



On busy roads, separate cycle facilities should be provided. Here, an escalator and wheelchair lift provides access to underground trams.

Cologne, Germany (above and below)



Converting car parking spaces nearest the station to cycle racks encourages cycle and ride. Dortmund, Germany



We cycle less in Britain than in many other European countries, not so much because of topography and climate as because cycling appears to be unsafe and inconvenient. Like walking, many of the measures to encourage cycling are low key and simple. Cycling can be made more popular by providing direct and convenient traffic-calmed routes, with a safe place for people to leave their bikes at their destination.

4.2.1 THE CYCLIST ENVIRONMENT

Design for convenient cycling

Cyclists need clear, direct routes which take them to the shops, school or station without stopping short at awkward junctions or obstacles:

- on low-speed streets (below 30 kph: 20 mph) cyclists can mix with vehicles;
- on busy streets, where there may be higher traffic speeds (30-50 kph: 20-30 mph) there should be clearly defined cycle lanes;
- separate cycle tracks are a major incentive for people to cycle, and should be introduced where space allows.

Passing parked cars

Parked cars can be a particular hazard to cyclists. Effective parking enforcement and the clear designation of parking bays along the street help make cycling more safe.

4.2.2 CYCLE LANES

Streets that are safe for cyclists

Traffic-calmed streets are ideal for cycling, especially where the speed reducing features have been designed as part of the overall layout rather than treated as later additions.

On busy streets, or where it is difficult to reduce traffic speed, separate cycle lanes should be provided, with special provision at junctions. These routes should be clear and coherent: disjointed sections of cycle route are ineffective.

On wide pavements, pedestrians and cyclists can share the same space, but an arrangement with a raised kerb or clear markings is helpful to segregate cyclists from pedestrians. This arrangement also has distinct advantages for blind and partially sighted people.

4.2.3 CYCLE SECURITY

Design-in cycle parking from the outset

There are numerous designs for cycle parking. They should always be considered with other street users in mind, and as an integral part of the overall street layout. Cycle racks added as an afterthought are generally inconvenient and under used.

Make cycle storage for new homes second nature

Where people park their bicycles when at home is all too often forgotten. Bicycles take up a lot of room if parked in the hallway of a typical house or urban flat. Communal indoor cycle storage can make owning and using a bike easier and more attractive, especially in high density areas.