was produced to highlight sustainable travel options available to residents.

As part of this travel packs were produced for each household and a website set up to provide easily accessible information relating to public transport, walking and cycling together with details of local shops, entertainment, sports and leisure facilities.



Policy CS9: Travel Plans

Travel Plans will be sought for all schools, workplaces and to accompany any significant new development, to demonstrate that the developer has fully considered the needs of cyclists in ensuring the accessibility of the site.



Marketing Campaigns

The final area of promotion the authority will pursue throughout the course of the Cycling Strategy is the undertaking of dedicated cycle campaigns. Central Bedfordshire benefits from high quality cycle provision in many areas but which still do not attract the levels of cycling desired.

In these instances it is often the perception and image of cycling which has to be addressed to encourage greater take up, as opposed to improvements to the infrastructure itself. Well tailored promotional and marketing campaigns are therefore an important element of any package based approach to increasing usage.

Policy CS10: Marketing Campaigns

Central Bedfordshire will undertake campaigns on the benefits of cycling for health, the environment and the economy together with other benefits alongside national marketing campaigns undertaken by Central Government to ensure the message applied is relevant to local people.



8. Delivery

This chapter details the framework through which the areas of intervention will be delivered in terms of the partnership working necessary to ensure schemes are successful and maximise their cost effectiveness, the actual organisations responsible for their implementation, sources of both capital and revenue funding to be drawn upon, and finally the programming and timescales over which investment will be staged.

8.1 Partnership Working

In order to deliver the aims of the Strategy the authority will work closely with other organisations, in the public, private and voluntary sector. Partnership working and ongoing public consultation is critical to delivering the Strategy at the local level and ensuring the needs of all stakeholders are taken into consideration.

Neighbouring Authorities

Central Bedfordshire Council will work closely with neighbouring authorities to ensure that entire journeys are catered for in instances where they cross local authority boundaries. The close relationship between Luton and Dunstable particularly in terms of journeys to work is important in this regard, as is the development of the routes of national and regional importance in terms of more leisure orientated trips.

National Cycle Route 51 which runs between Blunham and Milton Keynes through Bedford, is an example of the cross border co-operation required to deliver such a link.

Developers

The authority will seek to work with developers to ensure that the best practice detailed in the Strategy is adhered to and is embedded into the design of new developments, so that each development has high quality links to existing cycle networks. Contributions will be sought from developers to supplement investment in the local networks.

Central Bedfordshire Council has produced a design guide for developers to adhere to in the submission of new planning applications and this has been adopted as Supplementary Planning Document by the authority and should be read in conjunction with this Strategy¹⁷. The authority will work with developers to assist in the application of these principles within individual developments.

Policy CS11 : Design Principles – Planning for Cyclists

Ensure that the design principles set out in 'Design in Central Bedfordshire: A Guide for Development' are applied within all new developments to create cycle friendly places and embed dedicated cycling infrastructure to avoid the need to 'retro-fit' areas with such provision in the future.

¹⁷ Design in Central Bedfordshire: A Guide for Development; Central Bedfordshire Council, January 2010.



National Cycling Organisations

- **CTC:** The CTC (formerly the Cyclists Touring Club) is the UK's National Cyclists' Organisation and has been protecting and promoting the rights of cyclists since 1878. It provides a wide range of activities and services designed to enhance the riding opportunities for existing cyclists and make it easier for new entrants to take up cycling. It is committed to a vibrant and broad base that encompasses all sectors including off-road and adventurous cycling, sport and leisure.

CTC believes that all cyclists must defend all elements of the existing road and trail network as safe and comfortable places to ride, so the diversity of cycling can be maintained, on the basis of, "Making cycling enjoyable, safe and welcoming for all".

- **Sustrans:** Sustrans is the UK's leading sustainable transport charity with a vision to create a world in which people choose to travel in ways that benefit their health and the environment. It seeks to reduce the environmental and resource impacts of transport, enable people to choose active travel more often, provide car-free access to essential local services and create streets and public spaces into places for people to enjoy.

The organisation help create public space focussed on access not mobility, provide information and work directly with people to bring about behavioural change, and influence government policy by demonstrating that it is possible to change people's behaviour and by measuring the benefit of their work in terms of health, environment, quality of life and value for money.

Sustrans work includes expanding the National Cycle Network, delivery of the 'TravelSmart' programme that provides travel information personalised to individuals, and 'Bike It' scheme which encourages children to cycle to school.

- **British Cycling:** British Cycling is the national governing body for cycle sport in the UK. It helps everyday cyclists enjoy riding more and works throughout the sport, from delivering Olympic medals to encouraging people to get on a bike for the first time, with over 25,000 members across the country.

Cycle Forums

A number of cycle forums exist within Central Bedfordshire providing the opportunity for interested parties to meet with the authority to raise issues in connection with cycle provision. The forums in place comprise:

- **Leighton Buzzcycles:** The forum meets monthly and seeks opportunities to promote cycling and to make Leighton Buzzard and Linslade cycle friendly. The Forum provided much of the momentum behind the Cycling Town bid itself and is proactive in raising issues and scrutinising planning applications for developments within the parish.
- **Luton and Dunstable Cycle Forum:** The Luton and Dunstable Forum covers cross-border issues within the conurbation, with representatives attending from the respective local authorities, Sustrans and the CTC.
- **Central Bedfordshire Wide Cycle Forum:** The forum was established in 2009 following the creation of the authority and meets quarterly to discuss general cycling issues across the authority.



The authority will welcome the formation of new Cycling Forums and will support their work promoting cycling within the conurbations each represents. Cycling Forums will be invited to bring forward suggestions for improving and extending cycling networks and will be encouraged to scrutinise scheme designs and planning proposals brought forward by developers.

Town and Parish Councils

The authority will work with Town and Parish Councils on the development of *Local Area Transport Plans* and engage with local members in the delivery of cycling schemes in their wards.

Greensand Ridge Local Action Group

The Greensand Ridge Local Action Group consists of members representing a mix of public, private and voluntary organisations with a range of interests, which represents the best interests of the area in terms of reducing the net out commuting from the area, conserving the local character and distinctiveness of the area, and encouraging sustainable tourism for example. The authority will work with the Group to ensure the joined up delivery and promotion of new schemes.

8.2 Responsibilities for Delivery

Responsibilities for delivering the programme of works to implement the Cycling Strategy rest with a number of different organisations. Central Bedfordshire Council will play a co-ordinating role in the process as well as being a direct provider of services. Responsibilities for each element of the programme are set out below.

- **Central Bedfordshire Council**
Central Bedfordshire Council is responsible for the delivery of schemes on the local road network. This includes all the roads within the authority apart from those which form part of the strategic road network (SRN) which are managed by the Highways Agency (see below). As a unitary authority, the Council also has planning responsibilities and can therefore influence the type and pattern of development and secure funding through the development planning process for the benefit of cycling.
- **Bedfordshire Highways**
The Managing Agency Contractor (MAC) for the delivery of highways works across Central Bedfordshire are responsible for implementing the capital programme of schemes prioritised through the Local Transport Plan. The authority will continue to work closely with the Contractor to ensure that the programme developed is in line with the priorities identified through the LTP and that the delivery of schemes maximises the benefits to all road users.
- **Highways Agency**
The Highways Agency is responsible for the operation of the strategic road network through Central Bedfordshire. This comprises the M1, A1 and A5, and responsibility for taking into account the needs of cyclists where feasible along this network rests with the Agency.



- **Developers**
Individual developers will be responsible for incorporating the principles behind the development of the Network Hierarchy identified in the Strategy through the layout of new housing estates as they come forward, and the funding of works to the surrounding cycle networks.
- **Sustrans**
Sustrans will be responsible for the delivery of off-road sections of the National Cycle Network, with input from the authority as required, as part of developing a nationwide network of strategic cycle routes.
- **School Sports Partnership (SSP)**
The Bedfordshire, Luton and Leighton-Linslade SSPs will be responsible for coordinating the delivery of Level 2 Bikeability training to eligible pupils attending middle schools within the authority. Cycling England and the authority are key players within this partnership.

8.3 Funding

There are a number of sources of capital funding through which the measures identified in the Strategy will be funded and these are detailed below.

- **Local Transport Plan Capital Pot**
The LTP will form the predominant source of funding for cycling schemes in Central Bedfordshire. This will be available for the delivery of new infrastructure and promotional works to be undertaken. The LTP forms the only guaranteed source of funding for cycling improvements.
- **European Funding**
There are a number of funding pots accessible to the authority through the European Commission. These monies have to be bid for and whilst it represents uncertain funding, may provide significant additional capital for taking forward initiatives within the Strategy.

In addition to capital funding available, revenue funding is required to fund the delivery of smarter choices measures such as Travel Plans and promotional campaigns. In this respect the predominant areas of funding will come from:

- **Developer Contributions**
It is important for the authority to maximise opportunities to secure additional funding for new cycling facilities through the planning process, in securing developer contributions from new developments. The Section 106 Agreements as they are referred to, will enable new schemes to be delivered which relate directly to new developments.
- **Parking**
The authority will continue to monitor the availability and cost of motor vehicle parking across Central Bedfordshire and set appropriate tariffs. Opportunities to reinvest the revenues raised from such charges within sustainable transport provision, such as cycling, will be explored.



8.4 Programme of Works & Timescales for Delivery

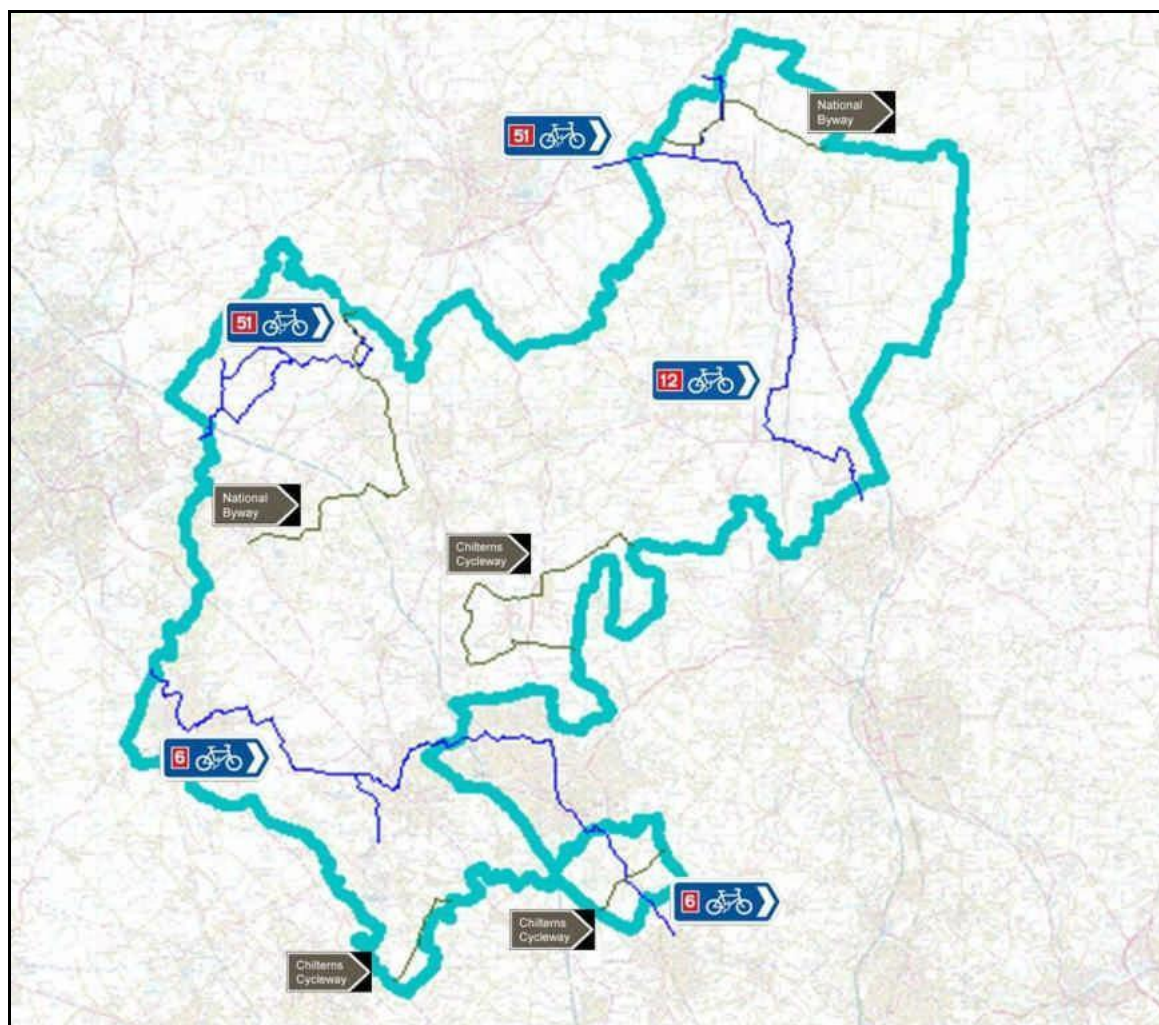
This Cycling Strategy covers the period between April 2011 and March 2026 in line with that of the wider Local Transport Plan and the Local Development Frameworks which are in place across the authority.

It is not possible to develop a programme of schemes over such a long timeframe and therefore a shorter term, three year rolling implementation programme has been developed. The programme is included within the *Local Area Transport Plans* for each area in the context of local provision, local priorities and local opinion.



Appendix A: National Cycle Network

Figure A.1: National Cycle Network



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Appendix B: Draft Infrastructure Toolkit for Central Bedfordshire

Cycling England commissioned the production of a Draft Infrastructure Toolkit for Cycling Towns in October 2009, setting out key elements of best practice in the installation of cycling infrastructure. The key elements of this toolkit are set out within this section from the policy upon which infrastructure is provided within Central Bedfordshire. The guidance within the toolkit has been extended to include cycle path orders and cycle path maintenance

Cycle Audits and Reviews

Cycle audit will be applied to new highway schemes to ensure that they incorporate measures for cyclists or at the very least, do not make conditions worse. It involves a check on designs and can be applied at outline, detailed, construction and completion stages.

Cycle review can be applied to all parts of the highway and public rights of way network and offers a systematic way to assess the cycle-friendliness of a route. It can also be used to compare routes in order to choose the best option between two or more alternatives.

A cycle review is best undertaken by a minimum of two designers, at least one of whom should be a regular cyclist. The review process involves the following steps:

1. Cycle the route (in both directions) noting what is there, any maintenance defects, any hazards, any difficulties that cyclists face and discussing and suggesting site specific improvements. It is usually possible to split the route up into sections with specific characteristics and issues, e.g. on-road cycle lanes, bus lanes, cycle track, junctions. Alternatively, the route may just be divided into fixed lengths.
2. Prepare a written illustrated report of the route with suggested improvements. Accident Data is also an important feature to review. A plot of the whole network can help identify cluster sites, while an investigation of all injury accidents at a particular site may help to reveal a trend. The data may help to support or suggest a particular engineering solution.
3. Design Checklist. The strategy is to create a coherent cycle route network that is easy to use, and will attract new cyclists as well as offering safer conditions for existing users. Local Transport Plan funding offers an opportunity to help to connect disjointed parts of the existing networks, giving routes greater continuity particularly through measures at junctions and crossings, and through 'permeability' of town centres by access through vehicle restricted areas, exemptions from turning bans and use of cycle-contraflow facilities wherever practicable.



Infrastructure Interventions

1. On Carriageway Interventions

Traffic Management plans and policies or 'Invisible' Infrastructure: Cycle-specific infrastructure may be unnecessary. In many cases cyclists' needs would be better met through demand management or traffic management measures that reduce both the volume and speed of motor traffic (HGV bans, vehicle restricted areas, parking restrictions, the structure of car parking fees etc).

- **Speed Reduction:** Reducing traffic speeds can help to reduce or eliminate the need for special facilities for cyclists as well as contributing to casualty reduction and the creation of a more 'people friendly' environment.
- **Traffic Calming:** All traffic calming schemes should be audited at the design stage to ensure that they meet cyclists' needs.
- **Clear space:** Carriageway profiles (including those at pinch points created by build-outs and refuges) should be chosen to create adequate space for cyclists to be passed by other road users in safety and comfort.
- **Exemptions to Traffic Regulation Orders (TROs):** Cyclists should be exempt from restrictions within all TROs, including banned turns and road closures, unless there are proven safety reasons for not doing so.
- **Contra-flow Cycling:** Two-way cycling should be the default option wherever there is one-way working for general traffic.
- **Vehicle Restricted (Pedestrianised) Areas (Town Centre Access):** Allowing cycling through restricted areas should be the rule rather than the exception. Where this is not appropriate, consideration should be given to allowing access to cyclists outside of the busiest pedestrian hours.
- **Signal Controlled Junctions:** Cyclists' needs should be considered as part of the design of all signalised junctions and, whenever possible, provided with an advantage over motorists.
- **Advanced Stop Lines (ASLs):** ASLs should be considered at all signal controlled junctions. The depth of the reservoir should be designed to take account of all of the manoeuvres cyclists need to make when entering and leaving the ASL as well as the numbers of cyclists. The 'tick' style ASL lead in will be included in the revised Traffic Signs Manual.
- **Bus Lanes and Bus Stops:** All bus lanes, including contraflow lanes, should be open to cyclists by default. Cyclists should only be prohibited from using them if it can be proven that it would be unsafe or not practicable to achieve this. New bus stops should be audited to ensure that they do not compromise cyclists' needs or safety.



- **Cycle Lanes:** The decision to provide cycle lanes should be reached by reference to the hierarchy of provision and such tools as the CROW derived 'speed/flow' diagram¹⁸. Where provided, cycle lanes should be a minimum of 1.5m wide, continuous, made conspicuous across side roads at junctions and not abandon cyclists where roads become narrow, for example at right turning lanes.
- **Removal of Road Centrelines:** Consideration should be given to the removal of centrelines as an option where carriageway widths do not permit the introduction of cycle lanes of adequate width (min 1.5m) whilst retaining two general traffic lanes.
- **Roundabouts:** The use of continental-style design should be considered where roundabouts are to be introduced on cycle routes with entry flows of up to 2500 vehicles per hour.
- **Corner Radii:** The minimum radius of curvature for the path followed by cyclists using the road should be 6m. Where cyclists need to turn sharply (e.g. when leaving the carriageway at a cycle gap) this may be reduced to 4m.
- **Audits and Risk Assessment:** All changes to the highway network, including maintenance schemes, should be the subject of a cycle audit. Where safety audits identify that normally recognised design standards cannot be met, projects should be the subject of a risk assessment that involves user representatives.

2. Off Carriageway Cycle Routes/Links

- **Connections and Links:** Additional off-carriageway links can offer enhanced permeability, potentially safer routes for cyclists and advantageous journey times compared to motor traffic. These need to be designed, built and maintained so that they achieve their intention of drawing cyclists away from less attractive routes on the carriageway. The measures available to create cycle links can range from a cycle gap in a road closure to the construction of a new bridge. To be effective, cycle links should be clearly signed, direct and relevant to cyclists' needs.
- **Road Crossings - Side Roads:** Maintaining the continuity of cycle tracks is important if they are to provide an attractive alternative to being on road. Consideration should be given to the use of cycle priority crossings where they cross minor roads where daily traffic flows are below 2000 vehicles per day and where adequate visibility is available. Mid-link: Cycle tracks may be provided with priority crossings of roads where speeds are less than 30 mph, total traffic flows do not exceed 4,000 vehicles per day and the crossing is sited on a flat-topped road hump.
- **Junction and Forward Visibility:** Adequate visibility (20m where the design speed is 12mph) should be provided or measures to manage speed considered.
- **Footway Crossings and Tactile Paving:** Where cycle tracks cross footways to reach the carriageway, blind and partially sighted pedestrians should be warned by means of corduroy paving. Ladder tactile paving should not be placed in the path of a turning cyclist. The length of ladder paving should be kept to a minimum (800mm) wherever possible.

¹⁸ [Sign up for the Bike: Design Manual for a Cycle-Friendly Infrastructure](#) (CROW, 1993 Centre for Research and Contract Standardisation in Civil Engineering, The Netherlands, ISBN 90-6628-158-8,



- **Flush Kerbs:** FLUSH kerbs, i.e. with no upstand between abutting surfaces, should be provided at all transition points, with channel blocks and increased drainage provision used if necessary. Flush kerbs at crossings should be wide enough to allow cyclists to turn on/off the carriageway without the need to pull out into the path of vehicles going in the same direction.
- **Cycle Track Junctions:** Adequate corner radii should be provided at junctions between cycle tracks (minimum 2m) and chamfered corners (min 1m) at the rear of footways crossed by cycle tracks.
- **Access and Speed Controls:** There should be a presumption against the use of any access barriers on a cycle track/shared-use path until/unless there is a proven need because of the difficulties they can cause all users. Bollards should be used in preference to barriers with a 1.5m gap to enable cycle trailers and wheelchairs to pass through with care as a lesser width would exclude them, especially if the approaches are not straight. Where it is necessary to reduce the speed of cyclists, 2 rows of staggered bollards are preferred.
- **Obstruction of cycle track accesses:** Where cycle tracks emerge onto the carriageway, suitable arrangements should be put in place to prevent parked vehicles obstructing access and to ensure adequate visibility (e.g. "Keep Clear" road markings, double yellow lines etc.).
- **Wheeling Channels:** All footbridges at transport interchanges and along cycle routes should be fitted with suitable wheeling ramps.
- **Cycle Path Widths and Surfacing:** Shared-use cycle paths should be 3m wide wherever practical. Narrower sections are permissible, though the length of these sections should be kept to a minimum and consideration given to additional markings and signing e.g. "CYCLISTS SLOW" and "PLEASE CYCLE CONSIDERATELY". A path width of 1.8m will be acceptable when upgrading a rural footway that has low pedestrian flows, with a recommended 0.5m separation between the delineated edge of the path and any adjacent carriageway where space permits.

Cycle path surfaces should be chosen with due regard to whole-life costs (off-carriageways as well as on). Materials should be machine laid (rather than hand laid) to ensure a smooth running surface. For aesthetic, environmental and cost reasons coloured surfaces should only be used at potential hazards and conflict points, or where encroachment by motor vehicles is a problem. Any decision to use coloured surfacing for all cycle facilities will need to balance the potential safety benefits against the future maintenance commitment that will be required. An unsealed path surface may be deemed acceptable for routes through woodland areas.

On shared use paths the default position will be not to segregate pedestrians and cyclists.

- **Signs:** The use of "CYCLISTS DISMOUNT" and "END OF ROUTE" signs should not be used unless there is a proven need. The use of advance direction signs, particularly map-type where this will direct cyclists through complex junctions, can help cyclists to take up an appropriate and safe road position and indicate their intended movements, and conserve energy lost when stopping to read signs erected at junctions. Posts and sign faces should not reduce the effective width of a cycle track by being placed in the path of pedestrians or cyclists. Where possible, sign posts and lamp columns should be set back 500mm beyond the edge of a cycle track. Where walls or fences prevent this they should be placed tight up against them. Where vandalism is a problem signs should be mounted



high enough to discourage graffiti and square posts used to prevent rotation. Plastic rather than aluminium signs should also be considered, to help reduce theft.

- **Cycle Parking:** Cycle parking should be provided and installed in accordance with Central Bedfordshire's Cycle Parking Guidelines¹⁹.
- **Monitoring:** Cycle flows should be measured before and after the introduction of all new cycle tracks and lanes and consideration. Provision for the installation of automatic counters should be included in cycling scheme budgets (including those secured through Section 278 and Section 106 agreements in new build schemes) to enable a network of data collection points to be established.
- **Drainage:** The need for adequate drainage should be considered during the design of all cycle tracks, especially at tie-ins, to prevent ponding or erosion during periods of heavy rain. Cycle-friendly gully grates should always be used and care taken to ensure that gullies are not located within the path of cyclists.
- **Gradients:** Cycle tracks should have a maximum gradient of 3% with the absolute maximum 5% for lengths up to 100m. On the approach to priority junctions this should not exceed 3%. Where steeper slopes are unavoidable the limiting gradient is 7% for lengths up to 30m.
- **Lighting:** Off-road routes which cyclists are encouraged to use after dark (e.g. commuter routes) should be lit. Note: Even lit facilities remote from passive surveillance are unlikely to be used and a lit on-road alternative should be identified in these situations. Consider the provision of floodlighting where cycle routes cross roads. Vandalism to lighting equipment can also be a problem for lighting on remote paths. One off-road route in Lancaster has the lighting remotely switched off at midnight to reduce light pollution during hours when there is little use.
- **Junction Treatments:** All junction designs should seek to give priority to cyclists where practicable, and minimise delay and maximise cyclists' safety and comfort in all cases.
- **Integrating Cycling into Development Proposals:** All new developments should be accessible by bicycle. Their highway infrastructure should focus on on-road provision for cyclists with roads designed to deliver low speeds whilst at the same time creating permeability and advantage through the use of connections and links not available to motor traffic. New developments should also provide for, and fund, links to the wider cycle network including quality cycle routes to such destinations as town centres, schools, employment sites, transport interchanges etc; i.e. works remote from the site.

Cycle Track Orders

Where a footway or footpath²⁰ has been upgraded to allow use by cyclists it should be subject to a Cycle Track Order, a document that gives legal permission for cycle use.

Bedfordshire Highways will secure a Cycle Track Order (CTOs) on all footpaths that are converted to shared-use cycle tracks.

¹⁹ See <http://www.bedfordshire.gov.uk/Resources/PDF/Cycling/Adopted%20Parking%20Guidelines.pdf>

²⁰ A footway is a section of path 'within the boundary' of the highway, normally adjacent to the carriageway. A footpath is a right of way for pedestrians, while being part of a public highway does not include a carriageway.



The Cycle Tracks Act (CTA) 1984 states that a highway authority may designate “any footpath for which they are highway authority”, or part of it, as a cycle track.

There is no qualification of the term footpath in the CTA. It can therefore be interpreted as meaning that any footpath which forms part of the highway, whether or not surfaced or maintained by the highway authority, is a ‘footpath’ and can be converted. Separate planning consent is not needed as CTA 3(10) states that the local authority has the power to carry out any physical works necessary and that any change of use that would have constituted development within the meaning of the Town and Country planning Act 1971 is deemed to be granted under Part III of that Act.

Where an existing footpath is widened such that a cycle track is created alongside and segregated from the existing footpath the use of the CTA does not apply. Note: It is generally considered that in these circumstances segregation by some form of physical delineation is appropriate because cyclists have no ‘right’ to cycle on the remaining section of footway and without definition by a white line are likely to do so.

Any byelaw or order prohibiting cycling must be removed prior to (or in parallel with other procedures) the conversion of a footpath to a cycle track. Whilst, strictly speaking, this may not be necessary if a cycle track is to be created alongside the footpath, the presence of any form of prohibition, supported by signs to give it effect, can appear illogical and lead to confusion over user rights.

Cycle Path Maintenance

Principles

All new cycle infrastructure will be delivered in a manner that minimises whole-life costs and maintenance requirements will be considered at the outset, including provision for maintenance vehicles to gain access to routes as required.

Bedfordshire Highways have responsibility for maintaining all levels of the network hierarchy and related facilities within Central Bedfordshire and will maintain a budget for this purpose.

Poor route maintenance has a bigger impact on cyclists than other road users. When on-road, cyclists can be put into potential conflict with motor vehicles by having to avoid sunken road gullies or badly re-instated trenches, etc. Poor road surfaces can create an unpleasant and hazardous riding experience. For example, pot holes full of water may hide serious hazards and carriageway defects can cause cyclists to lose control. Proper and timely maintenance is essential if these problems are to be avoided.

Adequate maintenance is not simply about rectifying physical defects - it is equally important that cycle routes are adequately swept. Un-cleared debris in a cyclist's path may cause a cyclist to lose control or veer into the path of a motorist while avoiding it. It is also a common source of punctures.

Guidance on the maintenance and construction of cycle routes, both on and off-road, is available in Application Guide AG26 (Version 2) UK Roads Board 2003 and will be the starting point in setting maintenance standards.



Policies

- Inspection frequency
 - Cycle tracks and shared-used paths – minimum 2 inspection per year
 - Cycle ways as part of carriageway – inspected minimum of quarterly

All routine and safety inspections will wherever feasible be carried out from a bicycle as this reduces the amount of local motor traffic and helps ensure that the inspectors have a better understanding of how even small defects can affect cyclists

Consideration will be given to using suitably trained and supported volunteer 'ranger' staff to inspect cycle facilities and undertake low-level maintenance works.

- Reporting and prioritisation

Identified problems will be reported to the Highways Helpline, who will record the nature of the problem and assign a response priority. Defects reported on designated on-road cycle routes that are within a 2m strip of carriageway next to the kerb, where most cycle movements take place, will be given the highest priority.

Signage will be provided on cycle paths to facilitate public reporting of maintenance issues.

- Path sweeping

Highways will ensure all designated cycle routes are subject to a regular sweeping regime to ensure cycle lanes and bypasses remain clear of accumulated debris, especially in locations where glass is known to accumulate, e.g. outside pubs and clubs, etc.

- Vegetation clearance

Trees, hedges and grass growing alongside cycle paths and tracks facilities will be regularly cut back during the growing season. The debris will be promptly cleared from the track to minimise the risk of punctures from thorns etc.

Table B1: Recommended maintenance programme for off-road routes

Issue	Activity	Notes	Frequency	Time of Year
Cycle Track Surface	Winter maintenance	Consider importance as utility route	As necessary	Winter
	Inspection	Staff undertaking maintenance works to inspect site (except structures – see below) whenever possible to avoid need for extra visits to remote sections	Every time site visited. Minimum of 4 visits per year.	Early spring, mid summer, early and late autumn (before and after leaf fall)
	Repairs to Potholes, etc.	Reactive maintenance as a result of calls from public plus programmed inspections		
	Sweeping to clear leaf litter and debris	Combine with other activities if possible	Site specific	
	Cut back encroaching verges and sweep		Once a year	November – also combine with sweeping.
	Programmed maintenance	The need for resurfacing will depend upon the initial condition of the cycle path (to allow for new build or conversion) and the nature of the wearing course	Depends on surface type and condition	
Drainage	Clear gullies and drainage	Determined by nature of surface water drainage	Twice a year	April, November



Issue	Activity	Notes	Frequency	Time of Year
	channels etc	arrangements (if any)		
Vegetation	Verges - mow, flail or strim	To include forward and junction visibility s plays		May, July and September
	Grassed amenity areas – include with verge maintenance			
	Control of ragwort, thistles and docks etc	See Weeds Act and Countryside Act. Hand pull, cut or spot treat as necessary	Before seeding	July or as appropriate
	Cut back trees and herbaceous shrubs and trim trees	If necessary allow for annual inspection of trees depending on number, type and condition. Maintain min. 1m clearance and as required for visibility purposes	As necessary	July
Signs	Repair/replace as necessary	Base on local vandalism problems and location		
Access barriers	Repair/replace as necessary	Base on local vandalism problems and location		
Fences	Repair/replace as necessary	Dependent on licence arrangements with landowner		
Structures including culverts	Inspections	Visual inspection every 2 years and detailed structural inspection every 6 years		
Seating, sculptures, etc.	Maintain or repair	If present		
Other		Scheme specific issues such as sites of special scientific interest, interpretation and information measures, disability access etc		



Appendix C: Cycle Parking

Bedfordshire County Council - Cycle Parking Guidance

Bedfordshire County Council
Cycle Parking Guidance

August 2006

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Cycle Parking Guidance

Background

This document has been prepared in response to the County Council's Policy **C5: Cycle parking**:

"The Council will provide adequate cycle parking through an annual rolling programme in town centres, public transport interchanges, schools, village centres, leisure facilities and other major attractions. County and District Council will equip their office locations with sufficient cycle parking. Employers will be encouraged to provide cycle parking at workplaces. Provision of cycle parking will be required as a part of planning consent for new developments.

Cycle Parking Standards listing detailed design requirements will be adopted and published either in the format of a stand alone document or within the new Highway design Guide, due to be published in 06/07" Cycle Stand – Bedfordshire County Council's Cycling Strategy 2005

Who this document is relevant to

This document is of relevance to highway and land-use planning development control staff, developers and their agents, travel planning, rural access and economic development staff together with voluntary organisations, such as those working on development projects, and anyone with an interest in encouraging more cycling in Bedfordshire.

The need for cycle parking

Providing the confidence that a parked bicycle will still be there on its owner's return is an important element of encouraging more people to cycle: removing the fear of theft overcomes one of the greatest obstacles to bicycle use. Good cycle parking needs careful thought and sensitive design to ensure it meets users' needs. It also needs to be provided over the whole life of any development to match levels of parking provision with growth in cycle use. However, when successfully implemented it brings a number of benefits both for individual cyclists and the community as a whole; these include:

- Encouraging people to cycle by reducing theft
- Widening modal choice and flexibility for short journeys
- Increasing accessibility to shops and local facilities
- Creating a healthier community when used to encourage cycling to school and work
- Reducing the need for car parking (typically, eight bikes can be parked in the space of one car), freeing up land for other uses
- Low costs of installation and maintenance



Planning for cycle parking

To be effective, cycle parking should be integrated into not only the existing streetscape but also the design of new developments. When doing so the following principles of best practice should be followed i.e. cycle parking should be:

Visible

Cycle parking should be easy to find and well signed if necessary.

Accessible

Cycle parking should be easy to get to and as close as possible to the cyclists' destination – typically within 20metres.

Secure

Cycle parking should provide security for the bicycle and its user and be sited where it is regularly overlooked. Stands should enable the bicycle to be secured by the frame and at least one wheel, preferably both. Parking should not be sited in locations where users are likely to feel their personal security is at risk. Lighting and CCTV coverage may be necessary in some situations.

Easy to use, manage, maintain and regularly monitored

Stands should be able to support all types of bicycle, even when knocked, and be used by all members of the community; cycle parking that proves difficult to use may be ignored and street furniture used instead, possibly to the detriment of pedestrians. Lockers are best managed by assigning them to individuals. Robust finishes that reduce whole life costs and do not scratch bikes are preferred. Surfaces under and around stands and lockers should be easy to sweep.

Parking levels should be regularly monitored to establish the need for extra provision.

Consistently available

Where parking is needed for short periods, for example in shopping areas, small clusters of stands at frequent intervals will often provide a better level of service than larger grouping at fewer sites.



Covered

Covered long-stay parking, for example at transport interchanges, school or work sites will make cycling a more attractive option.

Connected

Cycle parking should complement both the on-road and off-road cycle network, and destinations along the way, with no barriers to its use created by difficult road conditions or other safety hazards.

Linked to other services

Where parking is provided at rail or bus stations or as cycle centres, countryside projects etc. opportunities to combine parking with activities such as cycle hire, repair, countryside access projects and tourist information should be exploited.

Attractive

The design of cycle parking equipment should ensure it fits in visually with its surrounding environment.

Not a problem for others

Cycle parking should not obstruct pedestrian desire lines or pose a hazard to the blind or partially sighted. It should also comply with the requirements of the Disability Discrimination Act 1995.



Full cycle racks are a good sign of a healthy cycling culture

Transport Initiatives






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Types of cycle parking







The following illustrates a range of alternative types of cycle parking dependent on local circumstances.

Type	Illustration	Recommendations and Comments
Sheffield stand	  	<p>Preferred for all applications where space permits:</p> <ul style="list-style-type: none"> • Value for money and available in a range of styles, shapes and finishes from 'historic' to modern to suit location – those based on the basic Sheffield shape and dimensions are preferred • The use of a tapping rail can help the visually impaired identify cycle stands as obstructions. High contrast banding and tactile/textured surfacing around the stands should also be considered. Stainless steel stands should have a 'brushed' finish • A second high-level rail can aid bicycle stability as the lock cannot slip down the frame if the bike is knocked • A plastic finish will be kinder to bicycles' paint • Shorter stands are preferred as they do not interfere with front and rear panniers and baskets on handlebars • May also be provided as 'toast racks'
Two-tier stand		<p>Recommended for use where a high density of parking is needed such as rail stations and workplaces:</p> <ul style="list-style-type: none"> • Works best where there is a management regime that supervises use and helps new users learn how to use racks and lifting mechanism to avoid damage to bikes.
Locker	 <p>Picture: Cycle-Works</p>	<p>Recommended for use where a suitable management regime is in operation e.g. stations, schools, workplaces etc.</p> <ul style="list-style-type: none"> • Not recommended for unsupervised public use • Also available in domestic versions



Type	Illustration	Recommendations and Comments
Wall hooks, bars and rings		<p>Recommended for use where space is limited</p> <ul style="list-style-type: none"> • Also suitable for securing bikes in domestic garages or at workplaces • Requires secure bolts to be effective
Wall racks and pulley systems	 <p><i>Picture - BikeAway</i></p>	<p>Recommended for use where space is limited e.g. domestic cycle shed, garage or flat</p> <ul style="list-style-type: none"> • Can also be used in conjunction with upright lockers to minimise 'footprint' • Available with springs and pulleys to aid lifting
Covered parking		<p>Recommended where long-stay parking is expected</p> <ul style="list-style-type: none"> • Available in a range of styles and finishes • Preferably partnered with Sheffield stands
Compounds	 <p><i>Picture - Gina Hankell</i></p>	<p>Recommended for long-stay parking where additional security is required e.g. rail stations, schools, workplaces etc:</p> <ul style="list-style-type: none"> • Provides additional security when combined with secure access e.g. smart-card or key-pad operation • Transparent walls that permit natural surveillance are preferred • Best complemented by additional lighting and CCTV
Two-level upright racks		<p>Not recommended except in areas where security is provided by other means, e.g. workplace, and guidance on use is provided</p>



Type	Illustration	Recommendations and Comments
Two-level wheel or handlebar racks	 	<p>Not recommended except in areas where security is provided by other means e.g. workplace</p> <ul style="list-style-type: none"> • Offers little or no opportunity to secure bike frame (some systems provide steel cable or chain) • Falling bikes can damage others • Apparent capacity benefits offset by difficulties in inserting and securing bikes in crowded racks
'Butterfly' racks		<p>Not recommended except in areas where security is provided by other means e.g. workplace</p> <ul style="list-style-type: none"> • Despite apparent benefits of taking up little space when unoccupied, this type is unpopular as it offers no means to secure the frame and provides little or no stability when a bike is knocked
Street furniture and railings	 	<p>Not recommended but a good indication that additional parking provision is needed or what has been provided is unpopular</p>
Wheel Slots		<p>Not recommended under any circumstances</p>

All illustrations © transport Initiatives except where stated



Cycle parking provision

The general guidance on levels of cycle parking provision in new developments within Bedfordshire is as follows:-

- 1 space per 10 staff (long stay)
- 1 space per 10 visitors (short stay)
- 1 space per resident

As the level of cycle parking will depend upon type of facility, likely number of visitors, the availability of existing nearby parking, location of development and the requirements of any agreed travel plan, further guidance is available on request.

Standard drawings

Standard drawings and layout dimensions are available on request. These are based on manufacturer's specifications and good practice. As these are subject to change, they have not been included in this guidance.

Statutory procedures

Road Traffic Regulation Act 1984

Part IV of the Road Traffic Regulation Act 1984 allows for the provision of off-street parking places for vehicles and authorises the use of any part of a road as a parking place. These powers are extended by Section 63 of the Act to allow provision "...in roads and elsewhere of stands and racks for bicycles". It is interpreted that this includes cycle stands. A single Order under this act can be used for the provision of cycle parking in the whole of an administrative area; however, all the individual sites must be set out in the mandatory accompanying Schedule.

Where there are existing waiting and loading restrictions in force, bicycles, like other vehicles, may not be legally parked on the carriageway or within the footway. This is seldom enforced, nor is it usually appropriate to do so, but it can provide a useful way of controlling motorcycles parked on Sheffield stands. Where such restrictions are in force, cycle parking can be permitted through an exemption within the existing waiting and loading orders or by additional orders designating part of the road for cycle parking only.

Highways Act 1980

In pedestrianised streets, section 115B of the Highways Act 1980 (inserted in Schedule 5 of the 1982 Act), provides for a local authority to place objects or



structures on a highway for the purposes of providing a service for the benefit of the public or a section of the public. Where pedestrianised highways have been introduced under Section 249 of the Town & Country Planning Act 1990, this also gives local authorities the powers to place objects /structures on the highway. In both of these cases this has been interpreted as permitting local authorities to provide cycle stands.

Source: *Draft Cycle friendly Infrastructure 2* DfT 2005

Note: These procedures may only be carried out by Bedfordshire County Council as Highway Authority: where new cycle parking is provided within the existing highway by virtue of new development the County Council may seek to recover from developers the reasonable costs of doing so.

Disability Discrimination Act 1995

The Disability Discrimination Act gives disabled people important rights of access to everyday services. The siting or use of cycle parking should not impede these rights. How best to meet the needs of those with disabilities should be addressed through local consultation.



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Please recycle me!

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**Central
Bedfordshire**