

## **Cycling in New Developments**

**Spreading Cambridge's cycling culture into new developments around the city**

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For better, safer and more cycling in and around Cambridge

# Cycling in New Developments

## Spreading Cambridge’s cycling culture into new developments around the city

This briefing, from Cambridge Cycling Campaign sets out our aspirations for the new developments being planned for the Cambridge sub-region.

We summarise our views on the best way to provide for cycling in new developments and set out how a high-quality cycling network can result in high levels of cycling and walking.

We are keen to meet and work with developers to make their developments as cycle-friendly as possible. We hope this guide will be a very useful starting point.

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## Summary

This briefing, from Cambridge Cycling Campaign sets out our aspirations for the new developments being planned for the Cambridge sub-region. In it, **we summarise the best way to provide for cycling in these new developments.**

Cycling fits perfectly with a range of national policy on transport, health, the environment and CO<sub>2</sub> reduction; it also dovetails well with the government's desire for 'eco-towns'.

Over 25% of all journeys in Cambridge to work are by bike and a large proportion of other trips are too. We want to ensure **Cambridge's cycling culture** is maintained in the new developments. See page 6.

Most British cycling infrastructure is poor quality, because it is not designed with cyclists' actual needs in mind. Firstly, **developers need to make space for cycling**, preferably on the road. Secondly, whatever seems daft to a car driver is equally silly to a cyclist. Yet in the UK, poles in cycle paths, constant give ways, etc., are the norm. This approach must be avoided in the new developments. Cyclists really want the same as car drivers want: **convenience, directness and speed**. See page 8.

Providing for cycling often doesn't mean cycle-specific infrastructure, but simply a cycle/pedestrian-friendly environment.

Cycling is much easier when traditional, inter-connected street layouts are used, in line with the government's new Manual For Streets. Cul-de-sacs and winding roads should be avoided. See page 9.

We outline **ten key principles** for cycling on page 10.

Regarding the on-street environment, developers should **avoid pavement-style cycleways** next to roads. These rarely meet cyclists' needs properly, and are unpopular with pedestrians. Instead, developers should remember that the normal street environment is where cyclists spend most of their time travelling and make those areas as cycle-friendly as possible. So developers should:

- i. design the overall development in a way which **minimises the need to travel by integrating land uses**, e.g. by locating facilities and ideally workplaces reasonably near to the housing;
- ii. for the main roads through a development: provide **on-road cycle lanes of good width** (at least 2m wide, **never** less than 1.5m), or so-called 'hybrid lanes' (which are also on-road but which provide some protection but good visibility and directness – see page 13).
- iii. in the local connecting streets where most of the housing is located, design for lower traffic speeds, e.g. avoiding excessive visibility; these will form the majority of journeys as well as help facilitate children learning to ride.

These are outlined in pages 12-17 in detail.

Cycle parking should be provided throughout a development in secure and accessible locations, as we outline on page 18.





providing  
for cycling often  
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European  
areas like the  
Netherlands show  
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needs of cyclists are  
catered for

## Introduction

This briefing, from Cambridge Cycling Campaign, a local voluntary group, sets out our aspirations for the new developments being planned for the Cambridge sub-region. Here, **we summarise the best way to provide for cycling in new developments** and to set out how a high-quality cycling network can result in high levels of cycling.

Cycling fits perfectly with a range of national policy on transport, health, the environment and CO<sub>2</sub> reduction. And it also dovetails well with the government's desire for 'eco-towns'.

Having read this guide, we warmly encourage you to get in touch with us and to take advantage of our expert advice, so that as a Campaign we can be in the position of welcoming, rather than objecting to, plans for new developments.

**We are keen to meet and work with developers** to discuss our ideas and to find ways we can work together to make new developments as cycle-friendly as possible.

In this guide we want to stress the need to avoid the typical British 'sign on a pavement' approach to cycling, as well as stressing that providing for cycling doesn't necessarily mean cycle-specific infrastructure.

Cities in the Netherlands and other European countries demonstrate how very high levels of cycling – 30 to 40 percent of journeys – can be achieved when the real needs of cyclists are catered for, resulting in a healthier population, lower levels of pollution, less traffic, and an attractive public realm.

In the Netherlands, of trips up to 7.5km, 26% are done on foot, 35% are by bike, and only 23% are done by car. In the 7.5-15km range, 15% of trips are still done by bike and 3% of trips over 15km are cycled. There, they **make space for cycling, and avoid overly narrow streets**.

Very many people in Cambridge cycle distances over 5km on a regular basis, so transport assessments should not assume otherwise. Road improvement schemes should plan for commuting up to 10km by bicycle.

Many of the principles we set out here apply to existing infrastructure and townscapes but in those cases are harder to achieve, because of the constraints of existing street patterns and space available. By contrast, in new developments, the potential for best practice to be achieved is enormous – but it needs to be planned in from the start of the design process.



## Local context

cycling  
will happen if  
designers employ  
the correct  
mindset

**Cambridge city has the highest levels of cycling in the country.**

Over 25% of all journeys to work are by bike and a large proportion of other trips are too. Unlike many other parts of the country, cycling is seen as 'the normal way to get around', and is done by everyone, from business-people in suits to parents and their children. It's just part of our culture: people cycle because they always have done and it's the natural thing to do.

The high levels of cycling we enjoy need to be maintained if Cambridge is not to grind to a halt. Clearly, with almost 50,000 new dwellings to be built before 2016, the threat of gridlock represents a major challenge to the city. **Cycling is ideally**

**placed as a key solution against the threat of gridlock** to deliver an efficient and sustainable transport network and a high-quality public realm.

It is sometimes said that people cycle despite rather than because of infrastructure provided by the councils, although new bridges and cycle parking in particular certainly facilitate new journeys. However, much of the existing provision in Cambridge consists of pavement-based facilities, which are really in no-one's interest. **In**

**new developments, there is an excellent opportunity to give genuine priority to cycling.**

It need not be onerous – what is key is that designers must employ the correct mindset, one which is much bolder than existing approaches, as we set out in this briefing.

Continental-style provision for cycling could be **a real selling-point for developers.**

It is obvious to anyone looking at continental provision how impressive and forward-looking their approach is. We need that same impressive-looking and permeable infrastructure in Cambridge for the newly-settling population.

Missing the opportunity for cycling means that bad travel patterns will be set for the next 50 years – and these will become ever-more problematic with the onset of climate change, rising fuel prices and the challenges of the obesity epidemic.

So cycling is well-suited for the future of transport if it is provided for at the outset. Indeed, it is often said that planning is the key missing ingredient in the sustainable transport field; car-orientated developments like Milton Keynes will always remain so, however many buses or cycle lanes are provided. So we need to ensure that cycling isn't just 'fitted in' – but instead is **planned in, from the start**, as the natural choice.

pavement-  
based facilities  
are in no-one's  
interest and should  
not feature in new  
developments



### **Why plan for cycling?**

An article [www.camcycle.org.uk/newsletters/57/article13.html](http://www.camcycle.org.uk/newsletters/57/article13.html) in our Newsletter 57 on our website goes into more detail on these points.

**It is a relatively cheap way of providing mobility**

**It makes efficient use of space**

**It keeps people fit and healthy**

**It contributes to energy conservation and is zero-emission**

**It is an equitable means of transport**

**It is a quick means of transport**

**It is a reliable means of transport**

**It provides mobility to practically everyone**

**It is a benign form of transport**

**It can cut death and injury on the roads**

**It is increasingly seen in Europe as the modern way of getting about**



## What are the real needs of cyclists?

Often cyclists around the UK are tarnished as law-breakers, because of riding on pavements. But at the root of the problem is the fact that the British road environment is often neither safe nor convenient, and that cycle-specific infrastructure which is created is half-hearted and inadequate, and sometimes difficult to use without breaking the law. The cityscapes of the UK have, by and large, become very car-centric, unsuited to cycling; as a result, facilitating cycling has been difficult.

By contrast, in the Netherlands and elsewhere on the continent, cycling is properly catered for, and so illegal cycling is practically unheard of, as there is no will to break the law – because the streets already naturally facilitate easy cycling.

The key aspect is to think in terms of cyclists as real road users, not 'pedestrians on wheels'.

Cyclists really want the same as car drivers want:

**Convenience**

**Directness**

**Speed**

So whatever seems daft to a car driver is equally silly to a cyclist. For instance, cycle paths are often littered with obstructions such as poles, litter bins and trees, often right in the middle of such paths. Yet no motorist would tolerate such things. These paths also suffer from poor visibility at crossings, invisible driveways, poor maintenance and a whole host of other problems. They are also often shared with pedestrians, which annoys people walking, as well as diluting messages that cyclists shouldn't ride on ordinary pavements.

So, such cycle paths, which are often the norm in the UK, do no-one any good: cyclists can't conveniently use them, yet motorists assume that cyclists should be off the road because 'there's a cycle path over there'.

European countries like the Netherlands take the view that **there are really three distinct groups of users: cyclists, drivers and pedestrians**. Contrast this with the UK where cyclists are either thought to be 'in the way of drivers' or 'annoying pedestrians' – i.e. fitted in between the two groups.

In this briefing, we set out this mindset of thinking of cyclists as real road users: what would seem daft to a driver is equally nonsensical to a cyclist.

But, design the street environment to be cycle-friendly, and people will naturally start to cycle.

cycling and walking in the UK often doesn't happen – because these groups are trying to be fitted into an environment designed for the car

illegal cycling is rare in Holland, because there is no need to break the law: streets are designed to facilitate cycling

what would seem daft to a car driver is equally nonsensical to a cyclist, yet in the UK, poles in cycle paths, constant give ways, etc., are the norm. This approach must be avoided in the new developments

## Street layouts

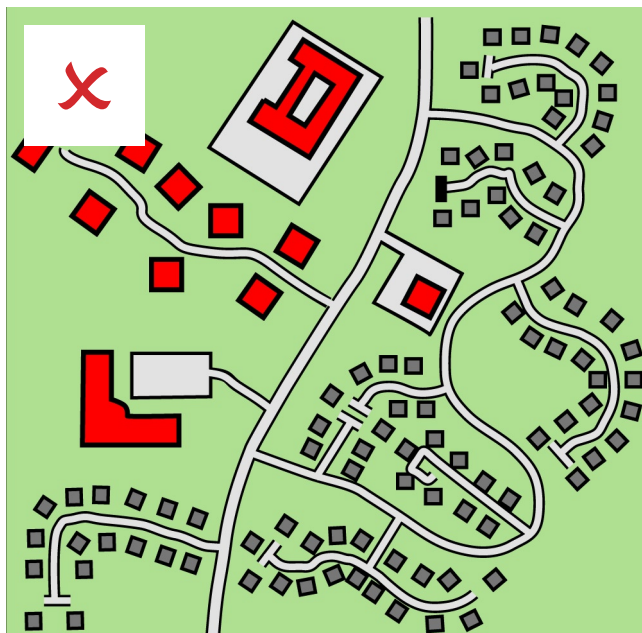
The Manual for Streets (MfS) is the Government's most recent guidance governing new street design. It makes quite clear that more traditional street layouts, which facilitate direct movement around a permeable street network, are more successful in all sorts of ways – socially, environmentally and in general efficiency terms – than the 80s/90s -style cul-de-sac housing developments (so-called 'DB32-style developments').



### Traditional, inter-connected street layouts

Now strongly favoured by Government (e.g. see the Manual for Streets) and council guidance, as well as ourselves.

- direct
- more pleasant to cycle and walk around
- easier to navigate and 'understand'
- require very little cycling-specific infrastructure (except cycle parking)
- can discourage through traffic
- easier to make cut-throughs and interconnecting, more direct routes for cyclists and walkers but not necessarily for motor vehicles
- make walking and cycling to local shops / workplaces the natural option
- facilitate community interaction and safety



### Cul-de-sacs and winding roads

Now frowned on by guidance including Cambridgeshire's own Design Guide which will be used by planners when judging planning applications.

- indirect
- much more difficult to cycle or walk around
- lots of wasted space
- streets that are hard to navigate and 'understand'
- cannot be served easily by buses
- less natural surveillance, so less safe
- lack of 'ownership' of distributor roads leads to a hostile environment for people
- As a result, these end up dominated by cars, and the travel choices available to people are limited.

For all these reasons, we want to see traditional street patterns in the new developments around Cambridge. This means well-connected streets with occasional spine routes. These can be complemented by shortcuts especially for cyclists and walkers, and pleasant cycling/walking routes across open spaces. Cycle parking should be in good supply.

## Key principles for cycling

convenience, directness, speed in practice

1



**People like to travel in straight lines**, because it keeps momentum up, and more direct routes are shorter and easier to remember. Meandering routes take longer and require more effort.

2



**People don't like continually varying heights**, because it's harder work. So rather than creating a dingy underpass below a road, or a bridge over it, a normal road crossing, designed in a cycle-friendly way, is much better. And paths should be kept even, in order to allow people to maintain their speed.

3



**People need space to move safely**, so it's important make enough space on the roads so that traffic isn't passing very closely. Cycle lanes should be at least 2m wide, in line with government guidance, to give sufficient space to manoeuvre and to avoid close overtaking by busy traffic.

4



**People want routes that aren't continually obstructed** – so trees, wheelie bins or paths shared with pedestrians are not good, nor are crossings away from the road which lose priority at side roads.

5



**People don't like to have to stop all the time**, because they lose all their momentum – and starting up is always the hardest work. So crossings over a road should detect the presence of cyclists (like any traffic lights do for cars), not require someone to stop and press a button.

notice how  
each of those  
ten principles for  
cyclists is exactly what  
drivers would expect  
for themselves, too,  
when driving



**People don't want to have to dodge parked cars** because it means moving in and out of traffic – so new developments should use proper off-street parking bays.



6

**People want to be visible** so they can avoid collisions. Putting a cycle track away from a road just means that cyclists have to make unexpected manoeuvres to rejoin the road, and it annoys pedestrians, as well as creating dangers from cars emerging from driveways.



7

**People want to travel in both directions** – so making a two-way cycle track on one side of the road means that people have to stop and cross over again. A cycle lane on each side of the road is greatly preferable.



8

**People need well-maintained infrastructure** – designing to a good standard in the first place avoids potholes and other problems in the future. This is another reason to avoid pavement-based cycle tracks a few metres away from a road – you can't use a vehicle to sweep them.



9

**People need somewhere to park** at the start and end of their journey. This means secure stands near the entrance to a building.



10

## Hierarchy of solutions

So, these principles result in the following hierarchy of solutions, highest priority first:

1. **Reducing the amount of traffic:** because less traffic automatically improves the pleasantness, safety and ease of walking and cycling; key here is to minimise the need to travel through land-use integration, e.g. by locating facilities and ideally workplaces reasonably near to the housing;
2. **Reducing traffic speeds:** because faster vehicles create danger and an unpleasant environment
3. Employ techniques to **make the general road environment safer:** because for most journeys, cyclists will still be on roads: having cycle tracks everywhere just isn't practical or desirable
4. **On-road cycle lanes of good width** (at least 2m wide, as recommended in government guidance): because that gives both experienced and new cyclists enough space to ride confidently

Also consider additional **off-road shortcuts** between areas specifically for people cycling and walking – to make cycling the quickest way of getting about or for leisure use.

Notice how these principles also encourage safety – because they cater for natural, expected behaviour.

Now look above and see how each of the above principles for good cycling are also exactly what drivers expect for themselves when driving. This shows why new developments need to cater for cyclists as real road users.

We now set out how these principles should be carried out in practice in the different parts of the development.

## Direct routes

alongside major spine roads

getting these aspects right will massively increase the attractiveness of cycling for all types of cyclists – whether confident cyclists or new cyclists, e.g. children



The design of those new developments we have seen so far is usually based on a major spine route through the new area, connecting up the smaller local streets.

good quality, on-road provision of 2m-wide cycle lanes and regulated speeds, should be the priorities

The level of traffic on these roads could make them unattractive for cycling, so it's important to make the major spine streets as cycle-friendly as possible. They should still be thought of as streets (places for people), rather than roads (conduits for cars).

Developers need to make space for cycling – not push cyclists onto pavements, supposedly in the name of aesthetics.

Provision in such streets should be along the following lines to facilitate cycling:

### Slower traffic speeds:

30mph should be the maximum target design speed for the spine routes.

Speeds of 40mph and above result in noisy, unpleasant traffic, a car-dominated 'feel' to the area and a low likelihood of people cycling.

### On-road cycle lanes, 2m minimum width:



Cycle lanes on the road need to be of good width. There are no defensible reasons for designing cycle lanes of less than 2m width in new developments.

2-3m is the norm on the continent – they know that narrower lanes (as often found in the UK) are unsafe and pointless because they don't make clear the space that cyclists need.

Remember that the Highway Code requires drivers to give a car's width of space when overtaking a cyclist; so a (useless) 1.2m lane just encourages people to think that's enough space (when really it isn't).

### Hybrid cycle lanes: strongly encouraged



This is a compromise between on-road cycle lanes and off-road pavement-style tracks.

They are on-road, 2-3m wide, coloured dark red, and have perhaps a row of flat-topped cobbles or a low kerb (away from junctions) to demarcate the edge and to discourage drivers from driving/parking in the lane.

They act like on-road cycle lanes for faster cyclists who prefer the directness of normal roads, but also 'feel' like pavement-style tracks for less confident cyclists (e.g. children) who dislike the idea of being on the road.

2m width is an absolute minimum for such lanes, and 3m is the design target width.

### Roadside cycle tracks should be avoided:



Roadside cycle tracks in the UK have a poor safety record and are unpopular with users due to the difficulty of dealing with side road crossings satisfactorily. They are only appropriate on inter-urban links with few side roads and are rarely appropriate in urban areas.

They suffer poor visibility. They are very hard to maintain, and they are strongly disliked by pedestrians. For all these reasons, they should be avoided.

### Car parking should be in specific bays not on the main carriageway:



People should be able to cycle or drive in a straight line without having to dodge parked vehicles.

Car parking on major routes presents a major difficulty for cyclists, particularly less confident ones. It can be a major cause of people cycling on pavements instead.

Parking bays should have a metre-wide strip at the edge of the parking to reduce the chance of car doors being opened in the path of cyclists.



## Local streets

facilitating a naturally cycle-friendly environment



These are local streets which form the majority of streets in the new developments and along which most of the houses are sited.

This is where cyclists will spend most of their journey, and where children are likely to want to learn to ride.

These areas **should not require any cycle lanes** or cycle tracks.

Instead, **speeds should be kept naturally low** (20mph design speed). A key way to achieve this is to avoid excessive forward visibility, i.e. not making the roads too straight, resulting in people having to take care naturally.



Car parking spaces should be designed to **avoid cyclists having to veer out** at certain points. Indeed, as shown in the picture on page 14, creating car parking bays in specific, off-street areas leads to a more pleasant environment, one which is much easier to cycle and walk around.

If necessary, traffic calming is another way to keep speeds low, but this should avoid too much street furniture such as poles or bollards or humps. In line with national guidance, any speed humps should enable cyclists to go round their edges, and should not enable motorists to speed around them.

### Point-closures and cut-throughs

An excellent way to avoid through traffic, while automatically promoting walking and cycling, is simple point-closures. These are a well-liked feature in the popular areas of Cambridge such as Petersfield and Romsey. They are cheap and simple to create.



Ensure that cut-throughs for walking and cycling are included. For instance, a cut-through between two parallel long rows of houses can vastly improve the likelihood of people walking or cycling. Make sure they are not too narrow, so there is plenty of space for both cyclists and people walking.

Access Controls – only use simple bollards, arranged to separate opposing flows, not to obstruct them or force them into conflict. Never use gates, chicanes, pinch styles etc as these exclude many legitimate path users.

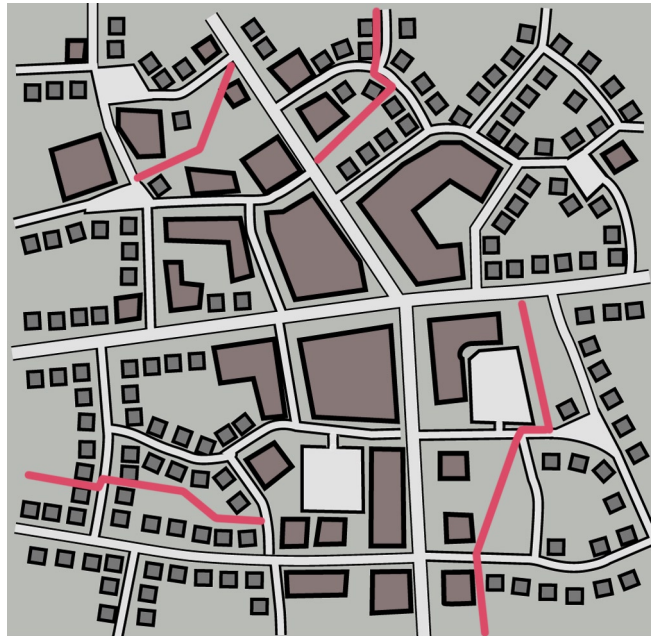
### **One-way streets: cyclists should be exempted**

One-way streets encourage people to drive less carefully and at higher speeds. As a result, government guidance no longer favours creation of one-way streets. However, it is essential that any such streets have a cycle exemption. Such exemptions can be created alongside include attractive planters.





## Facilitating shortcuts and pleasant off-road, leisure routes



There may be cases where specific cycling and walking routes can be created which act as shortcuts between, for instance, the corner of a development and a main road at the edge of a development or joining up other parts of the built-up area. Such routes should be at least 4 metres wide (3m absolute minimum) to ensure that people walking and cycling have enough space to pass. Bear in mind that natural interaction is best when cyclists can talk to each other, i.e. two-abreast, hence the need to avoid a narrow width.



Such routes can be termed the 'secondary network' which complement the normal network of local and primary streets. These again help make cycling and walking the natural choice. Public art is often featured on such routes.

Cut-throughs between rows of houses, as mentioned at the end of the previous section, are also important in creating this additional network. They should be wide, well-lit, with good visibility.

Where cycle routes join a road, the environment should be barrier free, should promote good visibility, and the kerbs must be flush – to avoid unpleasant bumps.

Such routes are also good for children learning to ride, as should be the local cycle-friendly streets.



## Shared paths alongside main roads



Only high-quality provision here – **not a blue sign on a narrow shared-use pavement** – will really persuade people to consider cycling. Such provision shouldn't just be the fall-back for those without cars, but something of genuinely high quality so they will actively attract people to cycle rather than driving for everyday journeys between areas. Of course, a route away from a main road, e.g. a countryside route that is not too indirect, would be even nicer.

Remember that, in Cambridge, many people already cycle distances over 5km, so it's important to cater for the potential of such trips.

Paths need to be designed to the high standard shown in the picture above. They should be smooth, generally uninterrupted, and designed to avoid the need for maintenance. They should be a minimum of 3m metres wide, to allow a faster cyclist to overtake a slower one safely. Smooth surfacing should be used to ensure a solid foundation, and they should be designed to avoid weed growth at the edges or from under the path. In summary, such longer-distance paths should enable cyclists to travel as fast as they are able (i.e. up to 25mph), just like the road itself.

It is important that such routes between urban areas merge well at each end of the route. A seamless transition should be made between this off-road infrastructure and the on-road design of local streets (outlined on previous pages).



## Cycle parking

### a bike right outside your door

Having a bike in a convenient but secure location near the front gate/door, nearer than any car, is a great way to make people use their bike automatically, particularly for local journeys to shops and so on. Cyclists are good shop customers – it's a fallacy that only car drivers spend money! Cyclists also spend more of their money supporting local businesses.



Part of the beauty of cycling is that it can be quick and convenient – but people won't bother to go down a passage way or wheel it through the house from the back door, so make the cycle parking secure but easily accessible.

Ideally, residential cycle parking should be in a locked enclosure, preferably only accessible by that resident and occupants of the same dwelling. Cycles parked on the street overnight cannot be insured and are vulnerable to theft and vandalism – strong deterrents to cycle use.

Cycle parking must be provided outside all shops and next to bus stops.

Check our website for guidance on the correct way to provide cycle parking:  
[www.camcycle.org.uk/resources/cycleparking/](http://www.camcycle.org.uk/resources/cycleparking/)

#### Good quality cycle parking:

deters theft

stops bikes blocking pavements

is convenient and easy to use, and provides people with an incentive to cycle rather than use the car

is highly efficient: ten bikes can be parked in the same land area needed for one car



is inexpensive: uses much less land than for car parking. A stand for two cycles costs under £100 (including installation)

## Local Cycle Parking Standards

Cambridge has Cycle Parking Standards, which all developments must adhere to. This is a key area that we often check when commenting on applications.

The Cycle Parking Standards for both Cambridge city and other areas are online at [www.camcycle.org.uk/resources/cycleparking/standards/](http://www.camcycle.org.uk/resources/cycleparking/standards/)

### Secure stands: 'A-frame' or 'Sheffield stand'



Only use cycle parking that enables the frame to be locked, as required under the Standards. The best is the Sheffield Stand (below) or the 'A-frame' design (left), which we strongly endorse. These are practical and widely used in the UK.



### Shops and destinations

Cycle parking must be provided outside shops, workplaces and other destinations. Make it near to the entrance, and as usual, ensure stands enable the frame to be locked and at 1m distance apart.

Workplace cycle parking in particular should be in secure enclosures.

### Covered where possible

Cycle parking should also be **covered**, particularly in residential areas, except perhaps for visitor parking for which, though still desirable, it is less essential.



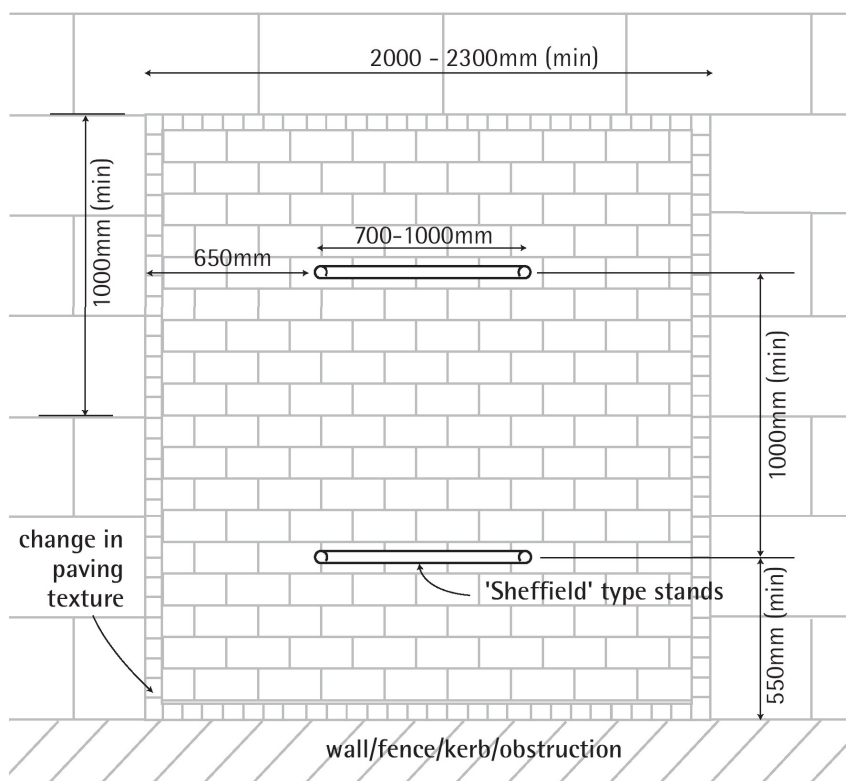
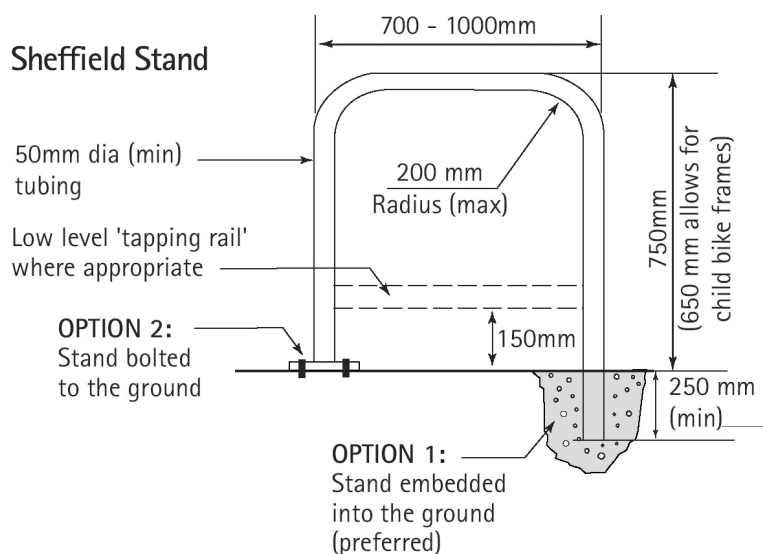


## Installation and spacing

Stands must be placed a minimum of 1m apart – any less than that and they become awkward to use. They must also be fixed into the ground correctly.

Stands should be in well-lit, secure areas, and near the main entrance to a building – not in a dark area round the back.

Raised platforms should not be used, to avoid the user having to lift the bike.



## A pedestrian-friendly environment



A genuinely cycle-friendly environment, if done correctly, will be naturally pedestrian-friendly. However, much current practice seen around the UK unnecessarily puts cyclists into conflict with pedestrians.

Cycling and walking have **different needs**.

However, they both share the desire for **direct, pleasant routes** and the ability to stop easily at local shops or destinations.



*Guard-railing (or 'sheep pens') – which herd pedestrians in – should be avoided*

**Guard-railing should be avoided:** it is an old-fashioned and ugly design tactic that is now heavily frowned on by the Government's Manual for Streets. Such railings annoy pedestrians (by disrupting desire-lines), who often just bypass them resulting in more risky manoeuvres. It also causes real safety problems for cyclists (as it removes a key escape point if a cyclist has to get off the road quickly).

**At-grade crossings**, which avoid the need for people to go up and down, are preferable.

Cycle parking should only be put on the pavement when the pavement is wide. Instead, **put cycle parking in line with any car parking on a build-out**.

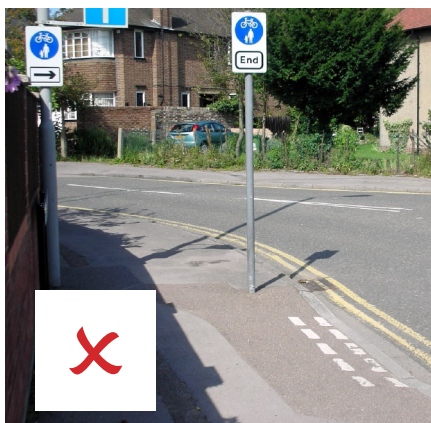
### Keeping cyclists away from pavements

Apart from the specific 'secondary network' of special routes for walking and cycling described above, in new developments **cyclists should never be sharing roadside paths with pedestrians**. Neither group likes such provision.

Paths across commons and green areas should always be allowed for cyclists to use, and be 3m width minimum.

The only other time shared paths may be appropriate is on key routes between major areas, and these should be of proper width and quality.

**shared pavements are unacceptable for new developments**





## Complementary measures

There is a range of complementary measures which we encourage developers to consider. Many of these could well be seen as real selling points to sway prospective buyers.

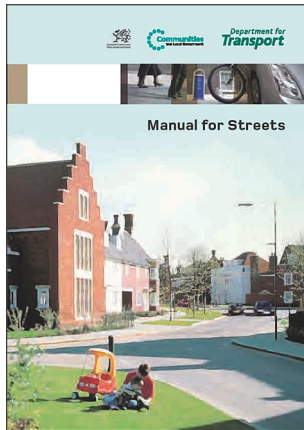
- **Provision of a free bike when moving into a new house** – providing a voucher, to be redeemed at a nearby bike shop, could be a great way to get people cycling. Bikes should be of reasonably good quality (£200 plus) as cheap bikes can do more harm than good.
- **Cycle training vouchers** – to encourage new cyclists, both young and older, to learn.
- **Car clubs** – provision of pool cars, enabling people to have access to a car (perhaps a second car) without having to bear the costs of ownership. Cambridge has recently started a car club in the Romsey area, run by [www.streetcar.co.uk](http://www.streetcar.co.uk). Car clubs also reduce the need for parking and thus allows more space for cycle parking.
- **Secure cycle parking** – as outlined above, provides a key incentive to using the bike, particularly for short journeys.
- **On-street bus ticketing or smartcards** – avoids the fuss of paying on a bus and makes journey times much quicker. Smartcard (Oyster) ticketing has worked very well in London to improve bus transport.
- **Real-time information for buses** – a display at a bus stop showing the time until the next bus arrives gives people reassurance and confidence in using buses. Cambridge already has a number of such stops and new developments ought to be provided with such displays from the start.



## Relevant guidance

Key guidance that developers should familiarise themselves with, includes:

### Manual for Streets



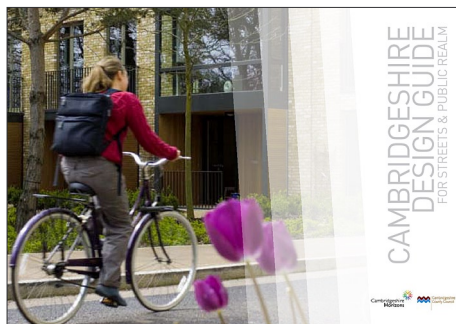
[www.dft.gov.uk/pgr/sustainable/manforstreets/](http://www.dft.gov.uk/pgr/sustainable/manforstreets/)

The Manual for Streets (MfS) should be the most influential document on urban design in 50 years. It is intended to bring about a transformation in the way streets are designed in order to give priority to environmental quality and to promote sustainable and truly mixed user communities. It is a replacement for the Government's old *Design Bulletin 32 (DB32)* and *Places, Streets and Movement*, which have now been withdrawn.

MfS focuses on lightly-trafficked residential streets, though its principles may apply to other types of streets such as high streets. It is extremely applicable to the new developments around Cambridge.

**We agree very strongly with its approach and with the vast majority of its recommendations.**

### Cambridgeshire Design Guide



[www.cambridgeshire.gov.uk/transport/designguide/](http://www.cambridgeshire.gov.uk/transport/designguide/)

Cambridgeshire County Council, supported by Cambridgeshire Horizons and the City and District Councils, has developed a design guide to promote the highest possible standards in all new developments, large and small. Much of the Guide follows the principles of the Manual For Streets.

Again, its approach is sound, though we would urge **greater emphasis by developers on on-road routes** (rather than pavement cycleways) and the need for high quality cycle parking as outlined above.

### Cycling England - design checklists

[www.cyclingengland.org.uk/engineering2e.php](http://www.cyclingengland.org.uk/engineering2e.php)

These guides, produced by the Government's main cycling body, Cycling England, contain more detailed technical guidance on designing for cycling.





## Cycling Infrastructure Design

[www.dft.gov.uk/consultations/closed/infrastructuredesign/](http://www.dft.gov.uk/consultations/closed/infrastructuredesign/)

This is the follow-up to the widely acclaimed publication *Cycle-Friendly Infrastructure*, but is still in draft.

The draft contains much sensible advice, but many of the examples given are poor and it arguably does not set out a visionary approach that would rival the best of European infrastructure.

At the time of writing (November 2007) we would urge caution in its use.

## Cycle parking standards

[www.camcycle.org.uk/resources/cycleparking/standards/city.html](http://www.camcycle.org.uk/resources/cycleparking/standards/city.html)

Cambridge City Council and other districts have adopted standards under the Local Plan in order to ensure that good levels of high-quality cycle parking are provided at all new developments.

We strongly urge developers to ensure their developments **at least meet these standards**. In the past, we have unfortunately had to submit objections in the past where this has not been the case.

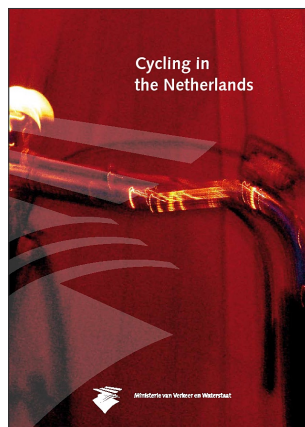
## Guides on cycle parking

[www.camcycle.org.uk/resources/cycleparking/](http://www.camcycle.org.uk/resources/cycleparking/)

We have collated a number of guides which explain best-practice installation of cycle parking, accessible via our website.

We intend to publish an 8-page Cambridge-area-specific cycle parking guide in the near future, giving all the information you need in one place.

## Cycling in the Netherlands



[www.camcycle.org.uk/jumpto/netherlandscycling](http://www.camcycle.org.uk/jumpto/netherlandscycling)

A document produced by the Dutch for an international audience, showing how their way of planning for cycling results in an amazing 30-40%+ of journeys being by bicycle.



*study tour to Münster, Germany*

## About Cambridge Cycling Campaign

Cambridge Cycling Campaign was formed in 1995 to provide a voice for cyclists in our area. We aren't a cycling club, but an organisation of volunteers campaigning for the rights of cyclists and promoting cycling in and around Cambridge. We lobby for better and more convenient conditions for cycling, safer roads, and more people on bikes. We have almost 1,000 members, and this is increasing all the time.

We regard ourselves as hard-working and committed volunteers, with **expert knowledge** on a wide range of transport areas.

Our key activity is campaigning on cycling matters, but we also undertake a range of other activities. We produce a 20-page **newsletter** six times a year, packed with news, photos, events and advice. We have started producing some films about cycling in Cambridge to help explain the issues to a wider audience. We also run occasional leisurely **rides** and social occasions throughout the year.

### Our approach to planning applications

**We spend much of our time scrutinising planning applications and traffic schemes.** Members of our Committee carefully study the details of plans for proposals which affect cycling, using their expertise and, where possible, local knowledge, to make constructive comments. We are regrettably often in the position of having to object to some of these proposals, where they fail to take adequate regard of the needs of existing cyclists or miss opportunities to facilitate increased levels of cycling by encouraging new cyclists.

We are obviously keen therefore to ensure that planning applications and traffic schemes approach **best practice** as far as possible. For this reason we have created this and other resources, to improve the quality of such applications, to reduce the likelihood of our needing to submit objections, and allow us to give positive endorsements where possible.

We are thus **extremely keen to meet with developers**, at any stage of their projects – though most importantly at the pre-planning (scoping) stage – to find ways we can work together to make new developments as cycle-friendly as possible.

We are also keen to **receive plans of proposed new developments**, preferably electronically (e.g. on CD/DVD or as e-mail attachments), as paper copies are harder for our geographically-dispersed Committee to look over.



## Website

Our website, at [www.camcycle.org.uk](http://www.camcycle.org.uk) contains many thousands of pages of information.

Most recently, we have introduced a new **journey planning system**, enabling members of the public to plan journeys as well as to add photos of cycling-related problems or good practice that they encounter.

We have **thousands of photos** of good and bad examples of how to provide for cyclists, including many **good examples from the Netherlands**.

## Contact details

We can be contacted via the following details. E-mail is strongly preferred and likely to get the fastest response.

By e-mail: [contact@camcycle.org.uk](mailto:contact@camcycle.org.uk)  
(likely to get the fastest response)

By phone or fax: (01223) 690718

Via our website: [www.camcycle.org.uk](http://www.camcycle.org.uk)

By post: Cambridge Cycling Campaign  
PO Box 204  
Cambridge  
CB4 3FN







*Cycling in Cambridge: it's just what everybody does*