

# ENCOURAGING CYCLING

Supplementary Planning Guidance Note Ref: SPG 04 - NLLP Policy DSP.4

Copies available from Planning & Development, Fleming House, Cumbernauld G67 1JW - Approved 22th September 2009

This supplementary planning guidance has been prepared to complement the North Lanarkshire Local Plan. The guidance and policies will be used in Development Management.

North Lanarkshire is committed to developing a safe, sustainable and integrated transport system. Cycling can play a major role in supporting this system, while delivering environmental, health, social inclusion and public access benefits. The purpose of this guidance is to

- Encourage provision for cycling as a mode of transport
- Provide guidance for applicants who may be required to provide cycling infrastructure as part of an application,
- Set out the criteria by which development management officers will assess whether cycle needs are met.
- Provide additional guidance to that offered in the Travel Plan supplementary planning guidance note SPG.03.

Information on cycle provision will be expected to be included in the Transport Statement for all major applications.

*“People who use the bicycle as a mode of transport on a regular basis are ill 50% less than those who always drive, and on average enjoy the health of someone ten years younger”*

www.CyclingScotland.org, 2008

The latest Supplementary Planning Guidance can be found online at:- [www.northlanarkshire.gov.uk/spg](http://www.northlanarkshire.gov.uk/spg)



*Cycling can be a healthy, and fun form of transport*

## Benefits of cycle provision

- Cycling is great for your health
- Cycling is good for the environment
- Cycling is a cheap way to provide mobility
- Cycling makes efficient use of space
- Cycling helps reduce congestion
- It demonstrates your commitment to lessening environmental impact

## A. POLICY AND LEGISLATIVE FRAMEWORK

### A.1 LEGISLATION

**Scottish Planning Policy (SPP)** and the **Cycling Action Plan for Scotland (CAPS)** 2010 set out the Scottish Governments framework for delivering more cycling. There is a commitment that layouts and design of development should give due priority to physical activities such as walking and cycling. The SPP, CAPS and PAN 75 support cycling and cycling provision as a personal travel priority ahead of public transport and motorised modes of travel.

The **North Lanarkshire Council Local Transport Strategy** 2010 aims to achieve the council objectives of improving access by public transport, cycling and walking. Improvements to facilitate cycling are an essential part of this strategy.

The **North Lanarkshire Council Walking and Cycling Strategy** aims to increase the role of cycling as a transport mode and develop safe, convenient, efficient and attractive transport infrastructure to facilitate cycling. SPG.03 on 'Travel Plans' sets out the threshold when travel plans are required as part of a planning application. When required, provisions for cycling will be necessary as part of the plan unless excellent cycle facilities are already available. Schemes should also comply with **“Cycling By Design”** (Transport Scotland 2010)



### A.2 POLICY

The **North Lanarkshire Local Plan** seeks sustainable travel patterns for all new development. Development Strategy Policies DSP2 and DSP 4 place an emphasis on sustainable travel patterns. Policy EDI 1 and EDI 4 reinforce this position with regard to industrial and business uses.

The **North Lanarkshire Corporate Plan** identifies a key aim of developing the transport network. This seeks to promote more environmentally friendly forms of transport and specifically walking and cycling. The plan also seeks to promote healthier lifestyles and workforces. Increased cycling can contribute to these aims.

In Scotland as a whole and within North Lanarkshire, 69% of journeys are carried out by car. Cycling accounts for some 1% of journeys in Scotland, whereas in North Lanarkshire, the figure is below 1%

(Source: Scottish Household Survey Travel Diary Results, 2004, North Lanarkshire Council Local Transport Strategy, 2010). To achieve a balanced share of travel mode, a significant increase in cycle travel is required.

**The Council will seek to ensure these principles are achieved through the development management process**

service and people first

## B. CYCLE PARKING

Cycle parking facilities are essential to increasing the number of people cycling and should be provided throughout a development in secure and accessible locations. The key requirements for the level and type of cycle parking are set out below:

## B.1 LEVEL OF PROVISION

An appropriate number of cycle parking spaces are required within developments. Cycle parking in non-housing developments should generally provide:-

- (a) 1 space per 10 staff (long term)
- (b) 1 space per 10 visitors (short term) or per 40 sq m of floor area
- (c) In residential developments normally at least 1 parking space per dwelling should be provided.
- (d) In developments which are not required to provide a travel plan, or are seeking to provide less than the required level of car parking spaces, the number of car parking spaces lost must be provided as cycle parking, in addition to any financial contribution made.
- (e) At major public venues, transport hubs, places of assembly and shopping centres higher provision will be required - using 1 parking space / 25 sq m of floor area as a starting point - but with level of provision to be agreed for each location.

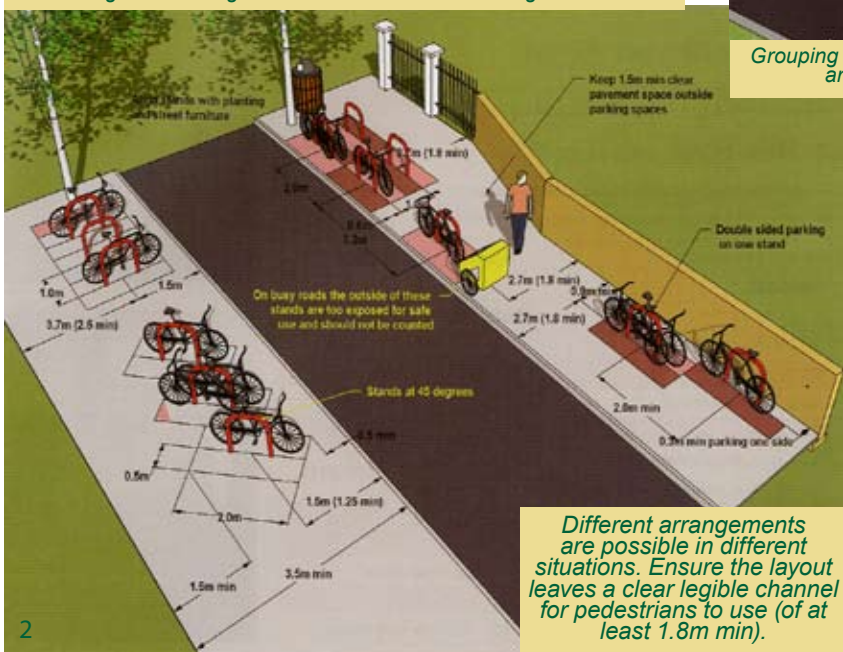
Good quality cycle parking:-

- deters theft through natural surveillance
- stops bikes blocking footways - without itself obstructing
- is convenient and easy to use, and provides people with an incentive to cycle rather than use the car
- is highly efficient - 10 bikes can be parked in the same land area needed for one car.
- is inexpensive (in both land and installation cost)



Stands too close to the wall or too close together won't get used      Stands in prominent position close to entrance get used

*Stands in prominent position close to entrance get used*



*Different arrangements are possible in different situations. Ensure the layout leaves a clear legible channel for pedestrians to use (of at least 1.8m min).*

## B.2 TYPE OF PROVISION

Different developments will require different levels of cycle parking provision. Where provision is for **short term** (less than 2 hours - visitor or customer) parking, then publicly accessible parking, such as standard 'Sheffield' style stands, is appropriate. For **medium or long term cycle parking** (over 2 hours - for employees), secure, well sheltered parking is required.

A mixture of types may be appropriate for certain developments. Developments, such as shopping centres or transport hubs, may attract both short term (consumer) and long term (employee) parking. Such developments would require both publicly accessible cycle parking and more secure, sheltered parking. The following requirements are relevant to different scales, as indicated in diagram below.

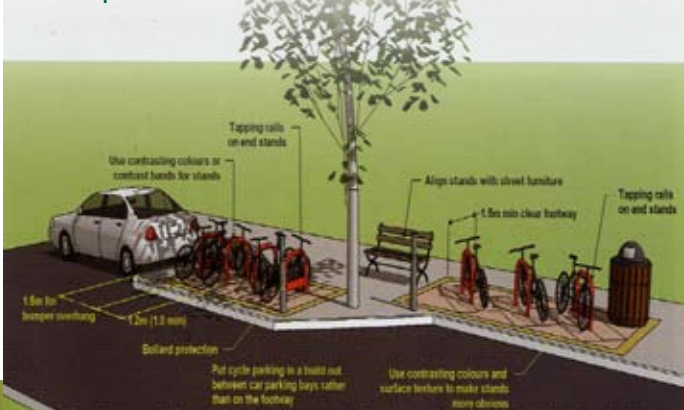
## CYCLE PARKING SHOULD BE...

...safe.. convenient.. accessible.. clean.. sheltered..

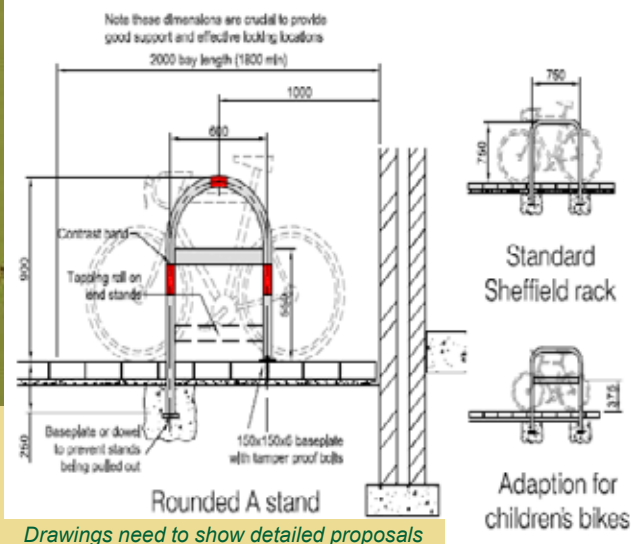
**SHORT TERM**                      **MEDIUM or LONG TERM**

### MEDIUM or LONG TERM

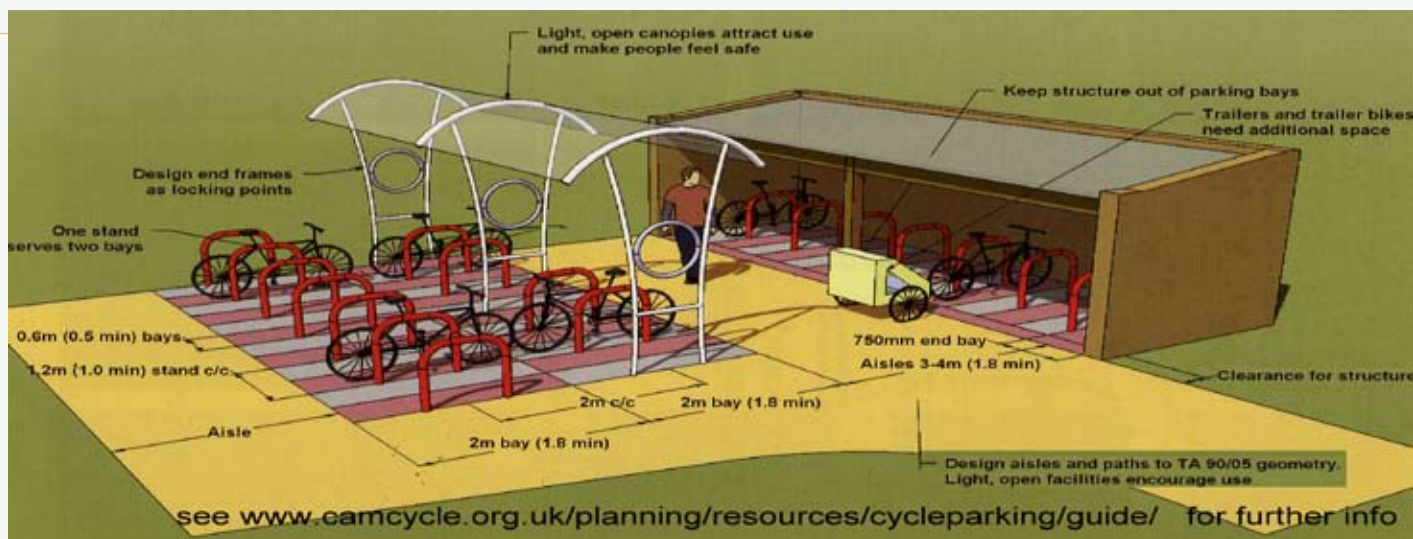
- Location - public & close to entrance
  - Well lit, well laid out
  - Ample space
  - Adaptable
- Location - close to entrance & changing/shower facilities
  - Sheltered
  - Secure



Grouping cycle parking with other street furniture helps ensure there are no obstructions for visually impaired pedestrians







## C. REQUIRED STANDARDS OF CYCLE PARKING

The Council will seek to ensure that cycle parking achieves the standards shown

### C.1 Location

The siting of cycle parking is critical to the successful use of cycles. In new developments this should be located as close as possible to the main entrance (not > 25m) - at least as convenient as access to car parking. It should offer visible, convenient, direct and safe access to the entrance. A stand should not be a danger to pedestrians or other traffic.

### C.2 Well Lit & Well maintained

Parking should be well lit to allow cyclists to use it in all conditions. This is best achieved by natural lighting. However when parking is in locations not well lit naturally or within a shelter that cuts out light, artificial lighting will be required.

### C.3 Ample space - well laid out

Parking should allow enough space for cycles to be manoeuvred in and out and easily supported within a parking structure. If a cycle rack or stand is used, as is most common, there should be a minimum space of 1 metre between each rack and a minimum 0.5 metres from any obstruction to cycles.

### C.4 Adaptable

Provision should be able to accommodate a number of sizes and types of cycle and cycle locks. A standard 'Sheffield' style of cycle rack generally meets these requirements (with 1m spacing), though a range of parking types are available that may add to the design character of the development

### C.5 Shelter

Cycle parking at sites should offer a level of shelter for cyclists and cycles. There are a number of options to provide shelter through cycle parking design. These should offer basic shelter from weather, without compromising location and safety.

### C.6 Secure

Parking is required to be lockable, either within a shelter design or within a compound, with regular or long term users provided with means of access. Parking should be of a type and location that allows easy supervision, by site users or members of the public. Avoid butterfly stands or wheel grippers - Sheffield or rounded A frame stands are preferable.



Avoid butterfly stands (which are insecure). The Sheffield stand is preferred.



Stands should be aligned across the slope, not down it



Secure cycle storage should be integrated into landscape



Cycling provision should form part of an holistic sustainable travel approach

## D. SUPPORT FOR CYCLING

Developments should support those commuting by cycle to a destination by providing supporting infrastructure in addition to cycle parking and cycle routes. As well as reducing the speed and volume of traffic, the following should be incorporated into any development for cyclists - or an equivalent tariff contribution made:

### Developer Contributions:

- Residential - per unit - £100
- Commercial - per cycle rack - £800

*This will only apply proportionally to any deficit in provision. Where provision is made in accord with this policy - no contribution is required. (2010 prices)*

### D.1 Signage

Clear prominent signage is required for any facilities provided. This should be provided on route to cycle parking and at lockers, showers and changing facilities so that users know what exists - whilst avoiding clutter.

### D.2 Secure Parking *(see also B & C on previous pages)*

Parking is required to be lockable, either within a shelter design or within a compound, with regular and long term users provided with means of access. Parking should be of a type and location that allows easy supervision, by site users or members of the public.

### D.3 Provision of Lockers

Where long term cycle parking is provided secure lockers must be provided at **1 per cycle parking place**, in which cyclists can store a change of clothes and other belongings carried on a cycle trip.

### D.4 Provision of Shower/Changing Facilities

Where long stay parking is provided, shower and changing facilities must be easily accessible from parking and locker facilities. These are required to meet the following criteria:

**1 shower plus 1 additional shower per 100 staff**

### D.5 Planning for Maintenance

Where facilities are provided to support cycling they should be included in maintenance plans to ensure they remain usable and attractive to cyclists.

### D.6 Provision of Complementary Measures

Developers are encouraged to consider a range of complementary measures to encourage cycling:-

- Free bike with new property
- Cycle training vouchers
- Support for local Car Clubs



Cycle signing needs to comply with the Traffic Sign Regulations & General Directions- see DfT LTN documents and TFL Reports



Cycle lanes should be integrated with wider traffic calming measures - if they slow cyclists down they don't get used.

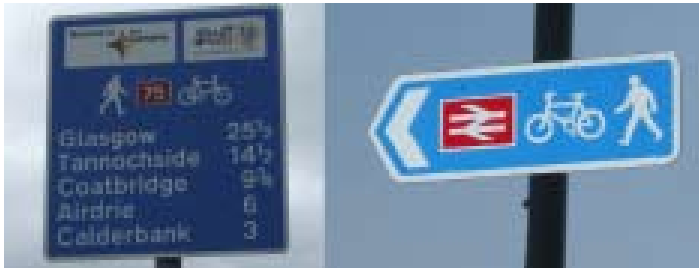
Further Guidance is set out in Transport Scotland's "Cycling By Design" 2010 ([www.transportscotland.gov.uk](http://www.transportscotland.gov.uk))

See also [www.sustrans.org.uk/resources/technical-guidelines](http://www.sustrans.org.uk/resources/technical-guidelines) and First ScotRail's website about cyclists and cycling facilities [www.scotrail.co.uk/travelinfo/cycle-info.html](http://www.scotrail.co.uk/travelinfo/cycle-info.html)



“2kg of carbon are saved for every short journey that is made using a bike instead of a car”

Sustrans.org.uk May 2008



Cycle facilities should be clearly signposted without adding to sign clutter



Cycle lanes and road markings should be continuous across side road junctions - with a minimum width of 1.5m (preferably 2m)

**E.5 Cycle Routes should be integrated naturally** into and connect with the wider Green Network and Core Path Routes. The aim is to

- expand safe routes to schools to include routes to public transport hubs, park and ride, hospitals and supermarkets.
- provide shortcuts and direct links that give priority and ease of access to cyclists and walkers
- to ensure intersections and bottlenecks do not disrupt the continuity of the route.
- ensure routes are safe and convenient, direct, and provide speed in practice.

**E.6 They should aim to meet these principles:**  
**People like to:-**

01. travel in straight lines or min 6m radius to corners
02. have space to move safely
03. use routes that aren't continually obstructed
04. be visible (with lighting where necessary)
05. travel in both directions
06. have somewhere convenient and secure to park

**People don't like to:-**

07. have to dodge around parked cars or barriers
08. have poorly maintained infrastructure
09. be continually changing heights (less than 3%)
10. stop all the time or have lots of interruptions

## E. CYCLE ROUTES

To encourage cycling, provision should be made to accommodate cycle routes within new development which link to and from the main networks. The Council will expect to see the following principles applied to proposals:

### E.1 Off-road shared use or segregated routes

Where appropriate, off road or shared footway/ cycleway can make cycling more attractive and quicker. Segregated paths (**min 1.5m width**) can adjoin footpath routes but should preferably avoid roadside locations (**with min 0.5m margin from road**) and flood risk areas. Routes should be convenient, direct, safe and attractive.

### E.2 Integrate cycling networks and school networks

The Council will seek to encourage useful lengths of cycle lanes to be provided off site adjacent to developments, and to connect to “safe routes to school”. Any new access roads should include a separate cycle route or with adequate separated space for cyclists on the carriageway.

### E.3 Link & upgrades to Core Path network

The network of main paths in North Lanarkshire are usually suitable for use by cyclists as well as pedestrians, etc. Where a core path is near a site - connections with easy access, or upgrading or maintenance, should be facilitated by the development.

### E.4 Use direct routes and shortcuts (point-closures and cut-throughs) to promote cycling

As well as benefiting from low traffic speeds - cycling can also be encouraged by shortcuts and pleasant off-road leisure routes. Shared paths should be at least 3m wide.

### TIPS ... for new development:

- reduced traffic at reduced speed makes cycling safer
  - minimise the need to travel by integrating land uses
  - make space for cycling and cycle parking at destinations
  - provide on-road cycle lanes of good width (min 2m)
  - use off-road shortcuts or links to make cycling quicker
  - ensure cycle routes are convenient, direct, & speedy
  - what would seem daft to a car driver - is equally non-sensical to a cyclist. Avoid poles in paths, constant give ways; poor visibility; steep hills; etc
  - ensure construction works are carried out in accordance with SEPA's Pollution Prevention Guidance
  - minimising sign clutter by eliminating superfluous signs, consolidating signs, & using the smallest appropriate sign size
- refer to [www.camcycle.org.uk/resources/cycleparking/guide/](http://www.camcycle.org.uk/resources/cycleparking/guide/)



“Half of all journeys in Scotland are 4km or less.”





## F. Checklist your scheme should demonstrate that ...

This checklist will be used to ensure you have included the required information on the cycle infrastructure to be provided for your site. Insufficient information may delay the application.

- ☐ The required level of cycle parking provision is included at an appropriate location (see B & C)
- ☐ The cycle parking provision is appropriate for the type of use - and is secure (see B)
- ☐ The required standards of cycle parking are included for the level of provision (see A & B)
- ☐ Cycle routes are provided and integrated with the wider path and movement networks (see E)
- ☐ Supporting infrastructure or finance is provided for relevant level of cycle parking & support (see D & E)

Details of the cycle infrastructure to be provided should include - as part of the planning application - drawings of the location, typical details and spacing, and specification.

The latest Supplementary Planning Guidance and index can be found online at:-  
[www.northlanarkshire.gov.uk/spg](http://www.northlanarkshire.gov.uk/spg)

## G. CONTACT DETAILS

North Lanarkshire Council  
 Roads Strategy Team, Fleming House,  
 Cumbernauld T: 01236 632579

**Smartways** Info on alternative  
 and healthier methods of travel  
[www.smartways.info](http://www.smartways.info)  
 E: [smartways@northlan.gov.uk](mailto:smartways@northlan.gov.uk)

**Cycle Action Plan for  
 Scotland (CAPS) 2010**  
[www.cyclingactionplanforscotland.org](http://www.cyclingactionplanforscotland.org)  
**Cycling Scotland**  
[www.cyclingscotland.org](http://www.cyclingscotland.org)  
 T: 0141 229 5350  
**Cycling By Design**  
 2010 from Transport Scotland  
[www.transportscotland.gov.uk](http://www.transportscotland.gov.uk)

**Sustrans** - UK sustainable  
 transport charity  
[www.sustrans.org.uk](http://www.sustrans.org.uk)  
 T: 0845 1130065  
 E: [info@sustrans.org.uk](mailto:info@sustrans.org.uk) or  
 see also [www.ctc.org.uk](http://www.ctc.org.uk) and  
[www.camcycle.org.uk](http://www.camcycle.org.uk)

**SEPA** [www.sepa.org.uk](http://www.sepa.org.uk)  
[www.scotland.gov.uk/Topics/Transport/  
 sustainable-transport/cycling](http://www.scotland.gov.uk/Topics/Transport/sustainable-transport/cycling)  
[www.dft.gov.uk](http://www.dft.gov.uk) and  
[www.dft.gov.uk/pgr/sustainable/cycling/](http://www.dft.gov.uk/pgr/sustainable/cycling/)  
[www.tfl.gov.uk/cycling](http://www.tfl.gov.uk/cycling)  
[www.TransportScotland.gov.uk](http://www.TransportScotland.gov.uk)  
[www.politecycling.info](http://www.politecycling.info)

This is one of a series of Supplementary Planning Guidance Leaflets aimed at encouraging good practice in the design and layout of new development. The advice supplements the policies in the North Lanarkshire Local Plan. The Council will have regard to this Guidance when assessing the merits of planning applications. This leaflet was approved following public consultation and consideration of all comments made, formally adopted as Supplementary Planning Guidance on 22nd September 2009. It is available on-line can be translated or provided in other languages or formats on request

Ref: SPG 04 Cycling Approved 22nd Sept 2009 b  
[www.northlanarkshire.gov.uk/spg](http://www.northlanarkshire.gov.uk/spg)  
 North Lanarkshire Council, Environmental  
 Services, Strategic Planning, Fleming House,  
 2 Tryst Road, Cumbernauld G67 1JW  
 Tel 01236 618127 [esdesign@northlan.gov.uk](mailto:esdesign@northlan.gov.uk)