

Local Highway Panels Members' Guide 7 Cycling Schemes



1. Introduction

Cycling has been on the increase for a number of years and with that increase have come requests for more provision for cyclists.

The highway network in the UK has evolved over time and is constrained by width of our roads through our towns and villages. This generally means that there is no space within the existing highway boundary to add extra provision for cyclists without taking it from other road users. When investigating how to redistribute the space, it is important to understand the total numbers of the different user groups.

A Cycling Strategy has been developed for the County. The strategy states that:

High-quality and well-planned infrastructure is vital in encouraging cycling and improving safety. We will ensure that every urban area has a well-planned, safe and well-maintained cycle network that:

- **Connects key destinations;**
- **Supports a network of recreational routes and;**
- **Caters for all users and abilities.**

The Essex Cycling Strategy can be viewed on the County's [website](#).

ECC has developed good relationship with Sustrans and Cycling UK. Both organisations work to increase the number of cyclists and improve the cycling environment. Sustrans lead on the National Cycle Network of which several routes come through Essex. Cycling UK have local representatives who champion cycling in Essex.



Cycling Action Plans

Cycling Action Plans are being developed for each Borough/District to provide an overview and framework of existing and proposed cycling infrastructure and help prioritise the requests for schemes. These will include measures that are potentially deliverable within the LHP budget and larger schemes that would need to be funded through the Major Schemes capital budget.

2. Typical Problems



3. Things to Consider



New or inexperienced cyclists may request a mixture of off-carriageway routes, priority crossings at side road, segregated or unsegregated crossings including toucan crossings. Experienced cyclists may prefer on-carriageway routes with improvements such as mandatory cycle lanes, cycle bypasses at bus stops or advanced stop lines at traffic signal junctions to give them protection from other vehicles. Providing facilities to satisfy both these groups can be difficult and expensive.

Cycling in general can be divided into commuter/utility cycling (including cycling to school) and leisure cycling and these can have very different requirements.

In terms of the Traffic Management Strategy, all routes will need to be consistent, continuous and clear to the network user.

Members may be asked for off-carriageway routes which may require creating a shared-use pedestrian/cycle path. This means creating a Traffic Regulation Order which is a legal process and requires consultation (see Introduction Section 1.3.2). It is not uncommon to get objections from pedestrians to the creation of a shared-use path. Members may also be asked to create traffic free routes away from the carriageway which may require PROW conversion orders, land purchase and/or permissive rights to cycle.

4. Typical Measures

There are a wide variety of engineering initiatives that can assist cyclists ranging from speed & traffic management, simple signage to more complex solutions such as dedicated cycle paths, hybrid cycle tracks and tiger crossings (that enable cyclists to cross next to pedestrians on a zebra crossing). Members should refer to Section 6.4 of this Members' Guide which contains descriptions of other crossing types.



Members should also note that other sections of this Members' Guide may provide typical measures for cyclists (e.g. speed and traffic management). Members should also refer if applicable to Chapter 11 of this Members' Guide relating to Quiet Lanes.

The important thing is to identify the key concerns. Once you have done that, you should discuss this with your HLO to identify possible measures. In addition, Members should ensure that they liaise with the [Essex Cycling Strategy Leader](#) to discuss cycling schemes as and when they are brought to the attention of LHPs.

When investigating what new infrastructure is required, it is important to identify the problem and the group of users making the request; then to ask the question "does this request fit or conflict with the Cycling Action Plan priorities?" The Essex Cycling Strategy Leader is a useful resource in this regard.

A key factor in deliverability of a scheme will be whether new highway land is required. If it is, then land acquisition or dedication can take 18 months to conclude and, depending of the amount of land required, can be very expensive.

Even where the land is all existing highway, there may be utility equipment that needs to be moved. This can be very expensive and in some cases can cost over £1M to relocate them.

Members should refer to Chapter 11 of this Members' Guide relating to Quiet Lanes.

Commuter cycling

Cycling infrastructure is often requested for a particular route; often to the station or town centre. Commuter cyclists want a direct route with extra provisions to help them across busy junctions.

Cycle routes to schools

Cycle routes to schools are often requested for younger or less-experienced cyclists. The request may be from parents or from the school itself. While in the past there has been dedicated funding for Safer Routes to School, this is no longer the case. However the LHP budget can fund improvements associated with Safer Journeys to School Projects including improved cycle routes and cycle storage facilities.

Shared-use footway/cycle paths are often the preferred choice, but may not be feasible within the available road space.

Alternatively traffic free routes may be requested across parks or other non-highway land that are completely away from other traffic, but PROW conversion orders, land purchase and/or permissive rights to cycle may be required.

Leisure Cycling

The leisure cyclist wants routes that are quiet and take in places of interest. They are often requested to support weekend and family cycling. Some of the requests may be for off-road routes through the countryside or parkland.



Cycle Parking

Access to safe and secure cycle parking is a major contributor to encouraging cycling. Key locations for cycle parking include:

- **The town centre to access shops and businesses.**
- **Rail stations to enable people to cycle to and from the station as part of their journey.**
- **Leisure attractions to encourage cycling and reduce car use**
- **Businesses to encourage cycling to work**
- **Schools and Colleges.**



5. Scheme Investigation

The scheme investigation will depend on the nature of the cycling scheme request. A key factor will be to establish current cycle usage and to identify which category of cyclist the initiative is aimed to increase.

The engineer will consider the available highway space and how it can be used. If shared pedestrian and cyclist provision is being proposed then it will also be important to understand the pedestrian footfall along the route.

Members should refer to the 'Validation and Feasibility Design' Section in the introduction section of the Members' Guide for further details on scheme investigation.

6. Costs and Timescales

The Essex County Council contract with Ringway Jacobs is a target cost contract and not a fixed price contract. This type of contract was chosen as the best type of contract to deliver savings and efficiencies and also to promote partnering between ECC and Ringway Jacobs.

An explanation of the process and indicative costs and timescales can be found in [Appendix 1](#)

7. Glossary of Terms

AVL	Automatic Vehicle Location (similar to RTPI)
CMA	Cabinet Member Action
CMB	Cabinet Member Briefing
EA	Environment Agency
ECC	Essex County Council
EH	Essex Highways
LHP	Local Highways Panel
NEPP	North Essex Parking Partnership
PP	Parking Partnership
RTPI	Real Time Passenger Information
S106	Section 106 (Money provided by a Developer to County Council to implement infrastructure as an obligation of the planning permission)
S278	Section 278 (Infrastructure required to be implemented by the Developer as an obligation of the planning permission)
SERP	Safer Essex Roads Partnership
SID	Speed Indicating Device
SEPP	South Essex Parking Partnership
SLO	Speed Limit Order
SSSI	Site of Special Scientific Interest
TRO	Traffic Regulation Order
TSRGD	Traffic Signs Regulations and General Directions
VAS	Vehicle Activated Sign