

Fundamental principles

Cycle East Sussex

5 Jan 2012

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Introduction:

These principles have been compiled by local cycling groups and in consultation with their members. They are intended to give basic guidance for planning departments to follow when planning or changing existing infrastructure. In this way there will be a more sustainable approach to a project, and opportunities will not be missed that could have facilitated cycling. They provide baseline guidance which can be adapted in each individual situation.

Key concepts:

1. All traffic management and street design proposals should be assessed for their impact on cyclists using the latest guidance from the Department for Transport and the CTC.
2. Local cycling groups have a great deal of experience. They should be consulted wherever traffic management and street design schemes are proposed.
3. Local cycling groups should be consulted on all proposals for cycling facilities. The design should consider best practice according to the latest guidance from the Department for Transport and the CTC.
4. Most people do not cycle because of concerns about safety. Safety features incorporated into traffic schemes would help encourage a modal shift to cycling.
5. There are many different types of cyclist. The most confident cycle in the flow of traffic. In order to increase the numbers of people cycling, cycling needs to be seen as an option for less confident people, especially at road junctions.

Sources of further information:

- CTC website: <http://www.ctc.org.uk/DesktopDefault.aspx?TabID=4622>
- Department for Transport, cycle infrastructure design, Oct 2008
<http://www2.dft.gov.uk/pgr/roads/tpm/ltnotes/lt208.pdf>
- Sustrans review of Cycle Infrastructure Design, Dec 2008
<http://www.sustrans.org.uk/assets/files/design%20and%20construction/Technical%20Note%206%20-%20Cycle%20Infrastructure%20Design.pdf>
- Sustrans www.sustrans.org.uk/resources/in-the-news/How-local-transport-planning-should-benefit-health

Contact details for Cycle East Sussex Groups:

Eastbourne: www.bespokecyclinggroup.org Lewes: www.cyclelewes.org.uk
Hastings: www.hastingsurbanbikes.com Bexhill: www.bexhillwheelers.org.uk
Battle, Robertsbridge and the surrounding 1066 area: www.1066cycleclub.org.uk
Lewes to Newhaven (Ouse Valley cycle network): www.ovcn.org.uk
Seaford and Peacehaven: www.cycleseahaven.org.uk
Brighton and Hove: www.bricycles.org.uk

Detailed Principles

1. **Planning of cycle lanes should involve cyclists and finish points should be carefully designed to incorporate options for cyclists.**
2. Coloured cycle lanes improve the visibility of cycling.
3. No parking in designated cycle lanes (24/7)
4. Clear signage of safe recommended cycle routes especially underpasses and cycle bridges.
5. Priority to pedestrians and cycles at toucan and pelican crossings and any other crossing point. (In Cambridge there are lights triggered by approaching pedestrians and cyclists). **Signs should reinforce this for motorists.**
6. Advance stop boxes with feeder lanes at all traffic lights and railway crossings. **(The Advance Stop Line aims to put a cyclist in front of the blind spot of a lorry.** The feeder lane itself is a danger area, but often better than a cyclist between vehicles in very slow moving traffic)
7. **2-way cycling in all streets.** Contra-flow cycle lanes in one-way streets where feasible. New one-way streets should not be created without consideration of possibilities for cycling.
8. People are nervous of taking up cycling on roads due to the speed and volume of traffic. Introducing traffic calming and addressing inconsiderate parking would go a long way to encourage people to take up cycling as a viable means of transport. Traffic calming needs to be cycle friendly. It can be a hazard to cyclists. <http://www.ctc.org.uk/DesktopDefault.aspx?TabID=4698>
9. We support the 20mph limit in urban areas.
10. Speed reduction (“20’s plenty”) should be considered in villages and anywhere where people are. www.20splentyforus.org.uk
11. We support speed reduction on rural roads (e.g. to a maximum of 40 mph). This is important for East Sussex which is largely rural. The hazard from fast traffic is considerable.
12. Paths should be opened up for shared use, especially twittens. If barriers are considered useful to reduce speed, they should be **of sufficient width** to allow cyclists and those using mobility scooters or with pushchairs to use the path.
13. Cul-de-sacs often give a low-traffic route. Dropped kerbs at the barrier would help access onto these by unconfident cyclists, pedestrians and those using mobility scooters or with pushchairs.
14. Dropped kerbs are very useful. They allow unconfident cyclists to walk their bike around a traffic hazard or young child cyclists to use a pavement for a short distance around a traffic hazard. They are also useful for pedestrians and those using mobility scooters or with pushchairs.
15. Adequate secure cycle parking should be a requirement in the event of planning permission for expansion. Also an adequate council budget is needed for the installation of cycle parking close to cyclists’ destinations; and the inclusion of cycle parking in all planning applications.

16. Cyclists should be permitted to use all bus lanes.
17. Build-outs to be constructed wherever cyclists are expecting to join the flow of traffic and it is possible.
18. **Schools should be rewarded** for achieving targets for their healthy transport plans.
19. Businesses should be encouraged:
 - a. to promote 'cycle to work schemes' to promote a healthier workforce and reduce employees' sick leave.
 - b. to finance cycle routes as an opportunity to compensate for their carbon footprints.
20. Motorists need education, especially to encourage them:
 - a. to have respect for cyclists as fellow road-users and to give them space and time
 - b. to indicate and to look left before turning left
 - c. to look over their shoulder before opening their car door
21. We encourage the rail network:
 - a. to have facilities to support cycling to and from stations at all times.
 - b. to be supportive of bikes on trains at all times
 - c. to consider reinstating guards vans (as was commonplace 20 years ago.)
 - d. to realise that it is important that bus replacement services (used during engineering works) also accommodate bicycles. Cyclists also need to be able to undertake a long journey in the certainty that their bicycles will be carried for the length of the journey if they change trains – this means that ticketing / reservation of bike space should be possible / simpler.
22. A holistic approach favouring integrated transport solutions should be encouraged.
23. Innovative sustainable transport solutions eg electric bikes should be considered as part of a joined up approach.
24. A pragmatic approach, developing network links gradually, ensuring that work gets started and progress is made should be encouraged.
25. We support a move in law to stricter liability, also known as proportional liability, so that the motor vehicle driver is assumed to be responsible for a crash (unless he/she can prove otherwise), and not the more vulnerable cyclist or pedestrian. This is the case in the Netherlands.
26. We also want to see better designed road junctions. This is where crashes are most likely to happen.
27. Supporting enforcement of traffic law where vulnerable road users are involved in crashes is beneficial for cyclists and others. Ensuring that the police act on cyclists' reports of anti-social driving (e.g. via Operation Crackdown or other reporting) and that road traffic casualty data is correctly gathered and analysed is also extremely helpful.