

Bolton Metro
Environment Department
Planning Control Policy Note No 18
Provision For Cyclists

In December 1995, Bolton Council adopted its Unitary Development Plan (UDP). Now that it is adopted by the Council, the Unitary Development Plan is the sole statutory land use plan for the whole Borough. The UDP provides the framework for development, planning control and conservation within Bolton. It gives a statement of the Council's policies and proposals for development and other uses of land.

The Council has reviewed its detailed policy advice to correspond with the UDP. This is contained in a series of Planning Control Policy Notes, of which this is one. The Notes are referred to in the UDP and provide clear and concise guidance on a number of key topic areas. The Notes will have been subject to extensive public consultation before being finalised. They are written to help all those who wish to understand the Council's detailed planning requirements and advice.

The interpretation of this advice may sometimes change as a result of different circumstances and particulars. Each planning application submitted to the Council will be treated on its own merits within the context of the general policy guidelines set out in this note.

Prospective applicants requiring clarification of the Note's contents should contact the Council's Planning Control Section.

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PROVISION FOR CYCLISTS

Introduction

1. Cycling is a healthy, pollution-free, clean and efficient mode of transport which can make an improvement to the quality of life for all the

residents of the Borough. The Council recognises the benefits of cycling for the residents of the Borough and aims to promote and encourage cycling whilst ensuring casualties are reduced.

2. In November 1992 the Council approved a Leisure Cycling and Recreational Route Network for Bolton to be used for planning control purposes (see Appendix 1.) At the same time the Council also approved arrangements for the adoption and maintenance of the route in the Route Network.
3. The purpose of this Policy Note is to promote and encourage innovation and good practice by providing advice on design principles for cycle routes within the Route Network and for cycle facilities such as cycle lanes and cycle parking requirements within new developments. The guidelines are specifically applicable to the local area and are minimum standards. It is not the remit of this policy note to include detailed specifications of on carriageway cycle facilities such as cycle lanes and Advanced Stop Lines.

Policy

4. The Modified version of the Council's Unitary Development Plan includes a commitment towards encouraging cycling and towards protecting disused railway lines with a recreational potential from inappropriate development.

Policy T7 states:

The Council will encourage the use of cycles by examining the needs of cyclists and seeking to provide suitable routes and parking facilities for commuting and recreational purposes.

Policy R2/3 states:

The Council will protect disused railway lines from inappropriate development where they have actual or potential value for recreation or public access.

5. The following policies are included in Bolton's Transport Strategy (June 1994) and Transport Policies and Programme bids to the Department of Transport.
6. **The Council will -**
 - (a) **seek to improve facilities for cyclists both on and off the highway**

- (b) seek to provide cycle parking facilities at popular destinations
 - (c) carry out a survey into the form of a cycle network particularly to and fro and within town centres and recreation areas
 - (d) investigate the possibility of adapting existing pedestrian routes for dual use with cyclists
 - (e) encourage the PTA and Rail Track to provide secure parking facilities at rail stations and encourage the carriage of cycles on trains
 - (f) provide cycle routes for pleasure in the major river valleys, along canal banks and on abandoned railway routes
 - (g) will investigate the provision of cycle routes for commuter trips to district and town centres and the provision of cycle lanes where appropriate
 - (h) within the two centres, provide cycle storage and parking facilities at popular destinations
 - (i) reduce the intimidation of cyclists by other traffic by the use of cycle lanes.
7. The Council seeks to provide an off-road recreational cycle route network and an on-road commuter network and will encourage the provision of measures to assist cyclists in new developments. The strategic recreational routes will involve a mixture of existing right of way and the use of other linear features such as canal towpaths and disused railway lines. Where development is allowed on such linear features the Council will seek to ensure that a corridor for recreational cycle use is provided.

Legal Aspects for Providing Cycle Facilities

8. ***Conversion of footways:*** the line of an existing or newly proposed footway can sometimes provide a safe link to a cycle route network.

The conversion of part of an existing footway (a right of way on foot along a highway which also comprises a carriageway) to a cycle track is covered under the Highways Act 1980.

9. ***Purpose built cycle tracks:*** the provision of purpose-built cycle tracks (a right of way for cyclists only) within the boundaries of a highway is covered under the Highways Act 1980.
10. ***Conversion of footpath:*** footpaths (a right of way on foot where there is no carriageway) can be converted to shared use under the power of the Cycle Tracks Act 1984. Shared use by cyclists must be carefully considered in consultation with the Footpaths Society.
11. ***New cycle tracks:*** a new cycle track outside the boundaries of a road can be provided under the Highways Act 1980. Planning permission will usually be needed.
12. ***Disused railway lines:*** the Council encourages the conversion of disused railway lines into cycle routes. Planning permission will be required to change the use of the railway line.
13. ***Adoption:*** cycle facilities provided in the urban areas should be built to a standard acceptable for adoption by the Council's Environmental Department as Highway Authority. See Appendix 2 on the design layout for an urban path.

Design Guidelines

14. ***New Development:*** measures to assist the safety of cyclists should be considered in all new developments. Design requirements of cycle routes in new developments include the following:
 - (a) cycle tracks should be clearly marked and signed to link with adjacent routes
 - (b) cycle tracks should be well drained and surfaced to a high standard
 - (c) flush dropped curves should be provided between cycle route and road
 - (d) the surfacing should be cambered or crossfalled to provide drainage.
15. **Industrial and Commercial Development:** to encourage cycle use for journeys to work measures to assist cyclists should be included in the design of all new major industrial and commercial developments. Secure cycle parking should also be provided, see Section 6 on Cycle Parking Requirements.
16. ***Residential developments:*** Measures to assist cyclists should be included in the design of all new residential developments. In new developments where pedestrian routes link housing to shopping,

community facilities, recreational area, schools and places of employment, cycle routes (on-road or off-road) and cycle access should be incorporated into the design. By making the pedestrian facilities wider, shared use by cycles can be achieved without detriment to the design or use.

17. ***Shopping developments:*** secure cycle parking should be provided for easy and convenient access to the shopping area. Wherever access to shopping street is restricted to particular vehicles cycles should be permitted.

18. ***Bolton's Cycling and Recreational Route Network:*** where a new development utilises part of the protected recreational route network a cycle track or shared use path plus measures to assist cyclists must be included in the design. In housing developments cyclists can be signed to use the residential road provided that there is cycle access through the site to connect with the Cycle Route Network.

Off highway cycle tracks

19. ***Urban Areas:*** adjacent to the road and in new developments Bitmac surface suitable for adoption by the Environment Department as Highway Authority
20. ***Rural Areas:*** away from the road and along disused railway lines stone to dust surface suitable for adoption only by Leisure Services Department.

See Appendix 2 for cross-section diagrams

Widths

21. **The minimum width for a purpose built two-way cycle track is 3.0m (1.5m each way). The minimum width for a shared-use cyclist and pedestrian path is 3.0m.**
(refer to Appendix 3 for details)

Gradients

22. **Maximum gradient for an urban path is 1:40 (2.5%).** Steeper and longer gradients may be considered on recreational or rural routes. **Gradients should normally be no more than 1:20 on approach to a cycle track or highway.**

Access Control Measures

23. **Standard chicane barrier:** where cyclists emerge from a cycle track onto a highway, chicane cycle barriers are advisable to slow cyclists speed and prevent vehicular access.
24. **Full chicane barrier** these barriers are recommended to prevent the abuse of cycle tracks by motorcycles and other vehicles but allow disabled access. The barrier height should be at least 1m and made from galvanised mild/heavy steel. There are two designs, one for an urban route and one for a rural route.
25. **Motorcycle barrier:** a barrier which slows down cyclists but stops motorcycles. The barrier can be hinged to allow emergency access. Suitable for urban areas.
26. **Horse gate:** where the recreational network utilises part of a bridleway then a combined horse gate and cycle barrier should be installed. The horse gate can be made from railway sleepers.

diagrams of the above access control measures are illustrated in Appendix 4

Drainage

27. Surface water drainage should be provided to cycle tracks.

Signing

28. All signing used for cycle facilities should accord with the Traffic Signs Regulation and General Directions 1994. In addition:
 - (a) all shared use paths should be sign-posted with the appropriate symbol from the above signs manual
 - (b) signing of destinations should be by use of blue and white finger posts
 - (c) a 'Cycles Only' sign should be used for a purpose built cycle only track
 - (d) for consistency of signing and to improve public understanding, similar signs should be used on routes on and off the highway
 - (e) a 'Cyclists Slow' sign should proceed a steep downslope on a shared use cycle route.

Lighting

29. Where street lighting is not required, **ducts with 100mm diameter and laid to a depth of 450mm should** be provided.

Shared Use Facilities

30. The term 'shared use' facility is used to describe a cycling facility, segregated or unsegregated, which is used jointly by pedestrians and cyclists.
31. Facilities where only part of the width of the footway or footpath has been converted to a cycle track, by dividing it into two and creating an adjacent cycle track and footway or footpath, are described as 'segregated' and are signed as such.
32. There will be locations where allowing cyclists to use converted footways or footpaths will be the only means of providing:
- (a) an essential link in a continuous route for cyclists
 - (b) a safe cycle route to school
 - (c) a short cut to avoid a busy carriageway
 - (d) cycle access to existing or protected cycle routes
 - (e) a cycle route as part of the protected Cycling and Recreational Route Network
 - (f) part of an on-road commuter cycle route.

Segregation

33. ***Kerb or upstand:*** a shared facility can be provided as a parallel footway and cycle track separated by a raised kerb or upstand. The footway at the higher level and the cycle track adjacent to the carriageway. This takes into consideration the requirements of visually impaired people. **The DOT suggests 50mm as a minimum height for the kerb to segregate a cycle track from an adjacent footway.**
34. ***By verge:*** segregation by a verge effectively discourages casual movement between the footway and cycle track. **The segregating verge should be at least 0.5m wide.**
35. ***By white line or colour contrast:*** the effectiveness of segregation by white line or colour contrast is very much dependent on the level of use. Surveys of such facilities have shown that a peak combined flow of 180

cyclists and pedestrians per hour per metre width can safely be carried on converted footways or footpaths. The use of a tactile white dividing line will enable blind people and partially sighted to detect the segregation. Green is a nationally recognised colour for cycle tracks.

Unsegregated

36. Unsegregated sharing by cyclists and pedestrians is acceptable on converted railway lines which are in rural areas and protected by the Recreational Route Network. **The minimum width for such a path bounded both sides 3m.**

See Appendix 3 for minimum widths for shared use facilities.

There will be situations where lack of space, engineering considerations or other constraints will prevent the provision of a segregated facility with the widths suggested.

Cycle Parking Facilities

37. Facilities for cycle parking should be provided in all publicly accessible developments. Customers visiting shops in the town and district centres require convenient and secure parking for cycles.

38. Employers are encouraged to provide cycle parking for their employees. The parking facilities should either be in a secure location within the building or placed in a highly visible area close to the access to the building for employees and visitors. The provision of shower and changing facilities and lockers for employees can act as a further incentive to cycle to work.

Cycle parking location requirements

39. Cycle stands for use by visitors should be carefully located to maximise convenience to the entrance of buildings and positioned so as to ensure safety, security and supervision.
 - (a) cycle parking places should be located adjacent to well used pedestrian or cycle routes and/or be overlooked by nearby properties
 - (b) where stands may be used after dark they should be positioned close to a light source

- (c) in locations where bikes will be parked for long periods the stands should be protected from weather
 - (d) the location of cycle stands should be clearly sign-posted.
40. Acceptable types of cycle parking are the Sheffield ('toastrack') stands made from either stainless steel tube or galvanised steel tube coated with PVC, polyester or nylon. **The recommended thickness of the tube wall is 2.5mm minimum** (see Appendix 5 for dimensions). Cycle parking lockers are very secure and are recommended for long term use at places such as railway stations.

Cycle parking requirements

- 41. **A minimum of four cycle parking places** should be provided at any publicly accessible development.
- 42. **A standard of one stand per ten parking places** should be regarded as the norm. However, this should relate to the development type and the likely cycle patronage and may be relaxed at for example a large retail outlet which would have a low demand for cycle space but increased at other types of development, for example sports centres which have a high demand for cycle parking space.

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