

City and District of St Albans ~ Cycling Strategy

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1. INTRODUCTION

- 1.1. The pedal cycle¹ is an efficient, healthy, quiet, sustainable and non-polluting means of transport. This strategy presents St Albans Council's plan for increasing the use of bicycles in the District and sets out why this policy is important.
- 1.2. St Albans is suffering from the effects of pollution caused by motor vehicles. Streets are often filled to capacity with cars and every available piece of kerb space is used for parking. The bicycle offers an alternative means of transport that avoids these problems rather than increases them.
- 1.3. The private car provides many benefits, particularly for people making long journeys to places where public transport provision is poor. However, many trips made within the District are short and for these journeys the bicycle can provide an inexpensive, healthy and relatively quick alternative to the car.
- 1.4. People are interested in cycling, and own and buy bicycles. The problem is that in this country, on average, we don't use the bicycles we own enough. Figures from Hertfordshire's Traffic and Transport Data Report 2005 show that 34% of adults in the county travel survey owned a bike and this had increased by 6% since 1999.
- 1.5. St Albans Council can, in partnership with others, make changes that will encourage and persuade large numbers of people to take up cycling. Key partners in making the necessary changes are:
 - ❖ Hertfordshire County Council/Hertfordshire Highways
 - ❖ Residents of the City and District of St Albans
 - ❖ Cyclists and Cycling organisations
 - ❖ Businesses
 - ❖ Transport providers and operators
 - ❖ the Police and Emergency Services
 - ❖ Health Authorities
 - ❖ Educational Establishments
- 1.6. The Council will work with all these groups, and, where appropriate, take a lead in initiatives developed by its partners as well as seeking support for its own initiatives.

¹ For the purpose of this document, the term covers all type of pedal cycle ridden by or transporting persons of all ages and abilities, with or without trailer.

- 1.7. The St Albans Cycling Strategy is 'target driven'. The Strategy sets targets to be achieved in all areas where action is required to encourage cycling, make it safer and so meet the objectives of the plan. These targets are listed in section 6.
- 1.8. This 'Cycling Strategy for the City and District of St Albans' was adopted by the Council on {DATE}

2. BACKGROUND

Why Cycle?

- 2.1. It has been recognised over the last fifteen years that the rapid increase in traffic growth in the UK needs to be reversed so as to prevent irreparable environmental damage. Increases in motor traffic are now causing congestion and parking problems throughout the District, along with environmental damage and pollution. Hertfordshire has one of the highest car ownership levels in the country and traffic flows are 35% above the national average. (Hertfordshire County Council Website).
- 2.2. The bicycle uses energy sources that are more renewable than those of most other forms of transport. It is clean, efficient and if as a consequence of its use, fewer journeys are made by car, air pollution and congestion are reduced to the benefit of the environment as a whole.
- 2.3. Bicycles take up less road space per person than cars, and therefore can be a means of increasing road capacity without increasing road space. More cycle parking and less car parking on new developments can have benefits in land use terms; and the general benefits in noise, pollution and visual amenity through reduced congestion will lead to a better environment.
- 2.4. Three in ten households in the UK do not have access to a car, and in many one car households the majority of trips are made by non-car modes. Ensuring that there is safe and convenient access to jobs, education, health care, other services, and local facilities for non-motorised road users is an essential part of promoting social inclusion.
- 2.5. Besides environmental factors there are also economic reasons why cycling should be popular. The cost of buying a new bike has come down in real terms. It now costs half the weekly average wage to purchase a bicycle. (Local cycling Projects and social inclusion, 2002). Latest figures suggest that just to drive a middle market petrol family car costs £5,200 per year, or around £100 per week or 51p per mile. (Automobile Association, 2003).
- 2.6. As cars are most polluting (and suffer the most rapid rate of deterioration) when used on brief trips, the cycle can be seen to be an ideal replacement for the short, say up to two miles, journey. Such trips account for 50% of all trips taken (National Cycling Strategy, 1996). A significant reduction in air pollution, noise congestion and danger to other road users would be achieved if a substantial proportion of these journeys were made by bicycle rather than car. A journey of 1.5 miles only takes ten minutes by bicycle (cycling at 8mph).
- 2.7. Many studies have shown that there are considerable health benefits to cycling. For example cycling reduces the risk of serious conditions such as heart disease, high blood pressure, obesity and the most common form of diabetes.

- 2.8. There has been considerable publicity recently about the prevalence of obesity in children as well as adults, and the related health dangers. A Department of Transport study found that aerobic fitness was boosted by 11% after just six weeks of cycling a 'short distance' four times a week. (Cycling for better health, DfT, 2000).
- 2.9. In connection with traffic fumes it has been found that cyclists absorb lower level of pollutants than car drivers (National Cycling Strategy, 1996).
- 2.10. It should also be noted that particularly over short distances the bicycle could be more convenient than making the same journey in a car. This is particularly true where the journey is made into or out of busy and congested areas such as town centres. It is often the case that free parking facilities are located closer to the destination than the nearest available vehicle parking. Placing cycle parking in prominent and convenient positions is a simple way of demonstrating to others that cycling is a convenient way to travel

Barriers to Cycling

- 2.11. The speed and increasing volume of traffic, deters many people from cycling. The traffic situation makes parents very reluctant to encourage, or even allow, their children to cycle, and creates a spiral of even more traffic on the roads; this is especially apparent on the 'school run' where few children now cycle to school.
- 2.12. Many people are reluctant to take up cycling due to:
- ❖ Fear of injury
 - ❖ Fear of theft
 - ❖ The speed and amount of motorised traffic on the roads
 - ❖ lack of high quality cycle facilities (cycle tracks, crossings etc) on the roads
 - ❖ lack of facilities for cycles and cyclists at work places, shops and leisure locations
 - ❖ lack of storage for cycles in flats and houses,
 - ❖ lack of training,
 - ❖ lack of knowledge of suitable routes
 - ❖ the weather.
- 2.13. Within the district we suffer from a number of problems with regard to cycling including
- ❖ Narrow roads, with no or little off street parking in some areas
 - ❖ Poorly designed highway schemes
 - ❖ Poor quality of road surfaces

- ❖ Heavy levels of traffic, particularly at the beginning and end of school times and during periods of severe congestion on the motorway network
 - ❖ Barriers introduced to control anti-social behaviour
 - ❖ Lack of cycle friendly infrastructure
 - ❖ Lack of co-ordination when many agencies are involved
 - ❖ St Albans City Centre is at the top of a hill
- 2.14. St Albans District will, in partnership with others, make changes that will reduce the barriers to cycling and increase the numbers of people choosing this mode of transport.

Cycling Conflicts

- 2.15. Both walking and cycling are healthy, sustainable, cheap and efficient means of travel, and they are both available to a wide range of people. However, pedestrians and cyclists have different needs. In some cases the provision of facilities for cyclists can cause conflicts between the two groups. Allowing cyclists any use of facilities previously reserved for pedestrian use only can be a contentious issue.
- 2.16. Concerns that any measures to favour cycling do not increase congestions for motor vehicles.
- 2.17. It is acknowledged that there is a the presence of a fairly aggressive minority of cyclists who ride on the pavement or through red traffic signals and seem to expect to have priority when doing so.

3. POLICY CONTEXT / FUNDING OPPORTUNITIES

- 3.1. The Council recognises that any cycling strategy is integrated with other relevant strategies and policies at National, County and District levels. Outlined below are the relevant strategies and policies that link into the Cycling Strategy for St Albans District.
- 3.2. The cost per kilometre of route of providing high quality facilities rather than the standard package is high, but if real progress is to be made in persuading people to cycle then the provision of high quality facilities is essential. It is therefore vital that all funding opportunities are used to their full potential, to ensure the maximum number of quality facilities are introduced. It is possible to provide some facilities for a very modest cost which result in dramatic improvements for practical cycling.

National Policy Context

- 3.3. At a National level, the government published its white paper on 'A New Deal for Transport: better for everyone' in 1998. This announced a change in focus in national transport policy, and included an emphasis on improving conditions for cyclists and pedestrians. The White Paper made explicit the links between transport and health.
- 3.4. In parallel, the Government's 'Our Healthier Nation' strategy stresses the importance of environmental influences on health and the importance of routine physical activity in people's daily life.
- 3.5. In 1996, the National Cycling Strategy (NCS) was launched as a blueprint for the development of cycling and the National Cycling Forum was established to co-ordinate this. The main target of the Strategy was to double the number of cycling trips by 2002 (base figure 1996), and doubling this figure again by 2012. Unfortunately the 2002 target has not been reached but that the 2012 figure is still being kept as a target.
- 3.6. The National Cycling Strategy stresses the need for partnership working and an increased level of co-operation between organisations in the public, commercial and voluntary sector. This approach is strongly endorsed by St Albans.
- 3.7. The Road Traffic Reduction Act 1997 requires the local traffic authority (in the case of St Albans, Hertfordshire County Council) to set targets for reducing motor vehicle traffic, or to justify their reasons for not doing so. The reduction of motor vehicle traffic will improve conditions for pedestrians and cyclists, improve air quality and reduce accidents and the domination of public space by motor vehicles. **Get targets from HCC**
- 3.8. Traffic Management Act 2004 Places a duty on the highway authority to make the best use of the existing road network. The aim of the Duty is that the road network should be working efficiently, without unnecessary delay to those travelling on it (which includes pedestrians and cyclists, as well as motorised vehicles).?

- 3.9. Safer Routes to School is a national project seeking to influence the transport choices of children and young people. It aims to reduce traffic congestion and to encourage children towards more healthy lifestyles by cycling and walking to school.

County Policy Context

- 3.10. The Hertfordshire Local Transport Plan 2006/2007 – 2010/2011 sets the framework for achieving the vision for a better transport system for all. This plan builds upon LTP1 and focuses on delivering the shared priorities of tackling congestion, delivering accessibility, providing safer road, improving air quality and improving the quality of life for residents.

- 3.11. The vision of the plan is:

“To provide a safe, efficient and affordable transport system that allows access for all to everyday facilities. Everyone will have the opportunity and information to choose the most appropriate form of transport and time of travel. By making best use of the existing network we will work towards a transport system that maximising the capacity of the network we will work towards a transport system that balances economic prosperity with personal health and environmental well being.”

- 3.12. An increase in cycling will be delivered through implementing cycle schemes over a network of routes providing an integrated network of inter and intra town centres. This will provide a strategic network for national, cross authority and county routes. The strategic network will be supplemented by the growth of a local network developed to the needs of the local community through transport plans. The softer measures of education and training are important and will be delivered through road safety education, cycle training and promotions.
- 3.13. The LTP includes indicators and targets for mode share of journeys to school and development of school travel plans. These targets include cycling and will be delivered through a number of different measures including Safer Routes to School, Road Safety Education including cycle training.
- 3.14. The Mid Hertfordshire Area Plan covers the settlements of St Albans, Harpenden and London Colney in this district as well as Welwyn Garden City and Hatfield. The area plan approach has been adopted by the County so as to provide a greater opportunity for consultation with district and parish councils as well as local residents. The Cycling Strategy review will be fed into the Mid Hertfordshire programme, along with the St Albans and London Colney Urban Plans.

Structure Plan Review 1991 – 2011 (1998)

- 3.15. At a national level, Planning Policy Guidance 13 (Transport) advocates a reduction in car travel. Mindful of this the County Structure Plan promotes a role for cycling through two of its key policies:

POLICY 22 : REDUCTION OF TRAVEL NEED AND CAR USAGE

- 3.16. The County Council will aim to reduce the growth in private motor traffic on roads and minimise its environmental impact. Total capacity of County roads will be stabilised at

its current level, subject only to the increase attributable to planned development within Hertfordshire. The management of that capacity will be designed to create opportunities to increase the proportion of journeys made by walking, cycling or by passenger transport in the safest manner possible.

- 3.17. The need to travel will be reduced, mainly by locating and planning development so as to require fewer and shorter journeys to be made.

POLICY 23 : NETWORKS AND FACILITIES FOR NON-MOTORISED TRANSPORT AND TRAFFIC

- 3.18. Cycle networks will be identified and implemented, as part of integrated transport plans. Along these routes measures will be undertaken to give greater priority and safety to cyclists.
- 3.19. Development proposals should include appropriate facilities to provide safe access for cyclists. Developers and occupiers will be encouraged to develop their own transport plans or take part in wider initiatives aimed at minimising inappropriate car use.

District Policy Context

- 3.20. The national emphasis on cycling, walking, traffic reduction and air quality is reflected in the Council's vision and objectives:

The Council's vision

To preserve and enhance the distinctive character of St Albans City and District, making it an outstanding place to live, work and visit, where everyone enjoys a range of quality and efficient services in a progressive, caring and environmentally concerned community.

The Council's Objectives

Build a community that is open, fair and inclusive

Work in partnership for the health and well being of the community

Cherish and promote our heritage, arts and culture

Safeguard our environment

Ensure the District is a desirable place in which to live and work.

- 3.21. The District Council can provide funds for cycling from both revenue and capital budgets. There are opportunities to use a wide range of local authority budgets such as those for leisure, tourism or environmental schemes in ways which incorporate or support cycling measures. Cycling programmes can have a distinct advantage in that they are relevant to the wider objectives of planning, leisure and community services and therefore a single cycling scheme can contribute to several services.
- 3.22. Town and Parish Councils may wish to support the provision of cycle route networks and cycle facilities as and when appropriate.

- 3.23. In certain circumstances, Section 106 planning obligation agreements can require the provision of cycle facilities in conjunction with development. Developer contributions can be sought particularly where a proposed development will create a need for a particular facility.

Local Development Framework

- 3.24. The Local Development Framework (LDF) is the spatial planning strategy introduced in England and Wales by the Planning and Compulsory Purchase Act 2004. It replaces the previous system of county level Structure Plans and District level Local Plans. The LDF comprises a series of documents, which set out policies and proposals for future development within each local planning authority's area. SADC is still at an early stage in the production of its new style Development Plan documents.

Local Strategic Partnership

- 3.25. The Local Strategic Partnership (LSP) is an organisation made up of representatives from public, private, voluntary and community sectors. The LSP matches local authority boundaries, and aims to bring together at a local level the different parts of the public, private, community and voluntary sectors.
- 3.26. The LSP is key to tackling deep seated, multi-faceted problems, requiring a range of responses from different bodies. Local partners working through a LSP will be expected to take many of the major decisions about priorities for their local area.

Green Heart Partnerships

- 3.27. The Green Heart Partnership (GHP) is an initiative that aims to achieve growth and build capacity between the arts and environment sectors across Hertfordshire.

- 3.28. The focus of the partnership is on:

- improving the quality of life for our communities
- bringing tangible benefits to our artists and arts organisations
- working towards the Government's vision for an urban and rural renaissance
- combining resources for arts and the environment
- promoting environmental sustainability
- contributing towards high quality vibrant public spaces
- creating a sense of place

- 3.29. The Partnership seeks to raise the profile and the value of the arts within Hertfordshire. The environmental focus of Green Heart Partnership has been taken to reflect the national, regional and local agenda of creating and promoting sustainable development. This development is designed to meet people's need for homes, jobs and social & cultural growth, without the depletion of the earth's resources.

- 3.30. In order to achieve this, district Arts Development Officers will build partnerships with key officers and practitioners working in environment departments, to work together as a team to develop projects around arts, culture and environment that will deliver on each department's agenda. The Green Heart Partnership will bring arts and environmental expertise to the group and practical support in project management, working with artists and arts organisations, community inclusion, technical knowledge, contractual & external commercial fundraising and sponsorship expertise. Further information can be found at the Green Heart website: www.greenheartpartnership.org
- 3.31. Entering into partnership agreements with public transport operators and local employers can offer opportunities to fund cycle infrastructure, particularly cycle parking and changing facilities at public transport interchanges and workplaces. Funding of access links to identified cycle networks may also be sought.
- 3.32. Cycling is attractive to sponsors because of its healthy, environmentally friendly image. Opportunities may arise for partnership funding of cycling initiatives or publicity, involving local government and the private sector.

4. OBJECTIVES

The principal objectives of the St Albans and District Cycle Strategy are to:

- 4.1. Improve facilities for cycling
- 4.2. Improve cycle safety
- 4.3. To improve cycle security
- 4.4. Promote a cycle friendly culture
- 4.5. Integrate cycling into relevant policy initiatives and programmes
- 4.6. Increase cycle use

5. Action Plan

To achieve the cycling objectives we will focus on a number of actions outlined below.

5.1. Plan new cycle measures

In June 1998 a local strategy for cycling in St Albans was published by the District Council with the title "*Pedalling for Change*". In 2000 St Albans Cycling Campaign published their own Cycle Plan document that intended to provide a structured and comprehensive cycle plan for the city prioritising the best schemes for implementation each year. **Both of these documents can be downloaded from ??**

Unfortunately little progress has been made on the implementation of facilities for cyclists since these documents were written.

The Council, working in partnership with the St Albans Cycling Campaign and Hertfordshire County Council, will review the prioritisation of the proposed routes in the September 2000 booklet entitled "St Albans Cycle Plan" and provide a realistic programme of implementation for these routes.

When considering new route construction, the Council will seek to promote routes that link up existing cycle routes to aid in providing a 'seamless' journey on the network.

5.2. Progress new cycle measures on the St Albans Network

The Council will push, support and help to progress new cycle facilities within the District.

The District Council will work with the County Council to achieve construction of these measures, starting with those agreed to have the highest priorities. The local St Albans Cycle Network will support the National Cycle Network by providing local links to the strategic network.

The creation of a cycle network is a key objective in the Cycle Strategy. However, cyclists use other parts of the road network in St Albans District as well, and improvements are necessary to make cycling safer and more convenient on those roads which are not part of the National Cycle Network or the local St Albans Cycle Network.

There is concern about the potential conflict between pedestrians and cyclists using routes through the parks and therefore it is felt that a rigorous assessment should be carried out on a case by case basis before any conversion of an existing footpath to shared use.

It has been suggested that initially a risk assessment should be carried out at three locations in the District – Rothamsted Park, Clarence Park and Longacres. If it is considered safe to do so then cycling will be allowed at these locations for a trial period of one year. During this period the routes will be monitored by the appropriate park ranger. To ensure that these routes are clearly defined these routes will be signed however the signing will be kept to a minimum.

5.3. Contribute to the development of the National Cycle Network

The National Cycle Network is a comprehensive network of places to cycle in the UK. Ten thousand miles of route had been implemented by September 2005 putting almost 75% of the population within 2 miles of the network. One third of the network is on traffic free paths with the rest on quiet minor roads and traffic-calmed streets. These well marked routes provide fantastic leisure opportunities as well as links into towns for schools, work and stations. Within St Albans District there is easy access to Route 61 (The Alban Way to Hatfield), Route 6 (through to Watford and Windsor) and Route 57 (The Nickey Line)

The cost per kilometre of route of providing high quality facilities rather than the standard package is high, but if real progress is to be made in persuading people to cycle then the provision of high quality facilities is essential.

In addition to the NCN routes themselves, the District is also keen on improving the links onto the NCN routes. The following twelve sites linking to the Alban Way (NCN Route 51) sites have been identified by Herts County Council and will be implemented over the next six years as part of a rolling programme of works.

In addition to the NCN routes themselves, the District is also keen on improving the links onto NCN routes. The following twelve sites linking to the Alban Way (NCN Route 51) have been identified by Hertfordshire County Council and are intended to be implemented over the next six years in partnership with the District Council as a rolling programme of works.

Cottonmill Lane
London Road
Camp Road
Sutton Road
Ashley Road
Longacres
Hill End Lane
Alban Park
Lyon Way
Station Road

The design of these routes will be the subject of consultation with cyclists and the residents and businesses of the areas in which they pass. There will inevitably be differences over design details and compromises to be made, in some cases with interest groups other than cyclists. It is, however, the Council's firm intention to deliver a high quality strategic network within the District linked to the National Cycle Network.

5.4. Encourage good practice in planning and design

Engineers from Hertfordshire Highways designing traffic schemes for the District's roads should take into account, and design for, the needs of cyclists.

The Council supports Hertfordshire County Council in ensuring that plans and designs for cycling provision follow the latest best practise. The design of cycle facilities needs to include the cycle commuter not just the leisure cyclists – this means fast and efficient routes.

There are a number of documents designed to assist engineers when considering implementing cycle facilities. This guidance will assist cycle planners and engineers to consider the problems and wider solutions and so produce better finished products to encourage the wide and varied groups of cyclists who will be using them.

The Council supports the process of including a cycle audit at all stages of all highway schemes. This will ensure that they provide improvements to, or at least do not have a negative impact on, the use of routes by cyclists.

5.5. Provide cycle parking

An adequate supply of on and off street parking facilities is essential if cycling is to be encouraged. Parking is required at the end point of all journeys and at all leisure facilities, shops, businesses and transport interchanges. It is important to ensure that flats and houses have adequate storage for cycles. Parking at transport interchanges is important because journeys are not necessarily made by a single transport mode and cycling may form a significant link in longer journeys.

Cycling parking facilities are only useful if they are safe and secure. It is therefore essential that, in selecting equipment and siting parking facilities designers recognise that the provision of cycle racks or other storage is only part of a solution. Ensuring the safety of cyclists using the racks and the security of vehicles left on the racks is also important. Siting cycle parking in high profile and convenient positions increases public awareness and encourages cycling.

As part of the Action Plan the Council will review current cycle parking facilities in the district.

Emphasis will be placed on providing and improving facilities in the following areas:

- schools and colleges
- places of employment
- shopping areas
- transport interchanges
- leisure and community facilities
- health institutions
- blocks of flats / new housing developments

A covered bicycle shelter has recently been installed at Abbey Station, however demand still exceeds supply at the City Station. Despite a significant increase in 2004 in provision for cycles at City Station – there are now over 300 places – there is a clear demand for more as cycles are chained to fences and barriers. The District is also working with the rail operator First Capital Connect in a match-funding scheme to increase the amount of bicycle parking at Harpenden station

Despite the work carried out to date, an early action of the strategy is to obtain, in association with rail industry partners, provision of additional cycle parking facilities at our rail stations.

The Council will encourage the provision of cycle parking facilities by businesses for both employees and customers through the planning approval process and Green Travel Plans.

5.6. Maintain cycle facilities

Hertfordshire County Council, as the highway authority, carries out the majority of the maintenance on the cycle network in the district. The District Council will work closely with these bodies to ensure appropriate maintenance is carried out. The Council will also make sure that appropriate levels of maintenance are achieved for the few facilities under its control. To streamline this process the Council will set up one point of contact for all cycling enquiries from the public.

It is important that cycle routes and other cycle facilities are adequately signed. It is of little use providing a facility if cyclists do not know it exists or cannot find it.

The Council, with the assistance of Hertfordshire County Council and the St Albans Cycling Campaign will audit and review the existing cycle signage and develop a cycle signing strategy with a view to producing a programme for changes and additions to the existing signage. The Council will work with its partners to upgrade these facilities accordingly. A key objective of this work will be to achieve improvements in route signing without causing unacceptable additional street clutter.

The Council will review current signage on the local network and report on those areas that need improvements.

5.7. Integration with public transport

The Council will seek to agree with rail operators improved facilities for the carriage of cycles on trains and improved access and parking at stations. The new operator for the service between St Albans and Harpenden – First Capital Connect – has made a commitment to invest in integrated schemes including cycle facilities.

Some cyclists would like to travel part of their journey by public transport with the rest on their bike. Other countries do have the bike rack facilities on the front of buses, however there are operational issues and concerns with regard to pedestrian safety.

5.8. Encourage training and education

The Council, working in partnership with the School Travel Plan team at Hertfordshire County Council, will encourage schools to promote safe cycling and provide secure bicycle storage.

5.9. Provide information and publicity

At present, there is little information on the Council website in relation to cycling. It will be an ongoing task to include better information and keep it up to date. Technical Services will work in partnership with the IT section to make the necessary changes and improvements.

The Council in association with other bodies will produce / investigate travel packs for new developments to include publicity on cycle facilities.

5.10. Promotion and Marketing

The Council will actively promote cycling throughout the district through a variety of measures including

- ❖ Updating of district cycle route map
- ❖ Creation of one point of contact
- ❖ Information being available on the Council Website
- ❖ Travel packs provided at all new developments to include cycling information.
- ❖ Use of local press & Council publications
- ❖ Leading by example

5.11. Speed Limits

In order to encourage cycling and improve safety, the Council wishes to see a reduction in the inappropriate speed of motor traffic on the District's Roads. The Council will continue to support the County Council in the introduction of 20 mph zones within the District. In addition the Council will work with the Police to improve the enforcement of speed limits.

5.12. Seek to involve the community

The Council aims set up a one point of contact as soon as practicable. This will take the form of a dedicated telephone number and e-mail address for all district wide cycling issues. Although the setting up period is short term, it will be an ongoing task to promote the number and email address through the media.

The Council will work with local voluntary bodies, including the St Albans Cycle Campaign, to help maintain the local cycle network publications.

5.13. Make appropriate use of the development plan process

In its role as the local planning authority, the Council will ensure that all new developments take into account the needs of cyclists.

- i. Accessibility – Development proposals will be permitted in locations with accessibility to cycle routes or where they can be created.
- ii. Priority to non car users – Internal layouts in development schemes must demonstrate priority to non-car users. They must include safe and effective routes for cyclists.
- iii. Cycle Facilities – The Council will require proposals for new developments to encourage cycling through the provision of facilities on site. Developers may also be required to contribute to off site facilities connected with their site.
- iv. Changing and Showering Facilities – Where appropriate developers be encouraged to provide changing and showering facilities within buildings on the site
- v. Cycle Storage Provision

5.14. Encourage company travel plans

The Council will be adopting its own 'travel plan' to promote other ways of travelling to, from and at work other than the car. We have already set up a pool bike scheme that at the Civic Centre Offices. Four pool bikes are available for staff to use during business hours for meetings and site visits. Provision will include safety equipment and training if requested.

The Council will complete its Green Travel Plan which will include encouragement for members and staff to cycle to, from and at work. The Council will encourage other employers to follow suit.

5.15. Integrate with safer routes to school

The Council will support and promote the County's School Travel Plan and Safer Routes to Schools initiatives. The Council will also seek ways in which it can work more directly and proactively with schools to increase cycle use to and from schools.

There is considerable potential to increase the numbers of school journeys made by bicycle. A survey carried out by the Young People's Transport Information Network (Young Transnet) found that although only 3% of children did cycle to school, 34% who don't would prefer too. It was also discovered that the construction of cycle lanes and safe cycle storage at schools were the two main reasons that would encourage children to use this mode of transport. This survey indicates that works that are carried out through this strategy, if promoted in the right way could have a dramatic increase in the number of bicycle journeys.

The Council will support the work carried out through School Travel Plans and Safer Routes to School in promoting cycling, improving cycle facilities and encouraging cycle training.

The Council will seek other ways in which it can work directly with schools and young people in further promoting cycling, as children growing up with cycling are more likely to adopt it as a mode of travel as adults.

5.16. Reduce the number of Bicycle Thefts

Bicycle theft is a serious problem and deters people from cycling. Tackling the problem of theft is essential if cycling is to increase. St Albans will work in partnership with the Police, transport operators, business and property owners to reduce the level of thefts.

5.17. Integrate with walking schemes

New cycleways can be useful to pedestrians, and shared use facilities have a place in providing for both walking and cycling. Where pedestrians or cyclists gain a new single use facility, rather than sharing an existing one, objections are less likely. Where an existing path is converted to shared use, segregated facilities are likely to be the preferred method provided there is space to separate the two modes.

6. Targets

The City and District of St Albans Cycling Strategy is target driven. The following targets aim to meet the objectives as set out in Section 4.

The Council will produce an annual report giving an update on targets within the plan

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