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## APPENDICES

- A  Cycle Parking Standards
- B  Action Areas
- C  Action Plans
- D  Cycle Quality Index
It is easy to take the Stevenage Cycleways for granted, but where else would you find such a comprehensive off road network. There are few towns or cities in Britain that can compare and certainly not in Hertfordshire. Hence it is a little surprising that cycling, in terms of the number of journeys made by bicycle, is not even more popular in Stevenage. This was not the case back in the mid-seventies when, with an established network in excess of 40km, surveys showed that over 4,000 cycles were used for daily journeys to work or school.

Considering the reliance that the public now place on the motor car, it is maybe a little optimistic to expect to see this level of cycle use repeated again in the future. However, I genuinely believe that there are steps that this Council can take to greatly increase the popularity of cycling.

The adoption of the Stevenage Cycling Strategy is a major step forward. Developed through the Stevenage Transport Forum, and having been fully endorsed by the Borough Council, the Strategy is ample evidence of the commitment that exists towards cycling, both as a means of transport and as a leisure pursuit and will play a significant part in guiding future initiatives. Through its vision of seeking to create a safe and user friendly environment for cyclists of all ages and experience, it aims to maximise the number of people who cycle, thereby improving health and fitness, and to maintain and build on the network that we have inherited.

Most important of all, the Strategy adopts challenging, yet I feel achievable, targets for increasing the number of journeys made by bicycle; reducing the number of accidents involving cyclists; and reducing the level of bicycle thefts.

As residents of Stevenage, we are indeed fortunate to have such a wonderful facility, literally on our doorstep. Why not give cycling a go? You never know, you might just enjoy it!

Councillor John Gardner
Chairman
Stevenage Transport Forum

May 2002
1.1 The Early Years

Stevenage was the first of the new towns to be designated under the New Towns Act 1946 and with an indigenous population of only 6,000 it provided a perfect “green fields” solution for adventurous planning. At the time of designation in 1946 the use of the bicycle for the journey to work and school was taken for granted and in order to reduce the possibility for accidents a separate cycleway system was planned.

Since one of the main functions of this network was to serve as a route to work, it was logical to place the cycleways alongside the primary roads, thus utilising the same land corridor. This passed on to the cyclists the benefits of direct links between residential and employment areas. In addition, with a fully grade separated network, the necessary underpasses were also available for use by pedestrians walking along adjoining, but segregated, footways.

By the mid-seventies a network in excess of 40km had been developed covering much of the town. At this time surveys showed that of a population of 74,000, over 4,000 cycles were used for daily journeys to work or school. No problems with capacity were encountered, with even the most popular routes having been known to carry peak rates equivalent to 1,100 cyclists per hour.

The Stevenage network was designed primarily for cycles, but an early decision was taken to permit the then low performance powered two-wheelers, up to 50cc, to use the system. These coexisted with cycles without problems and their removal from the main carriageway contributed to the overall safety record of the town.
1.2 **Subsequent Development**

By the early 1980’s the modal share of the cycle as a means of transport was in decline and as a consequence the emphasis shifted away from providing specifically for the cycle. As a result large areas of subsequent developments within the town were neglected in terms of cycleway provision and the network has, therefore, become fragmented.

However, the pendulum has since swung back and once again cycling is high on the agenda. Whilst it has to be recognised that the opportunity has been missed to provide a single unified system, covering the whole town, based on previous standards, the need exists to plug the gaps and to re-establish the continuity of the Stevenage cycleway system.

1.3 **Current Context**

In July 1996 the then Government produced “The National Cycling Strategy”, which contained the key objective to increase cycling. Central targets of doubling the number of trips by cycle (on 1996 figures) by the end of the year 2002 and then doubling them again by 2012 were set. Local Authorities were asked to set local targets which will contribute to central targets and, thereby, increase cycle use.

It is suggested that a local cycling strategy would adopt locally appropriate targets, which are sufficiently challenging to maintain momentum, but are realistic enough to be achievable within the given timescales. But what should these local targets be?

Nationally, cycling accounts for only 2% of all trips over 1 mile in length and this figure is generally reflected in Hertfordshire, where the 1991 census showed that only 2.6% of journeys to work are by bicycle. Yet in Stevenage, with the benefit of a comprehensive network, one would expect the modal split to be somewhat higher. However, this does not always follow. Milton Keynes with a similarly comprehensive network of 270km of cycleways shows only a marginally higher figure of 3% of work journeys being by cycle, whereas in Peterborough, with 140km of cyclepaths, 12% of work journeys are by cycle.

Many factors are involved in determining the level of cycling but towns in Britain with high cycle use generally have old, congested town centres; compact layout with short trip distances; many alternative routes and flat topography.

The quality of the road network also plays its part. Stevenage has a fast, high capacity road system, which makes it easy to make journeys by car. Residents have largely been insulated from the effects of traffic growth and congestion and generally there is little incentive for people to use modes other than the private car.

Whilst this strategy will, therefore, seek to raise the profile of cycling in Stevenage, ultimately it is likely to be more effective as part of the overall Stevenage Integrated Transport Strategy which identifies complimentary measures to provide the shift called for in the National Cycling Strategy.
2.0 VISIONS AND AIMS

2.1 The aim of this strategy is to coordinate the Council’s policies and programmes of action to promote cycling. It is important for the Council to assume a lead role and to establish a vision statement that clearly and simply demonstrates the Council’s determination to realise this aim.

THE VISION

STEVENAGE BOROUGH COUNCIL WILL SEEK TO CREATE A SAFE AND USER FRIENDLY ENVIRONMENT TO ENCOURAGE AS MANY PEOPLE, OF ALL AGES AND EXPERIENCE, TO CYCLE, BOTH AS A MEANS OF TRANSPORT AND FOR LEISURE PURPOSES.

2.2 Ultimately, the key aim must be to encourage people back onto bicycles as a means of reducing the reliance on the motor car. Cycling is economical, environmentally friendly and a healthy means of transport. It provides a realistic alternative to the car for many short trips and, for longer journeys, can combine well with public transport. It can extend catchment areas and improve mobility amongst low income groups, children and women.

In 1998 there were more cycles sold in the U.K. than motor vehicles and there are now more than 23 million bicycles in the U.K. Whilst leisure cycling amongst adults has been steadily increasing, and currently stands at around 12% of the population, there is huge potential to increase cycling as a means of transport for the work trip. Similarly 2 out of every 3 children cycle and it is the most common and popular form of curricular exercise. There is therefore much scope to increase cycling as a means of getting to school.
AIM 1  TO REDUCE THE USE OF PRIVATE CARS, BY MAXIMISING CYCLING, PARTICULARLY FOR JOURNEYS TO WORK AND SCHOOL.

2.3 Research suggests that regular cycling is as beneficial as any other form of physical activity in promoting health. A recent review presented an impressive range of health benefits from regular cycling. Cycling provides protection against coronary heart disease, stroke, non insulin dependent diabetes and, through improved strength and coordination, cyclists suffer fewer injuries from falls and fractures.

Cycling also promotes psychological well being, notably self esteem. Everyday cycling, where an individual breathes more heavily, without feeling out of breathe, will benefit health. Research indicates that cyclists and pedestrians absorb lower levels of pollutants from traffic fumes than any other road users. Regular cycling, such as to and from school, work place and shops can be an easy and enjoyable way to achieve the recommended “half hour a day” of physical activity for health.

AIM 2  TO IMPROVE PERSONAL HEALTH AND FITNESS AND ADD TO ENJOYMENT THROUGH LEISURE AND BUSINESS CYCLING.

2.4 This strategy will be accompanied by a strategic review of the local road network and will identify the existing cycling demand, accidents and routes used by cyclists; review the existing cycleway network and identify opportunities to assist cyclists.

To be successful a cycle route should be safe, direct, comfortable, coherent and attractive. It should be clearly signed and publicised by maps and other means. Opportunities should be taken to include safer routes to school within the network. Stevenage has a network, which fulfils many of these criteria and represents the foundation from which to build.

AIM 3  TO SAFEGUARD, ENHANCE AND PROMOTE THE PRESENT CYCLEWAY NETWORK.

AIM 4  TO EXTEND THE NETWORK WITHIN STEVENAGE AND BETWEEN SETTLEMENTS SO AS TO PROVIDE SAFE, CONVENIENT AND CONTINUOUS ROUTES FOR ALL AGE GROUPS.
3.0 TARGETS

3.1 The National Strategy called for a doubling of the cycle trips from 2% in 1996 to 4% by 2002 and doubling again to 8% by 2012. Many authorities simply adopted these targets for their local strategy and indications are that these have not been fulfilled.

3.2 In Hertfordshire, the level of cycling has remained fairly constant and is generally comparable on a district by district basis. This means that Stevenage, with its extensive cycleway network, has largely the same level of cycling as other Hertfordshire towns, where facilities for cyclists are less developed. This seems to suggest that the propensity to cycle depends on factors other than the existence of purpose built facilities. It is likely that the level of traffic congestion and the ease of finding a parking space at the destination are more important factors.

3.3 Road users in Stevenage enjoy a freedom of movement rarely found in other urban areas of the County and have little difficulty finding a parking space at the trip end. The level of cycling in the town might, therefore, be expected to be a lot lower were it not for the existence of the cycleway network. Conversely, were a similar network to exist in a town such as Watford, where congestion is much worse, then the level of cycling would, no doubt, be much higher.

3.4 In determining how to achieve any targets that are set, it will have to be recognised that, whilst the existing network should continue to be enhanced, other factors governing traffic restraint, such as car parking policies and charging tariffs, are likely to have a greater effect on the number of people who cycle.

3.5 Current Cycle Usage

Whilst it is possible to express and determine the level of cycle usage in number of different ways, the main objective is to determine the level of growth. So long as the method of measuring is consistent then this will be achieved.

The County Council, as Highway Authority, are responsible for transportation matters throughout the County and through their Local Transport Plan (LTP) set out their transportation strategies. Policies to encourage cycling are part of the overall traffic reduction strategy. Each year surveys are undertaken by the County Council to determine movements into and out of the Town by the various different modes of transport. This enables the number of trips by each mode to be assessed and, if repeated each year, will provide a means to determine whether cycling, as a mode of transport, is increasing.

Table 1 shows the number of trips and modal split for the year 2000. This method of assessing growth in cycling is in accordance with the national strategy, which sets out the targets in terms of trips. However, Table 1 expresses this in terms of person trips rather than vehicular trips. Allowing for multi-occupancy of cars and buses, the actual modal split in terms of vehicles will be somewhat higher than that shown in the table.
Table 1: Numbers of Trips and Modal Split (Year 2000) between 7am – 10am

“In to Town” Movements

<table>
<thead>
<tr>
<th></th>
<th>Car Occupants</th>
<th>Bus Passengers</th>
<th>Pedestrians</th>
<th>Cyclists</th>
<th>M/cycles</th>
<th>Total Trips</th>
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<tr>
<td>Lytton Way</td>
<td>5184 (89.3)</td>
<td>588 (10.1)</td>
<td>1 (0.0)</td>
<td>1 (0.0)</td>
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<td>Fairlands Way (East)</td>
<td>4494 (82.7)</td>
<td>735 (13.5)</td>
<td>87 (1.6)</td>
<td>83 (1.5)</td>
<td>36 (0.7)</td>
<td>5435</td>
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<tr>
<td>Six Hills Way (East)</td>
<td>2591 (68.7)</td>
<td>979 (26.0)</td>
<td>76 (2.0)</td>
<td>102 (2.7)</td>
<td>22 (0.6)</td>
<td>3770</td>
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<tr>
<td>Monkswood Way</td>
<td>1836 (85.0)</td>
<td>263 (12.2)</td>
<td>38 (1.8)</td>
<td>13 (0.6)</td>
<td>11 (0.5)</td>
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<tr>
<td>London Road</td>
<td>1473 (82.4)</td>
<td>190 (10.6)</td>
<td>92 (5.1)</td>
<td>18 (1.0)</td>
<td>15 (0.8)</td>
<td>1788</td>
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<tr>
<td>Six Hills Way (West)</td>
<td>980 (92.5)</td>
<td>76 (7.2)</td>
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<td>3 (0.3)</td>
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<td>1519 (85.2)</td>
<td>250 (14.0)</td>
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“Out of Town” Movements

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<th>M/cycles</th>
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<tr>
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<td>2756 (82.6)</td>
<td>554 (16.6)</td>
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<td>Fairlands Way (East)</td>
<td>1252 (88.7)</td>
<td>115 (8.1)</td>
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<td>30 (2.1)</td>
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<tr>
<td>Six Hills Way (East)</td>
<td>1149 (66.5)</td>
<td>535 (31.0)</td>
<td>12 (0.7)</td>
<td>23 (1.3)</td>
<td>9 (0.5)</td>
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<tr>
<td>Monkswood Way</td>
<td>2247 (91.0)</td>
<td>152 (6.2)</td>
<td>33 (1.3)</td>
<td>15 (0.6)</td>
<td>23 (0.9)</td>
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<tr>
<td>London Road</td>
<td>1022 (90.4)</td>
<td>60 (5.3)</td>
<td>26 (2.3)</td>
<td>18 (1.6)</td>
<td>4 (0.4)</td>
<td>1130</td>
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<tr>
<td>Six Hills Way (West)</td>
<td>3038 (94.2)</td>
<td>139 (4.3)</td>
<td>26 (0.8)</td>
<td>4 (0.1)</td>
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<td>Fairlands Way (West)</td>
<td>2170 (93.8)</td>
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Summary (Two Way Flow)

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<th>Cyclists</th>
<th>M/cycles</th>
<th>Total Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>In to Town</td>
<td>18077 (82.9)</td>
<td>3081 (14.1)</td>
<td>301 (1.4)</td>
<td>219 (1.0)</td>
<td>124 (0.6)</td>
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<td>Out of Town</td>
<td>13634 (87.3)</td>
<td>1685 (10.8)</td>
<td>106 (0.7)</td>
<td>90 (0.6)</td>
<td>98 (0.6)</td>
<td>15613</td>
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<tr>
<td>TOTAL</td>
<td>31711 (84.8)</td>
<td>4766 (12.7)</td>
<td>407 (1.1)</td>
<td>309 (0.8)</td>
<td>222 (0.6)</td>
<td>37415</td>
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It is possible to assess cycle usage in other ways, such as percentage of children cycling to school or the numbers of cycles parked at the railway station. These represent a particular element of cycle usage and, whilst these figures would be useful guide, they do not provide the “global” picture required to assess progress towards national targets. However, they are considered to be important elements of this strategy and will be reviewed in line with the timescales set out in Section 4.

In terms of setting a target for increasing cycle trips it is proposed to use the annual surveys undertaken by Hertfordshire County Council as a measure of progress, the baseline being a current modal share for cyclists of 0.8%.
TARGET 1 BY APRIL 2012, THE NUMBER OF PERSON TRIPS BEING UNDERTAKEN BY BICYCLE ALONG THE MAIN CORRIDORS TO AND FROM THE TOWN CENTRE TO HAVE REACHED 5% OF THE MODAL SHARE.

3.6 Current Level of Casualty Rates for Cyclists

In Hertfordshire, as a whole, there has been a general downward trend in terms of casualty rates for cyclists over the last few years. Rates have fallen successively from 404 in 1998, 396 in 1999, to 352 in 2000 and reflects the work carried out on accident reduction.

With its off road network, it should be expected that Stevenage would have one of the lowest cyclist casualty rates in the County – 27 in 1998; 43 in 1999 and 27 in 2000. Only two Districts had lower casualty rates than Stevenage in the year 2000. It can be seen then that Stevenage is consistently one of the safest places in the County to ride cycles.

In terms of the 27 casualties that occurred in the year 2000, 17 involved adults and 10 involved children of school age. Unfortunately, it has not been possible to obtain a comparison of accidents on the cycleway network with those on the main carriageway, either in terms of numbers or the type of vehicles involved.

The strategy is focussed on increasing safety both on and off the cycleway network and to work with the County Council to provide both adult and child cycle training. Whilst it is recognised that Stevenage is one of the safest places in the County to cycle continued efforts should be made to improve safety.


3.7 Current Level of Cycle Theft

Looking at cycle theft within Stevenage no trend is apparent with 231 stolen in the year ending March 2000, 144 up to March 2001 and a projected 238 by the end of March 2002.

Looking at a breakdown over the town for the year ending March 2001 it can be seen that theft of cycles is greater in the Old Town and Town Centre. This would suggest that cycle theft is more likely to occur in areas where cycle usage is highest. Measures to combat cycle theft should generally be concentrated in these areas.

Targets will be based on 2001 figures, which show that, excluding the Old Town and Bedwell (includes the Town Centre) the average number of thefts for the other 11 wards is around 8. The Old Town is double this with 16 and Bedwell, because of the inclusion of the Town Centre, has 38.
TARGET 3 BY APRIL 2007, TO REDUCE THE NUMBER OF CYCLE THEFTS BY A QUARTER IN BEDWELL AND THE OLD TOWN (OVER 2001 LEVELS), WITH A FURTHER REDUCTION OF A QUARTER BY 2012 AND TO MAINTAIN THE AVERAGE FOR CYCLE THEFTS IN THE OTHER WARDS TO SINGLE FIGURES FOR THE LIFE OF THIS STRATEGY.

3.8 Whilst the National Cycling Strategy required all authorities to produce a local strategy and set its own targets, it did not address the issues raised in Counties where two tier Local Government exists. In Stevenage the cycleways are part of the highway network and, as such, are the responsibility of Hertfordshire County Council, the Highway Authority. So whilst it is possible to set targets for increased cycle usage and a reduction in cyclist casualties, it will be impossible to achieve these in isolation. It will be vital to work closely with the County Council and operate within policies and strategies contained in their Local Transport Plan (LTP).

3.9 This is particularly true in terms of resources, both staffing and funding. The Council does not employ a dedicated officer to deal with cycling issues; this is currently undertaken within the Environmental Services Department and it is unlikely that this will change. However, if targets are to be met it is important that Stevenage maintains its commitment towards cycling and works closely with the County Council to ensure that the necessary resources are allocated to the investigation, design and implementation of “cycling” schemes.

3.10 Whilst partnership working is crucial, it makes sense that the process should start at the local level. The Borough Council enjoys the benefit of an established Transport Forum, through which a Walking and Cycling Group meets to discuss cycling issues. This Group has already identified an Action Plan for the improvement of cycling facilities within the town, which is appended to this strategy.

TARGET 4 BY OCTOBER 2002 ESTABLISH A 5 YEAR ROLLING PROGRAMME OF SCHEMES BASED ON THE COUNCIL’S CYCLING ACTION PLAN AND BY APRIL 2003 HAVE UNDERTAKEN FEASIBILITY STUDIES FOR THREE OF THESE SCHEMES.

TARGET 5 FROM APRIL 2003 REVIEW ANNUALLY THE COUNCIL’S CYCLING ACTION PLAN AND TO CARRY OUT FIVE FEASIBILITY STUDIES FROM THE PLAN EACH YEAR.

3.11 Funding is more problematic and, whilst privately sponsored initiatives occur from time to time, the most likely sources of funding for major schemes will be private developer contributions, central government settlements to the County Council through the new LTP system or Stevenage Borough Council’s Forward Plan System. In the recent past, under the old Transport Policies and Programmes (TPP system), funds specifically for cycling schemes were omitted, however, evidence suggests that the trend has been reversed and funds to carry out projects to promote cycling have been re-established. The LTP offers, perhaps, the best opportunity for many years to obtain funding for cycling.
TARGET 6 FROM APRIL 2002 IMPLEMENT AT LEAST ONE SCHEME EACH YEAR TO EITHER SUPPLEMENT OR IMPROVE EXISTING CYCLING FACILITIES OR PROMOTE CYCLING.

TARGET 7 FROM APRIL 2003 ONWARDS DEVELOP AT LEAST THREE SCHEMES EACH YEAR TO ENABLE FUNDING BIDS TO BE MADE THROUGH THE COUNTY COUNCIL’S LTP PROCESS OR THROUGH GOVERNMENT FUNDING INITIATIVES.

3.12 Within the limits of County Council funding for maintenance, it may be possible to carry out minor cosmetic enhancement to the network. This has been seen already with the “Green Gateways” programme. The Borough Council will seek to ensure that the issue of maintenance is not seen as a deterrent to cycling and will urge the County Council through its maintenance programme to carry out the necessary improvements that have been identified.

TARGET 8 BY APRIL 2003 AGREE A MAINTENANCE STRATEGY WITH THE COUNTY COUNCIL THAT MAXIMISES THE OPPORTUNITY TO CARRY OUT COSMETIC IMPROVEMENTS TO THE CYCLEWAY NETWORK AS AND WHEN MAINTENANCE FUNDING PERMITS.

TARGET 9 SWEEP THE CYCLEWAYS AT LEAST FORTNIGHTLY, BUT REVIEW THE FREQUENCY DURING THE CONTRACT RENEWAL PROCESS.

TARGET 10 CLEAR GLASS AND DOG FAECES FROM A CYCLEWAY WITHIN 24 HOURS OF A REPORT BEING MADE.

3.13 Promotion of cycling also requires effective use of education, information and training. Whilst 90% of men and 67% of women are able to ride a bicycle, it is not known how many people do not cycle because they
- do not view cycling as a practical option.
- are not confident of cycling in traffic.
- are unaware of cycle routes.
- are unaware of the health and financial benefits.
- do not own a bike.
- consider cycling lowers their social status.
3.14 Effective promotion and education of the benefits and social acceptability of cycling should be undertaken from an early age. For children, this would have the dual benefit of teaching, not only the skills needed to ride a bike, but also traffic awareness and personal responsibility. However, less than half the junior schools in Stevenage currently operate a policy of cycling instruction. Work being carried out by the County Council to encourage schools to adopt School Travel Plans will improve the situation.

3.15 For adults, training schemes should be a valuable asset for those who either cannot cycle or do not have confidence to do so. Promotion of the bicycle as a viable alternative to the motorcar will be effective provided that a safe and convenient infrastructure is in place and, also, that cycle training schemes are available for adults who require them.

3.16 The training of drivers is at least as important as training of cyclists. In the opinion of most cyclists it is much more important. Consideration, giving sufficient space when overtaking, treatment of cyclists at junctions, etc. are all basic common courtesy. The requirements are laid out in the Highway Code, but are almost universally ignored. The result is that cyclists are intimidated, deterred from cycling and all too often killed or injured in unnecessary accidents.

TARGET 11 CONTINUE WORKING WITH HERTFORDSHIRE COUNTY COUNCIL TO PROMOTE AND DEVELOP CYCLE TRAINING SCHEMES FOR BOTH CHILDREN AND ADULTS TO ENSURE THAT BY 2012:-

i) ALL CHILDREN BETWEEN THE AGES OF 5 AND 10 HAVE AN UNDERSTANDING OF CYCLING.

ii) ALL CHILDREN OVER THE AGE OF 10 HAVE THE OPPORTUNITY TO PARTICIPATE IN FORMAL CYCLE TRAINING.

iii) ALL ADULTS HAVE THE OPPORTUNITY TO ATTEND CYCLE TRAINING COURSES.

TARGET 12 TO ENCOURAGE ALL ADULT DRIVERS TO IMPROVE THEIR DRIVING THROUGH TAKING THE ADVANCED DRIVING TEST WITH PARTicular EMPHASIS ON TREATMENT OF CYCLISTS AND OTHER VULNERABLE ROAD USERS.

TARGET 13 TO PROMOTE AWARENESS OF RESPONSIBLE DRIVING AND CYCLING THROUGH THE PRESS AND OTHER MEDIA.
4.0 TIMESCALES

4.1 In order to have a significant impact the Strategy will cover a 20 year time period and guide provision of infrastructure for cyclists over that time.

4.2 Funding levels for cycling in Stevenage are beginning to increase and this Strategy will therefore provide a framework to coordinate funding bids from the public sector. It will also represent a tool for directing private sector contributions.

4.3 New Government guidance on transport is issued periodically, but this Strategy is sufficiently flexible to reflect any new guidance.

**PHASE 1 THIS STRATEGY WILL COVER A TWENTY YEAR PERIOD, BUT FULL REVIEWS WILL BE UNDERTAKEN EVERY FIVE YEARS TO COINCIDE WITH THE DEVELOPMENT OF THE HERTFORDSHIRE COUNTY COUNCIL’S 5-YEAR LOCAL TRANSPORT PLAN.**

4.4 As and when additional guidance is issued by Central Government relating to the design detail and funding for the provision of cycling facilities, the effects will be reviewed and incorporated, where appropriate. However, this will not materially change its overall vision, aims and policies.

4.5 This Strategy provides a detailed cycling supplement to the Stevenage Transport Strategy and forms the basis of planning facilities for cyclists within the transport strategy. In addition, the Stevenage District Plan includes policies on sustainable development and cycling, as one element of this. The Strategy is, therefore, supplementary to and supportive of the District Plan.

**PHASE 2 THE COUNCIL WILL PRODUCE A REPORT ON CYCLING IN THE DISTRICT EVERY TWO YEARS TO MEASURE PROGRESS ON TARGETS AND PROJECTS.**
5.0 ENGINEERING POLICIES

5.1 The National targets for increasing cycle use are very challenging. We need, simultaneously, to get more people cycling and to make cycling much safer. Success at national level can best be measured by an increase in the number of trips made by bike, together with a reduction in the cyclist casualty rate per mile travelled or per trip. In Stevenage the cycleway network is largely a segregated system, but cycling still occurs on the main carriageways within the town and measures should be sought to change road layouts to make cycling easier and safer, and increase driver awareness. The needs and safety of cyclists is of particular importance when new roads and road schemes are planned.

POLICY 1 IN NEW HIGHWAY SCHEMES, FACILITIES FOR CYCLISTS WILL BE INCORPORATED, WHEREVER PRACTICABLE, REGARDLESS OF THE CURRENT LEVEL OF BICYCLE USE AND ALL NEW SCHEMES WILL BE SUBJECTED TO A CYCLE AUDIT OR REVIEW, AS APPROPRIATE, AT THE DESIGN STAGE.

5.2 The interface between the road network and cycleway network is an important element in encouraging cycling. In addition, when building in features to assist cycling on roads, attention should be paid to the transition between road and cycleway and this must be clear and easily understood. Similarly, the cycleway network itself should be clearly designated and steps taken to include and improve, where required, routes currently used by cyclists on an unofficial basis.

POLICY 2 THE COUNCIL WILL CARRY OUT A REVIEW OF THE EXISTING CYCLEWAY NETWORK AND IMPROVE ENTRY POINTS THAT ARE CONSIDERED UNSAFE OR UNNECESSARILY INCONVENIENT, BRING UNOFFICIAL ROUTES UP TO CYCLEWAY STANDARD, TAKING STEPS TO FORMALLY ADOPT THEM AS PART OF THE NETWORK AND PLUG KNOWN GAPS.

5.3 It is important to establish a priority framework for guidance on extending the existing network to serve other destinations. The most logical way to do this is to prioritise the main types of places to which people can be expected to cycle. In Stevenage the following list of priorities serves as guidance.
POLICY 3  THE COUNCIL WILL SEEK TO PROVIDE ADDITIONAL LINKS TO SERVE THE DESTINATIONS BELOW, WHICH ARE LISTED IN PRIORITY ORDER:-

i) Schools and Colleges  
i)ii) Places of Employment  
i)iii) Shopping Areas  
i)iv) Transport Interchanges  
i)v) Leisure and Community Facilities  
i)vi) Health Institutions

5.4  It is important that the Stevenage network is not seen as an isolated facility that merely serves the urban area. It should be seen as part of the overall strategic network that both serves the town and provides the opportunity to access the surrounding countryside.

POLICY 4  THE COUNCIL WILL SEEK TO EXTEND THE EXISTING NETWORK TO THE BOROUGH BOUNDARY AND WILL WORK WITH HERTFORDSHIRE COUNTY COUNCIL, SUSTRANS, NEIGHBOURING AUTHORITIES AND THE COUNTRYSIDE MANAGEMENT SERVICE TO PROMOTE LINKS TO NEARBY SETTLEMENTS AND TOURIST ATTRACTIONS.

POLICY 5  
THE STEVENAGE NETWORK WILL SUPPORT BOTH THE NATIONAL CYCLE NETWORK AND THE HERTFORDSHIRE STRATEGIC NETWORK AND, WHERE PRACTICABLE, WILL BE FULLY INTEGRATED WITH THEM.
This Strategy is concerned with increasing the role that cycling can play in an integrated transport system and providing a framework for improved facilities for cyclists. It is not appropriate in this Strategy to define site specific facilities as the assessment of the appropriate treatment at any one location will depend on a number of factors.

There is no single, correct solution to providing for cyclists. There is potential to alter many features of the infrastructure, its function and the way in which it is used. With regard to physical measures, these should be considered and, where feasible, implemented in the following order:-

i) Traffic Reduction  
ii) Speed Reduction  
iii) Junction Treatment or Traffic Management  
iv) Redistribution of Carriageway Space

POLICY 6  THE COUNCIL WILL FOLLOW THE BROAD PRINCIPLES SET OUT BELOW WHEN ADDING TO THE EXISTING CYCLEWAY NETWORK:-

i) Cycleways will, as far as practicable, follow natural desire lines and levels and will be direct and continuous.

ii) Complete segregation on primary and distributor roads, where routes are uninterrupted. Where the cycleway is likely to be frequently crossed by side road accesses, consideration be given to an on road facility adhering to accepted guidelines

iii) On distributor roads where traffic calming restricts vehicle speeds to around 20mph provision for cyclists can take the form of shared road space using appropriate road markings.

iv) On major and minor access roads provision for cyclists can take the form of shared road space without the need for specific segregation in the form of road markings.

v) Improvement schemes will seek to enhance conditions for cyclists and will be subjected to a cycle audit.

vi) On routes not following existing roads, the needs of both cyclists and pedestrians will be considered to determine whether a segregated or shared facility is provided.
POLICY 7
WHERE AN EXISTING CYCLEWAY FOLLOWING A MAJOR ROUTE CROSSES SIDE ROAD JUNCTIONS, THE PRIORITY WILL BE REVIEWED AND, WHERE APPROPRIATE, CYCLISTS WILL BE GIVEN PRIORITY.

POLICY 8
ON NEW DEVELOPMENTS, CROSSING FACILITIES FOR CYCLISTS WILL BE CONSIDERED ON AN INDIVIDUAL SITE BY SITE BASIS, BUT AS A GENERAL PRINCIPLE CYCLISTS WILL BE GIVEN PRIORITY OVER MINOR SIDE ROAD ACCESSES WHERE THE CYCLEWAY Follows THE HIGHER STATUS ROUTE.

POLICY 9
WHERE A CYCLEWAY IS TO BE SEGREGATED FROM THE CARRIAGEWAY THE STANDARD WILL BE BASED ON BEST PRACTICE GUIDELINES.

5.7 Surveys undertaken by the charity SUSTRANS as part of “Safe Routes to School” projects indicate that one third of all pupils would like to cycle to school. However, parents’ perception of safety is the biggest influence on whether they are permitted to cycle.

5.8 Allowing children to cycle to school enables greater independence and responsibility, as well as teaching road awareness. In addition, by encouraging children to cycle, the desire to drive at a later stage may be curbed. Furthermore, it encourages a more balanced attitude towards transport – walking for short journeys, cycling for medium length journeys or when loads have to be carried, train for inter-town travel and car when appropriate. Once old enough to drive, children who have grown up as cyclists may be, themselves, more aware of the needs of cyclists when driving.

5.9 The County Council’s LEARN package is a coordinated way of encouraging more cycling to school whilst reducing unnecessary use of the car. The Council is currently working with the County Council and four schools within the Old Town to develop a “Safe Routes to School” project. Funds to implement measures will be obtained from this package. This Strategy supports this project and is in line with its aims.

5.10 Whilst catering specifically for the needs of children en route to school the design principles will be such that the facility will cater for both the young and experienced cyclists alike.

POLICY 10 THE COUNCIL WILL WORK WITH SCHOOL GOVERNORS, TEACHERS, PARENTS AND PUPILS TO PROMOTE CYCLING TO SCHOOL AND TO ENHANCE FACILITIES SUCH AS CYCLE PARKING WITHIN SCHOOLS.
5.11 The attractiveness and, hence the usage of the Stevenage Cycleway network, relies on the fact that it is largely a segregated system. Any indiscriminate parking or unauthorised use undermines this principle and efforts should be taken to eliminate this as far as possible.

**POLICY 11** THE COUNCIL WILL USE LEGAL AND PHYSICAL MEANS TO RESTRICT VEHICULAR ACCESS TO THE SEGREGATED CYCLEWAY NETWORK.

5.12 In addition, it is essential to recognise the importance of proper standards of maintenance to the continued success of the cycleway network. Maintenance, ideally, needs to be to a standard higher than presently adopted for carriageway and footways and must also include precautionary salting in winter to maintain the safety of the route. However, the Borough Council does not dictate maintenance standards. This is a function of the County Council, as Highway Authority. The Borough Council will, however, continue to liaise with the County to ensure that high standards of maintenance are adhered to.

**POLICY 12** THE BOROUGH COUNCIL WILL, THROUGH LIAISON WITH THE COUNTY COUNCIL, SEEK TO ENSURE THAT HIGH STANDARDS OF MAINTENANCE WILL BE ADHERED TO.

5.13 Despite having a largely segregated cycleway network, cyclists have as much right to use the existing roads as motorised vehicles so on-road improvements are equally important. This includes both traffic management, e.g. on road cycle lanes, and the standard of highway maintenance.

**POLICY 13** THE COUNCIL EMPHASISES THE RIGHTS OF CYCLISTS TO RIDE ON ROADS AND WILL ENSURE:

i) Appropriate traffic management measures and reallocation of road space is provided where off road routes are not practicable or where on road provision would be more appropriate, eg where traffic calming allows cycling features to be used as an integral part of the scheme.

(ii) Appropriate levels of maintenance are adhered to particularly in respect of road surfaces. (Reference: Appendix 1 of “Taking Cycling Serious” produced by the Association of County Councils, Association of District Councils and the Association of Metropolitan Authorities.)
POLICY 14 IN ACCORDANCE WITH THE POLICY OF THE HIGHWAY AUTHORITY:

NO PUBLICLY FUNDED SCHEME SHOULD BE IMPLEMENTED UNTIL ALL ISSUES RELATING TO FUNDING, DESIGN, ACCESS, MANAGEMENT AND MAINTENANCE ARE FINALISED. WHERE CYCLE FACILITIES ARE PRIVATELY FUNDED AND ARE INTENDED FOR FUTURE ADOPTION DESIGN, ACCESS, MANAGEMENT AND MAINTENANCE ISSUES SHOULD BE RESOLVED PRIOR TO ADOPTION TO STANDARDS DESCRIBED ELSEWHERE IN THIS DOCUMENT.

5.14 Parking for cyclists is an essential part of any infrastructure provision. Without the means to park both safely and conveniently the chances of encouraging greater use of the bicycle are reduced. Security is also a key issue, as fear of theft is known to be a significant deterrent to cycling. Cycle parking should be improved at major destinations as it is an integral part of developing cycle friendly infrastructure. Traffic Advisory Leaflets 7/97 (DETR August 1997) and 6/99 (DETR April 1999) provide guidance on cycle parking principles and examples of good practice, respectively.

POLICY 15
THE COUNCIL WILL PROVIDE CYCLE PARKING FACILITIES IN ADEQUATE NUMBERS AND OF A SUITABLE TYPE AT ALL SHOPPING CENTRES, TRANSPORT INTERCHANGES, LEISURE AND COMMUNITY BUILDINGS AND HEALTH INSTITUTIONS. WHERE SUCH FACILITIES ARE IN PRIVATE OWNERSHIP THE COUNCIL WILL LIAISE WITH MANAGEMENT COMPANIES TO ENCOURAGE THEM TO DO LIKewise. EMPLOYERS WILL ALSO BE ENCOURAGED TO PROVIDE CYCLE PARKING AT THE PLACE OF WORK.

POLICY 16
THE COUNCIL WILL SEEK TO ENSURE THAT DEVELOPERS PROVIDE CYCLEWAYS AND STORAGE FACILITIES WITHIN NEW DEVELOPMENTS, TO STANDARDS SET DOWN IN THIS STRATEGY, AND PROVIDE LINKS TO THE EXISTING CYCLEWAY NETWORK. ALTERNATIVELY, AGREEMENTS WILL BE ENTERED INTO FOR DEVELOPERS TO MAKE A FINANCIAL CONTRIBUTION TO ENABLE THE COUNCIL TO PROVIDE THE LINKS.
6.0 POLICIES TO ENCOURAGE CYCLING

6.1 Small purchases can easily be carried by bike, but bigger items may not be so easily transported. However, surprisingly large amounts of goods can be transported by cycle using equipment such as panniers or trailers. In many instances this will represent a more convenient option than carrying goods to a bus stop or to car parks located away from the immediate centre.

6.2 In addition, various innovative schemes have been established to facilitate shopping by bike, for instance, Tesco in Chichester, in association with the Council, run a scheme which allows cycle borne customers to borrow a bike trailer to get goods home.

POLICY 17 TO WORK WITH THE RETAIL SECTOR TO INITIATE INCENTIVES TO ENCOURAGE SHOPPING BY BICYCLE.

For Example:

i) Discounts for Cyclists

ii) Bicycle Trailer Hire/Loan

iii) Home Delivery Service for Cyclists

iv) “Drop Off and Collect” Points for Cyclists (to facilitate the use of several rather than one shop and possibly linked to (ii) or (iii).

v) Home shopping

6.3 One of the greatest attractions of cycling is its door to door nature. To preserve this advantage it is important to allow cyclists, within reason, access to the pedestrian malls. To enhance ease of access, good quality and convenient cycle parking is essential and should be well distributed throughout the shopping precinct and should be served by defined cycle lanes through pedestrian areas. Cyclists can then park near to the shops they wish to visit.

6.4 Cycle centres are unique premises that offer bike repair and maintenance services, as well as secure parking, cycle sale and hire and left luggage facilities. Such centres can represent a commercial proposition and can also promote and encourage cycle use. Such facilities can be offered all year round, as in Liverpool, or seasonally, as in Basingstoke.
POLICY 18  SAFE, SECURE AND (WHERE POSSIBLE) SHELTERED PARKING FACILITIES FOR BICYCLES SHOULD BE PROVIDED AT ALL KEY LOCATIONS.

THE COUNCIL WILL PROMOTE THE ESTABLISHMENT OF A CYCLE CENTRE THROUGH THE DEVELOPMENT OF THE COMBINED BUS AND RAIL INTERCHANGE, TO PROVIDE CYCLE PARKING, SHOWERS AND CHANGING FACILITIES, CLOTHES LOCKERS, REPAIRS AND SALES OF CYCLES AND ACCESSORIES.

6.5  The Local Plan can be used as a tool for encouraging cycling. PPG13 states that “Local Plans should include policies that encourage the implementation of specific measures to assist people to use the bicycle.” The plan will include detailed policies relevant to cycling, such as the ways in which cycle parking standards are to be met.

POLICY 19  THE CYCLE PARKING STANDARDS SHOWN IN THE APPENDIX TO THIS STRATEGY WILL APPLY TO NEW DEVELOPMENTS. WHERE CYCLE PARKING IS BEING PROVIDED AT EXISTING FACILITIES THE STANDARDS CONTAINED IN THIS DOCUMENT SHOULD BE TAKEN AS A GUIDELINE.

6.6  Green Commuter Plans, by which companies encourage employees to use alternatives to driving alone, can make a major contribution to easing congestion. Commuter Plans have been proven to work in the U.S. and elsewhere. A Green Commuter Plan is to be produced by the Council in order to manage the transport needs of employees. This will include installing facilities which encourage the use of cycles.

POLICY 20  THE USE OF BICYCLES BY COUNCIL EMPLOYEES WILL BE ENCOURAGED THROUGH THE ADOPTION OF A GREEN COMMUTER PLAN WHICH WILL SEEK TO PROVIDE THE FOLLOWING KINDS OF INCENTIVES:

i) Secure, covered cycle parking in accordance with the agreed standards.

ii) Showers and lockers.

iii) Cycle mileage allowances.

iv) Loans of bicycles and/or interest free loans to purchase a bicycle for their own use.

v) A bank of pool cycles for officers to visit sites within the town.

6.7  As has been stated, theft is known to be a significant deterrent to cycling and the Council will work with the Police to reduce crime.

POLICY 21  THE COUNCIL WILL WORK WITH HERTFORDSHIRE CONSTABULARY TO ESTABLISH A CAMPAIGN AIMED AT REDUCING THEFT OF CYCLES AND COMPONENTS.
7.0 EDUCATION AND COMMUNICATION POLICIES

7.1 Developing a cycling strategy and action plan is an iterative process and interested parties must be consulted on a continuous basis to draw on local knowledge.

7.2 Promotion of cycling also requires effective use of education, information and training.

POLICY 22 THE COUNCIL WILL WORK WITH THE COUNTY COUNCIL, THE COUNTRYSIDE MANAGEMENT SERVICE, GROUNDWORK HERTFORDSHIRE, EAST OF ENGLAND TOURIST BOARD, LOCAL GROUPS AND OTHER RELEVANT ORGANISATIONS TO PROMOTE CYCLING FOR LEISURE IN ANY FORM.

POLICY 23 THE COUNCIL WILL USE IN HOUSE AND EXTERNAL MEDIA TO PROMOTE THE USE OF BICYCLES AND WILL SUPPORT THE COUNTY COUNCIL TO DO THE SAME.

POLICY 24 THE COUNCIL WILL SUPPORT THE COUNTY COUNCIL IN PROMOTING AND DEVELOPING GREEN COMMUTER PLANS WITH LOCAL BUSINESSES.

POLICY 25 IN CONJUNCTION WITH THE COUNTY COUNCIL, THE BOROUGH COUNCIL WILL SEEK THE VIEWS OF THE LOCAL COMMUNITY AND OTHER INTERESTED GROUPS WHEN ADDING TO AND IMPROVING THE EXISTING CYCLEWAY NETWORK.

POLICY 26 WHERE NEW DEVELOPMENTS TAKE PLACE IN NEIGHBOURING DISTRICTS, CLOSE TO THE BOROUGH BOUNDARY, THE COUNCIL WILL LIAISE WITH OFFICERS FROM NEIGHBOURING AUTHORITIES TO ENSURE THAT THESE DEVELOPMENTS ARE LINKED TO THE STEVENAGE NETWORK.

POLICY 27 THE VIEWS OF CONSERVATION AND LANDSCAPE OFFICERS SHALL BE SOUGHT IN THE DESIGN OF ALL CYCLE SCHEMES WITH A VIEW TO ENHANCING THEIR ATTRACTIVENESS TO USERS.

POLICY 28 THE COUNCIL WILL WORK WITH THE COUNTY COUNCIL TO ENCOURAGE HIGH STANDARDS OF CYCLE TRAINING.

7.3 Publicity on the need to choose transport modes other than the car will also influence adults. Cycling, due to the extensive network, has a large part to play as an alternative to the car. The Borough Council will, therefore, pursue the aim of raising awareness through promotional campaigns.
POLICY 29  THE COUNCIL WILL ACTIVELY PROMOTE CYCLING THROUGH A VARIETY OF MEASURES, TO INCLUDE:

i) An up to date and comprehensive Stevenage cycleway map and leaflet (including cycle parking, cycle shops and workshops).

ii) Organising special cycling events.

iii) Improved signing both at the start of routes, at intersections on the network and to adjoining towns and villages via direct but lightly trafficked routes.

iv) Running coordinated environmental awareness campaigns.

v) Providing priority for cyclists in line with policies contained in this Strategy.

vi) Using coloured surfacing to identify the cycle network, with emphasis on side road crossings, gateway features and other areas where particular attention needs to be drawn to the cycleway.

vii) Annual monitoring report of cycleway usage.

POLICY 30  THE COUNCIL WILL ORGANISE CAMPAIGNS TO PUBLICISE THE RIGHTS OF CYCLISTS TO RIDE ON ROADS.

POLICY 31  THE COUNCIL WILL TAKE MEASURES TO ENSURE THAT WHERE SHARED FACILITIES ARE IN OPERATION, BOTH IN TERMS OF MOPEDS/BICYCLES; BICYCLES/PEDESTRIANS THE USERS CAN COEXIST IN SAFETY.
8.0 ENFORCEMENT POLICIES

8.1 It has to be recognised that this is the aspect of cycling that the Borough Council has least control over and it is, therefore, important to work closely with Hertfordshire Constabulary to enlist their support and cooperation. It is important that information regarding high risk accident sites, traffic calming priorities and places where priority should be provided for cyclists is shared.

8.2 It is also important for the Borough Council to work with the Police to reduce the degree of illegal use of the existing cycleway system, both in terms of illegal parking and unauthorised use.

POLICY 32 THE COUNCIL WILL WORK WITH HERTFORDSHIRE CONSTABULARY TO ENFORCE SPEED RESTRICTIONS, PREVENT ILLEGAL PARKING AND UNAUTHORISED USE OF THE CYCLEWAY NETWORK.

8.3 In terms of future initiatives, the Borough Council recognises that the Police are concerned with the movement of all traffic around the highway network, both in terms of roads and footways and cycleways. Whilst the Council is keen to introduce measures to favour cyclists, in terms of changes in priority, reduction of speed limits in residential roads, it is appreciated that there is a need to work closely with the Police to determine the appropriate locations and measures to be implemented.

POLICY 33 THE COUNCIL WILL WORK WITH HERTFORDSHIRE CONSTABULARY TO ENSURE THAT PRIORITY TO CYCLISTS IS PROVIDED AT APPROPRIATE LOCATIONS AND THAT APPROPRIATE SPEED LIMITS ARE APPLIED TO FUTURE RESIDENTIAL AREAS.
9.0 MONITORING AND REVIEW

9.1 In order to have a significant impact, the strategy covers a 20 year period and it will guide the provision of cycling infrastructure over that time. As new Government guidance on transport is issued periodically, this strategy should be flexible enough to reflect any new guidance. While this may require incremental changes to the strategy, a full review should be undertaken every five years, to coincide with the development of the County Council's 5 year Local Transport Plan.

9.2 Additional guidance will be issued relating to design detail and funding of measures to assist cycling. These will affect this strategy, but should not materially change its overall vision, aims and policies.

9.3 The Hertfordshire County Structure Plan Review 1991-2011 has sustainability as its central concept and the Borough Council’s Local Plan will also accord with this. The Local Plan will incorporate policies relating to sustainable development and as cycling is one aspect of this, the Cycling Strategy will supplement and support that Local Plan. Any further reviews of the Plan will reflect the aims of the Cycling Strategy.

POLICY 34 THIS STRATEGY WILL BE ADJUSTED TO REFLECT IMPROVEMENTS TO CYCLING FACILITIES SET OUT IN CENTRAL GOVERNMENT, COUNTY COUNCIL AND BOROUGH COUNCIL POLICIES.

9.4 It is important to recognise the need for high levels of maintenance on the cycleway network. This requires constant reviews of the system and it is recommended they are carried out annually with future maintenance projects communicated effectively to the users of the network.

POLICY 35 AN ANNUAL REVIEW OF THE LEVEL OF MAINTENANCE ON THE CYCLEWAY SYSTEM WILL BE UNDERTAKEN AND MADE AVAILABLE TO USERS, TOGETHER WITH PROPOSED MAINTENANCE PROJECTS.

9.5 Considerable work has already been undertaken on a detailed review of the existing network and this provides a good foundation from which to proceed. A summary of the action areas is contained in Appendix B and this has been worked up into a detailed Action Plan, which is contained in Appendix C. In reviewing the network a qualitative assessment will be made of the individual routes using the method detailed in Appendix D.
10.0 STAFFING REQUIREMENTS

10.1 The National Cycling Strategy recommends the establishment of a cycling team/officer as a focus for integrating cycling into all highway, land use and leisure development projects and also the training for all relevant local authority staff in planning and design of cycle-friendly infrastructure.

10.2 Whilst the Borough Council is committed to providing the necessary training and skills to its officers to deal effectively with the design of the necessary infrastructure, it is recognised that within the existing staffing establishment it is not feasible to dedicate a team, or even a single officer, solely to cycling issues. However, whilst not being able to devote the whole of one officer’s time to cycling issues, a recognised professional should be tasked with overseeing all issues relating to cycling.

10.3 An appropriate officer in the Transportation Sections should deal with cycling issues with relevant inter departmental consultation taking place as demand arises. Notwithstanding the inability to assign an individual officer to deal solely with cycling issues, the Council is committed to the promotion of cycling through this Strategy and will ensure that the necessary resources are available to fulfil its aims.

POLICY 36 THE COUNCIL WILL ENSURE THAT STAFFING LEVELS AND EXPERTISE REFLECT THE NEED TO MEET THE TARGETED GROWTH IN JOURNEYS BY CYCLE.
11.0 FUNDING

11.1 The main source of funding cycling infrastructure will be via Central Government through the Local Transport Plan mechanism, produced by the County Council. Recent settlements have reflected the Government’s Policy of promoting integrated transport initiatives and this is shown in the allocation towards cycling schemes.

11.2 The Borough Council may also be able to contribute to schemes directly and this could be most effective in funding feasibility work or as part of a partnership.

11.3 Whilst most of the feasibility work carried out will relate to specific facilities within the context of this overall strategy, there may be opportunities for cycle facilities to be installed as part of wider proposals, e.g. Transportation Plans, Package Bids or Redevelopment Proposals.

11.4 Where developments are proposed, developers will be required to provide for the needs of the cyclist, including the provision of commuted payments and the safeguarding of space required to provide cycle facilities to link to the existing network. Where a developer is unable to implement an identified scheme the Borough Council will seek contributions from the developer to cover design, implementation and, where appropriate, maintenance costs. In addition, in lieu of providing car parking, it may be appropriate to accept a commuted payment which could be used to install cycle parking facilities.

POLICY 37 THE COUNCIL WILL, THROUGH A VARIETY OF DIFFERENT SOURCES, PURSUE ADEQUATE FUNDING TO DELIVER THE TARGETS SET OUT IN THIS STRATEGY.

POLICY 38 THE COUNCIL WILL SEEK A FINANCIAL CONTRIBUTION WHERE A DEVELOPER IS UNABLE TO PROVIDE THE NECESSARY CYCLEWAY FACILITIES AS PART OF THE DEVELOPMENT.

POLICY 39 IN ADDITION, THE COUNCIL WILL, GENERALLY, EXPECT A DEVELOPER TO PROVIDE A CYCLE LINK FROM HIS DEVELOPMENT TO THE EXISTING CYCLEWAY SYSTEM. WHERE THE DEVELOPER IS UNABLE TO DO THIS, EITHER DUE TO THE REMOTENESS OF HIS SITE OR OTHER APPROPRIATE REASONS, THE COUNCIL WILL SEEK A FINANCIAL CONTRIBUTION TO ENHANCE CYCLING FACILITIES WITHIN THE VICINITY OF THE SITE.
APPENDIX A

Recommended
New Cycle Parking Standards
<table>
<thead>
<tr>
<th>Development</th>
<th>Provision</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Shopping and Services</strong></td>
<td></td>
</tr>
<tr>
<td>A1 Food Retail</td>
<td></td>
</tr>
<tr>
<td>• Staff parking provision</td>
<td>1 l/t space per 10 maximum staff on site at any one time plus</td>
</tr>
<tr>
<td>• Visitors parking provision - a) &lt; 2,500m² and b) &gt; 2,500m²</td>
<td>1 s/t space per - a) 150m² GFA and b) 250m²</td>
</tr>
<tr>
<td>A1 Non-food retail</td>
<td></td>
</tr>
<tr>
<td>• Staff parking provision</td>
<td>1 l/t space per 10 maximum staff on site at any one time plus</td>
</tr>
<tr>
<td>• Visitors parking provision</td>
<td>1 s/t space per 350m² GFA</td>
</tr>
<tr>
<td>A2 Financial and Professional Services</td>
<td></td>
</tr>
<tr>
<td>• Staff parking provision</td>
<td>1 l/t space per 10 full time staff plus</td>
</tr>
<tr>
<td>• Visitors parking provision</td>
<td>1 s/t space per 200m² GFA</td>
</tr>
<tr>
<td>A3 Food and Drink</td>
<td></td>
</tr>
<tr>
<td>• Staff parking provision</td>
<td>1 l/t space per 10 full time staff plus</td>
</tr>
<tr>
<td>• Visitors parking provision</td>
<td>1 s/t space per 100m² GFA</td>
</tr>
<tr>
<td>(none required for roadside facilities e.g. transport cafes)</td>
<td></td>
</tr>
<tr>
<td><strong>Offices, Industry and Warehousing</strong></td>
<td></td>
</tr>
<tr>
<td>B1 Hi-Tech Industry and Offices:</td>
<td></td>
</tr>
<tr>
<td>• Staff parking provision</td>
<td>1 l/t space per 10 full time staff plus</td>
</tr>
<tr>
<td>• Visitors parking provision</td>
<td>1 s/t space per 500m² GFA</td>
</tr>
<tr>
<td>Development</td>
<td>Provision</td>
</tr>
<tr>
<td>------------------</td>
<td>---------------------------------------------------------------------------</td>
</tr>
<tr>
<td>B2 Industry:</td>
<td>1 l/t space per 10 full time staff plus 1 s/t space per 500m² GFA</td>
</tr>
<tr>
<td></td>
<td>1 l/t space per 10 full time staff</td>
</tr>
<tr>
<td>B8 Storage and Distribution</td>
<td>1 l/t space per 10 full time staff plus 1 s/t space per 500m² GFA</td>
</tr>
<tr>
<td>B8 Business Parks</td>
<td>1 l/t space per 10 full time staff plus 1 s/t space per 500m² GFA</td>
</tr>
<tr>
<td>Residential</td>
<td></td>
</tr>
<tr>
<td>C1 Hotels and Hostels</td>
<td>1 l/t space per 10 staff on site at any one time plus 1 l/t space per 10 beds</td>
</tr>
<tr>
<td>Hostels</td>
<td>1 l/t space per 3 units</td>
</tr>
<tr>
<td>Development</td>
<td>Provision</td>
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<tr>
<td>-----------------------------------</td>
<td>---------------------------------------------------------------------------</td>
</tr>
<tr>
<td>C2 Residential Institutions</td>
<td></td>
</tr>
<tr>
<td>Homes/Hospitals</td>
<td>1 l/t space per 10 staff on site at any one time plus</td>
</tr>
<tr>
<td></td>
<td>1 s/t space per 20 beds</td>
</tr>
<tr>
<td>Education</td>
<td>1 l/t space per 10 full time staff plus</td>
</tr>
<tr>
<td></td>
<td>1 l/t space per 3 students</td>
</tr>
<tr>
<td>C3 Residential</td>
<td></td>
</tr>
<tr>
<td>General Needs</td>
<td>1 l/t space per unit if no garage or shed is provided</td>
</tr>
<tr>
<td>Elderly Persons</td>
<td>1 s/t space per 3 units plus 1 l/t space per 5 units</td>
</tr>
<tr>
<td>D1 Non Residential</td>
<td></td>
</tr>
<tr>
<td>Public Halls/Day Centres/Places of Worship</td>
<td>1 s/t space per 200m² GFA plus</td>
</tr>
<tr>
<td></td>
<td>1 l/t space per 10 staff on duty at any one time</td>
</tr>
<tr>
<td>Surgeries/Clinics</td>
<td>1 s/t space per consulting room plus</td>
</tr>
<tr>
<td></td>
<td>1 l/t space per 10 staff on duty at any one time</td>
</tr>
<tr>
<td>Libraries/Misc Cultural</td>
<td>1 s/t space per 100m² GFA plus</td>
</tr>
<tr>
<td></td>
<td>1 l/t space per 10 full time staff</td>
</tr>
<tr>
<td>Schools - a) Primary b) Secondary/Further Educational</td>
<td>a) 1 l/t space per 15 students and b) 1 l/t space per 5 students plus 1 l/t space per 10 full time staff</td>
</tr>
<tr>
<td>and c) Nursery</td>
<td>1 l/t space per 10 full time staff</td>
</tr>
<tr>
<td>Development</td>
<td>Provision</td>
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<tr>
<td><strong>D2 Assembly and Leisure</strong></td>
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</tbody>
</table>
| Cinemas - a) up to 500 seats  
   b) over 500 seats | 1 s/t space per 20 seats  
   25 s/t spaces plus 1 per 100 seats in excess of 500 seats  
   plus 1 l/t space per 10 staff on duty at any one time |
| Sports Facilities | 1 s/t space per 25m² GFA plus  
   1 l/t space per 10 full time staff |
| Ten Pin Bowling/Indoor Bowls | 1 s/t space per 3 lanes or rink plus  
   1 s/t space per 25 spectator seats plus  
   1 l/t space per 10 full time staff |
| Outdoor Sports Grounds | 1 s/t space per 10 participants at busiest period |
| Golf Facilities | 10 l/t spaces per 18 holes or 5 l/t spaces per 9 holes  
   and/or 5 s/t spaces per 20/30 tee driving range |
| **Motor Trade Related** | |
| General | 1 l/t space per 10 full time staff |
| Filling Station | 1 l/t space per 10 full time staff plus  
   5 s/t spaces if shop included |
| **Passenger Transport Facilities** | |
| Railway Stations | 5 l/t spaces per peak period train |
| Bus Stations | 2 l/t spaces per 100 peak period passenger capacity |
APPENDIX B

ACTION AREAS

A INFORMATION

1. Statistics
   i) Theft
   ii) Usage
   iii) Accidents
   iv) Locations of workers and their jobs
   v) Locations of students and their schools/colleges

B ENGINEERING

1. New Schemes
   i) Missing Links
      a) Town Centre
      b) Chells Manor
      c) To Great Ashby
      d) To Knebworth Park
ii) Junction Improvements
iii) Signing/Marker Posts
iv) Surfacing
v) Cycle Parking
vi) Segregation

2. Maintenance

i) Sweeping
ii) Repairs
iii) Vegetation
iv) White Lining
v) Drainage

3. New Development Opportunities

C ENCOURAGEMENT/EDUCATION

1. Campaigns

   i) Retail Sector
   ii) Employers
   iii) Schools
   iv) Police
   v) County Council
   vi) National
   vii) Car, Bus and Lorry Drivers

2. Training

   i) HCC - Road Safety Unit

3. Publicity

   i) Shared Use
   ii) Map – including Cycle Parking
   iii) Riding on Carriageway
D  ENFORCEMENT
APPENDIX C

STEVENAGE CYCLEWAY IMPROVEMENT
ACTION PLAN

1. Signage

1.1 Advance warning to cyclists that an entry to a cycle track is imminent at the outer extremities of the network

- before Bragbury End
- before Bury Mead
- on the Hitchin Road
- on the London Road from Knebworth
- on the Broadhall Way lay-by before Gunnels Wood Road (if/when an extension into and from Knebworth Park is provided)

1.2 Welcome/Map signs of the cycleway system at entries on the edge of town with direction signs pointing to the following locations

- Town Centres (with distance in miles and metres)
- Towns ahead (with distance in miles)

1.3 Direction signs at all entries to the cycleway network with distances in miles or metres to the following locations

- Town Centre
- Sites of importance (e.g. shops, schools, telephones)
- Local sites of interest (e.g. community centres, parks, museum)

1.4 Lollipop signs to the cycleway network indicating the permitted users to respective sections for

- Cyclists only and NO vehicular traffic including mopeds
- Cyclists and pedestrians only and NO vehicular traffic including mopeds
- Cyclists and Mopeds only

1.5 Information signs at exits on the cycleway network for the following destinations

- Road names
- Sites of importance (e.g. shops, schools, telephones)
- Local sites of interest (e.g. community centres, parks, museum)

1.6 Provision of signs above entrances to tunnels passing beneath roads as follows

- Warning of danger of tunnel emerging directly onto a “T” junction (where applicable)
- Names of neighbourhoods ahead in their characteristic colours (where applicable)
- Lollipop signs indicating a change of status on the cycleway network (as at Shephall Lane and Shephall Green Lane)
1.7 Provision of signs above tunnels at roundabouts as follows

- Names of all the neighbourhoods ahead in the characteristic colours (as appropriate)
- Town Centre (where applicable)

1.8 Provision of signs above tunnel exits from roundabouts as follows

- Name of the neighbourhood ahead in the characteristic colour (as appropriate)
- Town Centre (where applicable)

1.9 Provision of signposts at the centre of roundabouts on the cycleway network with “finger” signs to

- Towns ahead with distances in miles (where applicable)
- Sites of importance (e.g. shops, schools, telephones)
- Local sites of interest (e.g. community centres, parks, museum)

1.10 Provision of sign posts at all other junctions on the cycleway network with “finger” signs to

- Different neighbourhoods in their characteristic colours
- Town Centre
- Sites of importance (e.g. shops, schools, telephones)
- Local sites of interest (e.g. community centres, parks, museum)

2. Traffic Regulation Orders

2.1 Provision of Traffic Regulation Orders required to facilitate future initiatives for regularisation of usage of the cycleway network, excluding mopeds.

3. Lighting

3.1 Provision of improved lighting to the cycleway network, e.g. at danger points near underpasses.

4. Measures to reduce unauthorised access to cycleways

4.1 Historically, the entry points to the cycleway network have been provided with black and white marker posts to prevent unauthorised access. However, a policy of not replacing these, when they are vandalised, has been adopted. This raises issues of safety and also increases their vulnerability to abuse. An approach will, therefore, be developed where cycleways interface with the road network that seeks to promote a safe transition between the two and also prevents unauthorised access.

5. “Green” Environmentally Friendly Surfacing

5.1 Provision of “green” surfacing to the whole Stevenage cycleway network.

- As an interim measure provision of the first 5-10 metres from the road into each entry point on the cycleway network to be coloured green to invite young cyclists onto safe environmentally friendly green routes and to warn motorists against driving or parking over the entry.
6. Extensions and Sections of Cycleway to be joined up

6.1 The following cycleway links to be brought up to current cycleway standards

- From Broadhall Way through Fairlands Valley to the Six Hills Way track by St Nicholas School
- From Six Hills Way through Fairlands Valley to the existing cycleway through the park
- Lanterns Lane along the sewer pipe to Long Lane
- Fishers Green Lane from Hitchin Road to Gorleston Close

6.2 The following extensions to the network are considered to be required

- Between Knebworth Park and the southern roundabout on Gunnels Wood Road
- Between the Fishers Green Lane track at Gorleston Close, through to Ingleside Drive to gain access to the Hitchin Road cycleways
- Gresley Way, connecting Tatlers Lane to Great Ashby

6.3 The following sections of the cycleway network to be joined up

- Along Martins Way between the Dixons site and Ascot Crescent
- Along Broadhall Way between Goddard End and the underpass at the roundabout connection to Gresley Way
- Along Broadhall Way between the Shephall Way roundabout and Glenwood Close
- Broadhall Way/Shephall Way roundabout to Oakwood Close
- Broadwater Crescent to Fellowes Way

6.4 The following sections of the network to be reclaimed as cycleways

- The section from Meadway, under the A1(M), to Shepherds Lane
- The section from Danesgate to Swingate
- The section from Swingate to the High Street
- The section from the “Kwiksave” roundabout to Westgate
- Six Hills cycleway exit onto St George’s Way to emerge more safely onto Southgate

7. Priority on Cycleways for cyclists over motor vehicles

- Monkswood Way cycleway where the road into and out of Roaring Meg north crosses the cycleway

  (the road is too wide at this point and vehicles enter at high speed from the 40mph road. An island should be introduced into the verge at the mouth of this entry/exit with warnings of priority to crossing cyclists and speed limits reduced to 20mph entering and within the complex)

- Monkswood Way cycleway where Elder Way crosses the cycleway

  (the road is too wide at this point and vehicles enter at high speed from the 40mph road. An island should be introduced into the verge at the mouth of this entry/exit with warnings of priority to crossing cyclists and speed limits reduced to 30mph entering and within Elder Way)
Six Hills Way cycleway where the road into and out of the Leisure Park crosses the cycleway

(the road is too wide at this point and vehicles enter at high speed from the 40mph road. An island should be introduced into the verge at the mouth of this entry/exit with warnings of priority to crossing cyclists and speed limits reduced to 20mph entering and within the complex)

8. Safety Points

8.1 There are a number of locations where safety concerns have been expressed regarding the transition between cycleways and the road network. Whilst it is unlikely that these locations have a high incident of personal injury accidents, investigation should be undertaken to seek improvements for cyclists at the following locations

- the exit from the cycletrack onto Danestrete West to be angled to allow easier merging
- the exit from the cycletrack onto St George’s Way West to be continued to meet Southgate
- the entrance from Julians Road to the cycleway system in Lytton Way to be improved
APPENDIX D

CYCLEWAY QUALITY INDEX

The quality of the cycle facilities should be assessed in accordance with the IHT guidelines published in “Cycle Audit and Review”. These guidelines are fairly comprehensive, but contain no specific measure of the directness of the facility or how it will affect the rider’s journey time. These, along with safety, are the most significant factors affecting whether or not the facility is a success. A track that takes the rider out of his way and requires him to stop and give way at repeated minor junctions will neither attract experienced riders off the road nor will it attract novices to take up cycling as a serious means of transport.

A measure of “rideability” is therefore required. The **Rideability Index** is defined as…..

\[
\text{Rideability Index} = \text{mileage index} \times \text{continuity index}
\]

Where

\[
\text{Mileage index} = \frac{\text{Mileage by road}}{\text{Mileage by the Cycle Route}}
\]

And

\[
\text{Continuity index} = \frac{\text{Number of interruptions to travel on the road}}{\text{Number of interruptions to travel on the Cycle Route}}
\]

Scores would be as follows:

- **< 0.5** Waste of money and liability to cyclists
- **0.5 – 0.75** A deterrent to cycling, longer than road with excessive interruptions to travel. Likely to be ignored by experienced riders and will give novices the impression that cycling is slow and impractical.
- **0.75 – 1.0** A useful facility. Trip times will be greater than on the road and this will deter experienced riders, but if this is compensated for by improvements in comfort and safety then it will be successful.
- **> 1.0** A positive asset to cyclists. Quicker and hopefully safer than the road, which will attract both experienced riders and novices.