

THREE RIVERS LOCAL PLAN 1996-2011
SUPPLEMENTARY PLANNING GUIDANCE

**CYCLING
STRATEGY**

OCTOBER 2003



1. INTRODUCTION

1.1 This document once adopted will be Supplementary Planning Guidance to the Three Rivers Local Plan 1996-2011 which was adopted in July 2001. The document will be an important tool in the aim to meeting the following objectives in the plan:

- (c) Ensure that development does not adversely affect the environment.
- (d) Discourage use of the private car.
- (f) Ensure that development does not adversely affect the environment.
- (m) Increase accessibility by means other than the motor car.

The Cycle Strategy will be a important document for people who have a role in providing improved cycling facilities in the District. It is envisaged that the document will be an important material consideration when considering new developments.

1.2 Since 1994 when Three Rivers adopted its last Cycle Strategy, the profile of cycling nationally as a practical alternative mode of transport to the car has increased. The objective of a Cycling Strategy is to co-ordinate, within an authority, all policies and programmes of action, which can help to promote cycling. The Three Rivers Local Plan 1996-2011 states the broad role for the Cycle Strategy “ A Cycle Strategy for the District was approved in November 1994. It states the broad aims for cycle planning in the District and defines a strategic network of routes. The Cycle Strategy is being updated in parallel with this Local Plan and following public consultation, will be adopted by the Council and the highways authorities as supplementary planning guidance.....The Cycle Strategy will continue to be updated regularly as new facilities are put in place, new policy guidance comes forward and new opportunities become available.

1.3 Increasing the number of people cycling regularly is a cost-effective way of reducing road congestion and pollution levels, improving public health and fitness, and reducing the overall demand for car parking space. The cycle has clear potential as a substitute for short car trips. Much of the considerable potential for cycling is derived from the existing journey patterns of other modes. 72% of all trips are less than five miles in length and half are less than two miles (source National Cycle Strategy, 1996). Cars and the environment suffer from short journeys as engines run cold, wear more, consume more fuel and produce more pollutants.

1.4 Cycling has great potential in increasing the health of the nation. In 1992 the British Medical Association published a report “Cycling Towards Health and Safety” which sets out the health and fitness benefits of cycling. Being overweight, or obesity, is implicated in a range of health problems including heart disease, diabetes and arthritis. Cycling can be an important part of a programme to reduce or control weight. Studies suggest that regular cyclists suffer fewer than half the deaths from Coronary Heart Disease of inactive people. Physical activity is also recognised to protect against strokes, colon cancer and non-insulin dependent diabetes. It should be noted that the rise in car traffic is the main contributor to the rise in asthma amongst children.

1.5 Cycling should be a cheap, fun, healthy, reliable and adaptable form of transport, available to almost everyone. It is recognised that currently many people are discouraged from cycling because of the dangers associated with cycling. Much more can be done to improve facilities for cyclists and many parties have an important role to play. This document will concentrate on the role that Three Rivers District Council can play in improving facilities for cyclists and potential cyclists. It will outline measures to improve facilities on and off-road and also what facilities should be provided for cyclists at places of work, leisure and residential developments. There needs to be improvements to facilities provided for cyclists if we are to see the large increases in cycle usage that Central Government wish to see.

1.6 We can look to examples in other EU countries where cycling is a greater used mode of transport (see below). The UK has neither an unusual geography, climate or economy which make it difficult to obtain higher cycle ridership levels. However it is recognised that planning for the needs of cyclists is further advanced in many EU countries and the UK could benefit from following many of these examples. The distances covered by bicycle in the UK has even declined in the recent years. This document will aim to outline proposals to try and reverse this trend.

	Denmark	Germany	Ireland	Netherlands	UK
Km per inhabitant and per year	958	300	228	1019	81

Source: Eurobarometer 1991 (UITP); Transport demand of modes not covered by international statistics 1997, DG VII/UITP/ECF

2. COUNCIL'S CYCLING OBJECTIVES

2.1 The objective of this Cycle Strategy is to outline the role that Three Rivers District Council can play to achieve its aims to:

- Maximise the use of cycles as a mode of transport, in order to reduce reliance on the use of private cars;
- Develop a cycle network which is safe, convenient, attractive and efficient, and so encouraging and enabling cycling;
- Ensure that the needs of cyclists are represented in transport, land use, health, education, leisure and environmental proposals.

3. CREATING A CYCLE-FRIENDLY ENVIRONMENT

3.1 The key to meeting the objectives of this plan is to create a cycle-friendly environment. This can include both on-road and off-road facilities and ancillary facilities.

3.2 The overall aim is to improve cycling facilities for all and encourage all ages and groups of people to cycle. However certain groups of people can be identified where significant gains can be made these include school children and commuters.

School Children – It is calculated that at the morning peak of ten minutes to nine, 16 per cent of all cars on the road are taking children to school. The need to shift school car borne traffic to other modes is therefore vital to improve congestion. Most school children own a bicycle, even if it is used infrequently. Substantial improvements to congestion and pollution can be made quickly by encouraging school children to cycle and providing a safe environment in which to do so. Encouraging more children to cycle to school would also have added health benefits.

Commuters - A second important target audience is the car-borne commuter. Peak-period congestion places a massive strain on local roads, and is a major contributor to air pollution. A large proportion of peak hour journeys are undertaken in motor vehicles which are occupied by a single person. Many of our existing employment sites are designed around huge areas of parking, making for inefficient use of land and increasing pressure to build in the Green Belt and on urban open land. If more commuters can be encouraged to

cycle to work it will help the efforts being made to achieve an efficient use of urban land and ease congestion on our roads.

3.3 A number of measure and incentives can be introduced to encourage these groups of people to cycle. These are outlined below.

4. Building a cycle path network

4.1 The District Council is not the highways authority. This function is undertaken by the County Council. However the Council will allocate funds as appropriate for the progression of cycling facilities within the District. The existing carriageway network needs adequate maintenance as pot holes and uneven road surfaces etc can be particularly hazardous for cyclists. This Council will support measures that the County Council introduce which improve conditions on the public highway. The District Council will also support other carriageway modifications and traffic speed control measures which make conditions safer for cyclists.

4.2 This document will concentrate on the role that the District Council can play in improving cycling conditions. It is recognized that in many areas of the District that specific cycle facilities will be required because of the high traffic volumes on the highway network.

5. Proposed Routes

5.1 In order to meet the aim of maximising cycling as mode of transport concentration will be made on creating a cycle network which connects up the main settlements in the district and surrounding areas and links to the main employment sites.

5.2 District promoted routes - A number of proposed routes are shown on the Three Rivers Local Plan 1996-2011 proposal map. The Council has deposited copies of the Local Plan in the local libraries and is available to view and purchase at the Councils Offices in Rickmansworth. The Council has allocated a significant amount of it's capital budget to support the progressing of these routes. The Council intends that high quality route networks will be provided for cyclists, with priority given to locations which generate a significant amount of commuting and school journeys and are recognised as having unfriendly road infrastructure. The route network will comprise the highway network, modified where necessary using traffic restraint, traffic calming and cycle specific facilities to enable safe and convenient access to all destinations. This will include segregated cycle tracks where appropriate. The type of cycle route chosen will depend on the road conditions and volume of traffic.

5.3 The Council in association with interested parties have identified two main routes to prioritise the District Council's cycle funding on, these are:-

- (1) Maple Cross to Rickmansworth
- (2) Abbots Langley to Bedmond

The information is correct at the time of publication for a upate on how far the routes have progressed or if you are interested in being involved in the further consultation stages **please contact the Council on 01923 727036.**

5.4 A412 - Maple Cross to Rickmansworth

The Council is developing a direct cycle route between Maple Cross and Rickmansworth town centre along Uxbridge Road.

The Council had an initial feasibility study undertaken for the whole of the route from Chalfont Road in Maple Cross to the Ebury Roundabout in Rickmansworth. Detailed designs for the section of route from Chalfont Road, Maple Cross to Springwell Lane have been drawn up. This first stage of the route has now been constructed.

The next section of route to be constructed is the section of Uxbridge Road from Springwell Lane to the Ebury Road roundabout. This route is characterised by high traffic volumes and congested conditions. However it is considered that it would be better to provide a route along Uxbridge Road to keep a sense of continuity along the route. It has been agreed that this scheme will be implemented in stages as resources permit. The Council will consult fully with local interest groups during the implementation of this section of route.

5.4 Abbots Langley - Bedmond

The Council is developing a cycle route between Bedmond and Abbots Langley.

This route and associated links extend from South Way through Abbots Langley village centre and on to Bedmond. The route commences at the Langley Lane/South Way junction, then runs along Furtherfield and progresses in a north east direction through the estate. The main link passes via Furtherfield, Oak Green and Trowley Rise (via a cut through) then Popes Road onto Gallows Hill Lane. This section of the route has been constructed

Detailed design is underway for the route through Abbots Langley High Street to Abbots Road and onto Bedmond Road via Parsonage Close and a public footpath. The route then runs alongside Bedmond Road into the centre of Bedmond.

The route will provide a number of useful links linking Bedmond to Abbots Langley village centre which has a number of amenities. The route will also link down to the redeveloped Leavesden Aerodrome site which has cycleway links identified throughout the site as part of the Phase 2 planning consents for mixed use and parkland development.

The Abbots Langley – Bedmond cycle route is being implemented in stages as resources permit. In choosing the stages to be implemented the Council will follow the guidelines for consultation set out in Community Involvement and Consultation section.

5.6 Other routes

As well as the District promoted routes there are a number of other agencies that build and help create cycle routes within the District. The District Council will liaise with these organisations to try and get a co-ordinated approach to cycle route planning. Below are some current routes which are being considered.

5.7 Routes within South Oxhey and Carpenders Park

As part of the SRB initiative that has been undertaken within South Oxhey improving cycle infrastructure within the area was identified as a priority. This is due to the low car ownership within the area and the need to improve access to the main services within the

estate. It was identified that there should be the provision of 25 kilometres of cycle route within South Oxhey and adjacent area.

Mouchel TSC have been commissioned by Hertfordshire County Council to design a cycle network for this area. The routes will aim to link into the existing cycle network and provide important strategic links to the existing cycle network and main facilities such as shops and passenger transport terminals.

The District Council are being consulted on the scheme and local residents views will be taken into account through the South Oxhey Regeneration Action Group which is a group containing a wide range of representatives who are stakeholders in the local community.

5.8 National Cycle Network

The National Cycle Network is a project to provide a 10,000-mile network of cycle routes, covering the whole of the United Kingdom. The purpose of the National Cycle Network is to raise the profile of cycling, both nationally and locally. As a part of that network, this route should be attractive to novices, memorable to visitors and useful to the everyday cyclist.

The Council has part of the National Cycle Network running through the District as NCN61. It comprises the Ebury Way and Grand Union Canal towpath towards Uxbridge. The Council will support improvements to the National Cycle Network.

5.9 Identification of further routes

Following the construction of the Bedmond to Abbots Langley route and Maple Cross to Rickmansworth the Council considers that priorities for new cycle route construction are routes through Rickmansworth Town Centre and links to Chorleywood and Croxley Green. This will ensure continuous cycle route links between the main urban areas within the district. The Council must prioritise funding towards those routes through the Capital programme. The Council may decide to direct resources to the maintenance of the existing cycle network. When deciding upon priorities the Council will refer to the proposed cycle routes as shown on the Three Rivers Local Plan 1996-2011 proposal map. An indicative map of proposed routes throughout the District is attached.

6. Additional measures to create a cycle-friendly environment

6.1 Cycle Parking - In order to encourage people to cycle there needs to be somewhere safe for cyclists to park their bicycle. The high incidence of bike theft is one factor thought to deter would-be cyclists. County-wide cycling parking standards have been published and have undergone extensive consultation and will be adopted as SPG by this authority through the supplementary planning guidance on "Parking at New Developments". These standards are attached as Appendix One and are the minimum standards that we will expect at new developments.

Cycle parking facilities should be provided at many different service locations. Including council offices, sports centres and leisure destinations (including country parks, golf courses, etc.), libraries, places of worship, police stations, railway stations, shopping centres and parades, supermarkets, and other popular destinations within town and village centres. The Council will support initiatives to improve cycle parking provision at public

amenities. This will be through enforcing the new parking standards at new developments and supporting schemes to introduce adequate cycle parking at other locations. An example of where cycle parking has been introduced in a Council regeneration scheme is at Station Approach, South Oxhey. Additional cycle racks are also being provided in Chorleywood village centre as part of the enhancement works.

In addition to the provision of safe parking facilities the Council will support initiatives by the Hertfordshire Constabulary to improve cycling security.

6.2 Cycle Training - The Council believes that it is important for adults and children to have basic cycle training as a positive measure to increase cyclists, safety whilst on the road. For further information about cycle training courses please contact:

Road Safety

Environment Department

Hertfordshire County Council

Tel: 01727 816960

6.3 Green Travel Plans - The Council will require companies to produce Green Travel Plans when submitting applications for new developments. These should address cycling provision for both it's employees and visitors. Existing businesses will be encouraged to prepare Green Travel Plans but the Council cannot make this a statutory requirement under current legislation. The Council is in the process of developing its own Green Travel Plan

7. COMMUNITY INVOLVEMENT AND CONSULTATION

7.1 The Council recognises the important role that a number of organisations and the community have in developing a District wide cycling network.

7.2 The cycle routes as shown on the local plan have been identified through the Three Rivers Local Plan 1996-2011 and undergone consultation through this process. Local cyclists have an important role to play in advising on schemes as they are the people who are more aware of the problems facing cyclists on specific routes and potential design solutions

7.3 Elected members identified the Bedmond to Abbots Langley cycle route and the the Maple Cross to Rickmansworth as the main priority routes to be progressed. This decision was reached with agreement with the local cycling community. The local cycling community have been kept involved with the proposals from the start through commenting on proposed plans and working up the details.

7.4 This Strategy will be on consultation for a period of six weeks with the following groups : Hertfordshire County Council, all District/Borough Councils within Hertfordshire, other authorities bordering Three Rivers, local cycling buddy groups, Sustrans, SPOKES, Cycle Touring Club, and any individual or organisation who commented on cycling related issues in the preparation of the Three Rivers Local Plan 1996-2011.

8. CONCLUSION

8.1 Once this plan has been on consultation a report of any comments received and proposed changes will be taken to a appropriate meeting of the Council's Executive Committee. It will be through this forum that the SPG will be formally adopted. The Council

will continue to develop its programme for route construction through the allocation of funds in its capital programme and the opportunity for securing private and other public sector contributions.

APPENDIX ONE

(extract from the Three Rivers – Supplementary Planning Guidance – Parking at New Developments)

13. New Cycle Parking Standards

13.1 The County Council adopted as Supplementary Planning Guidance their guidelines for parking provision at new developments. These included a comprehensive set of Cycle Parking standards.

13.2 Cycle parking standards have been developed for each Use Class. It is recognised that cycle theft deters greater use and thus the type of cycle provision is important. The cycle parking standards differentiate between short and long term requirements. “Sheffield” stands are satisfactory for short term cycle parking and supervised “cycle parks” provide better weather and security protection for long term use. “Full time staff equivalents” is the main parameter used to express long term cycle parking standards as this can be directly related to modal split targets. The long term standards relate to a modal split target of 10% by cycle, but should be adjusted (up or down) locally to accord with local targets and/or those set out in green transport plans. While it is questionable whether realistic estimates of employee numbers will always be possible at the planning application stage, available data on floorspace: worker ratios is inadequate for converting modal split targets to standards based on “gross floor area” (an alternative parameter).

13.3 Below are new proposed cycle standards for the District.

Use Class	Description	Cycle parking standards
A1 Retail foodstores	(a) Small food shops up to 500 m ² gfa. (b) Food superstores/hypermarkets exceeding 2,500 m ² rfa	1 s/t space per 150m ² gfa plus 1 l/t space per 10 maximum staff on site at any one time.
A1 Retail foodstores	(c) Food superstores/hypermarkets exceeding 2,500 m ² rfa. (d) Food retail parks.	1 s/t space per 250 m ² gfa plus 1 l/t space per 10 maximum staff on site at any one time.
A1 Non-food retail	(a) Non-food retail warehouses with garden centres. (b) Non-food retail warehouses without garden centres. (c) Garden centres up to 4,000 m ² gfa. (d) Garden centres exceeding 4,000 m ² gfa. (e) Non-food retail parks where individual land use components are known. (f) Non-food retail parks where individual land use components are not known.	1 s/t space per 350m ² gfa plus 1 l/t space per 10 maximum staff on site at any one time.
A2 Financial and professional services	Banks, building societies, estate agencies, betting shops.	1 s/t space per 200 m ² gfa plus 1 l/t space per 10 f/t staff note: A2 offices should be treated as B1 offices.
A3 Food and drink	(a) Restaurant/cafes (b) Public houses/bars (c) Hot food takeaway shops (excluding fast food drive thru restaurants) (d) Fast food drive thru restaurants	1 s/t space per 100 m ² gfa plus 1 l/t space per 10 maximum staff on site at any one time.
A3 Food and drink	(e) Roadside restaurants	1 l/t space per 10 maximum

	(f) Transport café	staff on site at any one time.
B1 Business	(a) B1 (a) offices (b) B1 (b) research and development, high-tech/ B1 (c) light industry.	1 s/t space per 500m2 gfa plus 1 l/t space per 10 f/t staff
B2 General Industry	General industry	
B8 Storage and distribution	Wholesale distribution, builders merchants, storage	1 l/t space per 10 f/t staff
Business Parks	Mixed B1/B2/B8 (unless heavily oriented to B8) for use where individual land use components are not known.	1 s/t space per 500 m2gfa plus 1 l/t space per 10 f/t staff
C1 Hotels and hostels	(a) Hotels	1 l/t space per 10 beds plus 1 l/t space per 10 maximum staff on site at any one time
C1 Hotels and hostels	(c) Hostels (i) Small (single parent or couple with no children) (ii) Family (2 adults and 2 children)	1 l/t space per 3 units
C2 Residential institutions	(a) Institutions/homes with care staff on premises at all times (excluding nursing homes, hospitals, residential schools, colleges or training centres). (b) Elderly persons residential and nursing homes. (c) Hospitals	1 s/t space per 20 beds plus 1 l/t space per 10 staff on duty at any one time.
C2 Residential institutions	(d) Education – halls of residence.	1 l/t space per 10 f/t staff plus 1 l/t space per 3 students.
C3 Residential	(a) General needs (i) Bedsits (ii) 1 bedroom dwellings (iii) 2 bedroom dwellings (iv) 3 bedroom dwellings (v) 4 or more bedroom dwellings (b) Houses in multiple occupation (i.e separate households sharing facilities)	1 l/t space per unit if no garage or shed provided.
C3 Residential	(b) Elderly persons accommodation. (i) retirement dwellings – no warden control, 1 or 2 bedroom (Category 1). (ii) Sheltered dwellings – warden control (Category 2)	1 s/t space per 3 units plus 1 l/t space per 5 units
D1 Non-residential Institutions	(a) Public halls/places of assembly (excluding D2) (b) Community/family centres (c) Day centres (d) Places of worship	1 s/t space per 200 m2gfa plus 1 l/t space per 10 staff on duty
D1 Non-residential Institutions	(e) Surgeries and clinics	1 s/t space per consulting room plus 1 l/t space per 10 staff on duty at any one time.
D1 Non-residential Institutions	(f) Libraries, miscellaneous cultural buildings.	1 s/t space per 100 m2gfa plus 1 l/t space per 10 f/t staff
D1 Non-residential Institutions	(h) Educational establishments	1 l/t space per 10 f/t staff

	(including residential). (i) Schools	plus primary school: 1 l/t space per 15 students. Secondary school: 1 l/t space per 5 students.
D1 Non-residential Institutions	(ii) Further education	1 l/t space per 10 f/t staff Further education: 1 l/t space per 5 students.
D1 Non-residential Institutions	(iii) nursery schools/playgroups	1 l/t space per 10 ft staff nursery schools/playgroups: none additional
D2 Assembly and Leisure	(a) Places of entertainment/leisure parks for use when individual land use components are known. (b) Places of entertainment/leisure parks for use when individual land use components are not known.	On merit, depending upon mix of uses.
D2 Assembly and Leisure	(c) Cinemas (including multiplexes)	Cinemas up to 500 seats: 1 s/t space per 20 seats plus 1 l/t space per 10 staff on duty at any one time. Cinemas over 500 seats: 25 s/t spaces plus 1 s/t space per 100 seats in excess of 500 plus 1 l/t space per 10 staff on duty at any one time.
D2 Assembly and Leisure	(d)Swimming pools. (e)Tennis/badminton (e) Squash courts (f) Ice rinks (g) Fitness centres/sports clubs (h) Fitness centres/ sports clubs	1 s/t space per 25 m2
D2 Assembly and Leisure	(i) Ten pin bowling (j) 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 f/t staff.
D2 Assembly and Leisure	(k) Outdoor sports grounds (i) with football pitches (ii) without football pitches	1 s/t space per 10 players/participants at busiest period
D2 Assembly and Leisure	(l) Golf (i)18 hole golf course	10 l/t spaces per 18 holes
D2 Assembly and Leisure	(ii) 9 hole golf course	5 l/t spaces per 9 holes
D2 Assembly and Leisure	(iii) golf driving range	5 s/t spaces per 20/30 tee driving range
D2 Assembly and Leisure	(iv) golf courses larger than 18 holes &/or for more than local use	Pro rata to above
Motor trade related	(a) Showroom car sales (b) Vehicle storage (c) Hire cars (d) Ancillary vehicle storage (e) Workshops (f) Tyre and Exhaust (g) Part stores/sales	1 l/t space per 10 f/t staff.
Motor trade related	(h) Car wash/petrol filling station	1 l/t space per 10 f/t staff plus 5 s/t spaces if shop included

Passenger transport facilities	(a) Rail Stations	5 l/t spaces per peak period train
Passenger transport facilities	(b) Bus Stations	2 l/t spaces per 100 peak period passengers

13.4 In addition to cycle parking provision it is also expected that shower and changing facilities are provided. If not built in as part of the normal facilities of a building (in schools and hospitals for example), commercial and institutional uses should consider providing a small room where people can change in privacy. Experience shows that such a facility will not only be used by cyclists, but other staff engaged in exercise activity during lunch breaks or after hours. It need not be looked on as a burden.

13.5 For commercial and institutional uses, shower and changing facilities should be provided at a minimum rate of 1 locker per 10 persons and 1 shower cubicle per 50 persons.

Proposals for a reasonable level of provision for fewer personnel will be assessed on their merits according to the location, use and travel needs of the personnel.