

1 Introduction

Acknowledgements

This guidance has been written with the collaboration of the design teams from Bristol, Leeds, Manchester, Newcastle and Norwich as well as representatives from Transport for London who are working together to help to introduce new infrastructure for their Cycle Ambition programmes. This guidance also draws upon issues discussed in production of guidance to support the Active Travel Bill Wales, which reflects current thinking on the implications of the Equality Act on street design. In particular we would like to thank Transport for Greater Manchester for the use of original technical drawings upon which the Appendix drawings are based.

Birmingham’s Cycle Revolution

In 2013, Birmingham was awarded government funding to help transform cycling in the city to become a mainstream mode of transport. The aim is for cycling to make up 5% of all journeys by 2023 and 10% by 2033.

The ambition is to work towards a long term goal of creating a safe and convenient cycling environment where anybody, *of any age and ability*, can realistically choose cycling as a mode of transport.

This guidance is to assist in the design of that network, in response to recommendations of the ‘Changing Gear’ scrutiny committee report published in April 2013.



Aims

The aims of the guidance are to:

- Ensure consistent and high quality provision with a more standardised approach that reflects the function and importance of the cycle route within a local network (regardless of whether the space for cyclists is provided via an off-highway route, off-carriageway track, cycle lane or shared road/space). For example, the Rea Valley Route is a *strategic cycle route* but consists largely of off-road tracks and lightly trafficked minor roads that are not strategically important to other modes.
- Set out underlying principles for consideration of speed limits, traffic volume, requirements for kerbside activity (bus stops, loading, parking), and available widths that will give cyclists sufficient safety and priority to encourage this mode in a variety of situations within highways.
- Assist with understanding the specific requirements of cyclists (alongside those of other road users) when making decisions about highway space.
- Set out clearly in one place how cycle infrastructure can be laid out showing relevant signs and markings.

Difference between Guidance and Policy

This is not a policy document. The recommendations are based on proven ideas from the UK and abroad about what creates good conditions for more and safer cycling. Good provision for cycling and walking is an essential component of any city-wide sustainable transport system. It reduces the necessity for short car journeys and supports use of public transport by providing for multi-modal trips, helping to remove car traffic from bus routes.

The design and extent of space for cycling within highways and other public areas must also be compliant with UK legislation (including the requirements of the Equality Act) and will always depend on the usual channels of local consultation and political approval following consideration of the needs of all road users.

Who is the Guidance for?

This guidance is aimed at development and highway planners, urban designers, traffic engineers and contractors working within the city. It is intended to offer greater consistency in the approach to providing for cycling in all infrastructure schemes.

Cycling is an important mode of transport in its own right, and in combination with public transport or car for 'bike and ride' trips that cover longer distances. Transport is not the only reason for cycling, infrastructure is also used to promote public health and local leisure/tourism. The city is committed to creating and maintaining attractive public realm and open spaces in which pedestrians and cyclists play a major part.

Where does it apply?

The guidance applies to all transport infrastructure within the city, including all highways and other ways used by cyclists. Work has been undertaken to identify a 'strategic cycle route network' for the city (see below), however changes to *any* highway in the city should include consideration of the safety and convenience of cyclists.

A cycle route network generally comprises of three elements:

- **Strategic** - Radial routes serving the city centre and other major local centres. Major connections between strategic radial routes.
- **Local** - All other local access routes serving residential, commercial, education, leisure and employment areas.
- **Green Routes** - These are routes that primarily offer an attractive (and often traffic free) cycling environment.

Facilities for secure cycle parking and interchange with other modes are required across the entire network.

Cycle infrastructure is not just within road corridors. It may be provided in public open space and parks, canal towpaths, railway stations and private developments. Guidance should benefit all organisations providing cycle facilities within the city including developers.

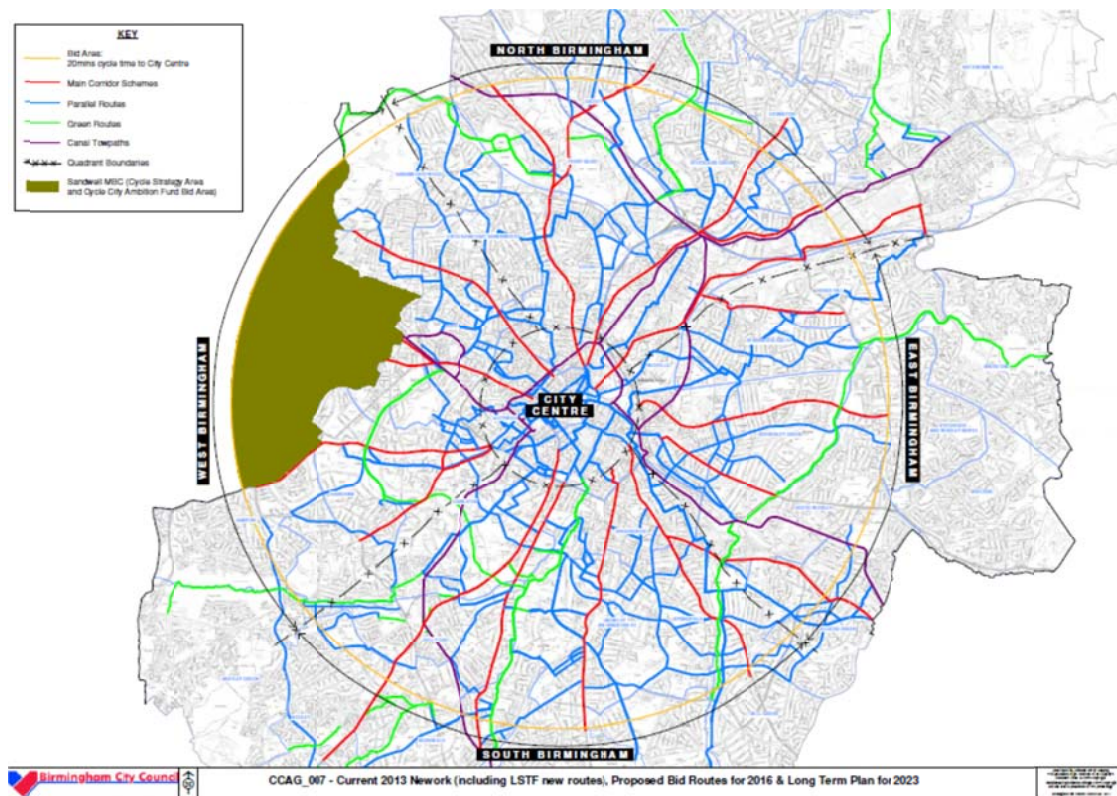


Figure 1: Birmingham’s Proposed Strategic Cycle Route Network - 2023

Figure 1 shows Birmingham’s developing cycle route network, which includes routes along Main Roads (red), Parallel Roads (blue), Canal Towpaths (purple) and Green Routes (green). The intention is to develop strategic radial routes leading to the city centre and linking district centres. Local connecting links between the radial routes will be provided as part of each route and should also be created as part of the transport provision for new developments.

The map illustrates roads and paths considered to have good potential for cycling although the final alignments and the form of provision will be subject to public consultation.

How this guidance works

The 'Design Principles' chapter gives a brief description of the elements that make up a cycle route network, and sets out some universal principles that apply to all types of route regardless of traffic conditions or the intended users.

The infrastructure chapters describe the main elements of cycle routes, looking at the types of links and junctions in terms of:

- What is the ideal form for cycle provision within the design?
- What common hazards should be considered and address?
- What typical design constraints (available dimensions, topography, drainage requirements and other street activities) need to be considered and how can they be managed?

The signing chapter looks at:

- Regulatory and advisory signs and markings that apply to cycle infrastructure
- Cycle direction signs on the highway

Typical layouts and construction details are in Appendix A.