

## CTC POLICY HANDBOOK

The CTC is the UK's national cyclists' organisation working for all cyclists. Objectives include the promotion of cycling as a means of transport, improving cycling opportunities in the countryside, and the protection of cyclists' interests.

**PLEASE NOTE:**

- THIS POLICY HANDBOOK, PUBLISHED BEFORE CTC BECAME CYCLING UK, IS GRADUALLY BEING REPLACED BY A SERIES OF INDIVIDUAL CAMPAIGNS BRIEFINGS ON THE SUBJECTS COVERED HERE.
- BEFORE REFERRING TO THIS HANDBOOK, THEREFORE, PLEASE FIRST CHECK THAT THE POLICY HAS NOT BEEN SUPERSEDED BY ONE OF OUR MORE RECENT CAMPAIGNS BRIEFINGS. THE LIST OF THEM IS AVAILABLE AT: [www.cyclinguk/campaignsbriefings](http://www.cyclinguk/campaignsbriefings).
- IF YOU CANNOT FIND A REVISED POLICY FOR WHAT YOU'RE LOOKING FOR THERE, THE POLICIES STATED IN THIS, OUR 2004 HANDBOOK, REMAIN VALID. THEY ARE REPRODUCED IN THEIR ORIGINAL FORM.
- THIS HANDBOOK WILL BE DISCONTINUED ONCE IT HAS BEEN SUPERSEDED IN ITS ENTIRETY BY OUR NEW SERIES OF BRIEFINGS.

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“The bicycle is the vehicle of a new mentality. It quietly challenges a system of values which condones dependency, wastage, inequality of mobility and daily carnage...cycling should be helped to enjoy another Golden Age” (Lowe 1989).

## 1. ABOUT THIS BOOKLET

### Introduction

This booklet sets out CTC policies relevant to cycling as a mode of transport and as a leisure activity. The intention has been to keep the number of policies to a minimum but to provide detailed interpretation of the policies in relation to particular topics. Brief background material is also included, along with references to more detailed sources. Policies are summarised at the beginning in Section 3 and then relevant policies are reproduced at the head of each section.

This compilation of policy represents a ‘snapshot’ at the time of publication and details those areas upon which the CTC has taken a position. It is not necessarily comprehensive and the views may be subject to change.

The structure is imposed for convenience and, while logical, it cannot represent the interaction of all the different factors or those policy areas which could fall equally into two or more areas, e.g. road design is an issue which is relevant to a discussion of safety, encouraging cycling, national policy, local policy and so on.

### Intended Audience

This policy booklet is intended to be used by CTC representatives, councillors and officers. The booklet will help to ensure a consistent approach to, and interpretation of, the CTC's policy by all those who represent the organisation.

## 2. MAKING CTC POLICY

CTC policy is the responsibility of the CTC Council, which is elected by the CTC membership. The Council can create policy in its own right and also delegates policy making powers in specific areas to committees, subject to ratification by the Council.

Campaigning policy is formulated by the Campaigns and Policy Committee.

Individual members can contribute to the policy formation by raising matters of specific concern with the Chair of the Campaigns and Policy Committee or by contacting their CTC Councillor. Information about the current holders of these posts is available from the CTC HQ.

CTC policy is enacted by the Campaigns and Policy Department. This department works with all relevant agencies to ensure that cyclists' rights are represented.

At the grass roots level, the Campaigns and Policy Department also co-ordinates and services its network of voluntary Right to Ride campaigners. These CTC members are committed volunteers who are active at the local level to safeguard the rights of cyclists on road, off road and on public transport. For details of Right to Ride activity, contact the Campaigner Development Officer in the Campaigns and Policy Department.

3. SUMMARY OF CTC POLICY

CTC believes that

- Cycling is beneficial as a mode of transport and a leisure activity and should be encouraged in all its forms.
- Cyclists have a right to ride in safety, without intimidation or injury from other road users.
- All road users, including cyclists, owe a duty of care to other users.
- Cyclists right of use of on and offroad routes should be maintained. Wherever practical their rights of access should be extended.
- The provision or sale of cycling equipment should meet reasonable standards of quality and safety. Where this is governed by regulations, they should safeguard the interests of cycle users.
- CTC will work to improve conditions for cyclists in all of the contexts above.
- Cycling must be better integrated with public transport services to enable longer distance sustainable transport and travel.

4. WHY CYCLING MAKES SENSE (last updated August 2002)

***“The Bicycle is the most civilised conveyance known to man. Other forms of transport grow daily more nightmarish. Only the bicycle remains pure in heart”***  
Iris Murdoch

Cycling is quiet, pollution free and poses little threat to other road users. It is space and energy efficient. From eight to eighty, cycling is available to most of the population. Cycling is good for individuals – it brings health, safety and quality of life benefits. Cycling is good for society; it brings economic, environmental and social benefits. An increase in cycling would help improve the local and global environment and contribute to a vast range of government policies and targets.

4.1 Health

There is a wealth of evidence that confirms that cycling is an excellent form of regular exercise. Regular cycling – that means just 30 minutes of moderate exercise five times a week – halves the risk of heart attack<sup>1</sup>

The BMA say that “...even in the current hostile traffic environment’ there are important net benefits to be gained from cycling...”<sup>2</sup> Cycling also has a highly important role to play in reducing stress and tension, decreasing obesity and reducing osteoporosis.

Cycling also helps reduce the wider public health risks from toxic vehicle pollution.

4.2 Utility and Cost

Cycling is a convenient, flexible, efficient and fast means of travel. It is very competitive in door-to-door journey times. For example, complete car journeys that begin and end in central London take on average over one and a half times as long as those by bicycle.<sup>3</sup>

It is the ideal form of transport for the two thirds (69%) of all trips which are under five miles long and the 43% of all trips under two miles long.<sup>4</sup>, it is also frequently suitable for longer trips. Bikes provide door-to-door transport at the time desired by the user and are ideal for carrying loads uncomfortable to carry by hand.

It is undoubtedly a very cost-effective form of travel, the main cost being the purchase price of a bike.

4.3 Quality of Life

Cycling is a sociable activity that facilitates human interaction with others. Cyclists pose little threat to other road users and do not have the degrading effect on the community environment associated with the noise, fumes and danger of motorised traffic. Communities with high levels of cycling are more pleasant places to live.

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<sup>1</sup> National Heart Foundation

<sup>2</sup> Cycling Towards Health and Safety OUP (1992) p. 121

<sup>3</sup> Transport for London

<sup>4</sup> DTLR Focus on Personal Travel: 2001 Edition 2001 p.16

#### 4.4 Social Inclusion

An increase in cycling offers a wide range of environmental, health, safety and quality of life benefits to communities and individuals and especially to socially excluded communities where such problems are more acute.

Cycling is a widely accessible activity which is more widely available to the whole population than motor transport. An environment that supports cycling, offers benefits to many groups within society currently marginalised by the current concentration on the car.

27% of households are without a car<sup>5</sup>, whilst half of all women do not hold a drivers licence.

In the countryside, 30% of people in the countryside do not have access to a car during the day. <sup>6</sup> and four out of five elderly people living alone don't have a car.<sup>7</sup> For children, cycling is the only form of mechanised transport they can use as their own. It is also possible for people with severe physical disabilities or learning difficulties to take part in cycling.

The integration of cycling with public transport enables longer distance journeys to be made by those who do not have access to a car.

#### 4.5 The Environment

The bicycle is energy efficient to make and to use. It does not need large areas of road when ridden or parked. It contributes little to road congestion and it adds nothing to traffic noise or local air pollution.

Transport is the fastest growing source of carbon dioxide emissions in the UK. A switch to cycling would contribute to the Kyoto treaty commitments to reduce carbon dioxide emissions.

#### 4.6 Cycling, Tourism and the Countryside

Cycle tourism has a crucial role to play in revitalising rural areas with minimum environmental impact. As a form of transport that combines flexibility and range with minimum impact on the surrounding environment, cycling offers an ideal means of access to the countryside and to sensitive areas.

Revenue from cyclists can offer vital support for village shops, accommodation providers and marginal public transport services and for all these reasons cycling deserves a central role in sustainable tourism strategies.

#### 4.7 Cycling and the Economy

Congestion is estimated by the CBI to cost business £20b a year. Cycling can play a key part in reducing congestion.

More than 2million bikes were sold in 1999 and cycle industry sources forecast that the figure will rise to more than 3.75m by 2012.<sup>8</sup>

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<sup>5</sup> National Travel Survey

<sup>6</sup> Cabinet Office

<sup>7</sup> Transport 2000

<sup>8</sup> European Bicycle Manufacturers Association



Cycle tourism in the UK is valued at £635 million per year and is expected to be worth £14 billion across Europe within 20 years. Demand for cycle tours is expected to rise by up to 10% in the next seven years.<sup>9</sup>

Mountain biking is also thriving – visitor numbers at Coed-y-Brenin, an off-road cycling centre in North Wales, have risen by 365 per cent since 1999, contributing £3.2m to the local economy.<sup>10</sup>

Cycling is good for the rural economy. A visiting cyclist spends an average of £25/day on locally provided food and services, compared to car-borne visitor's £7.30. Car users bring what they'll need with them, whereas cyclists can't. Because of the exercise: cyclists feel hungrier when they stop and that they've earned the right to pamper themselves.

Cyclists make a fit and healthy work force – staff who cycle are more productive and take fewer days off. You are more likely to arrive at work (or anywhere else) on time because you won't be delayed by traffic jams.

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<sup>9</sup> Sustrans Cycle Tourism (Information Pack TT21) 1999

<sup>10</sup> Forest Enterprise

## 5. THE NATIONAL POLICY FRAMEWORK

This section sets the policy backdrop for cycling in the current climate in the UK.

### Key Policy

- **CTC believes that cycling is beneficial as a mode of transport and a leisure activity and should be encouraged in all its forms.**

### 5.1 Cycling within the National Transport Policy Framework

Post-war the volume of motorised road traffic has grown in parallel with a decline in other travel modes - cycling, walking and public transport. From over 12% of journeys in 1952, by 1998 cycling accounted for less than 2% of traffic on UK roads. Government spending on our transport infrastructure has been dominated by expenditure on roads to meet traffic growth. This was underpinned by a philosophy of 'predict and provide', whereby traffic growth was forecast and Government attempted to construct sufficient road capacity to meet the demand for motoring.

More recently, the Government has recognised that a continuation of this practice is undesirable. The economic and environmental impact of 'predict and provide' has proved unsustainable. Moreover, it has been acknowledged that the effect of providing greater road capacity has stimulated further traffic growth (Standing Advisory Committee on Trunk Road Assessment, 1994). More recently, the concept of 'demand management' has come to be more widely accepted. This has been expressed both through mechanisms to restrain traffic growth and the impact of traffic (e.g. traffic calming, Road Traffic Reduction Acts, 1997 and 1998) and strategies to encourage a 'modal transfer' to beneficial modes. Particularly relevant in this second category is the National Cycling Strategy. This document was launched with cross party support in 1996. Its central intention is to quadruple cycling by 2012 from a 1996 base.

Rural traffic growth is a particular problem. The DETR 1997 National Road Traffic Forecasts predicted that that traffic on rural roads would increase by 50% or more over the next 25 years and policies since then have sought to reduce car dependency. CTC is concerned about the loss of transport opportunities to socially excluded groups who frequently rely on walking and cycling - we are also concerned about the danger of traffic volumes and speeds on rural roads, though welcome proposals in the 2000 Transport Act for 'Quiet Roads'. CTC seeks improved cycling conditions in rural areas and better access for cyclists between urban and rural areas. In addition we seek improved integration of cycles and public transport as a means of reducing car dependency and car use for longer distance journeys.

### CTC View

In order to ensure that cycling can fulfil its potential as a mode of transport, the following is necessary:

- Policies to promote increased cycle use must be an integral part of national transport policy.
- Adoption and development of a Model for Assessing Cycling and Walking (MACAW) which is a tool for Local Authorities to assess cost and benefits of cycling and walking projects. (While the New Approach to Appraisal (NATA) developed as part of Local Transport Plan guidance attempts to cover some of the environmental and social aspects that the more traditional road appraisal method COBA does not, it still fails to provide any proper assessment of walking and cycling projects – MACAW does this and needs further development and trials.)

- iii. The full range of Government departments should be involved in encouraging cycling.
- iv. Government should provide strong guidance to local authorities and a degree of obligation to actively promote cycling as an alternative to the car. Transport funding settlements should reward those authorities that effectively pursue those policies.
- v. Public transport operators and government must work together to implement the Integrated Transport White Paper and National Cycling Strategy commitments which seek to integrate cycling with bus and train travel.
- vi. Speed limits on rural roads must be reduced in order to improve the safety of non-motorised users in rural areas and in villages.

Sources for further information

MACAW, Draft February, DETR 2001

National Cycling Strategy, The Stationery Office 1996

Costing the Benefits, CTC 1993

CTC Response to the DETR Rural England Discussion Document - DETR April 1999

Charter for Country Lanes, CPRE, CTC and others 1998

A New Deal For Transport (Integrated Transport White Paper), The Stationery Office 1998

Guidance on Local Transport Plans, DETR 2000

Our Countryside: The Future. English Rural White Paper, The Stationery Office, 2000

## 5.2 Cycling and Public Health

There is a large body of evidence relating physical activity to improvements in health status. Similarly sedentary life styles are linked to ill-health. Professor Jerry Morris called exercise the “number 1 public health best buy”.

The Department of Health and Health Education Authority campaign, *Active for Life*, drew upon evidence of the effect on health of inactivity:

- Stroke - physical inactivity may be responsible for up to a threefold increase in stroke
- Coronary heart disease (CHD) - physically inactive people have about double the risk of CHD, while a 50% reduction in the likelihood of dying after a heart attack has been found in men reporting moderately vigorous to vigorous activity
- Osteoporosis - regular activity can substantially reduce the risk of hip fractures
- Regular physical activity also protects against colon cancer with some evidence for protection against breast cancer
- Regular physical activity is a key component of a lifestyle to control weight
- Blood pressure - regular activity can reduce blood pressure in those with hypertension
- More generally regular physical activity maintains mobility, flexibility and strength into old age.
- Regular participation in physical activity is associated with raised self-esteem in children and adults.

Cycling has been widely recognised as a moderate physical activity which can easily be included into individual lifestyles and of all forms of exercise is one of the most widely available to the population as a whole. Cycling contributes positively to all four of the key areas and targets in the Government's Our Healthier Nation White Paper (1999): coronary heart disease and strokes, cancer [colon], mental illness, and accidents.

Although some concerns have been expressed about the public health impact of more accidents resulting from higher levels of cycling, it is clear from experience abroad that higher levels of cycling can be achieved simultaneously with reductions in road accidents if effective strategies are adopted. Even under current conditions in the UK, the British Medical Association has concluded that the public health impact of more cycling would be overwhelmingly positive:

*“A form of cost-benefit analysis of cycling has been attempted by comparing life years lost through cycle accidents to life years gained through regular exercise. Although a direct quantitative analysis is not possible due to a lack of conclusive data, existing evidence would suggest that, even in the current hostile traffic environment, the benefits gained from regular cycling are likely to outweigh the loss of life through cycling accidents for the current population of regular cyclists.”*

Cycling Towards Health and Safety, British Medical Association, 1992

#### CTC View

- i. Cycling should be encouraged in all age groups to ensure a healthier population.
- ii. Health promotion authorities should actively promote cycling.
- iii. Accident prevention should focus on primary road safety and the causes of dangerous road conditions.

#### Sources for further information

Cycling Towards Health and Safety, BMA 1992

Reaping the Benefits, CTC 1997

Our Healthier Nation White Paper, The Stationery Office 1999

Road Transport and Health, BMA 1997

Active Transport, Health Education Authority, 1999

Cycling for a Healthier Nation, Transport Research Laboratory Report 346, 1998

### 5.3 Cycling and Environmental Policy

According to The Royal Commission on Environmental Pollution 18th Report “The unremitting growth of transport has become possibly the greatest environmental threat facing the UK, and one of the greatest obstacles to achieving sustainable development”. In 1997 The Royal Commission took the unusual step of producing a follow-up report on Transport issues.

#### CTC View

- i. Government policy should strongly promote the bicycle as a sustainable form of local transport, and its role in providing an alternative to the motor car.
- ii. Cycle friendly policies should be included with any strategies for sustainable development. Strategies should recognise that investment in cycling is cost effective, contributes to locally based transport, and has popular support.

- iii. Setting targets for motor car traffic reduction in urban areas can contribute to broader objectives of improving quality of life in towns and cities. Local Authorities should set Road Traffic Reduction Targets in their Local Transport Plans.
- iv. The National Air Quality Strategy- has targets for reductions in eight key pollutants. The Strategy should also set targets for controlling motorised traffic volumes.
- v. Government policy should recognise the contribution which cycling can make to sustainable tourism strategies - and in particular the importance of integrating cycling with public transport to help address the predicted motor traffic growth in the countryside.

Sources for further information

RCEP 18th Report Transport and the Environment, The Stationery Office 1994  
RCEP 20th Report Transport and the Environment progress since 1994, The Stationery Office 1997  
A New Deal For Transport (Integrated Transport White Paper), The Stationery Office 1998  
Road Transport and Health, BMA 1997  
Bikes Not Fumes, CTC 1991  
CTC Response to the consultation document "Tourism: Towards Sustainability", 1998  
Tomorrow's Tourism: Tourism Strategy Paper, Department of Culture, Media and Sport 1999  
Full Local Transport Plans Guidance, 2000

#### 5.4 Cycling and Planning Policy

The government produces national and regional guidance to assist the writing of Development Plans by local authorities. Government guidance relates to the provision of new development and its associated infrastructure (e.g. roads and public transport links). It influences transport policy at the local level; Planning Policy Guidance Note 13 Transport encourages a reduction of the need to travel, and the use of non-motorised modes of transport.

CTC View

- i. Government guidance should encourage cycling as a mode of transport.
- ii. Planning policy should ensure that new development is easily accessible by cycle - with the need to reduce travel an underlying principle.
- iii. New developments should replace any cycling facilities that are either damaged or destroyed.
- iv. Existing cycling facilities should not be obstructed or blocked by developments.

Sources for further information

Planning Policy Guidance Note 13, Transport, DTLR 2001

#### 5.5 Cycling and Treasury Policy

Cycle use reduces the costs associated with car use. Cycle users are general taxpayers, many pay motoring taxes in the form of Vehicle Excise Duty. Car tax, in any case, is applied as a source of government revenue and is not linked to spending on transport.

CTC View

- i. The principle that 'the polluter pays' should be the basis of taxation of transport users.
- ii. Cycles should not be taxed for use on the roads.
- iii. The move to increase cycle mileage rates to 20p/mile (tax free) for business travel in April 2002 is welcomed.
- iv. Like helmets, bicycles should be free of VAT.
- v. The taxation regime on company car mileage allowances has been reformed but there is much room for improvement.

Sources for further information

[www.inlandrevenue.gov.uk](http://www.inlandrevenue.gov.uk)

CycleDigest Magazine page 6, Edition no.30, 2001

#### 5.6 Cycling and Home Office Policy

DTLR researchers have found that around 70% of drivers (and 60% of motorcyclists) disregard the urban 30mph speed limit, 32% of drivers go faster than 35mph, 54% of 2-axle HGV drivers exceed the 30mph limits. The DETR Road Safety Strategy research "has shown that speed is a major contributory factor in about one-third of all road crashes. This means that each year excessive and inappropriate speed helps to kill around 1,200 people and to injure over 100,000 more. This is far more than any other single contributor to casualties on our roads". In addition, society's attitude to the car is such that drivers who cause death or injury through negligence, carelessness or recklessness receive comparatively little punishment by comparison to those who kill by other means.

CTC View

- i. The enforcement of traffic law should be designated a policing priority by the Home Office.
- ii. The 1991 Road Traffic Act should be reformed to allow courts to treat traffic crime more seriously.
- iii. The courts are beginning to assume a duty of care on those in control of motor vehicles but this must go further.
- iv. The severity of penalty must reflect the severity of the crime – a death caused by speed, negligent or careless driving should not be treated any more leniently than death caused by another means. Dangerous or careless driving should be taken to include driving too close to a cyclist for the conditions and cutting in at corners (Sections 139 and 189 of the Highway Code).

Sources of further Information

Vehicle Speeds in Great Britain, DETR 2000

Tomorrow's Roads: Safer for Everyone. The Government's Road Safety Strategy and Casualty reduction targets for 2010. DTLR 2001

Killing Speed, Slower Speeds Initiative, 2001

#### 5.7 Cycling and Department of Culture, Media and Sport Policy

The document: "Tomorrow's Tourism: Tourism Strategy Paper", published by the Department of Culture, Media and Sport (February 1999) includes a section on sustainable tourism. Under "addressing transport issues associated with tourism" there is a commitment to helping to develop the National Cycle Network, offering cycle access to new tourism development and encouraging the carriage of cycles on public transport and provision of cycle parking facilities.

Government policy on sustainable tourism and the countryside is currently split between the DETR and the Department of Culture, Media and Sport Policy. The DETR issued the consultation document: "Rural England: a Discussion Document" - and this failed to refer to the Tourism Paper. Neither document places a strong enough emphasis on the role which cycling can play.

CTC view

- i. Government policies need to be strengthened in their commitment to the role which cycling can play in the countryside and tourism context. They also need to be co-ordinated.
- ii. Public transport investment should fully address the need to carry groups of cyclist into rural and other tourist locations.
- iii. Tourist organisation, including the National Trust and English Heritage, should be encouraged to further develop their cycling strategies, supported by grant funding schemes where resources are available.

Sources of further information

CTC Response to the consultation document "Tourism: Towards Sustainability" 1998

Tomorrow's Tourism: Tourism Strategy Paper, Department of Culture, Media and Sport 1999

CTC Response to the Rural England Discussion Document, DETR 1999

Tourism without Traffic, Transport 2000, 2001

Cycle Tourism, Sustrans, 1999

## 6. THE REGIONAL POLICY FRAMEWORK

Devolution has been occurring within the UK. Scotland, Northern Ireland and Wales are Countries. Scotland and Northern Ireland have their own Parliament and set out their own transport regulations. Wales has an assembly. Within England London now has a Mayor. Throughout the rest of England regional government takes the form of a Government Office, A Regional Assembly, and a Regional Development Agency. There may also be a Regional Planning Body but this is usually the same organisation as the assembly. Regions have been set up as follows: South East, Eastern, South West, West Midlands, East Midlands, Yorkshire and the Humber, North East and North West.

Local Transport Plans apply to the English Government Regions and Wales but in Scotland they have Local Transport Strategies and London does not have London Transport Plans. Each Region has a Regional Transport Strategy (either written or being written) feeding in to the over-riding document and planning tool – the Regional Plan. This spans a 25 year period and informs the County and Unitary council's plans and in turn the Local Transport Plan.

Due to these changes it is not sensible to be too detailed in this document but talk more on general policy terms that can apply to everyone from Scotland to London.

Another important change is at a National Government level in England, where the Department of Transport, Environment and the Regions has been changed to the Department of Transport, Local Government and the Regions.

Regional Planning Guidance is also relevant and following the Integrated Transport white paper requires the development of Regional Transport Strategies.

PPGN Planning and Transport (Scotland), The Stationery Office 1999

[www.dtlr.gov.uk/planning](http://www.dtlr.gov.uk/planning)

RPG06, Eastern, 1999

RPG09, South East 1999

RPG08, East Midlands, 2001

RPG10, South West, 2001

RPG11, West Midlands, 1998

RPG12, Yorkshire and Humber, 2001

RPG13, North West, 2001



## 7. THE LOCAL POLICY FRAMEWORK

### Key Policy

- Cycling is beneficial as a mode of transport and a leisure activity and should be encouraged in all its forms.
- Cyclists have a right to ride in safety, without intimidation or injury from other road users.
- **Cyclist's right of use of on and off road routes should be maintained. Wherever practical their rights of access should be extended**
- Cycling must be better integrated with public transport services to enable longer distance sustainable transport and travel

As the agencies with responsibility for many critical functions at a local level, local authorities have a fundamental role to play in improving the cycling environment and encouraging higher levels of use. This is true both of highway authorities (typically county councils, unitary authorities, DOE Northern Ireland, Scottish Executive and Welsh Assembly) with responsibility for transport and strategic planning, and lower tier authorities (borough and district councils) with a role in recreational management, promotional activity, town centre management etc. Other local agencies such as Health Authorities also have a role to play. Public transport operators and infrastructure managers (e.g. Railtrack) are key partners for local authorities in improving the integration of cycling with public transport. Key themes of Local Transport Plan guidance are: widening travel choices and integrated transport - in order to implement the objectives of the Integrated Transport White Paper.

### 7.1 TRANSPORT

#### 7.1.1 Local Authority Cycling Strategies

Local authority cycling strategies can ensure that the full range of their activity supports increases in cycling.

#### CTC View

- i. Local authorities should have a policy of increasing cycling, supported by a coherent and well resourced strategy.
- ii. The strategy should contain locally appropriate targets for increased cycle use and this should be reflected in all transport investment.
- iii. Aims and objectives of the strategy should have the support of the relevant departments within the local authority.
- iv. User groups should be consulted on the strategy. Their usefulness in identifying progress made by the local authority should be recognised as an asset.
- v. An appropriately trained senior officer should be responsible for co-ordinating the implementation of the strategy.
- vi. A principle long term aim of local strategies should be to make all roads safe and comfortable for cycling, usually on the carriageway but sometimes beside it, according to the conditions. In the

shorter term it may be necessary to concentrate on the development of a specific cycle network but not at the expense of sacrificing safe conditions for cyclists on other roads.

- Vii. Local authorities should adopt the 'hierarchy of road users' and 'hierarchy of solutions' principles (see below).
- viii. Local authorities should work with public transport operators and infrastructure owners/managers to improve cycle carriage on public transport, cycle access to public transport interchanges and facilities for cyclists at interchanges.
- ix. Resources designated within the LTP process for cycle promotion must not be diverted for other expenditure areas.

Sources for further information

Bikeframe, CTC 1997

Progressing the National Cycling Strategy, C-PAG 1997

A New Deal for Transport (Integrated Transport White Paper), The Stationery Office 1998

Guidance on Full Local Transport Plans, DETR 2000

Safe Routes to Stations, Sustrans – [www.sustrans.org.uk](http://www.sustrans.org.uk)

#### 7.1.2 Local Authority Transport Policy

Highway Authorities have a statutory responsibility to manage a safe and properly maintained road transport network.

CTC View

- i. Local authority transport policies should give a central role to the bike. Local targets for an increase in cycle use and for traffic reduction in urban areas should be central to transport strategies.
- ii. Local authority spending programmes should include schemes that restrain traffic and reduce motor traffic speeds for the benefit of all road users.
- iii. Most journeys are local; funding priorities should be aimed at benefiting those making local journeys by sustainable means.
- iv. All new infrastructure schemes should follow the principles outlined in Cycle-Friendly Infrastructure and be subject to Cycle Audit to ensure that they do not penalise cyclists and wherever possible improve conditions for them.
- v. Local authorities should have policies that actively integrate cycling with public transport - and these should be delivered through a strategy that includes agreed targets.

Sources for further information

Bikeframe, CTC 1997

Guidance on full Local Transport Plans, DETR 2000

CycleSafe Framework, CTC 2000

#### 7.1.3 Road Safety Strategies

All Local Transport Plans (and their equivalents) should contain a Road Safety Strategy. This must contain local targets for 2005, broken down into annual targets. This should include targets to reduce overall casualties and fatalities and then specific targets to reduce childhood fatalities and cyclist casualties and fatalities.

CTC View

- i. The Plan should include targets to reduce the casualty rate of pedal cyclists per trip or per mile cycled.

- ii. Primary road safety (reducing the number of collisions) should take priority over secondary measures such as campaigns to encourage helmet wearing.
- iii. The Plan should include a target for the provision of on-road cycle training for both children and adults.
- iv. Cycle crash remedial measures should make up an increasing proportion of road safety schemes. Such measures should be consistent with policies to encourage cycling.
- v. The Strategies should address drivers' awareness of cyclists' needs, rights and vulnerability within the road environment.

Sources for further information  
Bikeframe, CTC 1997  
CycleSafe Framework, CTC 2000

## 7.2 PLANNING

### 7.2.1 Development Plans

Development Plans form the basis for local authority planning decisions. Where a two-tier (county and district) local authority system exists, planning functions are divided between Structure Plans (strategic thinking) and Local Plans (location of specific sites). Unitary authorities may have Unitary Development Plans that combine both functions.

#### CTC View

- i. Development Plans should include specific measures to assist people to cycle.
- ii. Development Plan policies should influence the location and nature of development to assist the reduction of motor traffic.
- iii. Short journeys offer the best potential for modal shift to cycling. Therefore, in locating new development, account should be taken of accessibility by bike to significant journey attractors.

Source for further information  
Bikeframe, CTC 1997  
A Campaigners Guide to Public Inquiries and Planning Appeals, CPRE 1997  
A Campaigners Guide to Local Plans, CPRE 1992  
Development Plans - What you need to know, DETR 1996

### 7.2.2 Strategic Planning

Structure plans and strategic policies within unitary development plans, provide the framework for local planning policies.

#### CTC View

- i. Strategic policies should be compatible with the promotion of cycling locally.
- ii. They should encourage the integration of cycling with public transport.

Source for further information  
Bikeframe, CTC 1997  
Planning Policy Guidance Note 13, Transport, DTLR 2001  
Cycling In Urban Areas, Issues for Planners, National Cycling Forum 1998

### 7.2.3 Local planning policy

Local Plans determine whether new development includes specific cycling provision, and whether any associated infrastructure is cycle friendly. Planning policy can also be used to support strategies of car parking restraint, which have been found to be particularly effective as a demand management tool.

#### CTC View

- i. The local plan 'proposals map' should indicate routes along which measures will be sought to make cycling safer and more attractive, together with locations of new cycling provision where appropriate.
- ii. The route networks should include designated 'country lanes' which will be promoted as priority networks for non-motorised users, in line with the Quiet Roads Guidelines.
- iii. Developer requirements should include specified levels of cycling provision, including cycle parking, and links to planned local cycle networks. This should apply to all types of development, including residential.
- iv. Cycling provision should be developed in conjunction with policies for specified locations such as those for urban regeneration or conservation areas, areas used for informal recreation, and in rural conservation areas.
- v. Local planning policies should aim to limit car-parking provision.

#### Sources for further information

More Bikes Policy into Best Practice, CTC 1995  
Bikeframe, CTC 1997  
PPG 3 Housing, DETR 2000  
PPG 13 Transport, DTLR 2001  
[www.quiet-roads.gov.uk](http://www.quiet-roads.gov.uk)

## 7.3 ENVIRONMENT

### 7.3.1 Countryside and Tourism Strategies

These may be produced by County and Unitary authorities and may co-ordinate local authority functions (e.g. planning and conservation), or establish a common intent between relevant public, private and voluntary parties on a range of countryside issues. They must also take account of how people travel between town and country and of transport within the countryside.

#### CTC View

- i. Strategies must include measures to address the predicted growth of motor traffic in rural areas and reduce motorised trips in the countryside.
- ii. Strategies should identify good networks for public transport users and non-motorised users both between town and countryside and within the countryside itself.
- iii. They should identify country lane networks that can be designated as 20mph zones and promoted as priority routes for non-motorised users, in line with Quiet Roads Guidelines.
- iv. They should encourage the integration of cycling and public transport e.g. working in partnership with bus and train operators to increase cycle carriage.
- v. The strategy should cater for leisure cyclists as part of recreation and tourism development.
- vi. Issues that affect cyclists such as maintenance of bridleways and access to forests and country parks should be identified in the strategy.

- vii. New leisure development in the countryside should be designed to allow access by public transport and non-motorised users. Development controls should ensure that motor traffic generation is minimal.
- viii. Facilities at leisure developments should include cycle routes and cycle parking.
- ix. Opportunities to mitigate the impact of recreation and tourism development (such as additional motorised vehicle traffic) should be identified and prioritised.
- x. Strategies should presume in favour of maintaining and increasing cyclists' access to the countryside except in individual cases where there is compelling evidence that cyclist's impact would be unacceptable.
- xi. Blanket exclusions on cyclists from sensitive areas should not be the basis of policies to restrict demand if there is no evidence that cyclists are uniquely responsible for damage.
- xii. Strategies should include plans for the linking of Rights of Way into long-distance strategic routes for cyclists and equestrians.

Sources for further information

Guidelines on Responding to Countryside Strategies 4/90  
CTC Policy: Cycling and the Countryside Environment 7/98  
CTC Policy: Countryside 11/98  
CTC Policy: National Parks and AONB's 8/98  
CTC Policy: Recreational Routes 8/98  
PPG 17 Sport, Open Space and Recreation  
Tourism without Traffic, Transport 2000, 2001

7.3.2 Local Authority Environment Policy and Audit

Protection of the environment and public safety are local authority responsibilities.

CTC View

- i. An environmental audit should consider the costs of car use and the benefits of cycling.
- ii. A pro-bike policy can reflect a cross-section of interests held by the local authority, for example the need to reduce the impact of visits by car to nature conservation areas, or the health benefits of cycling.
- iii. Environmental information of interest, such as the results of air quality monitoring, should be publicly available and should be distributed to cycle user groups.

Sources for further information:

Cycling as Transport, CTC 1995  
Bikes not Fumes, CTC 1991

7.3.3 Local Agenda 21

At the Earth Summit in 1992, 170 countries, including the UK, endorsed Agenda 21 - an agenda for the 21st Century, which sets out how environmental, and development needs can be reconciled. Local authorities can adopt Local Agenda 21 as a process that benefits the environment in partnership with others. Activities that result should meet the needs of specific sectors of the community, e.g. pensioners and people on low incomes.

CTC View

- i. Increased cycle use should be used as an indicator of the success of the Local Agenda 21 process. Cycling reduces dependence on more polluting forms of travel, is good for health, and increases the mobility of those without access to a car.

#### 7.3.4 Local Environmental Action Plans (LEAPs)

LEAPs combine a local pollution control strategy, with a range of functions that the Environment Agency has as the guardian of rivers, streams and canals - these include flood control, fisheries and amenity.

##### CTC View

- i. LEAPs should cater for leisure cycling as an activity on paths and lanes used by cyclists that border rivers and canals

#### 7.3.5 Health Authority Support for Cycling

There have been major changes in the organisation of the health sector in recent years. Commissioning of health services from community Health Care Trusts will be done by Primary Care Trusts (PCTs), with Health Authorities retaining a small part of the budget and a remit to take an overview of the provision of health services and health improvement in their areas. Health Authorities themselves will soon be grouped into Strategic Health Authorities. NHS Trusts and health authorities will still have a responsibility to produce and implement travel plans like any other trip generator. Some health promotion services, and more recently Health Action Zones have promoted cycling by working with local cyclists and by supporting Bike Week activities.

##### CTC View

- i. All NHS Trusts should aim to shift some travel to work trips onto bicycle by supporting measures to encourage cycling, by providing facilities for cyclists and by giving incentives to encourage people to modal shift from the car to the bicycle or public transport.
- ii. Patients and visitors may prefer to travel to NHS sites by bicycle. All sites should have safe cycle access and sufficient, appropriate cycle parking for staff, patients and visitors.
- iii. As part of their work to promote the health of their local communities all Primary Care Trust's should invest in measures to promote and encourage cycling.
- iv. All health representatives on Local Strategic Partnerships should ensure that cycling is promoted and provided for as part of the work to reduce the burden of Coronary Heart Disease in the community.
- v. A strict condition of planning permission for hospital developments on new sites must be the inclusion of high quality cycle access to the site and adequate cycle parking on site.

##### Sources for further information

Road Transport and Health, BMA 1997

Reaping the Benefits, CTC 1997

Cycling Towards Health and Safety, BMA 1992

Bike For Your Life Information Leaflet, CTC

## 8. A CYCLE FRIENDLY INFRASTRUCTURE

### Key Policy

- **Cyclists right of use of on and off road routes** should be maintained. Wherever practical their rights of access should be extended.
- **The CTC seeks to secure continued access within areas currently under the jurisdiction of the Forestry Commission**
- **The CTC opposes the introduction of motorbikes into** bus lanes or designated cycle lanes or other cycle facilities.

A hostile road environment has contributed heavily to the decline of cycling since the 1950's in the UK. Cyclists have found that their two most fundamental needs, that routes are safe and that trip destinations are made easily accessible, have been ignored. An effective strategy for reversing this trend has been adopted by York City Council in the form of a 'hierarchy of users'. This strategy places the needs of disabled people, pedestrians and cyclists above those of other users and is designed to ensure that accessibility and safety for these modes is maintained. Similarly Cycle Audit and Review can help ensure that new schemes recognise the needs of cyclists and that problems within the existing road network are identified.

Recreational Routes may be on or off road and may be along rights of way or on a permissive basis. They are valuable and attractive facilities to encourage leisure cycling and also have benefits for those who use cycles as transport.

### 8.1 ON ROADS

#### 8.1.1 ROAD TYPES

##### a. Cycling on All-purpose Roads

Motorways and a few other major roads are special roads where access is restricted to certain classes of traffic. Other roads are by definition, all-purpose roads on which cycling is permitted unless specifically prohibited by a Traffic Regulation Order.

#### CTC View

- When used as a mode of transport the cyclists' preference and indeed, right, is on the road and all scheme designs and standards should presume in favour of on-road cycle provision. The hierarchy of solutions should be adopted.
- The general purpose road network should be designed and managed to meet the needs of cyclists and other non-car users, in accordance with the principle of the 'hierarchy of users'.
- The Highways Agency, private developers and local highway and planning authorities should adopt Cycle Audit procedures for all road and traffic schemes - including bridges and tunnels. Both actual and latent demand for cycle friendly infrastructure should be assessed
- A Cycle Review should be applied to existing road networks to identify problematic areas and prioritise remedial work.
- Cycle Audit and Review should also be applied to road schemes which have severed/ or which threaten to sever country lane networks where there is a desire line across a major road.

Sources for further information

CycleSafe Framework, CTC 2000  
Cycle Friendly Infrastructure, CTC, BA etc 1996  
Cycle Audit and Review, IHT 1998  
Breaking Point, CTC 1993

b. Cyclists and major roads

For many urban and inter-urban trips there may be no alternative to cycling on heavily trafficked roads; approximately one quarter of cycling (24% in 1990) takes place on major roads, mostly on "built-up" roads of up to 40mph speed limit.

CTC View

- i. Where use by cyclists is identified as unsafe, alternative routes should be made attractive to cyclists or hostile design rectified. Cycle bans should not be imposed.
- ii. Lower speed limits together with increased exit angles can improve conditions for cyclists at the junctions of slip roads.
- iii. At large roundabouts express left turns and dedicated lanes should not be used; peripheral cycle lanes close to the kerb are generally dangerous to use. Conditions at roundabouts can be improved by; tighter, continental-style geometry; single lane entries, circulation and exits; signalisation.
- iv. Major signalled junctions must allow sufficient space for priority access by cyclists without squeezing or pressure from left-turning traffic. Advanced stop lines and a separate phase giving priority to cyclists can improve safety.
- v. Where traffic conditions are a deterrent to cyclists sharing road space with other vehicles, speeds must be reduced to make cycling comfortable or sufficient space provided – 1.5 – 2.0 metres, depending on speeds – by wider nearside lanes or cycle lanes.

Sources for further information

Cyclists and Major Roads, CTC 1992  
Cycle Friendly Infrastructure, CTC 1996  
Traffic Calming on Major Roads A47 Thorney, Cambridgeshire, (DETR) TAL 6/97

c. Rural Lanes

The character of country lanes is the product of features including its surface, location and route; the architecture of the buildings it serves; and the type and volume of traffic that uses it. Country lanes offer valuable leisure facilities, but are also a fundamental element in the transport infrastructure available to non-motorised travellers in rural areas.

CTC View

- i. Country lanes should be protected from inappropriate building development, increased motor vehicle traffic and insensitive road improvements.
- ii. We support the reduction of traffic speeds on country lanes from 60 mph to 40 mph and 20 mph limits in villages and the designation of certain lane networks for priority use by non-motorised users, in line with the Quiet Roads guidelines.

Sources for further information

Help to Save our Country Lanes (leaflet), CTC



Charter for Country Lanes, CPRE, CTC etc 1998  
Slower Speeds Initiative, Tel: 0207 502 0406  
[www.quiet-roads.gov.uk](http://www.quiet-roads.gov.uk)

### 8.1.2 ROUTE NETWORKS

Cycle route networks provided for transport should be comprehensive, safe, direct and attractive. Introducing special routes and provision for cyclists should not be an objective in itself. Cyclists do not want special measures or separate facilities per se; they want routes that are fit for cycling including roads or cycle tracks. Provision at junctions, measures on main roads, signed routes along traffic-calmed streets or minor roads and cycle tracks all have a part to play and may serve cyclists of varying levels of experience.

#### a. Hierarchy of Solutions

The Dutch Bicycle Master Plan sets the following criteria for cycle facilities: where speed and volume (per hour) of vehicles is low, separation between cyclists and other road users is not required - although cycle lanes or tracks might be included for continuity's sake. Cycle lanes or tracks may be desirable where there are high vehicle speeds and volumes. An alternative to their construction would however be traffic reduction or cycle-friendly traffic calming.

#### CTC View

- i. Cyclists have the road network available to them for their use. Where use of this network is rendered unattractive or dangerous by traffic conditions, there is no single correct solution to providing a suitable infrastructure for cycling and local conditions will frequently dictate which solutions are possible. However, the following hierarchy of solutions indicates the possible strategies in order of preference. Each strategy should be thoroughly considered before a solution is chosen.
  - a) Traffic reduction
  - b) Traffic calming and restraint
  - c) Junction treatment and traffic management
  - d) Redistribution of space on the carriageway
  - e) Cycle lanes and cycle tracks

Where special facilities are provided for cyclists these should, in principle, be taken from road space that is currently devoted to motor vehicles, rather than from pedestrians.

#### Sources for further information

Sign up for the Bike Design Manual, CROW, Netherlands 1993  
Joint Statement on Providing for Walking and Cycling, Pedestrian Association and CTC 1995  
Cycling In Urban Areas - Issues for Traffic Engineers, National Cycling Forum 1998  
Cycle Friendly Infrastructure, CTC, BA, etc 1996  
Cycle Routes, Project Report 42, TRL 1993  
National Cycle Network, Guidelines and Practical Details, Sustrans 1996  
[www.ctc.org.uk/campaigns](http://www.ctc.org.uk/campaigns) (benchmarking information)  
Dutch Bicycle Master Plan, Ministry of Transport, Public Works and Water Management, 1999

b. Traffic Calming

Traffic calming aims to improve road safety by reducing average speed of motor vehicles and thus speed differentials between motorised and non-motorised vehicles. Measures can include physical alterations to the horizontal and vertical alignment of the road and most significantly in successful European models, reductions in priority, particularly at junctions. In some cases it may be possible to introduce a 20 mph zone as part of a package of measures.

CTC View

- i. Traffic calming can benefit cyclists by reducing the speed of traffic, however it must be of a cycle-friendly design. Vertical deflection can be very effective at slowing traffic but the ramps must have long, smooth profiles, approximating to a sinusoidal shape.
- ii. Wherever possible the introduction of pinch points that squeeze cyclists, e.g.: by providing central refuges, should be avoided. At 30mph the minimum width beside a refuge that allows safe overtaking without intimidation is 4.5m. Only below 20mph should narrower widths be considered. Pinch points should not be introduced without consultation with local cyclists. Where such a measure is unavoidable, the Transport Research Laboratory has identified optimum widths for pinch points.
- iii. A very effective way to calm traffic in a benign manner is to have reduced priority at all junctions, such as the use of all-way give-ways in other countries.
- iv. There are a range of subtle but effective “natural” or “traditional” methods of traffic calming which can also be employed, such as are implemented in Home Zone schemes.

Sources for further information

Home Zones - Reclaiming Residential Streets, Children's Play Council 1998

Cycle Friendly Infrastructure CTC, BA etc 1996

Traffic Calming Bibliography, (DETR) TAL 4/99

Measure to Control Traffic for the Benefit of residents, pedestrians and cyclists, (DETR) TAL 1/87

The Battle For Space, Robin Field, CTC information Sheet, 2000

c. Vehicle Restricted Areas and Pedestrian Zones

In many town and city centres, it is normal practice to restrict motor vehicle access. There are aesthetic, environmental, safety and commercial benefits in creating car-free zones. Restricting access for motorists creates environments in which travel on foot and by bicycle is encouraged. Research commissioned by the Department of Environment, Transport and the Regions found no real reasons for excluding cyclists from pedestrian zones. However CTC research has found that introducing cyclists into space that pedestrians consider to be theirs can lead to conflict. It is therefore preferable to introduce Clear Zones, which exclude private motorised traffic but permit access by cyclists and public transport, rather than blanket pedestrianisation.

CTC View

- i. Cycling should be permitted in pedestrian areas wherever possible. If pedestrian flows during peak shopping hours make this impracticable, cycling should be permitted in pedestrian areas from midnight to 10 am and 4 pm to midnight to allow usage by cycle commuters.
- ii. Where pedestrian areas interrupt cycle routes, safe and convenient alternative routes should be incorporated into the cycle route network maintaining the directness of the cycle route as a priority and ensuring cyclists can use the alternative safely.

Sources for further information

Cycling in Pedestrian Areas, (DETR) TAL 9/93

More Bikes, Policy into Best Practice, CTC 1995  
Cycle Friendly Infrastructure, CTC, BA etc 1996  
Cyclists and Pedestrians, attitudes to shared use facilities. CTC 2000

#### d. Traffic Management

Traffic management seeks to make the best use of existing road space. Whilst in the past this has focused on maximising road capacity, the Transport Act 2000 refocused this priority and it is now a requirement through Local Transport Plans that cyclists, pedestrians and public transport are given priority over private motor vehicles in traffic management.

##### CTC View

- i. Highway planning should aim to achieve access for people and goods, not simply vehicles, to local facilities
- ii. Cyclists should be exempt from all road closures and associated banned turns except where it can be shown that there are overriding hazards to the safety of cyclists. Measures such as contraflow cycle lanes and cycle slips into closed or one-way streets should be used to maintain and increase cycle access.
- iii. CTC has concerns about the Multi Modal Studies, which are used to assess transport management along key routes in Britain, in so far as cycling facilities and indeed, public transport, don't appear to have a high priority.

##### Sources for further information

Transport Act, Stationery Office, 2000  
Cycling in Pedestrian Areas, (DETR) TAL 9/93  
Joint Statement on Providing for Walking and Cycling, Pedestrians Association and CTC 1995  
Cycle Friendly Infrastructure, CTC, BA etc 1996

#### e. Junctions

The majority of cycle accidents happen at or near junctions. Any benefits of providing a cycle track or lane may be negated if it terminates at or before a junction without providing safe passage through the junction. Traffic signals are a common means of controlling vehicle flow at junctions.

##### CTC View

- i. Signalled junctions are often preferable to roundabouts. However mini-roundabouts may be used as a speed control measure in traffic calming schemes and this may benefit cyclists.
- ii. Increasing the entry deflection; narrowing the circulatory carriageway; and providing circulatory lane markings can improve safety on roundabouts.
- iii. Features such as advanced stop lines, priority approaches and special cycle phases should be incorporated at junctions.
- iv. Loop-detectors controlling traffic signals should be tuned to detect cyclists.
- v. All new scheme should be audited for cycle friendliness and as much of the existing transport network should be reviewed for cycle friendliness as possible.

##### Sources for further information

Cyclists at Roundabouts Continental Design Geometry, (DETR) TAL 9/97  
Cyclists and Major Roads, CTC 1992  
Cycle Friendly Infrastructure, CTC, BA etc 1996  
Advanced Stop Lines for Cyclists: The Role of Central Cycle Lane Approaches and Signal Timings, TRL Report 181

Cyclists and Roundabouts Report Update, CTC 1993  
Cycle Audit and Review, IHT 1998

f. Cycle Tracks and Lanes

Cycle lanes and tracks represent varying degrees of separation from motor traffic. The layout of these facilities may include protected space on the carriageway (cycle lanes); dedicated cycle space (cycle tracks) or space shared with others (shared use facilities) off the carriageway. Where, for example, a cycle lane is provided within the carriageway use is not compulsory: cyclists maintain the right to cycle in the carriageway. Shared use paths can bring an increased uptake in cycling but create the problem of potential conflict and marginalisation of pedestrians and cyclists.

CTC View

- i. When considering the advantages of choosing cycle tracks or lanes and their design, highway authorities should refer to the hierarchy of cycling solutions. Implementation of measures higher up the hierarchy may make it easier to introduce cycle lanes or may render them unnecessary.
- ii. Except through protected cycle by-passes or to pass stationary traffic at junctions, the absolute minimum width for cycle lanes is 1.5 metres, but 2 metres is preferred and essential at higher speeds. Anything less than this deprives cyclists of road space and encourages traffic to pass too close.
- iii. Full width advisory lanes can be used on roads of any width, even the narrowest. Advisory cycle lanes should be thought of as indicators of the space cyclists need when they are being overtaken, not necessarily as exclusive space for cyclists.
- iv. Local cyclists and pedestrians should be consulted on the impact of shared use facilities.
- v. Some local authorities have overused cyclist dismount signs. 'Dismount' signs are useful for pelican (not toucan) crossing sites, subways and other irresolvable design problems. White lining rather than 'dismount' signs should be used at side road crossings.
- vi. Wherever possible a cycle track should continue priority across side road junctions in order to maintain continuity for cyclists.
- v. Car parking restrictions should be introduced and enforced to keep cycle lanes clear.

Sources for further information

Cyclists and Major Roads, CTC 1992  
Joint Statement on providing for Walking and Cycling, Pedestrians' Association and CTC 1995  
Cycle Friendly Infrastructure, CTC, BA etc 1996  
Local Transport Note 2/86 Shared Use, DETR 1986  
Working Together. Joint Statement by CTC and Sustrans, 2000  
Cyclists and Pedestrians, attitudes to shared use, Research Report, CTC 2000

g. Bus lanes

Cyclists are more likely to be involved in an accident if required to ride in the main traffic lane with buses passing on their nearside.

CTC View

- i. Cyclists should be allowed in bus lanes and to share priority bus networks. Where bus lanes are only 3 metres wide, buses may not be able to pass cyclists; bus lanes should therefore be at least 4 metres wide wherever possible.
- ii. It is inappropriate to allow motor cycle access to bus lanes since they are private motorised vehicles which represent a disproportionate threat to cyclists and pedestrians who would

otherwise benefit from use of the lane. Cycle campaign groups must keep the pressure on to ensure motorcyclists are not allowed into bus lanes.

Sources for further information

Keeping Buses Moving Local Transport Note 1/97, DETR

Cycling In Urban Areas, Issues for Public Transport Planners and Operators, National Cycling Forum 1998

Guidelines on the Design of Measures to Assist Cyclists as part of Bus Priority Schemes. Transport for London, 2001

CycleDigest Magazine, page 2. Issue no. 30, 2001

h. Shared Pedestrian and Cycle Crossings

Crossings used by cyclists are often sited away from a busy road traffic junction (which cyclists if they remained on the carriageway might otherwise use). Cyclists may need to rejoin the carriageway following use of the facility.

CTC View

- i. Subways and overbridges should be of high quality with good sightlines, sensible gradients, lighting and sufficient width. Converted footways are generally disliked by pedestrians and cyclists and should be avoided by transport planners. Low cost schemes to convert existing subways into shared use facilities are rarely satisfactory. Overbridges should be cycle friendly and not have steps.
- ii. Toucan crossings are shared light controlled crossings. They allow cyclists and pedestrians to cross roads in safety, and are a good example of workable and cost effective facilities.

Sources for further information

Joint Statement on Providing for Walking and Cycling, Pedestrians' Association and CTC 1995

Cycle Friendly Infrastructure, CTC, BA etc 1996

Toucan Crossings, (DETR) TAL 10/93

i. Safe Routes to Schools

There has been a decline in cycling and walking to school for reasons that include fear of danger from traffic. This has led to an increase in motorised escort trips: these are now a significant component of morning peak-hour congestion, and may increase the risk to the remaining children walking or cycling. Lack of clear responsibility over the provision of Safe Routes to Schools has resulted in some schools banning cycles.

Sustrans has run a number of Safe Routes to Schools demonstration projects, which have shown that children walking and cycling to school can do so safely, with more children gaining the health benefits of such activity.

CTC View

- i. These routes would be an important facility for child cyclists and should be prioritised by local authorities.
- ii. Local authorities should provide combined adult and child cycle training

Sources for further information

National Cycling Strategy, DETR 1996

More Bikes - Policy into Best Practice, CTC 1995

Safe Routes to Schools Project, Sustrans, Tel: 0117 915 0100  
A Safer Journey To School, T2000 1999  
School Travel Strategies and Plans, DETR, DFEE, 1999

j. Residential Areas (Home Zones)

Roads intersect our community spaces and as well as having a transport function, are places where people live and work, and where children play. Reducing traffic speed and aggressive driving through engineering, education and enforcement is crucial to preserving the non-traffic function of roads.

The Netherlands, Germany and Austria have turned residential streets into Home Zones where there is a change in priority away from motor vehicles, very low speed limits and an emphasis on the change in status. Typically the streets do not carry large volumes of traffic, are short in length and have support from the local community. In the UK 20mph zones have been found to be extremely effective in improving the safety of children and cyclists. A series of Home Zones in an area can become a useful cycle route if planned correctly.

CTC View

- i. Lower speeds should be actively sought via lower speed limits, better enforcement etc.
- ii. It is appropriate to reconsider driver liability and the balance of responsibility between motorists and vulnerable road users.
- iii. The CTC welcomes the change in the law to allow the creation of Home Zones (Transport Act 2001) and urges their widespread use.

Sources for further information

National Cycling Strategy, DETR 1996  
Home Zones - Reclaiming Residential Streets, Children's Play Council 1997  
DTLR website: [www.local-transport.dtlr.gov.uk/hzone/index.htm](http://www.local-transport.dtlr.gov.uk/hzone/index.htm)  
[www.homezonesforscotland.org.uk](http://www.homezonesforscotland.org.uk)  
[www.transport2000.org.uk](http://www.transport2000.org.uk) (for a full range of recent Home Zones information)

k. Lighting

The highway authority is responsible for highway lighting. It can pay district councils and parish councils to carry out further work.

CTC View

- i. Personal security should be a consideration in the provision of lighting. Any defect in street lighting should be repaired within 48 hours of notification.
- ii. Cycle lanes or tracks should be lit where practical.

Sources for further information

Highway Repair and Maintenance, CTC 1997

l. Cycle Parking

Carefully planned provision of secure parking facilities can encourage people to cycle more; contributes to an attractive ordering of public space; and improves the image and public profile of cycling.

CTC View

- i. Short stay cycle parking should be based on the Sheffield stand design. Cycle lockers and more complex systems should be available at destinations where long stay parking is required
- ii. Cycle parking should be located close to any entrance to required facilities. Where parking in public places is provided, such as in shopping centres and public transport interchanges it is preferable to maximise visibility to passers-by and CCTV.
- iii. All cycle parking facilities should have adequate lighting and if long-stay, protection from the weather.
- iv. The amount of good quality cycle parking in developments should be increased and cycle parking should be included in all new developments.

Sources for further information

Cycle Parking Pack, CTC 1996 (being updated)

Cycle Friendly Infrastructure, CTC 1996

Cycle Parking Supply and Demand TRL Report 276, 1997

Bike and Ride, (DETR) TAL 3/96

Cycle Parking Examples of Good practice, (DETR) TAL 6/99

PPG 13, Transport, DTLR

### 8.1.3 HIGHWAY REPAIR AND MAINTENANCE

Poor standards of street surface can make cycling uncomfortable; at worst they can lead to loss of control and the possibility of a serious accident.

#### a. Surfaces

Relatively minor defects in road or cycle track surfaces can be a safety hazard for cyclists. A good quality riding surface is essential for comfort and safety.

CTC View

- i. Maintenance policies should prioritise cycle routes and facilities and the 1.5m of carriageway closest to the kerbside where cyclists commonly ride.
- ii. The positioning of drainage, cats eyes and road studs should be planned to avoid as far as is possible: cycle lanes; the metre strip on the left side of major roads and the kerbside within one metre of the carriageway.
- iii. Routine Maintenance including cleaning and sweeping should be timetabled in respect of all cycle facilities.

Sources for further information

Highway Repair and Maintenance, CTC 1997

#### b. Drainage

As cyclists tend to use the edge of the carriageway, efficient drainage is very important. On minor, less busy roads, cyclists can cycle away from the road edge.

CTC View

- i. On busy roads, gully openings should be in the kerb face, rather than on the carriageway surface.

Sources for further information

Highway Repair and Maintenance, CTC 1997

c. Street Repairs

Deterioration in street surfaces is caused by the passage of time and vehicles and harsh weather conditions. Also, statutory undertakers regularly need to break open the streets, embarking on “street works” to install, inspect, repair, renew, remove or relocate their apparatus, from gas mains to fibre optics. User groups can report incidents to the highway authority using pothole reporting cards which are available from the CTC.

CTC View

- i. The highways authority should consider cyclists whilst exercising its powers of quality control during and after street works.
- ii. The Codes of Practice should safeguard the interests of cyclists.
- iii. Fines for individual defects should be sufficient to deter large companies such as the statutory undertakers from carrying out inadequate reinstatement.
- iv. CTC welcomes the change to the Roadworks bill which means that Highway Authorities can hold utilities accountable for roadworks which are taking too long.
- v. A safe alternative facility for cyclists and/or pedestrians should be provided where streetworks obstruct a shared path or footway.
- vi. Cycle speeds should be taken into account in the phasing of all temporary traffic signals.
- vii. The standards of reinstatement established under the 1991 Streetworks Act should be maintained.

Sources for further information

Highway Repair and Maintenance, CTC 1997

CycleDigest Issue 30, CTC 2001

## 8.2 OFF ROAD

Off- road cycle routes may include those created as transport links or for leisure purposes. Also relevant to cyclists' interests is access to the countryside and rights of way issues.

### 8.2.1 Bridleways

Under the 1968 Countryside Act the public have the right to cycle on bridleways in England and Wales, provided that they give way to walkers and equestrians. A highway authority may make an order or bylaw prohibiting cycling on a particular bridleway. Statutory duties of a highway authority include: the preservation and creation; maintenance of routes and links; prevention of obstruction and signing. Cyclists may not ride on footpaths, if they do they are trespassing, although no criminal offence is committed.

The 2001 Countryside and Rights of Way Act requires that the definitive map be updated in 25 years. Beyond this date any rights of way that are not recorded will become obsolete. Local Authorities and



voluntary organisations such as CTC, Ramblers and British Horse Society will need to work together to prove the existence of rights of way.

CTC View

- i. A more comprehensive network of bridleways and byways should be created by addressing mistakes in the definitive map, through footpath upgrades and the provision of long distance bridleways.
- ii. Central government must commit more resources to ensure the requirements of the CROW Act to update the definitive map are met. Funding for local authorities must be ring-fenced for this work.

Sources for further information

Out in the Country, Countryside Commission 1992

A Definitive Guide to Definitive Map Procedures, Countryside Commission 1996

### 8.2.2 Untarred Byways

In law the bicycle is considered to be a vehicle and can therefore be used in England and Wales on the following - Byways Open to All Traffic (BOATs), Roads Used as Public Paths (RUPPs) and Unclassified Country Roads (UCRs). The 1981 Wildlife and Countryside Act required the conversion of RUPPs into public footpaths, bridleways or BOATs. A UCR is not identified as such on a public map but will be represented on Highways Map and the "List of Streets". Under the CROW Act motorised users are no longer allowed to use UCRs and they will gain definitive status.

CTC View

- i. RUPP's should be reclassified as Byways Open to All Traffic. We appreciate that this may give concern, however as legislation stands the byway solution affords the best legal protection to this class of Public Right of Way. It is considered that, motorised vehicular problems should be regarded as a management issue and that if necessary such problems can be dealt with by effective use of existing legislation (Traffic Regulation Orders). Proposed access legislation may well require that the CTC's position be altered in the future.
- ii. Unclassified, unsurfaced "white" country roads should be classed as BOATS and appear on definitive and Ordnance Survey maps.

Sources for further information

CT&C February/March 1998

### 8.2.3 Forests and Country Park Trails

There are more than 1,600 miles of waymarked cycle trails on land managed by Forest Enterprise. Although town parks, country parks and recreation grounds are public open spaces; the right to cycle is almost always excluded by local bylaw or order.

CTC View

- i. Local authorities and land managers should open and maintain countryside trails for cycling.

Sources for further information

Cycling in the Forest, CTC 1996

#### 8.2.4 Canal and (Navigable) River Towpaths

There is no statutory right of way over towpaths but a number do have public bridleway and footpath status and others have local rights. British Waterways and the CTC are working in partnership to develop the canal towpath network for safe and sustainable transport use.

##### CTC View

- i. The towpath network should be maintained and developed as an option for trips by cycle.
- ii. Local cycling strategies should identify areas or routes with value for utility cycle use (e.g. between trip generators in urban areas).
- iii. Cyclists should not be charged to use these facilities.

##### Sources for further information

British Waterways and CTC Statement of joint commitment, 1997

#### 8.2.5 The National Cycle Network

The National Cycle Network (NCN) is a major millennium project being managed by Sustrans. Upon completion it will offer a 6,500 mile network of on and off-road routes forming a transport and leisure network for cyclists, walkers and disabled people.

##### CTC View

- i. The NCN is an important project in the creation of a “cycle- friendly Britain” and we support its objectives.
- ii. As much of the NCN as possible should offer direct utility routes for cyclists.
- iii. The NCN should not be seen as a substitute for maintaining and improving access to the roads network nor for producing comprehensive, area-wide Local Cycling Strategies.

##### Sources for further information

The National Cycle Network Guidelines and Practical Details Issue 2 (Sustrans/Ove Arup) 1997

#### 8.2.6 White Roads

“White Roads” is the term commonly used to denote roads mapped at 1 to 50,000 and 1 to 25,000 on Ordnance Survey maps as white with a black or hatched black border. They are defined in the key as ‘other road, drive or track’. There is nothing to indicate in the mapping whether there exists a right of passage along these roads by any means. Recently the OS has experimented with various ways of denoting white roads that offer a legal route for cyclists.

##### CTC View

- i. There should be clarity on OS maps and ‘on the ground’ whether cyclists have rights of way on white roads.
- ii. These rights of way should be included on the ‘list of streets’ held by highway authorities, thus conferring carriageway status.

#### 8.2.7 Off-road Cycle Access in Scotland

Scottish access laws differ from English. A draft Bill on countryside access in Scotland was published in February 2001. This Bill holds great prospects for a liberal approach for all classes of non-motorised users, for clearing away unjustified exclusion notices, and for the clear signing of paths, whilst being fair to land managers. However, the remaining Bill will be lengthy;

implementation not being expected until 2003. The current situation is ad hoc; there is no statutory procedure for the registration of public rights of way. Public rights of way can be for either pedestrian or vehicular traffic; a right of way may be lost through disuse. Scotland has a tradition of mutual toleration between landowners and the general public with regard to access to open country.

Sources for further information

CT&C February/March 1998

CycleDigest Magazine, issue 29 Spring 2001, CTC

#### 8.2.8 Map Modification Orders

CTC View

- i. The CTC generally encourage map modification orders supporting proposals for higher status highways such as BOATs where these are judged to fulfil the tests for such status. CTC values the protection that BOAT (and UCR) status confers in terms of protection from ploughing and removal of hedgerows.
- ii. CTC will not normally object to Public Path Orders for diversions around properties or farm building or to field edges, providing that these are not substantially less convenient to the cyclists.

#### 8.2.9 Local Access Fora

Local Access Forums have been established as a requirement in the CROW Act. The recruitment of representatives and members onto the Fora is currently being determined (April 2002). Members will be able to influence access and rights of way issues in the countryside for all users. A member is not allowed to represent an organisation but must represent a collection of users.

CTC View

- i. CTC will encourage representation of cycling needs on Local Access Forums and Rights of Way Liaison Groups, whether this be through the Right to Ride Network or working with other cycling organisations.
- ii. Where a cyclist isn't present on a Local Access Forum, CTC will assist cyclists to influence the User Group representative on the Forum by providing contact details and information.

#### 8.2.10 Off-road motor vehicles

The bicycle is classified in law as a vehicle in England and Wales, and cycle access is therefore strongly influenced by the protection and threats by regulations contained in 20thC Highway and Countryside Acts.

The CTC notes that ill considered and excessive use of the byway and unsurfaced unclassified road network by recreational motorcyclists and 4 wheel drive users can lead making such routes unpleasant or impassable for cyclists by excessive ruts and increased volume of motorised traffic.

CTC View

- i. CTC will continue to liaise with such organisations through forums such as the CCPR Outdoors Pursuits Committee and the Rights of Way Review Committee.
- ii. CTC will work with organisations such as LARA and the TRF on projects of mutual interest, where these are likely to lead to improved access to the countryside for cyclists.
- iii. CTC urges drivers to use their vehicles in a responsible manner on byways and unsurfaced

roads so as to avoid damaging the surface.

iv. CTC considers that the voluntary approach should always be preferred for the management of routes suffering from excessive or inappropriate motorised use, but will support the consideration of Traffic Regulation Orders, where the voluntary approach has not been successful.

v. CTC urges local authorities to adequately maintain the surfaces of byway and unclassified roads, particularly where these are fragile or poorly drained.

#### 8.2.11 Cycling and Public Footpaths

Case history *Crank v Brooks*, and recent letter and publications for DETR emphasise the view that a pedestrian continues to be a pedestrian, even when pushing a bicycle.

It would seem opportune therefore for CTC to endorse policy along the following lines:

##### CTC View

i. CTC considers that it is neither a civil or criminal offence to push a bicycle on a public footpath.

ii. Cyclists should be particularly courteous when encountering walkers or landowners.

iii. Cyclists should be prepared to encounter stiles which may provide severe obstacles to carrying the bicycle.

#### 8.2.12 Impact of cycle use

Cycling can contribute to the erosion and damage to the natural environment where there is heavy use of a particularly sensitive landscape. However, evidence indicates that cyclists are no more likely than other users to damage the environment.

##### CTC View

i. Cyclists should follow the Forest Bicycling Code and Off-road code, and generally behave in a manner that does not harm the local environment.

ii. Cycle tourism is supported as a sensible re-use of heritage facilities such as canal towpaths; an activity that may be low impact in comparison with alternatives, and cyclists may wish to stay longer and spend more than motorists, thus contributing to the local economy.

iii. Where over-use of an off-road facility is causing damage, a holistic approach to the management of all users should be sought by the relevant authority, rather than simply singling cyclists out for bans or restrictions.

##### Sources for further information

Off-road Cycling/Access & Rights of Way Charter/Off-road Cycling Code, CTC 10/96

Cycling in the Forest, CTC 1996

#### 8.2.13 Rights of Way Improvement Plans

There is currently a considerable suppressed demand for offroad cycling facilities, and Rights of Way Improvement Plans will provide an excellent opportunity for addressing this shortfall.

Key offroad cycling aims incorporated into the development of RoWIPS would have the potential to:

- improve offroad cycling provision;
- improve knowledge about the existence and quality of this provision ;
- improve ease of access to this provision.

CTC has identified four particular aims to be considered by Local Authorities when developing their Rights of Way Improvement Plans (RoWIPs). These aims are also relevant to the development of regional planning strategies by regional planning bodies. They are as follows:

- i. A complete survey of current offroad cycling facilities and promoted routes produced as part of each RoWIP.
- ii. A strategy to promote recreational cycling, showing where investments may be best made to serve the interests of cyclists, while at the same time improving provision for other users including walkers, equestrians and those with visual or mobility impairments.
- iii. Identification of gaps and shortcomings in current offroad cycling provision.
- iv. The publication and promotion of new offroad cycle routes.

The policy statement below is formulated in terms of these four aims. There will be a good deal of overlap with the objectives of other agencies, and the CTC believes that there is considerable scope for working with tourism and health providers to help achieve an increase in recreational offroad cycling.

CTC and its Right to Ride Network are keen to cooperate with Local Authorities to develop RoWIPs, and will wish to be involved through consultation at all relevant stages.

#### CTC View

- i. The preparation of all RoWIPs should include a complete survey of current offroad cycling facilities and promoted routes in the areas covered.

The preparation of RoWIPs should include:

- A suitability survey of statutory Rights of Way and other highways to be found on definitive maps, highways maps, and those highways to be found on the List of Streets which are considered to be available for cyclists. These to include bridleways, byways, RUPPs / Restricted Byways, and unsurfaced roads;
  - Identification of non statutory trails provided by the Forestry Commission, British Waterways, together with railtrails and any permissive paths on which cycling is permitted;
  - Routes promoted on statutory Rights of Way and other highways, including those which are waymarked, and those identified in guidebooks, maps, leaflets and websites.
- ii. Local highway authorities should adopt strategies to promote recreational cycling, which may be set out in their cycling strategies and/or a separate recreational travel strategy. These should show where investments may be best made to serve the interests of cyclists in ways consistent with the wider aims of improving provision for other users including walkers, equestrians and those with visual or mobility impairments. Such strategies should include:
    - High quality linear traffic free or calmed routes into the countryside from urban conurbations;
    - High quality circular or linear traffic free routes close to towns and in the wider countryside for families and occasional cyclists;
    - Robust circular routes close to towns and in the wider countryside for the more experienced mountain bike user;
    - The Identification and promotion of circular and linear routes which can be accessed from railway stations.

iii. Local Authorities should identify of gaps and shortcomings in current offroad cycling provision, and prepare proposals, priorities and timescales to remedy these. These proposals should:

- Address shortcomings in the definitive map, through historical research and subsequent Map Modification Orders;
- Ensure that Local Authority Highway Departments forward information on all unsurfaced unclassified county roads to Ordnance Survey for inclusion as "other routes with public access" on 1:25.000 and 1:50.000 maps;
- Identify potential links which can be created or provided by permission to join fragmented bridleways, byways and UUCR's – these could include linear links alongside railways, streams or canals;
- Consider creation orders to upgrade appropriate footpaths to link bridleways and byways to form offroad networks for cyclists (and equestrians);
- Identify key routes, and prioritise them for maintenance. signposting and waymarking either by the highway authority itself or in cooperation with landowners or volunteers;
- Consider diversion orders where these will be of benefit to both the user and the landowner;
- Considering ways of satisfying objections to positive Map Modification Orders through informal consultations.

iv. Local Authorities should publish and promote new offroad cycle routes and facilities, and encourage other agencies and publishers to publicise offroad cycling opportunities, including:

- Provision for families, trail cyclists and mountainbikers;
- Routes which can be accessed by bicycle from centres of population;
- "Adventure cycling" areas for youngsters.

Sources for further information

Guidance to Local Highway Authorities on the preparation of Rights of Way Improvement Plans. Defra

Rights of Way Improvement Plans. Guidance to Local Highway Authorities in Wales. Welsh Assembly Government.

Countryside and Rights of Way Act. Defra

9. USING THE NETWORKS

Key Policy

- **Cyclists have a right to ride in safety, without intimidation or injury from other road users.**

- **All road users, including cyclists, owe a duty of care to other users**

9.1 CYCLING AND PUBLIC TRANSPORT

Public transport and cycling can be combined to enable environmentally sustainable 'door to door' transport and travel. Promoting this transport combination can contribute to the delivery of several Government objectives:-

- reducing dependency on car use, promoting realistic alternatives and modal shift
- promoting socially inclusive transport options
- improving sustainable access to the countryside (in view of rural traffic growth predictions)
- increasing green/sustainable tourism opportunities (supporting the rural economy)
- improving peoples health and levels of fitness
- reducing air pollution
- increasing public transport use and cycle use to meet the Ten Year Transport Plan targets.

The integration of cycling with public transport offers benefits to operators and land managers too:-

- 🚲 it extends the passenger catchment area for non-motorised transport users
- 🚲 it offers public transport operators income from new (cycling) passengers.
- 🚲 it reduces car-parking needs and traffic congestion at interchanges.

GOVERNMENT POLICY

The governments Integrated Transport Policy and National Cycling Strategy specifically support the carriage of cycles on buses and trains and the improvement of interchanges for cyclists.

CTC leaflets are available as follows:-

- Overview of Government policy/recommendations re. cycling and public transport (1999)
- Who's Who and What's What in Public Transport: a list of and notes about some of the:- regulatory bodies, partner organisations, current initiatives, major published documents, funding schemes, (2000)
- Integrating Cycling with Public Transport (why is this important) (2000)

IMPLEMENTING GOVERNMENT POLICY

- The retention of existing levels of service and improvements to these
- New national standards which reflect the targets and commitments of Government policy in its support of the integration of cycling with public transport.
- Indicators are also needed in order to measure progress

A whole package of improvements is necessary in order to improve the integration of cycling with public transport. Consideration must be given to all of the different stages of the 'door to door' journey - including the availability of information prior to that journey. It is no good simply focusing on only one aspect of provision - for example: there is little use in providing cycle parking provisions at a station if access to that station is dangerous and deters people from cycling there in the first place.

Further, it is important that trade-offs are not made between different provisions. For example some train operators plan to increase the amount of cycle parking provision at train stations because they believe that this will lead to reduced demand for cycle carriage on trains and they can then reduce cycle carrying capacity onboard trains. Unfortunately this logic is flawed because different people and different journeys have different requirements. Cycle parking at stations is no use to family of cycle tourists travelling to a ferry port to reach their cycling holiday destination!

## SEVEN CATEGORIES OF PROVISION

We have identified seven main areas of provision - summarised below. The remainder of this section of the Policy Handbook explains each category of provision in more detail:-

1. Access to and from public transport interchanges (safe, convenient, attractive and sign-posted routes are needed, plus cycle route links with residential, employment, commercial centres and tourism routes and centres)
2. Facilities at interchanges (access to and between platforms, departure lounges and terminals, the provision of cycle centres, cycle hire)
3. Secure cycle storage at stations (which is conveniently located, correctly installed and, wherever possible undercover). Parking provision should be of adequate quality and quantity and include long term facilities where needed).
4. Adequate and well-designed space for cycle carriage on-board vehicles (aircraft, ferry, train, bus, coach, light rail, taxi)
5. Cycle reservation and ticketing systems (optional reservations for those who need journey reliability)
6. Information, publicity and incentives to promote the integration of cycling with travel by public transport. (Standard cycling information in general publicity and dedicated cycling leaflets)
7. Monitoring and improving provisions for cyclists. Are the right facilities provided, in the right place, in sufficient quantity?

Some provisions should be made a requirement. Others will involve partnerships between transport operators, local authorities, Railtrack, British Airports Authority and others.

### Sources of further information

Overview of Government policy/recommendations re. cycling and public transport, CTC 1999

Who's Who and What's What in Public Transport: a list of and notes about some of the regulatory bodies, partner organisations, current initiatives, major published documents, funding schemes, CTC 2000

Integrating Cycling with Public Transport, CTC 2000

#### 9.1.1 Access to and from interchanges

Facilities are needed to enable people to better access transport interchanges such as railway stations, airports, ferry ports, bus and coach stations by cycle. The aim of facilities should be to make travelling by bike more convenient, easier and safer in order to encourage cycle use.



CTC View:

- i. The Government should take a lead in implementing its integrated transport commitments on improving cycle access to public transport interchanges.
- ii. The Strategic Rail Authority should work with cycling organisations and others to set national standards for cycle access. The SRA should require compliance with these standards through its franchise agreements with rail operators.
- iii. Cycle access must be convenient, attractive and safe.
- iv. Where cycle routes are needed these should preferably not be shared-use facilities (with pedestrians).
- v. Routes to and from public transport interchanges need to be clearly sign-posted.
- vi. Directional signing (indicating mileages where appropriate), are also needed for links to local trip attractors (i.e. linking a public transport interchange with the local cycle route network; residential, employment and commercial centres; tourism routes and tourism centres).
- vii. Access to international interchanges such as airports and ferry ports should include provisions for both cycle access by road and access by cycle on public transport services.

Sources for further information

- "CTC Policy: Transporting Cycles By Air" (CTC 1997)
- "CTC Policy: Transporting Cycles by Ferry" (CTC 1998)
- "Cycle Access to Interchanges" (CTC 1999)
- "Rail Franchise Replacement Checklist" (CTC 2000)
- "CTC Response to OPRAF consultation on the 'Assessment of the Type and Level of Services the Network Should Provide'" (CTC 7/99)
- "Bikes and Trains - Opportunities for New Operators" (C-PAG 1995)
- "Bike and Ride" (TAL, DTLR 3/96)
- "Bikerail - Combined Journeys By Cycle and Rail" (TAL, DTLR 5/99)
- Cycling in Urban Areas: "Issues for Public Transport Planners and Operators" (NCF 6/98)
- "Combined Bicycle and Bus or Coach Journeys (NCF 3/01)
- Safe Routes to Stations (joint Sustrans/DTLR/Railtrack project) (Sustrans 2000)
- Providing for Cyclists - Cycle Mark - A Code of Practice (joint CTC, Sustrans, C-PAG project)
- "Bikes on Trains - a study of potential users" (TRL Report 402, 1999)
- "Cycle Challenge Report 'Making the Connection'" (Bikerail Consultancy 10/99)

9.1.2 Facilities at interchanges

Facilities at public transport interchanges need to take into account the needs of passengers with cycles. Facilities should include access to and between platforms and opportunities should be sought to provide cycle centres and cycle hire.

CTC View:

- i. Government should take a lead in implementing its Integrated Transport White Paper policies on improving facilities at public transport interchanges
- ii. Step-free access to train station platforms and other public transport infrastructure is needed. These are needs in common with other travellers such as disabled people, those with mobility impairments and those with prams and pushchairs. It is important that improvements for one group do not disadvantage another.
- iii. The purchase of tickets at public transport interchanges can be complicated when you have a bike with you. Cycle parking stands or wall space is needed adjacent to ticket offices to enable bike and baggage to be in view whilst tickets are being purchased.
- iv. Remote ticketing facilities in town centres would also be useful to passengers with cycles.

- v. Cycle centres can be provided at major transport interchanges or other interchanges where appropriate in order to meet the needs of existing cyclists and encourage increased cycle use.
- vi. Cycle Hire can be useful at some public transport interchanges but the hire of cycles should not be regarded as a substitute for cycle parking provision or cycle carriage facilities as the markets for these provisions are often entirely different.

Sources for further information:

- "Rail Franchise Replacement Checklist" (CTC 2000)
- "Cycle Centres" (Traffic Advisory Leaflet (DTLR 8/98)
- "Cycle Hire Code of Practice" (aimed at cycle hire centre operators) (CTC 1999)
- "Cycle Hire Directory 2001" (British Isles listing of cycle hire centres) (CTC 2001)
- "Bikes and Trains - Opportunities for New Operators" (C-PAG 1995)
- Cycling in Urban Areas: "Issues for Public Transport Planners and Operators" (NCF 6/98)
- "Using Cycles in Conjunction with Trains" (Information Paper One), (ORR 1/98).
- "Bikes on Trains - a study of potential users" (TRL Report 402, 1999)
- "A Study of selected Cycle Challenge cycle centres" (TRL Report 340, 1998)
- "Cycle Challenge Report "Making the Connection" (Bikerail Consultancy 10/99)

#### 9.1.3. Secure cycle storage at interchanges

Facilities are needed to enable people to leave their cycles securely at public transport interchanges. Fear of cycle theft is a major deterrent to cycle use, so facilities need to be secure.

CTC View:

- i. The Government should implement the National Cycling Strategy recommendations (1996) and require that secure cycle parking is provided at all public transport interchanges.
- ii. The Strategic Rail Authority should work with Railtrack (or replacement body), cycling organisations and others to set standards for the quality and quantity of cycle storage provision at stations. These standards should be implemented by Railtrack at those stations managed by Railtrack and through the SRAs franchise agreements for those stations managed by train operators.
- iii. Cycle parking provision should comprise of high quality 'Sheffield ' type parking stands and these stands must be correctly installed and, wherever possible located undercover. (Technical standards are contained in the CTCs Cycle Parking information leaflet)
- iv. Cycle parking stands should be supervised by staff and/or by CCTV
- v. Guarded cycle parks or cycle lockers should be provided where needed.
- vi. Cycle storage must be conveniently located for cycle users, otherwise it will not be used.
- vii. Cycle storage should be easily accessible to users - both in terms of physical location and regarding access to information, personnel and keys where provision is lockable.
- viii. Secure cycle parking at appropriate rural bus stops should be provided as this can encourage increased ridership and contribute to social inclusion and offer a sustainable transport choice.
- ix. Security Agencies employed by the Government must not issue guidance recommending the removal of cycle parking facilities from interchanges without undertaking a full risk assessment of all station facilities (including car-parking).

Sources for further information:

- "Rail Franchise Replacement Checklist" (CTC 2000)
- "Cycle Parking Information Pack (including technical standards) (CTC 2000)
- "Cycle Lockers at Stations" (CTC 2000)
- "Swiss Cycle Parking Swiss (Basel Station Cyclists Survey)" (CTC 1999)
- "Overseas examples of good practice" (CTC 2000)

"CTC Response to OPRAF consultation "Assessment of Type & Level of Services the Network Should Provide" (CTC 7/99)  
"Using Cycles in Conjunction with Trains - Information Paper One" (ORR 1/98)  
Cycle Mark Award Scheme - including Cycle Mark Code of Practice - joint C-PAG/ Sustrans/CTC leaflet  
"Cycling in Urban Areas: Issues for Public Transport Planners and Operators" (NCF 6/98):  
"Combined Bicycle and Bus or Coach Journeys" NCF (3/01)  
"Bike and Ride" (TAL, DTLR 3/96)  
"Cycle Centres" (TAL, DTLR 5/98)  
"Bikerail - Combined Journeys By Cycle and Rail" (TAL, DTLR 5/99)  
"Cycle Parking Examples of Good Practice" (TAL, DTLR 6/99)  
"Improved cycle parking at South West Trains stations in Hampshire" (TAL, DTLR 11/99)  
"Bike and Ride. Its value and potential." (TRL Report 189, 1996)  
"Cycle Storage Solutions", (Transportation Management Solutions Consultancy, 2000)  
"Transec notice concerning the removal of cycle storage facilities at stations" (CTC 2001)

#### 9.1.4. Cycle Carriage on public transport vehicles

Adequate and well-designed space for cycle carriage is needed on-board vehicles (aircraft, ferry, train, bus, coach, light rail, taxi).

##### 9.1.4.a. Cycles on Trains

Facilities for cycle carriage on trains are an essential aspect of meeting the needs of cycle users for both commuter and leisure journeys and delivering the Government's integrated transport objectives.

Evidence from a range of services indicates that demand for cycle carriage is around 4% of total seating capacity, and this can be expected to grow as cycle use generally increases in line with National Cycling Strategy targets. The following policy reflects CTC's belief that this level of provision can and should be provided in the short-term with existing rolling stock, and that a higher level of provision should be specified where new rolling stock is being procured or full internal refurbishments are undertaken.

Dedicated cycle spaces (i.e. space allocated specifically for cycles) are the optimal solution for cycle carriage, and some dedicated cycle space should be available on all trains. "Flexible" spaces (e.g. tip-up seating areas or disabled spaces that can double as cycle spaces) are less attractive – they cause inconvenience and irritation to cycle users and other passengers alike – but can nevertheless provide a useful additional complement of cycle storage space.

The ability to travel with tandems, tricycles and other cycles of non-standard dimensions are also important contributions to social inclusion and rights for people with disabilities. For some users with sensory or mobility difficulties, these special machines are mobility aids, providing them with a means to travel independently over longer distances using the rail network. Similarly, some parents (including single parents and those on lower incomes) depend on cycle trailers to transport young children.

CTC has raised concerns with operators and authorities about cycle spaces which are so small as to make it difficult to manoeuvre and stow even a solo bicycle, let alone mention special machines noted in the preceding paragraph. Storage arrangements based on vertical hooks can also be difficult to use, particularly for less physically able users and/or those travelling with heavily laden cycles. Users faced with these difficulties when also trying not to delay the train, or to avoid obstructing other passengers or train crew, can find themselves under a good deal of stress and pressure. These arrangements, and bad experiences of using them, can deter cyclists as well as presenting an

element of risk on a moving train; they should therefore be avoided wherever possible. Details of bike dimensions, manoeuvring envelopes, and advisory lifting limits are available (Fietsparkeur recommendations/Southampton Cycle Parking Report/CTC Technical data) and rail specific conditions in CTCs Policy Statement on Pedal Cycle Conveyance by Rail and CTC Franchise Checklist should form the basis for specification of bike stowage by suppliers and operators of rolling stock.

CTC View:

- i. Government should take a lead in implementing its Integrated Transport White Paper commitments for cycle carriage by rail and meeting the objectives of "increasing the number of bicycles carried by train" and "providing a competitive alternative to the private car", as set out in the National Cycling Strategy. They should further direct the SRA and related agencies (HSE, Transec, ORR) to align their policies to facilitate cycle carriage on all rail services.
- ii. Existing levels of cycle carriage provision should not be reduced or diminished when rolling stock is refurbished or replaced.
- iii. Targets for minimum cycle carriage standards should be set at two levels. The "first level" targets should specify what should be achieved in the short-term with existing rolling stock, the "second level" targets should determine what should be provided when rolling stock is refurbished or new rolling stock commissioned. The "first level" should be to provide a minimum of 4 cycle spaces for the first 100 seats in any train formation, plus an additional cycle space for each complete or partial multiple of 30 seats thereafter. The "second level" target should be to provide a minimum of 6 cycle spaces for the first 100 seats in any train formation, plus an additional cycle space for each complete or partial multiple of 24 seats thereafter. At least 50% of the cycle spaces required to meet these targets should be "dedicated" cycle provision, the remainder may be "dedicated" or "flexible" provision, but they should not be in locations where they obstruct passenger circulation.
- iv. In accordance with disabled access requirements and the Government's social inclusion objectives, it should be possible to carry at least one tandem or tricycle or trailer on any train, and at least one of the required cycle spaces per train formation should be designed to meet this requirement. Access to this storage should conform to the same dimensions as for electric wheelchairs, as virtually all cycles will fit within the same spatial envelope.
- v. Cycle spaces and securing arrangements should be designed and laid out so that they are easy and convenient to use.
- vi. Cycle stowage areas on trains should be clearly labelled on both the outside and inside of the train. Information should also be available to cyclists advising them where to wait on the platform.
- vii. Cycle carriage on trains should be free of charge and available without requirement to reserve in advance. There should be opportunities to reserve cycle spaces on all services where seat reservation systems are available, or on services whose train fleets do not meet the targets in iii above; in such cases, the reservation charge should generally be free and certainly no more than a seat reservation for the same train. CTC recognises that it may also be necessary to levy an appropriate reservation charges to limit demand on specific services where passenger demand regularly exceeds capacity. In such cases, cycle reservation charges should be aligned with cycle hire and/or parking charges at stations on the route served.
- viii. Rail-substitute bus services and re-routed train services should permit the same number of cycles to be carried as the carrying capacity of the train service they replace.
- ix. Rail routes in deep level tube tunnels should be made available for cycle carrying trains with trains and infrastructure embracing appropriate measures to satisfy special safety requirements, as these routes often provide unique opportunities to travel under natural barriers such as rivers.

- x. Points ii - ix above should be implemented through the SRAs franchise agreements with rail operators. Government should direct SRA to this effect if required.

Sources for further information:

- "Rail Franchise Replacement Checklist" (CTC 2000)
- "CTC Policy Statement: Cycle Conveyance by Rail" (CTC 5/99)
- "Cycle Carriage Issues" (CTC 2000)
- "Cycle Carriage - design and capacity" (CTC 2001)
- "CTC Response to OPRAF consultation 'Assessment of Type & Level of Services the Network Should Provide'" (CTC 7/99)
- "Using Cycles in Conjunction with Trains" (Information Paper One) (ORR 7/99)
- "Cycling in Urban Areas: Issues for Public Transport Planners and Operators" (NCF 6/98):
- "Bikerail - Combined Journeys By Cycle and Rail" (TAL, DTRL 5/99)
- "Bikes on Trains - a study of potential users" (TRL Report 402, 1999)
- "Cycle Challenge Report "Making the Connection" (Bikerail Consultancy 10/99)
- "Bikes on International Trains ECF Report" (ECF 2000) (Summary also available from CTC)
- "CTC Response to the SRAs consultation on the draft Strategic Agenda" (CTC 7/01)
- "CTC Response to the DTLRs consultation on the draft Integrated Transport Research Strategy" (CTC 7/01)

#### 9.1.4.b. Cycle Carriage by Bus and Coach

Facilities for cycle carriage on bus and coach services are important for both leisure and everyday transport journeys. Some 45 companies in Britain currently carry cycles on their services and this number is increasing. Services can connect with other public transport services (including rail) or they can run in competition with rail services.

Cycles can also be carried on buses in five ways: (1) inside the bus itself either in a separate compartment or in areas of 'shared' space; (2) in the under-floor locker of a coach; (3) in the boot of a coach; (4) on the exterior of a bus on a rear-mounted cycle rack; (5) in a trailer fitted with cycle racks and towed behind a bus or coach. In addition, folding bikes, enclosed in a bag can often be carried as hand luggage - at the discretion of the driver.

CTC View:

- i. CTC work with the National Cycling Forum has revealed few if any technical or legal barriers to carrying cycles by bus and coach.
- ii. Cycle carriage can bring new revenue to bus and coach operators
- iii. For cyclists to contribute to the viability of services, operators need to advertise that they welcome passengers with cycles, and should clearly indicate this in their Conditions of Carriage.
- iv. CTC is keen to promote the services of those operators who provide cycle carriage facilities through the publication "Bus and Coach Services That Carry Cycles". CTC can also supply a "Cyclists Welcome" window sticker for use in the vehicles themselves.
- v. Cycle carriage facilities can contribute to sustainable countryside access and social inclusion objectives
- vi. Government funding is available for innovative rural and urban bus projects and a number of cycle carriage schemes have been funded in this way
- vii. 'Through' ticketing for passengers and cycles, between different operators and between bus and train should be available.
- viii. Overseas experience suggests that there is potential for many more companies to carry cycles. For example 25% of the USA bus fleet carries cycles on front-mounted bike racks.

#### Front-mounted cycle racks on buses & coaches

In looking widely at carrying bikes on public transport the CTC recognises that the UK is not as active in developing the potential of bike and bus or coach to the same extent as other countries.

Various, isolated cycle carriage schemes have existed in the U.K. over the last 40 years (e.g. Dartford Tunnel, Cambridge, Liverpool (Mersey - Peak Bike Express), Sheffield and more recently the Edinburgh Bike Bus and European Bike Express, Borrowdale Bus), but the concept of cycle carriage by bus and coach has not received much national focus until recently; it needs to gain broader acceptance, which might take several years.

Cycle carriage by bus and coach in continental Europe has focused on the carriage of cycles inside the vehicle (possibly due to existing bus design which is often low-floor, with wide central door access) and also on the use of cycle trailers for recreational services.

In the USA initial bike carrying schemes began in the mid 1970's, and it was around 1998 that the Sportworks cycle rack started to come into widespread use. Over 25% of the USA bus fleet now carries cycles, mostly on front-mounted bike racks, this growth has taken place over some 25 years of product refinement, and operating experience, sorting out many of the basic problems in this process.

CTC notes this significant growth in use of front-mounted racks in the USA, and their generally good safety record. Front mounted racks can offer a number of advantages over rear-mounted racks in terms of security, (bikes are visible by the driver and there is no need for CCTV surveillance) and efficient operation, (less delay in loading, racks don't get as muddy). These advantages are based on the evidence from the USA both in the conversion of earlier systems and rapid growth of new services.

CTC supports the provision of front-mounting of bike racks in principle. However, we note the following:-

- the concept of cycle carriage itself needs to gain broader acceptance in the U.K.;
- there is political and actual concern about bull bars and front-mounted bike racks could be regarded similarly;
- a TRL impact test of front-racks in 1999 revealed concerns about pedestrian safety. Whilst the findings of the report have yet to be published, CTC understands that that new designs of front-racks would be needed to meet these concerns – and that any trials would require new designs;
- in meeting UK and EU vehicle legislation and standards there are, in some cases, technical challenges to be overcome.

CTC through its existing commitment to cycling as part of a fully integrated transport system, recognises the importance of resolving these issues in its continuing work with Government agencies and others involved in developing bike & bus schemes. We are keen to work towards finding a means to carry bikes on the front of buses, with appropriate monitoring of any trial schemes, to evaluate the altered levels of risk, if any, with regard to injury and non-injury incidents.

We need to build on current interest and current funding opportunities and look at a whole range of cycle carriage solutions to suit local conditions. In the short to medium term we can expect to see many more bus and coach services carrying cycles by rear-mounted cycle racks and in the longer term it is hoped that an acceptable method of cycle carriage on the front of buses can be found. But given that these racks can carry a maximum of two bikes we also need to promote other methods of

cycle carriage by bus and coach in order to satisfy the needs of cycling families, groups and the needs of tourism.

CTC:

1. will continue to publicise and promote the concept of cycle carriage via carriage methods that are currently acceptable in the U.K.
2. supports the need for further research into the design of front-mounted racks or other cycle-carriage methods for the front of buses and coaches and
3. supports the carrying out of trials of new designs of front-mounted racks or other cycle-carriage methods for the front of buses and coaches - with appropriate monitoring prior to their general introduction

Sources for further information:

"Bus and Coach Services That Carry Cycles" (CTC 2001)

"CTC Policy Statement Cycles on Coaches and Buses" (CTC 8/92)

"CTC Response to the DETRs 'Buses daughter document" (CTC 6/99)

"Background Information leaflet on Cycles and Buses" (CTC 4/01)

"The CTC-designed /supplied cycle trailer for buses" (CTC 2000)

"Cycling in Urban Areas: Issues for Public Transport Planners and Operators" (NCF 6/98):

"Combined Bicycle and Bus or Coach Journeys" (NCF 3/01)

"Model Conditions of Carriage - Accommodating the Bicycle on Bus and Coach" (NCF 3/01)

"Integrating Bicycles With Buses" (TRL research commissioned by the DTLR 1998/9 - findings not yet published)

"CTC Response to the DTLRs consultation on the draft Integrated Transport Research Strategy" (CTC 7/01)

"Cycle Transport Network Study" a study undertaken for the Countryside Commission North-West Office by the Department of Planning and Landscape, University of Manchester and Transport for Leisure, (supported by the CTC and YHA) January 1991

"RTD bike-n-ride Survey" Examines the cost-effectiveness of bus schemes using front-mounted bike racks and their impact on modal shift from car to cycle and air quality (Kent Epperson, USA, 7/99)

#### 9.1.4.c. Cycle Carriage on Light Rail Transit (LRT) Vehicles

Light rail is often a two-car articulated vehicle running on steel rails and electrically powered from overhead wires. New schemes represent a major investment in transport and are expensive relative to investment in cycling facilities. The ability of LRT to relieve the impact of traffic congestion or achieve a modal transfer away from trips by the private motor car will depend upon the location and quality of the service. There are a number of successful light rail services overseas that carry cycles and the DTLR has commissioned further research into the potential for carrying cycles on British systems.

CTC View:

- i. The provision of cycle carriage space on light rail vehicles should be made a requirement.
- ii. Demand for such a service should be met, including during peak hours.
- iii. New LRT schemes are being proposed and it is important that these are designed from the outset to be able to carry cycles. Cycle bans on routes would not be appropriate.
- iv. Opportunities should be sought for retrospectively designing cycle carriage facilities into LRT vehicles in current use.
- v. Sufficient swept width should be available for LRT to pass cyclists at a safe distance
- vi. Rails in the street surface should be carefully designed to minimise hazards to cyclists. Decisions on investment in LRT should carefully examine the rate of return compared to low cost schemes to improve bus and cycle travel.

Sources for further information:

"Cycle Friendly Infrastructure" (CTC/BA/DETR/IHT) page 72

extracts:

"Light Rapid Transit Policy: The DOT (Department of Transport) encourages the co-existence of cycling and Light Rapid Transit (LRT).....It supports the carriage of bicycles on LRT but, as with buses and coaches, this is ultimately at the discretion of the operator".

Cycle Carriage: Cycle carriage should be sought on all vehicles during off-peak hours, and where LRT replaces a BR service, at all times".

"LRT & Cyclists: Guidelines for Planning and Design CTC Policy statement" (CTC 8/98)

"The Interaction of Cyclists and Rapid Transit Systems" (MVA Consultancy research commissioned by the DTLR, Report published 1998)

#### 9.1.4.d. Cycle Carriage by Taxis

Taxis and private hire vehicles will often transport a bicycle, provided that space is available. The regulations under the Disability Discrimination Act require all taxis (but not private hire vehicles) to be capable of accommodating people with disabilities - including people who use wheelchairs. This provision would enable cycles to be stowed. Concerns about safety of the cycle whilst in transit would in practice be addressed as the passenger would probably hold onto the cycle.

Cycles can in practice be carried in many of the vehicles operated by private hire companies - i.e. in 'people movers' or 'estate' cars. In a local situation taxis and private hire vehicles may provide a convenient late-night service to young people/students, or serve major transport interchanges acting as a link in the cyclists' journey. In Denmark, cycles are carried as standard on rear-mounted cycle racks fitted to taxis.

CTC View:

- i. Where taxi and private hire vehicles are adapted to accommodate wheelchairs, a policy should be adopted which allows for the carriage of cycles.
- ii. Where no special adaptations have been made, but there is space to accommodate a cycle private hire vehicles should have a policy of carrying bikes where there is a perceived demand as part of an integrated transport system.
- iii. The systematic fitting of bike racks to taxis and private hire vehicles should be investigated as a solution to carrying cycles.

Sources for further information:

"Notes from the DTRL on taxi and cycle carriage plus information about taxi racks used in Denmark (CTC 2001)

#### 9.1.4.e. Transporting Cycles by Air

Transporting cycles by aircraft is a practical and increasingly popular means of travel for cyclists.

CTC View:

- i. Cycle carriage on aircraft should be free of charge within the normal (free baggage) allowance
- ii. Cycles should accompany the passenger on the same flight
- iii. Only minimal adjustments to a cycle should be necessary; wheel removal and the deflation of tyres can cause damage to the machine
- iv. Airports should offer cyclists safe and convenient routes to terminals and between terminals.
- v. Airport authorities should work with public transport operators to ensure that cycles can be carried on services to and from the airport



- vi. In view of concerns about increased air travel, attention should be focused on providing alternative rail transport for accompanied cycle carriage to and from continental Europe to meet demand.

Sources for further information:

- "CTC Policy Statement: Transporting Cycles by Air" (CTC 10/97)
- "CTC Response to Gatwick Airport Surface Access Transport Strategy" (CTC 10/99)
- "CTC Response to DTLR Air Transport Policy Consultation" (CTC 4/01)
- "Bikes on International Trains ECF Report" (ECF 2000) (Summary also available from CTC)

#### 9.1.4.f. Transporting Cycles by Ferry

Cyclists welcome the ability to transport a cycle by ferry on both inland and cross-channel services. Strategic ferry links across estuaries are especially important for cyclists where the ferry enables a short-cut to be made and a long detour along heavily-trafficked roads avoided.

CTC view:

- i. Cycle carriage on ferries should be available free of charge
- ii. The usual cycle parking method of leaning cycles against hulls or bulkheads is quite acceptable provided sufficient roping is available.
- iii. Arbitrary maximums for the numbers of cycles carried per craft should be discouraged wherever possible.
- iv. Cyclists should be allowed to embark and disembark first, so that they are not confined in motor vehicle decks whilst engines are running.
- v. The pricing policies of operators should not deter people from travelling with their cycle as a foot passenger. I.e. it should not cost more to travel with a cycle as a foot passenger than as a car passenger.
- vi. Ferry ports must be designed to allow safe, convenient cycle access/egress.
- vii. Port authorities should work with public transport operators to ensure that cycles can be carried on services to and from the ferry port

Sources for further information:

- "CTC Policy Statement: Transporting Cycles by Ferry" (CTC 7/98)
- "CTC response to DTLRs draft outline Ports Policy Paper" (CTC 2000)

#### 9.1.5. Cycle reservation and ticketing systems

The availability of cycle reservations for carriage of cycles on public transport vehicles is important to those passengers who need journey reliability. Many passengers seek a guarantee that they can travel with their cycle on a particular service, in order to reach an appointment or further public transport connection. Without a guarantee that a service will carry their cycle many people will not travel by public transport.

CTC View:

- i. Public transport services should offer passengers the option of being able to reserve a space on-board for their cycle.
- ii. Cycle reservations must provide a guarantee of carriage; it is unacceptable for passengers with reservations for their cycle on a particular service to be turned away from that service.
- iii. 'through' ticketing and reservations with connecting services should apply.
- iv. the availability of cycle reservations should be publicised by enquiry offices and information lines.

- v. cycle reservation should be available from the usual points of sale of passenger tickets (i.e. via ticket offices, telephone ticketing or internet booking services etc)

Sources for further information:

- "CTC Policy Statement: Cycle Conveyance by Rail" (CTC 5/99)
- "Rail Re-franchising Checklist" (CTC 2000)
- "CTC Response to OPRAF consultation on the 'Assessment of the Type and Level of Services the Network Should Provide'" (CTC 7/99)
- "CTC Policy Statement: Transporting Cycles By Air" (CTC 10/97)
- "Combined Bicycle and Bus or Coach Journeys" (NCF 3/01)
- "Model Conditions of Carriage - Accommodating the Bicycle on Bus and Coach" (NCF 3/01)

#### 9.1.6. Information, publicity and incentives to promote the integration of cycling with travel by public transport.

Many people are not aware of either the opportunities for, or the benefits of combining cycling with public transport. Publicity is often given to these services in a piecemeal way due to the fragmented nature of the private sector transport providers. Very few initiatives exist that bring together cycling and public transport information at a national, regional or local level and market this to the general public. Further, some public transport operators have told the CTC that their services are not well-used by cyclists - yet these same companies often do not market the ability of their service to carry cycles.

CTC view:

- i. In view of the Government targets for: increasing cycle use; increasing the use of public transport services and better integration, - more publicity about the existing opportunities is needed at local, regional and national level.
- ii. The Government, public transport operators, local authorities, interchange managers and others can do much to publicise cycle access, parking and carriage arrangements in their areas.
- iii. Clear and easily accessible information is needed and this should be available at public transport enquiry points and sales outlets. Information should be included in general publicity literature/websites and where possible dedicated leaflets promoting cycling and public transport should be published.
- iv. The National Public Transport Information System should include information about which public transport vehicles carry cycles, how many cycles can be carried and how bookings can be made. It should also indicate which interchanges offer secure cycle parking, cycle lockers, guarded cycle storage, cycle centres and cycle hire.
- v. Incentives such as 'through ticketing' arrangements, discounts and special offers can help in retaining existing custom and attracting new custom. These must be widely publicised.

Sources for further information:

- "CTC Response to OPRAF consultation on the 'Assessment of the Type and Level of Services the Network Should Provide'" (CTC 7/99)
- "Information, promotional literature and incentives to encourage the integration of cycling and public transport use". (CTC 2000)

#### 9.1.7. Monitoring and improving provisions for cyclists.

It is essential that facility providers monitor whether or not facilities are being used and carry out user surveys and general passenger surveys to discover whether the right facilities are being provided.

Over-time, evidence indicates that facilities become oversubscribed (for example cycle parking) and that additional facilities are needed.

CTC View:

When cycle facilities are being considered it is helpful to design-in room for future growth. For example spaces at an interchange for cycle parking could be safeguarded for future need. It is essential to consult with the likely users of a new facility to ask them what is needed. All too often facilities are installed which are the wrong type, or in the wrong place and are not used. Once facilities are installed it is important to monitor their use with a view to making small adjustments where needed and to providing additional services if demanded.

Sources for further information:

Abbreviations

C-PAG: Cyclists Public Affairs Group  
DTLR: Department of Transport, Local Government and the Regions  
ECF: European Cyclists' Federation  
LRT: Light Rail Transit  
NCF: National Cycling Forum  
OPRAF: Office of Passenger Rail Franchising  
ORR: Office of the Rail Regulator  
SRA: Strategic Rail Authority  
TAL: Traffic Advisory Leaflet (published by DTLR)  
TRL: Transport Res

## 9.2 ROAD SAFETY

The increasing volume and speed of traffic has forced cyclists to take greater care in the face of a more dangerous traffic environment. People have been discouraged from cycling with a subsequent reduction in bicycle mileage. Consequently statistics on road casualties can be misleading, as the massive growth of motor traffic has not led to more safety but more danger. The cultural dominance of the car may contribute to the perception that cycling is a dangerous activity. Research by the AA Foundation for Road Safety (1989) indicates that of all groups studied cyclists are least likely to be at fault where collisions occurred.

### 9.2.1 Reducing Danger to Cyclists

Road safety is not separate from other cycling issues; a satisfactory total reduction in danger to cyclists may require the sort of challenge to our car culture which has been made by many people in respect of new road building; this dominance of the private car may be reflected in a failure by government to reduce danger to cyclists. The success of the Road Traffic Reduction Bill campaign, through the support of a coalition of groups including Friends of the Earth, indicates that there are opportunities for such positive co-operation as part of the wider transport debate.

CTC View

- i. Road safety policy and strategies at every level of government should be based on the assumption of a need to increase cycling.
- ii. Advancing a solution towards reducing the danger to cyclists should be part of and not separate from the broader debate on transport policy.

- iii. The focus of safety strategy should be to reduce danger at source by adopting a crash reduction strategy, rather than a casualty reduction strategy.  
CTC supports the campaign for road traffic reduction.

Sources for further information

Risk Reduction for Vulnerable Road Users, CTC Occasional Paper No. 4, 1996  
Cycle Accident Statistics Policy and Planning information Sheet, CTC 1997  
Death on the Streets, Davis R. 1993  
Barriers to Cycling, CTC 1997  
Tomorrows Roads – Safer for Everyone. DETR 2000  
Pedal Cycle Accidents – A hospital based Study, TRL Report 220  
Estimating Global Road Fatalities – TRL Report 445, 1999

### 9.2.2 The Three E's of Road Safety

Education, enforcement and engineering are used to reduce road danger; beyond the actions already taken there remains considerable scope for achieving the necessary improvement in behaviour of all road users.

CTC View

- i. The three E's of road safety must be used to reduce the danger faced by cyclists on the roads. Actions should modify the behaviour of the road user likely to cause greater damage in any collision - through for example speed reduction.
- ii. The emphasis should be placed on primary safety measures that reduce the risk of a crash rather than secondary safety measures that lessen the severity of injuries.

Sources for further information

Joint Statement on Providing for Walking and Cycling, Pedestrians' Association and CTC 1995  
The Cyclesafe Framework. CTC 2000

### 9.2.3 Engineering

Highway authority expenditure on new roads and road schemes includes a component directed at safety measures. In-car variable speed limiters can be used to control speed.

CTC View

- i. Highway schemes should reduce danger to cyclists.
- ii. In-car variable speed limiters should be introduced so as to reduce danger to cyclists.

Sources for further information

Cycle Friendly Infrastructure, CTC 1996  
Killing Speed, Slower Speeds Initiative, 2001

#### 9.2.4 Education

##### a. Driver Training and Education

Since motorists and cyclists both use Britain's roads, they share a responsibility to understand each other's needs. The DETR campaigns Kill Your Speed and the CTC/AA Drive Safe, Cycle Safe have promoted this message.

##### CTC View

- i. Driving instruction and driving tests should place more emphasis on caring for cyclists on the road and anticipating their need. The needs of cyclists are explained in the Drive Safe Cycle Safe leaflet.
- ii. Where education is used to solve a road safety problem - resources might usefully be directed at tackling primary road safety issues, and at motorists where they are the cause of dangerous road conditions.

##### Sources for further information

Drive Safe Cycle Safe, CTC, and AA 1994

Cohort Study of Learner and Novice Drivers Part 2: Attitudes, Opinions and the Development of Driving Skills in the First Two Years, Research Report 372, TRL 1992

##### b. Cycle Training

Under 12's have the National Cycling Proficiency Scheme but currently Road Safety Officers estimate that half the nation's children do not even receive this basic training. Accidents peak sharply in the 14-15 year range, and only very limited efforts are made to tackle this problem. Experience has shown that adults, especially women, will attend cycle training courses, if these are well organised and interspersed with instruction about cycle maintenance, safe commuting routes and leisure rides.

##### CTC View

- i. Local Authorities should consider what they could do to improve cycle training for children. A national target to train more than 80% of 10-12 year olds should be established and resourced. Training should preferably take place on-road although off-road training is better than nothing. Participation of 14-15 year olds and adults in training courses should be encouraged. Road Safety training for those under the age of 10 should be available. Joint parent/child training classes should be available. Adult cycle training courses should be provided.

##### Sources for further information

Drive Safe, Cycle Safe, CTC, AA 1994

Cyclecraft - John Franklin, The Stationery Office 1997

The Practical Aspects of Cycle Training - Code of Good Practice, RoSPA

#### 9.2.5 Enforcement

Some 5 million road traffic offences are committed by motor vehicles and recorded each year. Penalties include written warnings, fixed penalty notices and prosecution. Successful prosecution may result in a fine, an endorsement, disqualification or imprisonment. Disqualification or imprisonment occurs in a minority of cases.

CTC View

- i. Enforcement practices should reflect an understanding of problems faced by vulnerable road users.
- ii. Increased resources for traffic law enforcement are needed in order to offer better protection and improved conditions.
- iii. A cyclist's best interest is normally served by measures that modify the behaviour of other road users. Circumstances can arise however where cyclists themselves should be targeted.
- iv. Traffic law enforcement should be backed by tough sentencing with a focus on: driving bans and disqualification, retesting and fines.
- v. Enforcement should be designated a core policing priority.
- vi. Local Authority Crime and Disorder Strategies must identify speed and dangerous driving in their strategies.

Sources for further information

Cycling as Transport Policy Statement, CTC 1995

Joint Statement on Providing for Walking and Cycling, Pedestrians' Association and CTC 1995

Transport Statistics Great Britain 1999 Edition, DETR 1999

### 9.2.6 Speed

Reducing motor vehicle speeds can significantly improve the attractiveness and safety of a route for cyclists, particularly novices, if it is done in a way that does not introduce new hazards for them. At lower speeds, cyclists can mix with motor vehicles in relative safety.

CTC View

- i. Restraining motor vehicle speed is a major factor in establishing the conditions for cycle use - this should be done through: education campaigns, road design, camera enforcement and police enforcement.
- ii. Popular attitudes towards speeding and the desirability of speed need to be re-examined, there should be further control of car advertising that glamorises speed.
- iii. The potential for speed reduction measures on links used by cyclists should be fully explored.
- iv. National review of speed limits should be progressed with a presumption that they should be decreased wherever practical – with a 20mph limit for all residential and built up areas and 40mph on country lanes.
- v. Country Lanes: See 8.1.1.c, this document.
- vi. The CTC is strongly in favour of progressive Speed Management Strategies which should be required within the LTP process. The Government should encourage and support local authorities in the development and implementation of pilot initiatives.

Sources of further information

Risk Reduction for Vulnerable Road Users, Occasional Paper No. 4, CTC 1996

Slower Speeds Initiative, Tel. 0207 502 0406

Charter for Country Lanes, CPRE, CTC etc, 1998

New directions in speed management, DETR 2000

CTC Response to House of Commons DTLR select committee inquiry into Road Traffic Speed, 2001.

### 9.2.7 Drink/Drug Driving

Drink driving is a cause of many collisions on the roads. Increasingly other substances are being abused by road users.

CTC View

- i. CTC is in favour of proposals to lower the blood alcohol limit.
- ii. Neither cyclists nor other road users should use the roads when under the influence of alcohol or other drugs that affect their ability to drive or ride safely.

### 9.2.8 Dangerous and Careless Driving

Driver behaviour, rather than defects in the physical traffic environment, is the cause of most crashes.

CTC View.

- i. Deliberately poor driving which is known to be likely to cause a crash should be treated equally to other acts of deliberate assault and manslaughter.
- ii. The 1991 Road Traffic Act should be reviewed and the charge of “causing death by dangerous driving” made easier to apply.

Sources for further information

Cycling as Transport Policy Statement, CTC 1995

PACTS, Road Traffic Law and Enforcement, 1999

More detailed information on the 1991 Road Traffic Act is available from Roadpeace the national charity for road traffic victims, Tel. 0208 838 5102

### 9.2.9 Cyclists and the law

All road users, including cyclists, owe a duty of care to one another. Pedestrians in particular have every right to expect highway law and its enforcement to protect their safety. Cyclists have no right to expect special treatment in the way the law is enforced.

To gain widespread respect from cyclists, road traffic law and its enforcement need to protect (and not undermine) cyclists' safety. Cyclists should not be placed in situations where they feel they must choose between acting legally and protecting their own safety. Whilst CTC cannot condone law-breaking even in these situations, there is much that could be done to amend laws and regulations which endanger cyclists unnecessarily, and to provide with quality cycle training – especially for teenagers – to give them the confidence and skills needed to ride safely and legally on Britain's roads.

Some police forces are piloting schemes under which offending drivers are offered the option of participating in a driver training course (or in some cases a speed awareness course) as an alternative to prosecution. CTC believes that there is, if anything, a much stronger justification for applying this approach to cyclists, particularly as they have rights to use roads as children and teenagers without necessarily completing a test. A survey in 2003 found that less than 1% of English school pupils receive any cycle training once their travel horizons and independence start expanding at secondary school age. A good deal of cyclists' offending – particularly pavement cycling among teenagers – is attributable to them having never received the training they need to be able to ride safely, confidently and responsibly within the law.

**CTC view:**

- i. Cyclists, like all road users, should act responsibly and within the law.
- ii. Then enforcement of road traffic law, and penalties for breaching it, should be proportionate to the potential danger imposed on other people, especially vulnerable road users. This principle also applies to off-road rights of way.

- iii. Laws on road and other highway use, and the way they are enforced, should reflect the reasons why the offending behaviour occurs. In the case of cyclists, these can include the fear of on-road riding, a lack of cycle training, parental or other instruction, and the fact that cyclists sometimes feel safer moving into open space at signalised junctions rather than waiting for the following traffic to accelerate into that junction when the lights turn green.
- iv. The police and others charged with applying the law should therefore be able to require offending cyclists to participate in training programmes as an alternative to prosecution or fixed penalty offences.

#### 9.2.10 Cyclist's Behaviour

Cyclists are 'vulnerable road users' in that they are more likely to be injured than motor vehicle drivers are when involved in a road crash. The likelihood of a cyclist being in a crash with a pedestrian is about five times lower for each mile travelled than for car drivers (Road Accidents in Great Britain 1990, DETR); motorists are in crashes killing 351 times as many pedestrians over some 60 times more miles. Approximately 90% of the distance travelled by cyclists is on built up roads as compared to 50% for motorists. Pedestrians are much more likely to be on built up roads than on rural roads.

##### CTC View

- i. Cyclists are not the main cause of danger to pedestrians although most cycle trips take place in areas where collisions are more likely to occur and pedestrians may take less account of the presence of cyclists.
- ii. Cyclists should be aware of the requirements of motorists, for example, they need to be shown what a cyclist's intentions are.
- iii. Cyclists should ensure they are competent to ride in traffic.
- iv. Cyclists should obey traffic signals and signs unless this places them in direct danger.
- v. Cyclists should ensure that they and their cycles are visible at night.
- vi. Cyclists have an obligation to maintain their cycle so as not to cause a danger to themselves or others.

##### Sources for further information

Drive Safe, Cycle Safe, CTC, AA 1994

Cyclecraft - John Franklin, The Stationery Office 1997

Joint Statement on Providing for Walking and Cycling, Pedestrians' Association and CTC 1995

#### 9.2.11 Helmets

Currently helmets are often promoted with exaggerated claims of their benefits. This is liable to make the helmeted feel more secure than they are and portrays cycling as a danger sport akin to rock climbing. Vigorous helmet promotion discourages cycling, except as a sport, and in countries where this has led to helmet compulsion, any reduction in head injury is mainly attributable to the reduction in cycling. The overall health effects of compulsory helmets are negative.

##### CTC View

- i. CTC supports the right of individuals to choose whether or not they use helmets. While CTC is happy to see individuals wearing cycle helmets as a matter of individual choice, we believe the focus of all concerned with the safety of cyclists should be on crash reduction strategies. CTC believes compulsion to be negative and unnecessary.



- ii. The promotion of helmets should be balanced and should set both risks and the likely role of helmets in a realistic context. Campaigns to promote helmet-wearing should not be conducted in isolation from measure to encourage cycling.
- iii. The wearing of helmets by children should be a matter for parents to decide. Their decisions should be based upon a realistic conception of the value of helmets.
- iv. For sporting events CTC recognises the right of governing bodies to require the wearing of helmets in line with their own regulations and with the regulations of international organisations since sporting events involve particular activities and risks not associated with general cycling or road safety.
- v. Helmets should be viewed as a minor element of road safety policy, with speed reduction, road design and other measures for primary (crash avoidance) safety being the main focus.

Sources for further information

Cycle Helmets, the case for and against, Policy Studies Institute 1993

Helmets, Choosing a cycle helmet that's right for you 3/96

Cycling Factsheet, February 1994

Cycle Helmets and Road Safety, CTC 2001

The Effectiveness of Cycle Helmets. John Franklin, 2000

[www.lesberries.co.uk/cycling/cydigest.htm](http://www.lesberries.co.uk/cycling/cydigest.htm)

### 9.3 OTHER ROAD USERS

#### 9.3.1 Lorries/Heavy Goods Vehicles (HGVs)

HGVs can represent both a deterrent to cycling and a real danger to cyclists.

CTC View

- i. Better vehicle design to reduce blind spots and include the use of side guards and side indicator repeaters, should be adopted.
- ii. There is a need for consultation in the process of developing cycling and lorry strategies so that road space can be shared without jeopardizing safety.
- iii. Education of drivers and cyclists to be aware of each other's likely behaviour should be undertaken by relevant agencies.
- iv. Restrictions on lorries in certain streets should be made.

Sources for further information

Cycles and Lorries, (DETR) TAL 5/97

Bikes and Heavy Goods Vehicles Occasional Paper No.3, CTC 1996

Delivering Safer Roads, managing the interaction of cycles and lorries, CTC 2000

#### 9.3.2 Powered Two Wheelers (PTWs)

Motorcyclists' casualties are out of proportion to their use. Road Accidents Great Britain 2000 shows an 11 per cent increase in PTW casualties since 1999. While the introduction of motorbikes into bus or cycle lanes discourages less confident cyclists and poses a great threat to all cyclists. The Royal Commission on Environmental Pollution stated that "Although motorcycles, mopeds and scooters, take up less road space than cars, we have not received any information that would indicate that they would have an environmental advantage over cars in other respects". Local authorities should have strategies to reduce powered two wheeler traffic as per the requirements of the Road Traffic Reduction Act.

CTC View

- i. PTWs are a distinct class of vehicle not comparable to bicycles.
- ii. PTWs should not be allowed in bus lanes, cycle lanes, advanced stop lines or vehicle-restricted areas.

Sources for further information

Powered Two Wheelers in Bike and Bus Lanes Position Statement, CPAG

CT&C, April/May 1997

CycleDigest, Issue No.30, Summer 2001, CTC

CTC response to the House of Commons DTLR select committee inquiry into Road Traffic Speed, 2001

Royal Commission on Environmental Pollution 20<sup>th</sup> Report 1997, P.62

### 9.3.3 Pedestrians and bells

Cyclists and pedestrians share many common interests. Both types of user should seek to minimise danger and inconvenience to one another. Bells or other audible warning devices are useful on shared routes as a warning to pedestrians of a cyclist approaching. They politely help a slow-moving cyclist to negotiate clear passage in quiet conditions and warn other cyclists at blind corners and junctions. But in the event of an imminent collision, a shout is more immediate and may be delivered with both hands on the brakes! A bell is not loud enough to provide sufficient warning of the approach of a fast rider, especially against general traffic noise. Bells are largely inaudible to motor vehicle drivers. Use of a bell is no guarantee that it will be heard or that the reaction of other users will be appropriate or predictable.

CTC View

- i. CTC supports strategies to encourage and increase walking.
- ii. Cyclists should be educated on the importance of giving an audible warning and priority to pedestrians on shared paths, and pedestrians should be educated to leave a way clear for cyclists.
- iii. Pedestrians should be charged under the appropriate legislation when they are responsible for causing accidents to cyclists, whether under the influence of substances or by careless/reckless behaviour.
- iv. Although bells are fitted at point of sale, users should retain the right to remove them at their discretion.

Sources for further information

Joint Statement on Providing for Walking and Cycling, Pedestrians' Association and CTC 1995

### 9.4 Shared Cycle and Pedestrian Facilities

It is generally accepted that shared pedestrian and cycle routes are disliked, but tolerated because of the cycling safety and modal shift benefits. However, there are some groups, such as the elderly, visually impaired and those with mobility issues who have a far lower tolerance to shared use facilities.

CTC View

- i. Shared use facilities could be greatly improved by using best practice in design to minimise conflict
- ii. In particular, clear demarcation, would improve all shared use facilities
- iii. Other improvements include: appropriate width; proximity to other users; quality of signing and markings; priority at side roads, accesses; good lighting; good maintenance and cleaning
- iv. CTC encourages cyclists to be considerate of other users needs while using shared use facilities and either use a bell or give an audible call to let other users know they are coming.

Sources of further information

Cyclist's and Pedestrians, attitudes to Shared Use, CTC 2000

## 9.4 ROAD TYPES

### a. Cycling on All-purpose Roads

Motorways and a few other major roads are special roads where access is restricted to certain classes of traffic. Other roads are by, definition, all-purpose roads on which cycling is permitted unless specifically prohibited by a Traffic Regulation Order.

CTC View

- i. When used as a mode of transport the cyclists' preference and indeed, right, is on the road and all scheme designs and standards should presume in favour of on-road cycle provision. The hierarchy of solutions should be adopted.
- ii. The general purpose road network should be designed and managed to meet the needs of cyclists and other non-car users, in accordance with the principle of the 'hierarchy of users'.
- iii. The Highways Agency, private developers and local highway and planning authorities should adopt Cycle Audit procedures for all road and traffic schemes - including bridges and tunnels. Both actual and latent demand for cycle friendly infrastructure should be assessed
- iv. A Cycle Review should be applied to existing road networks to identify problematic areas and prioritise remedial work.
- v. Cycle Audit and Review should also be applied to road schemes which have severed/ or which threaten to sever country lane networks where there is a desire line across a major road.

Sources for further information

CycleSafe Framework, CTC 2000

Cycle Friendly Infrastructure, CTC, BA etc 1996

Cycle Audit and Review, IHT 1998

Breaking Point, CTC 1993

### b. Cyclists and major roads

For many urban and inter-urban trips there may be no alternative to cycling on heavily trafficked roads; approximately one quarter of cycling (24% in 1990) takes place on major roads, mostly on "built-up" roads of up to 40mph speed limit.

## 10. PROMOTING CYCLING

Successful planning for the bike involves much more than the building of special facilities. Action is needed across a wide range of agencies including, but not limited to, those dealing with transport, environment, leisure, health, land use planning, education and law enforcement.

### Key Policy

- **Cycling is beneficial as a mode of transport and a leisure activity** and should be encouraged in all its forms.

### 10.1 Implementation of Local Cycling Strategies

Sustained effort from local authority officers and councillors is needed to progress pro-cycling policies into action.

#### CTC View

- Cycling officers should be offered training and professional development.
- Cycling Officers must have sufficient status and access to key stakeholders to promote and achieve cycling objectives.
- Local authorities should recognise the support that local cyclists can give, and should create appropriate mechanisms for consultation and information exchange.
- The local authority should be active in promoting cycling through awareness raising campaigns such as Bike Week and Travelwise initiatives.

#### Sources for further information

Progressing the National Cycling Strategy, CPAG 1997

Bikeframe, CTC 1997

National Cycling Strategy, DETR 1996

Cycling Sense, DETR 2000

### 10.2 Working with Specific Community Sectors

Cycling is an activity accessible to all, and there are social, economic and environmental reasons for promoting it. A local authority wishing to promote cycle-use, amongst existing cyclists or to attract new cyclists, may see opportunities to involve community groups. A community sector may have specific requirements: for women these may be cycle friendly-clothing, cycle carrying capacity and personal security.

#### CTC View

- Specific requirements should be identified through discussion with community sectors. User groups are a good starting point as they may include members of that community e.g. students, women or ethnic minorities.
- Local authorities and other agencies should conduct a thorough appraisal of cycling's potential role within their community development policies.

#### Sources for further information

Barriers to Cycling, C-PAG 1997

Attitudes to Cycling. A Qualitative Study and Conceptual Framework Report 266, TRL 1997

### 10.3 The Media

Awareness of issues and the responsible coverage of cycling issues by the general and cycling media can benefit cycling.

#### CTC View

- i. CTC should promote responsible behaviour among cyclists and a sensible attitude towards cyclists and should encourage the media to do so.

#### Sources for further information

Drive Safe, Cycle Safe, CTC, AA 1994

Off-road Cycling/Access & Rights of Way Charter/Off-road Cycling Code 10/96

### 10.4 Cycle Friendly Employers

Encouraging employees to cycle to work can result in a healthier, more productive workforce and lower transport costs.

#### CTC View

- i. Employers should promote the use of cycles for work purposes; actions include supporting a bicycle users group and producing a green commuter plan.
- ii. Facilities, incentives and encouragement should be provided for employees who commute by bicycle to work.

#### Sources for further information

Be a Cycle-friendly Employer - Information Sheet, CTC 1996

Get Cycle Friendly - A guide for employers, LCC 1996

Cycling to Work, (DETR) TAL 11/97

Cycle Friendly Employers' Information Sheet, Sustrans 1997

Trip End Facilities for Cyclists Report 309, TRL 1997

Cycle Friendly Employers' Guide, CTC 1999

Cycling Works, National Cycle Forum 2001

### 10.5 Tax Incentives and Cycling Mileage Allowances

CTC produces guidelines to assist employers who want to set a mileage allowance for cycle travel in the course of business. Government has set the current mileage allowance for trips during work at 20p/mile (as of 4/02).

#### CTC View

- i. The recent budget changes to encourage commuter and company cycling are welcomed but should go further:
- ii. The tax system should give an incentive allowance for business cycle use equivalent to the small car rate.

The current distortions in the tax system that encourage company car use should be removed.

#### Sources for further information

Costing the Benefits, CTC 1993

CycleDigest Issue. No 30, Summer 2001, CTC

Cycle Friendly Employers' Guide, CTC 1999

#### 10.6 Cycling to School

- i. Getting children involved in highlighting dangers and designing their own Safe Routes to School is an activity that can unite pupils, parents, teachers and school governors in constructive joint action.
- ii. A pro-bike, school transport policy can improve the safety, fitness and independent mobility of school children, and reduce congestion and traffic dangers around schools.
- iii. The numbers of children cycling to school should be doubled in line with the National Cycling Strategy target.
- iv. Schools should encourage independent travel by children and provide good quality cycle parking facilities and travel education and training.

#### 10.7 Bicycle Advocacy

Central government has set target to: triple the number of trips by cycle (on 1996 figures) by the end of 2010; quadruple the number of trips by cycle by end 2012. Cycling is, primarily, a utility mode of transport. By number of trips 51% of cycle journeys are for commuting, business or education, with leisure accounting for 31%. By comparison, 29% of journeys by car are for commuting, business or education, with Leisure accounting for 32% (National Travel Survey).

##### CTC View

- i. At national and local level, CTC promotes cycling as a serious mode of transport that can make a real contribution to solving urban traffic and environmental problems.

##### Sources for further information

National Cycling Strategy, DETR 1996  
National Travel Survey, The Stationery Office 1995  
More Bikes Policy into Best Practice, CTC 1995

#### 10.8 Local Campaign groups (and activists)

Local campaign groups can promote cycling and be a source of advice for other organisations working at the local level.

##### CTC View

- i. As resources permit, CTC advises, trains and supports local cycle campaigners.
- ii. Local cycle campaigners should be prepared to be constructive and adopt a co-operative attitude towards other organisations.
- iii. CTC operates and supports a voluntary network of Right to Ride Campaigners whose role is to represent CTC policy and safeguard the rights of local cyclists.

##### Sources for further information

CT&C, December 1997/January 1998  
Right to Ride Handbook, CTC 2000  
Right to Ride Training Handbook, CTC 2000

## 10.9 Alliances

Cycle campaigners, when trying to influence transport policy, represent what is viewed by some as a minority lobby group in competition with many others. Other user organisations also often have issues in common with cyclists, forming alliances can aid in campaigning.

### CTC View

- i. CTC works with other pro-cycling groups to promote cycling as a means of transport
- ii. In order to over-turn car dominated policies, CTC should, where appropriate, join alliances reflecting a wide range of user and lobby groups, with an agreed alternative strategy.
- iii. Campaigners should develop good relations with other user organisation such as the British Horse Society, Friends of the Earth, Living Streets, Railway Development Society, Transport 2000 and single issue campaign groups.

### Sources for further information

Cycle campaigning, LCC 1990

Off-road Cycling/Access & Rights of Way Charter/Off-road Cycling Code 10/96

Working Together. Joint Statement by CTC and Sustrans, 2000

## 10.10 “Critical Mass”

Critical Mass (CM) is an “organised coincidence” of hundreds, often thousands of cyclists cycling together regularly in urban areas. No one is in charge and routes are not organised beforehand. It is described as *“a chance to raise the profile of cycling and to demonstrate in the most practical manner that cycling is an ideal form of transport in cities”*.

### CTC View

- i. CTC does not actively support CM but recognises the motivation of those involved.

### Sources for further information

Since no one in particular is in charge of CM, we can only suggest that interested parties go along - CM meets on the South Bank under Waterloo Bridge at 5.45pm on the last Friday of every month. There are critical mass events in a number of other cities - Oxford, Leeds, Norwich, Birmingham.

## 11. LEGAL ISSUES

Being involved in a collision can involve financial costs and mental pain in addition to any physical injuries. CTC operates a legal aid service available to members involved in cycling crashes including crashes caused by bad road surfaces or whilst wheeling a cycle.

### Key Policy

- **All road users, including cyclists, owe a duty of care to other users.**

#### 11.1 Driver liability

Driving a motor vehicle is an inherently dangerous activity which, in principle, should impose a high duty of care on drivers towards other road users. The risk of injury on our roads is borne most heavily by those groups who impose the least danger on others – pedestrians and cyclists, children and those with impaired mobility (we refer to these groups as Vulnerable Road Users, or VRUs). The need to correct for similar imbalances of power or vulnerability is recognised by the law in areas such as employment contracts, employee or public health and safety, and consumer protection. Yet traffic law makes no such provisions, and treats all road users as equals. Consequently the motorists' duty of care towards other road users is under-recognised, both in law and more generally in public attitudes.

It is worth noting that, in a study of cyclists' injuries, it was found that the driver was at fault in 65% of cases, whereas blame attached to the cyclist in just 33% of injuries (this dropped still further if child cyclists' injuries were excluded)<sup>1</sup>. This is all the more remarkable when one considers that the average cyclist is much younger, less experienced and less well trained than the average driver (there is, after all, no minimum age or training requirement for cycling).

In France, Belgium and the Netherlands, the legal position of vulnerable road users is enhanced by laws which effectively mean that, in collisions between motor vehicles and VRUs, liability for personal injury damages suffered by VRUs rest with the drivers involved, unless they can show that the VRU acted in a way that was clearly illegal and/or seriously negligent.

This arrangement means that vulnerable road users can obtain compensation for damages without it being necessary to find a driver to have committed a tort or criminal offence, nor to attach criminal responsibility to the driver as a result. However it reflects the fact that that drivers should expect to share space with all legitimate street users (including children and other untrained VRUs) and therefore have a duty of care to drive in a way that allows for the possibility of unexpected or erratic movement by those users.

Such a law would not (and should not) give vulnerable road users "carte blanche" to act irresponsibly – CTC would not support it if it did. However, assigning the "default assumption" of liability for personal injury damages to drivers reflects the fact that, in motor vehicle / VRU collisions, VRUs are far more likely to be injured than vehicle occupants; moreover (and consequently) they are far less likely to recall how the collision occurred with the clarity needed to be a "good witness" in court. Hence VRU crash victims often find it very difficult to obtain compensation for damages. This current situation regularly leads to grave injustice, far more serious than anything that could possibly result from reversing the burden of proof in such cases. To give an example, the injustice suffered a child who cannot claim damages despite being maimed for life by a dangerous driver, because s/he cannot provide adequate witness evidence that the driver was at fault, is far greater than the injustice that an entirely blameless drivers might suffer in the reverse situation – this would usually be no more than the loss of a "no claims" bonus.



CTC view

The law on driver insurance schemes should be changed, so that, where a driver is in collision with a vulnerable road user (VRU, i.e. a pedestrian, cyclist or person with impaired mobility), the drivers' insurance would be required to cover the costs of personal damages suffered by the VRU unless the driver could show that the VRU had acted in an illegal or negligent manner such that their standard of road behaviour fell well below what would normally be expected of a person of their age and intellect, or that another driver involved in the collision was wholly or partly liable.

<sup>1</sup> Mills P. Pedal cycle accidents: a hospital based study. TRL research report RR20, 1989.

## 11.2 Reporting Collisions

A report by the Transport Research Laboratory found that only 46% of road casualties attending 16 hospitals could be matched to police records. Most of these were due to non-reporting by the public, but the Police were also criticised for not recording some 22% of the incidents reported to them

CTC View

- i. It is suggested that cyclists report collisions in which they are involved, especially if it results in injury to themselves or others.
- ii. The Police should record statistics with greater accuracy, including information on crash causes.

Sources for further information

Under Reporting of Road Traffic Accidents, TRL 1991

## 11.3 Coroners' Court

Generally the only investigation involved in careless driving cases is an inquest in a Coroner's Court. These are conducted by coroners sitting alone without a jury.

CTC View

- i. The coroner's court could usefully contribute to a wider recognition of the need for primary rather than secondary road safety measures and that real road safety is about reducing actual road danger.

## 11.4 Public Liability Insurance for Cyclists

Cycle insurance is a controversial issue. Many car drivers feel that since they must obtain insurance in order to drive legally on the road network then so should cyclists who use the same roads. CTC offers insurance to all of its members and has recently made available public liability insurance for employers.

CTC View

- i. Whilst it is sensible for cyclists to take out public liability insurance, the limited damage they inflict on others suggest that compulsory insurance is unnecessary and CTC would not support such a proposal.

Sources for further information

Freewheeler Insurance Scheme (leaflet), CTC 6/1995

Cyclist's Handbook, CTC 1997/8

### 11.5 Cyclist Licensing

Cycling is an established right on general purpose roads. Cyclists inflict little damage on other road users or the road infrastructure and impose negligible impact on society.

CTC View

- i. A compulsory licensing scheme would suppress cycling.
- ii. Licensing of cyclists is impractical given the age of many cyclists, the difficulties in enforcement and the cost of administering such a scheme.

### 11.6 Other road user licensing

CTC View

- i. Vehicle users should be re-tested after any serious road traffic offence.
- ii. A sight test should be compulsory after any serious road traffic offence and annually after the age of 65. Motorists found to have serious visual defects, particularly poor peripheral vision, should not be permitted to drive.

### 11.7 Cycling on Pavements

The carriageway can be hazardous for cyclists, and some (mainly children and young adults) use the footway as an alternative; this can cause alarm and annoyance to pedestrians. Fixed penalty notice (FPN) regulations have been introduced as a means of enforcing the offence of cycling on the pavement. The new powers relate to the administration of existing legislation and allow for a £20 fine to be issued. FPNs cannot be used against anyone under the age of 16.

CTC View

- i. "No Cycling" orders should only be made for footways if there is a genuine problem of nuisance caused to pedestrians by significant numbers of adult cyclists, particularly if the alternative route is via busy and dangerous roads
- ii. The police should exercise discretion in the use of FPNs and discriminate between those whose behaviour is dangerous and unacceptable and those acting responsibly and for their own safety
- iii. The behaviour of child cyclists should be disregarded in this context as they would be unlikely to conform to any legal restriction and may be less able to deal rationally with traffic.
- iv. The source of hazardous road conditions must be tackled: where a footway is generally used by cyclists the highways authority should make provision to eliminate the problem through design.
- v. Where high levels of illegal footway cycling occur, the highway authority should investigate the reason and address any safety problems on the legal route.

Sources for further information

Fixed Penalty Notices (FPNs) and Cycling on Pavements Recent Developments and Facts, CTC 1998

Proposals to Include More Road Traffic Offences Within the Fixed Penalty System, CPAG 1995

Joint Statement on Providing for Walking and Cycling, Pedestrians' Association and CTC 1995

## 11.8 Vehicle Standards

The design of motor vehicles can affect the safety of other road users. Collisions involving vehicles equipped with bull bars increase the number of fatalities and seriousness of injuries to vulnerable road users including cyclists and pedestrians.

### CTC View

- i. CTC actively supports a ban on the use of bull bars on cars. There may be specific cases where bull bars have a legitimate off-road purpose such as agriculture/industrial vehicles.
- ii. Vehicle standards should ensure that all vehicle designs are road user friendly, in particular doors and the front profile of vehicles.

### Sources of further information

Bull bars - Consultation on Options for National Action - Response from the CTC 1997

## 11.9 CYCLE SECURITY

Cycle theft is a major problem and deterrent to cycling. Approximately 172,000 cycles are stolen each year and over £100 million is spent each year in replacing stolen bicycles.

### 11.9.1 Preventing Cycle Theft

A partnership approach involving the police, the cycle trade, town planners and users groups may be an effective way in preventing theft.

### CTC View

- i. The police should record theft statistics with greater accuracy.
- ii. Local Government authorities and agencies should be legally obliged to make cycle parking provision.
- iii. Research should be carried out into practical and cost effective physical theft prevention.
- iv. Better public information on theft prevention should be available.
- v. The police authority conviction and clear up rate for cycle theft should be published and measures taken to improve them.

### Sources for further information

Cycle Security, National Cycling Forum, 2001  
Cycle Theft in Great Britain Report 284, TRL 1997  
Barriers to Cycling, CTC 1997

### 11.9.2 Cycle Anti-Theft Registration and Marking

Although marking on its own provides no clear verification, property identification schemes can be highly effective if linked to a system of registration.

CTC View

- i. Property identification must be easy to undertake, permanent and unique. It must be simple to load relevant ownership details on a register. Single access point for interrogating the database, which should be open 24 hours per day, are required.
- ii. Compulsory cycle registration schemes are unlikely to be cost effective. Cycling imposes few costs on society and cyclists rarely need to be traced. Voluntary, self-funded, registration schemes should be co-ordinated with the police to aid theft recovery.
- iii. Insurers should be encouraged to provide discounted rates of insurance for registered cycles.
- iv. Cyclists should ensure that their bikes are insured against theft.

Sources for further information

National Cycling Strategy, DETR 1996

## 12. THE CYCLIST AS CONSUMER

### Key Policy

- **The provision or sale of cycling equipment should meet reasonable standards of quality and safety.** Where this is governed by regulations, they should safeguard the interests of cycle users.

### 12.1 Cycle Equipment Regulations

Regulations already exist which control the specifications of pedal cycles. They affect cycles in the following specific ways:

#### 12.1.1 Sales

The Pedal Cycles (Safety) Regulations make it illegal to sell a bicycle that doesn't conform to the British Standard BS6102/1, with a few exceptions and plus a few extra requirements. The people most affected are retailers, and thereby also the manufacturers and distributors of bicycles. This legislation is mainly intended to protect consumers from bicycles that might be unsafe and/or illegal to ride on the road.

#### 12.1.2 Construction and Use

The Pedal Cycles Construction & Use Regulations control the specifications of bicycles that may legally be used on public roads. They don't go into anything like so much detail as the Sales regulations. In fact they don't demand much more than a set of functional brakes. Bells are mentioned, but only to say that they're optional.

#### 12.1.3 Lighting

The Road Vehicles Lighting Regulations require certain reflectors and lamps to be on a pedal cycle when (and only when) it is used at night on a public road. With a few exceptions, this equipment is required to conform to British Standards.

As an example of how these regulations can and should cascade downwards, sales regulations call for all the reflectors required by Lighting regulations, plus a few extras - which the cyclist may with impunity leave off. And since reflectors are not even mentioned by Construction & Use, the whole lot may be discarded if not riding at night. However: most people cannot be bothered to remove most of them, so the Sales regulations ensure that a goodly number of reflectors remain on most bikes. (And most bikes get ridden in the dark even if unintentionally!)

The ordinary consumer cannot be expected to know as much about the legalities of cycling as the trade who should ensure that bicycles, as sold, are safe and legal to use in all reasonably foreseeable circumstances.

### CTC View

- No item of equipment should be required to be fitted to a pedal cycle under the Construction & Use or Lighting regulations if it is not already required to be on a bike when it is sold, by the Pedal Cycles (Safety) Regulations.
- 'Bandwagon' demands, e.g. that cyclists be made to carry bells, lights etc. at all times, should be redirected towards requiring such equipment to be on bicycles at the point of sale. This ensures

that most bikes have the equipment at minimum cost to the cyclist, makes its legality and reliability the responsibility of the manufacturer, while not obliging cyclists to fit or even keep it fitted. Policy needs to be sensitive to the bike's intended purpose.

## 12.2 Cycle Hire and Retail

In the five years from 1992 -6, over 11 million bicycles were bought. 1996 sales were 2.5 million (Bicycle Association 1997). Cycling is a popular leisure pursuit.

### CTC View

- i. Cycle retailers should provide appropriate advice to shoppers.
- ii. Cycle Hire outlets should endeavour to meet the requirements of the CTC's Cycle Hire Code.
- iii. Cycle hire outlets could usefully remind off-road cyclists of their responsibilities by, for example, following the Off-road Cycling Code.

### Sources for further information

Gearing Up - Enjoying Cycling in the Countryside information leaflet, Countryside Commission 1997

Off-road Cycling/Access & Rights of Way Charter/Off-road Cycling Code 10/96

Cycle Hire Code, CTC 1999

Cycle Hire Directory, CTC 1999

## 12.3 Self-assembly Bikes

Cycles sold in an unassembled state are frequently imperfectly assembled; and the potential danger to rider and other traffic is not acceptable.

### CTC View

- i. The present loophole in the Sales regulations (see above) that lets complete bicycles be sold in an unassembled or partly assembled state should be closed. The CTC is not against the sale of cycles by mail, but feels that such sales should include arrangements for the local assembly and checking of the product.

## 12.4 Cycle Repairs

Cycling as a mode of transport depends upon the availability and proficiency of cycle repair. Such facilities assist in the promotion of cycling. The possibility of calling for roadside repair (as offered by the ETA) is also of interest.

### CTC View

- i. The CTC supports schemes (such as the ACT Cytech) that offer quality standards for cycle repair.

### Sources for further information

ACT, ETA

CTC Emergency Assistance Contacts listing

## 12.5 Lights / Visibility - conspicuity aids

Lighting regulations require every cycle ridden during the hours of darkness to have front and rear lamps, a red rear reflector, and amber front and rear pedal reflectors fitted. Both dynamo and battery lights are legal; many of the battery lamps presently used by cyclists are not designed in accordance

with British or other European standards; they are none the less bright and effective but technically illegal except as an addition to standard lamps. Effective pedal reflectors are not available for many modern designs of pedal.

CTC View

- i. The Lighting regulations and/or BS6102/3 need to be liberalised and modernised so that the majority of effective but presently non-conforming lamps (particularly LEDs) already used by cyclists may legally be used.
- ii. The CTC supports proposals for lights to be required on cycles at the point of sale, but opposes compulsion in construction and use regulations.
- iii. The requirement for pedal reflectors should be modified so that front reflectors are no longer required, and reflective patches on shoes, ankle bands etc., may substitute for rear ones.

Abbreviations

ACT – Association of Cycle Traders  
BCF – British Cycling Federation  
BHS – British Horse Society  
BMA – British Medical Association  
BOATs - Byways Open to All Traffic  
CoAg – Countryside Agency  
CCN – Cycle Campaign Network  
CPRE – Campaign for the Preservation of Rural England  
DTLR – Department of Transport, Local Government and Regions  
ETA – Environmental Transport Association  
IHT – Institute of Highways and Transportation  
LARA – Land Access and Recreation Association  
LED – Light Emitting Diodes  
OPRAF - Office of Passenger Rail Franchising  
PACTS - Parliamentary Advisory Council on Transport Safety  
RCEP – Royal Commission on Environmental Pollution  
RoSPA – Royal Society for Prevention of Accidents  
RUPPs - Roads used as Public Paths  
SRA – Strategic Rail Authority  
SSI – Slower Speeds Initiative  
TAL – Traffic Advisory Leaflet  
TCA – Trail Cyclists Association  
TRF – Trail Riders Fellowship  
TRL – Transport Research Laboratory  
UCRs - Unclassified County Roads (Untarred)  
T2000 – Transport 2000



Contacts

Association of Cycle Traders, Tel: 01892 526081  
British Cycling Federation, Tel: 0161 2302301  
British Horse Society, Tel: 08701 202 244  
British Medical Association, Tel: 020 7387 4499  
British Waterways - [www.british-waterways.org](http://www.british-waterways.org); for a list of local offices  
Campaign to Protect Rural England, Tel: 020 7981 2800; [www.cpre.org.uk](http://www.cpre.org.uk)  
Countryside Agency, Tel: regional office or visit website [www.countryside.gov.uk](http://www.countryside.gov.uk)  
Cycle Campaign Network, [www.cyclenetwork.org.uk](http://www.cyclenetwork.org.uk)  
Council for the Preservation of Rural England, Tel: 0207 9766433  
Department of Transport, Local Government and Regions, 0207 944 3000; [www.detr.gov.uk](http://www.detr.gov.uk)  
Environmental Transport Association, Tel: 01932 828882  
Friends of the Earth, Tel: 0207 490 1555; [www.foe.co.uk](http://www.foe.co.uk)  
Forestry Commission, Tel: 0131 3340303  
Highways Agency, contact regional office or visit [www.highways.gov.uk](http://www.highways.gov.uk)  
London Cycling Campaign – 0207 928722  
National Cycling Strategy – [www.detr.gov.uk/ncs](http://www.detr.gov.uk/ncs)  
Pedestrians Association (now Living Streets), Tel: 0207 820 1010  
Ramblers Association – 0207 339 8500  
Roadpeace – 0208 9641021  
Royal Society for Prevention of Accidents, Tel: 0121 248 2000  
Safe Routes to Schools, Sustrans, Tel: 0117 915 0100  
Scottish Cycling – 0141-229-5350  
Slower Speeds Initiative, Tel: 0207 502 0406  
Sustrans – 01179 290888  
Traffic Advisory Leaflet, available from DTLR, Traffic Advisory Unit, Tel: 0207 873 9090  
Trail Cyclists Association, 01531 633500  
Transport Research Laboratory, Tel: 01344 773131  
Transport 2000, Tel: 0207 6130743

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At the Crossroads, CTC 1996  
Attitudes to Cycling A Qualitative Study and Conceptual Framework Report 266, TRL 1997  
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Bikes and Heavy Goods Vehicles Occasional Paper No.3, CTC 1996  
Breaking Point, CTC 1993  
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- Taking a cycle by train in Britain

A list of the 25 train operating companies and their policies for cycle carriage. Information about making cycle reservations on trains, what to do if you encounter problems etc.

- Taking a cycle by bus and coach in Britain

A list of buses and coaches in Britain which carry cycles.

- Transport for groups of cyclists

A list of private companies who have vehicles / cycle trailers available for hire which can accommodate groups of people/cycles.

- Sending cycles as unaccompanied baggage.

A list of companies who will accept cycles as baggage and offer a forwarding service for cycles from one address to another.

- Cycles on the London Underground.

A map showing the lines open to cyclists.

- Transporting a Cycle to Continental Europe

How to get there (and back!) with a cycle – a list of the options available and contacts for further information.

- European Bike Express

Details of the specialist coach and cycle trailer service which takes cyclists to and from popular cycling destinations in Europe.

- Taking Cycles on the Channel Tunnel Services

Both Le Shuttle (Folkestone to Calais) and Eurostar services (London – Brussels and Paris) carry cycles, this leaflet provides details and booking information.

- Taking a Cycle by Ferry

A list of the river, estuary and sea crossings within England, Wales, Scotland and Ireland and across the English Channel. Details of the companies who operate ferries and their telephone numbers.

- Taking a Cycle by Air

Finding out about flights, booking your cycle on-board, airline policies concerning cycle carriage, which airlines charge for cycle carriage, Preparing a bike for air travel, what to do at the airport etc.

- Getting to Heathrow Airport with a Cycle

- Getting to Gatwick Airport with a Cycle

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