

we are  
**cycling**  
The cyclists' champion **UK**



# Space for Cycling

A guide for decision makers

space  
for  
cycling





## Bristol:

Green spaces make great cycle routes



## Leeds to Bradford:

Even the busiest roads can become cycle-friendly

# Why create Space for Cycling?

Imagine your area with considerably less traffic. Imagine safe streets and neighbourhoods, clean air, young and old alike able to get out and about easily.

Planning for cycle-friendly roads and communities can help make this happen, bringing huge benefits for everyone - whether or not they themselves choose to cycle.

**Economy:** businesses benefit from more cycling as journey times are more reliable and workers are healthier and more alert. Cycling is certainly a good investment as the UK Government estimates that for every £1 invested in cycling, £5.50 is returned in social benefit.

**Retail:** cycling helps boost the local economy as people who cycle often shop more locally and more regularly.

**Health:** cycling regularly in mid-adulthood typically gives you the fitness of someone 10 years younger, improving your quality of life and reducing the burden on health services.

**Environment:** boosting cycle use helps mitigate air pollution and climate change.

**Quality of life:** safe, lightly trafficked streets provide a greater community feel than busy, heavily trafficked roads.

**The Dutch cycle for 26% of their journeys:** in Britain, it's less than 2%. We can do better! Investment in infrastructure is the single most effective way of getting people on to bikes.

## The Space for Cycling process

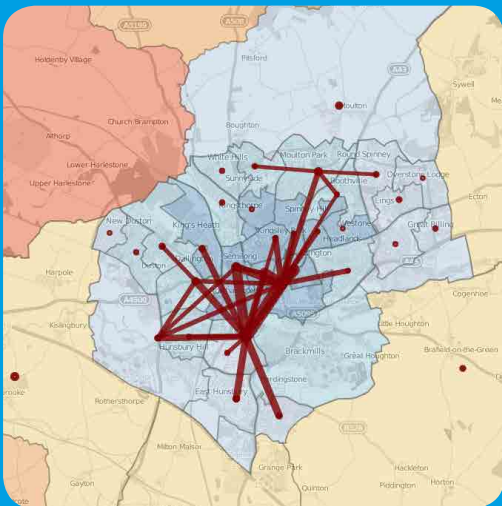
Space for Cycling is calling on councils to embark on a three-step process to create cycle friendly conditions:

**Plan** - Plan a comprehensive network of cycle-friendly routes

**Invest** - Actively seek the funding to implement your plan

**Build** - Build your network in accordance with up-to-date high quality design standards

**This is a guide to achieving that process.**



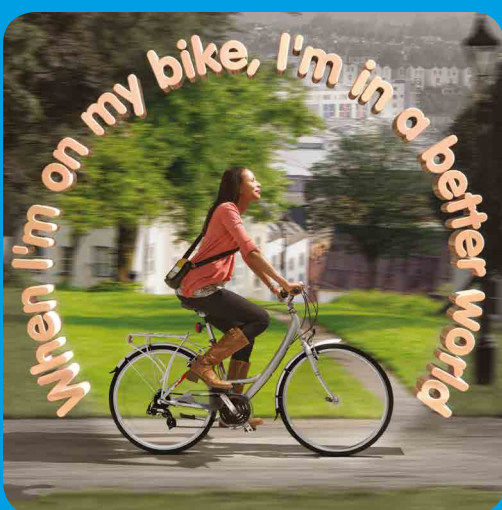
## Plan:

The UK Government-funded 'Propensity to Cycle Tool' can help you prioritise key local routes



## Invest:

Maintenance funding in New York to create cycle-friendly routes



Positive promotion of cycling

## Step 1: Plan

Your goal is for every street, road and junction to be cycle-friendly, so that cycling becomes the natural choice for shorter journeys and for parts of a longer journey.

Start planning a core network and prioritising a few key routes which are likely to prove popular (you want your first investments in cycling to be as successful as possible!).

There is a suite of tools available to help you and your officers with this at:

[cyclinguk.org/tools](https://cyclinguk.org/tools)

From this base you can build a comprehensive cycle-friendly network by adding more protected Space for Cycling, area-wide 20 mph speed limits and by restricting motor-traffic in town centres and eliminating rat-runs.

## Step 2: Invest

Funding pots exist in a variety of places and are highly dependent on the local context. For more information please refer to our 'Finding the Funding' guide online at:

[cyclinguk.org/funding](https://cyclinguk.org/funding)

Some tips for all local authorities are:

**Commit to spending a meaningful amount of your transport budget on cycling:** we recommend starting from a base of at least 5-10%. Edinburgh started from a base of 5% in 2011 and increases by 1% annually. In 2016, Edinburgh spent 9% of its local transport budget on cycling. This starts getting a network under way and creates a stronger case when making applications for further funding.

**Use maintenance funding:** New York City has introduced high quality provision very cost-effectively, by installing cycle tracks at the same time as resurfacing the carriageway.

**Use revenue funding:** it is possible to use revenue funding to promote cycling positively, e.g. in schools and workplaces close to any new cycle routes you build.



## UK examples



### Manchester:

A kerb separated bus stop bypass



### York:

A verge separates a cycle track from a multi-lane dual carriageway



### London:

A stepped cycle track with side-road priority



### Leicester:

Wands offer light separation



### Clackmannanshire:

Wands offer safe space on a rural route

## Step 3: Build

A comprehensive cycle network will generally consist of three main forms of provision:

**Protected space:** the faster and busier the road, the greater the protection needed.

**Quiet streets and lanes:** Cycles and motor-vehicles can mix, provided speeds and traffic volumes are low enough.

**Routes free of motor-traffic:** Routes through parks and open spaces can be a joy to cycle and provide necessary links in a wider network.

## Protected space

64% of adults in Britain say they are too frightened to cycle on main roads, yet these roads are often the most direct and convenient route from A to B.

With good planning, these routes can be safe for everyone. This can be achieved in a variety of ways:

A kerb, or a verge, separating a cycle track from the carriageway makes cycling possible alongside even the fastest dual carriageways.

A 'stepped' cycle track can offer good protection and use less space.

Planters and 'wands' can provide significant cost savings and allow people to cycle freely in and out of the cycle lane. They are useful as a temporary measure for trials and later upgrading.

Unseparated cycle lanes can help grow cycle use from a low base, provided motor-traffic speeds and volumes are low enough and the lanes are sufficiently wide to take into account parked car doors. However, they are usually not good enough to make cycling safe and normal for everyone, so should be progressively upgraded, particularly when roads are being resurfaced (see p7).

## UK examples



### **Bristol:**

Left turning motor-traffic held while cycles cross junction



### **London:**

A roundabout with separation and separate cycle traffic lights



### **Cambridge:**

A cycle priority crossing



### **Exeter:**

Bridge over M5

## Junctions and crossings

The safety and priority of cycle tracks at junctions is critical – this is where 75% of on-road cycling injuries occur. However, simple solutions exist to mitigate these risks:

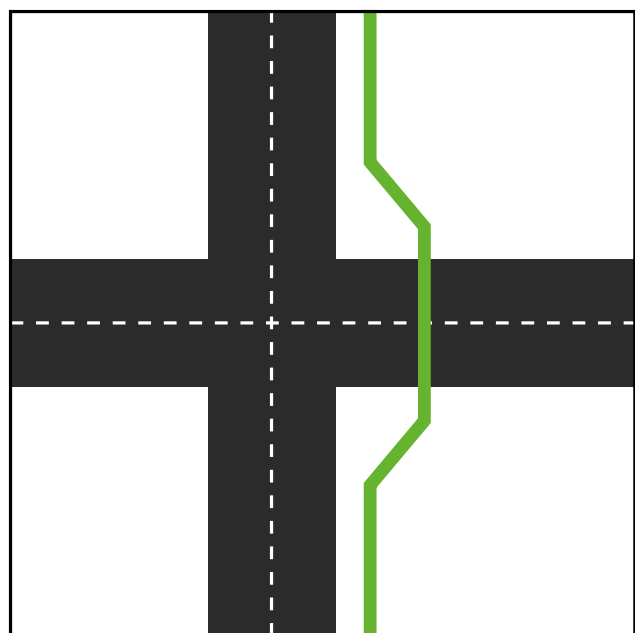
At busy junctions, cycle specific traffic lights, careful phasing and dedicated cycle tracks can be used to create safe conditions for all road users. For example, cycles and motor-traffic can safely cross a junction together so long as left-turning motor-traffic is held, to avoid the risk of ‘left-hooks’.

Where space permits, cycle tracks can bend away from junctions to cross at a side road. These crossings must be clearly visible and should give priority to people cycling.

Safer roundabouts with separate cycle lanes the whole way around and careful traffic light phasing have been successfully implemented in London.

Where junction capacity is an issue, new traffic light designs can give people cycling a head start on drivers.

Bridges or underpasses with step-free access and gentle gradients can provide useful links in a network.



Cycle track can cross junctions at side roads



## UK examples



### York:

20 mph on residential streets



### Bristol:

Well sited bollards close rat-runs



### Leicester:

Town centre free from motor-traffic



### Merseyside:

Riverways can be a joy to cycle and provide direct routes

## Quiet routes through town centres, neighbourhoods and rural lanes

Separation of motor-vehicles and cycles is not essential, provided traffic volumes and speeds are low enough.

The Dutch recommend that well-used cycle routes should be separated if they are used by more than 2500 motor vehicles per day, or if speeds exceed 20 mph in urban areas or 40 mph on rural lanes.

Collisions at 20 mph are seven times less likely to be fatal than those at 30 mph. 20 mph streets do not necessarily need traffic calming features. Signs or 'roundels' painted on the street and driver education may be sufficient.

Traffic volumes can be reduced by simply installing a couple of carefully-sited bollards, to reduce or eliminate motorised traffic from town centre streets or residential rat-runs.

## Traffic-free routes

Town centres with little or no motor-traffic are safe and comfortable for people cycling, as well as being attractive spaces that can be enjoyed by all.

Parks, waterways, disused railway lines and the rights of way network can all make great routes, as well as providing opportunities for young and novice cyclists to develop their skills and confidence.

Evidence from Leicester, Birmingham and other places has shown that fears of pedestrian/cycle conflicts are rarely borne out in reality, provided routes are wide enough and thoughtfully designed.

People hit at **30mph** are **7 times** more likely to be killed as those hit at **20mph**



## UK examples



### London:

Fully accessible bus stop bypass



### Kingston:

Wide two-way kerbed track



### York:

Cycle-friendly bridge



### Bristol:

Trailers are popular among people with children

## Equality Duty

All new infrastructure should be built giving due regard to Public Sector Equality Duty as outlined in the Equality Act. This means taking into account the variety of people and types of cycle that will use it.

Everyone should be able to use the infrastructure. Children generally require more space. Trailer bikes are often used by people with very young children. Many disabled people use trikes, handcycles and adapted bikes as mobility aids that they are unable to dismount from.

Ensure all tracks are step-free, barrier-free and wide enough throughout for use by all kinds of people on all kinds of cycle. Bollards must be spaced widely enough for everyone to pass through. Avoid unnecessary traffic regulations for cycles and 'Cyclist dismount' signs.

## Getting the most from your new infrastructure

Building and improving infrastructure is paramount but in addition there are a number of additional measures that can be taken to increase cycle usage:

Make Bikeability training and other targeted opportunities available for people of all ages and abilities. Work with local groups to get people under-represented in cycling – e.g. women and minority ethnic groups – to try cycling on any newly built or improved provision.

Positively promote cycling and the newly built infrastructure in the places where it matters (e.g. schools, local business centres).

Make sure routes are well publicised and well signposted.

[cyclinguk.org/spaceforcycling](https://cyclinguk.org/spaceforcycling)



**For over 135 years Cycling UK (formerly CTC) has inspired and excited people to cycle.**

**As a registered charity, we help millions of people to start cycling and keep cycling. We are the cyclists' champion and our Space for Cycling campaign aims to create the conditions where anyone can cycle anywhere.**



**For more information**  
[cyclinguk.org/spaceforcycling](https://cyclinguk.org/spaceforcycling)

The national Space for Cycling campaign is led by Cycling UK with support from Cyclenation and the Cycling Embassy of Great Britain. It builds on the London based campaign created by the London Cycling Campaign.



This guide is intended for use outside of London and separate guidance has been produced by the London Cycling Campaign for use by councillors and decision-makers in London.

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