

**Version 1.0**  
**February 2013**

**Ely Cycling  
Campaign**



# **Ely Cycling Strategy**

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*Photo by Jill Henry (amethyst\_lake on flickr)*

# Overview

We have put together a cycling strategy for the north western half of East Cambridgeshire around Ely.

## **What is the strategy about?**

This strategy sets out a vision for Ely and East Cambridgeshire where cycling is a safe, enjoyable, and practical way of travelling. The size of Ely and proximity of the surrounding villages means that all journeys in the area can be easily cycled by the majority of people in relatively short times.

## **Why should we be encouraging more cycling?**

Improved cycling facilities combined with a large uptake in cycling provides benefits not only to cyclists, but also the area as a whole, creating a cleaner, quieter, less congested and generally more pleasant place to live, work, visit, and enjoy.

More details here – [benefits of cycling](#)

## **Why do we need a cycling strategy? What does it hope to achieve?**

There is currently a gap between the stated aims of the council to encourage cycling within the district and actual changes on the ground. This strategy is an attempt to bridge that gap.

More details here – [strategic planning](#)

## **Who is the strategy aimed at?**

The strategy is aimed at two main groups; those people who are interested in cycling more but are put off by the lack of adequate safe provision (including children and families), those who already cycle as part of their daily routine (i.e. commuting).

More details here – [encouraging more people to cycle](#)

## **Where do we want improved cycling provision?**

We are proposing a network of cycle routes across East Cambridgeshire. The routes on the network will be safe, direct, useful, connected, logical, maintained, signposted and future looking.

More details here – [cycle network](#)

## **What sort of cycling provision do we want?**

We want segregated cycle provision, with dedicated space for cycling not shared with pedestrians or motor vehicles.

More details here – [segregated provision](#)

## **How do we get from where we are to where we want to be?**

Initially we need to get backing for the strategy. After that all new developments should have appropriate provision built in. Changes to the existing roads should be planned and prioritised based on cost and importance to the network.

More details here – [getting things done](#)

# Benefits of cycling

In a time when people are leading less active lives with associated increased demand for health services, cycling is the convenient way to improve activity levels. The National Institute for Clinical Excellence (NICE) stated that "[walking and cycling should become the norm for short journeys](#)" (2012). Their guidance states that town-wide programmes should be put in place to promote safe and enjoyable cycling, by improving cycling facilities, making roads safer and encouraging people to cycle. These public health benefits will be felt by cyclists and the local authority alike who take over the responsibility for public health in 2013.

Ely has become dominated by cars, both through traffic and parking, and these are constant issues of concern. Freeing up a small amount of space for cyclists will significantly reduce traffic and parking requirements, creating new amenity space for cyclists and walkers, less noise and air pollution, and improving aesthetics. The reduction in maintenance and infrastructure expenditure on roads combined with the increased disposable income from healthier cycling residents will increase local wealth allowing the council and residents to spend money improving the local economy.

Cycling doesn't only benefit cyclists, but provides emptier less congested roads for the remaining car users, which are quicker and safer. In a town where the majority of children cycle or walk safely to school, there would be no school run congestion, and less danger to children, who would be healthier and more active.

Cycling in Ely is common sense. Journeys will take no longer than car journeys; there will be no congestion to get stuck in, no car park spaces which need finding, and less expense. The responsibility for improving life in Ely for current and future residents lies with all key stakeholders in the city. This cycling strategy provides the vision for achieving these goals.

## Strategic planning

When it comes to cycling there is currently a wide gap between the stated aims of the council and actual provision on the ground. The Ely Master Plan and the Local Plans and Vision documents for Ely and the surrounding parishes are all littered with statements about encouraging cycling but very little is actually done to make this happen.

We feel that part of the reason why very little actually gets done is due to a lack strategic plans that go beyond general statements about encouraging cycling and define actual objectives.

This strategy attempts to define a more structured and detailed set of objectives which would if implemented encourage more cycling.

The general approach used by this strategy is to "Go Dutch". This approach uses the experience of continental European countries like Holland and Denmark, where cycling is commonplace, to create an environment that encourages cycling here in the UK.

We have taken the basic idea of providing a segregated network of cycle routes and applied that to Ely and the surrounding district. Outlining where cycling routes should be implemented and what they should look like.

# Encouraging more people to cycle

The overall goal of the strategy is to encourage more people to cycle more often.

In particular there are two main groups which we hope will benefit.

## The currently discouraged

There is currently a great deal of interest in cycling due to a number of reasons including; environmental concerns, the ever rising cost of petrol and of course sporting success in Le Tour and the Olympics. However a lot of those interested in making cycling a part of their normal lives are discouraged by the prospect of riding on busy congested roads with fast moving and large motor vehicles.

This group includes many children who could cycle to school if there were safe routes away from traffic for them to use.

## Commuters

There are currently a not inconsiderable number of people who cycle to the station as part of the daily commute. This strategy aims to make their commute a safer, faster, more joined up journey with fewer points of conflict between them and the motor traffic they currently share the road with.

## Cycle Network

We are proposing a network of cycle routes across East Cambridgeshire. The routes on the network will be:

- safe
- direct
- useful
- connected
- logical
- maintained
- signposted
- future looking

When drawing up the network we used our local knowledge to define the routes, taking into consideration likely destinations and common journeys. The new developments to the south and north of the city were taken into account as was crossing the A10 and A142 to the south and west of the city. We also looked at other proposed networks for the area including the [Market Town Transport Strategy](#) and the [Ely Cycle Map](#) (both produced by the County Council).

There is an interactive map of the proposed network here - <http://elycycle.org.uk/strategy/cycle-network/>



*Image from Hembrow Cycling Holidays*

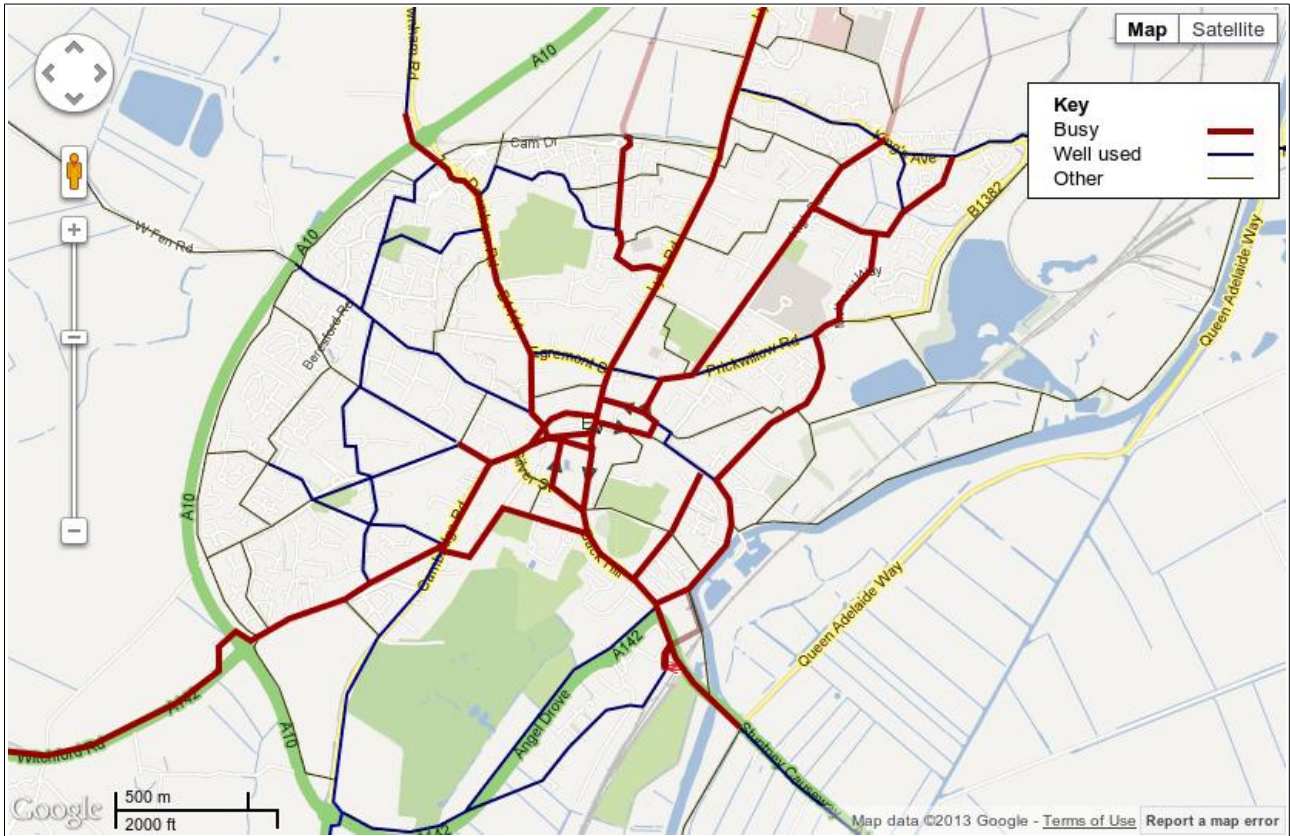


*Image from As Easy As Riding A bike*

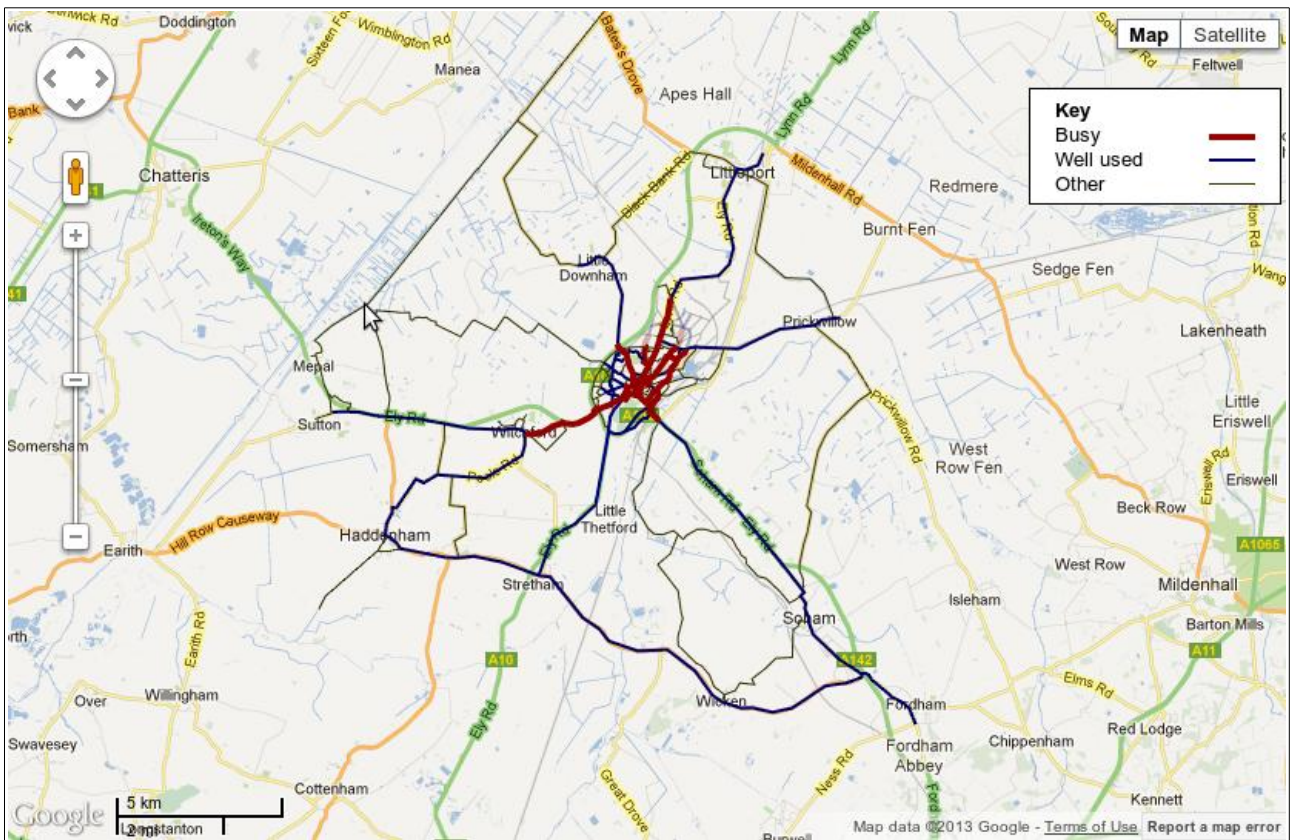


*Image from The Guardian*

## Ely Network



## Wider Network



# Segregated Provision

Segregated provision for cyclists needs to be in place across the [cycle network](#) in order to make the network usable by everyone not just confident adult cyclists.

The current road network has segregated provision for pedestrians and motor traffic but not for cyclists. This forces cyclists to share provision not designed for them with these other groups.

## Traffic is a major deterrent to cycling

Segregated provision is important because the main reason why people do not cycle is traffic.

The [Understanding Walking and Cycling Report](#) [pdf] states:

*To summarise, from our analysis of the influence of the physical environment on cycling **it is clear that traffic is a major deterrent for all but the most committed cyclists.** Potential cyclists, recreational (off-road) cyclists and occasional cyclists are discouraged from using their bicycles for everyday urban journeys because of **their fear of cars and heavy goods vehicles.***

Also

*it is essential that the urban environment is made safe for cyclists. This requires the provision of fully segregated cycle routes on all arterial and other busy roads in urban areas. **It is clear from the research that most non-cyclists and recreational cyclists will only consider cycling regularly if they are segregated from traffic.***

Therefore the routes on the cycle network should follow these principles:

- Provide segregated space on all routes where the traffic speed is over 30mph, inc. main roads between Ely and the surrounding villages and towns. (e.g. A142 to Sutton).
- Provide segregated space on main routes across Ely and through the surrounding towns and villages (e.g. Back Hill, Ely and Main St. L. Downham).
- Reduce speed and/or restrict motor traffic on other routes (One way streets, no through roads for motor traffic etc.) (e.g. Church Lane, Ely).
- Make cycle journeys connected and unhindered (not giving way to side streets, no “cyclists dismount” points, allow cyclists to navigate major junctions etc).



Cyclists have priority

[Image from Hembrow Cycling Holidays](#)



[Image from Urban Commuter](#)



[Image from As Easy As Riding A Bike](#)

## Segregation

Currently cyclists have to share space with either large fast moving traffic on the carriageway or pedestrians on shared use pavements and paths.

For cycling to become a popular and common mode of transport segregated cycle lanes need to be created which:

- Are physically segregated\* from motor traffic and pedestrians.
- Do not require cyclists to give way at side streets.
- Do not place cyclists in danger (for example in the 'door zone\*\*').
- Have junctions designed with the cycle lanes taken into account.
- Do not require cyclists to dismount.
- Give cyclists a safe and convenient method to navigate major junctions.

Space should be created for segregated cycle lanes by removing space for motor traffic where necessary.

## Traffic reduction

On quieter side streets where segregated lanes may not be possible motor traffic needs to be controlled and restricted so that these streets are safe for cyclists. There are several approaches that could be used including:

- Reducing the speed limit to 20mph or less.
- Blocking roads to through motor traffic while allowing cyclists and pedestrians to pass.
- Removing or repositioning on street parking.
- Removing centre lines and marking out cycle lanes instead.

## Examples

### Key



### Notes

\*Physical separation can be achieved in several ways, for example:

- Change of height – raised cycle lane with a kerb
- Grass verge
- Bollards

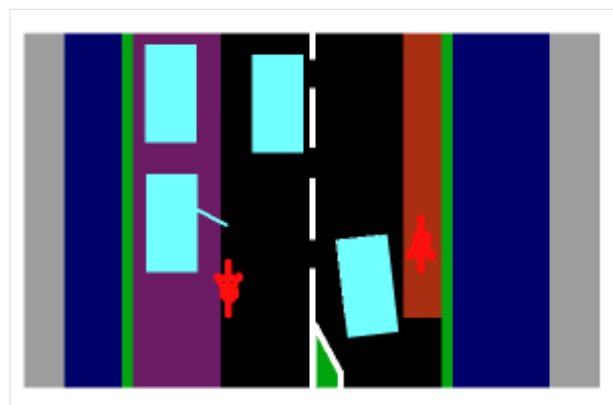
White painted lanes on the carriageway or coloured tarmac do not qualify.

\*\* The 'door zone' refers to the space running along a row of parked cars where drivers open their doors without checking causing cyclists to get knocked off, to veer out of the way or ride into them.

## Current provision

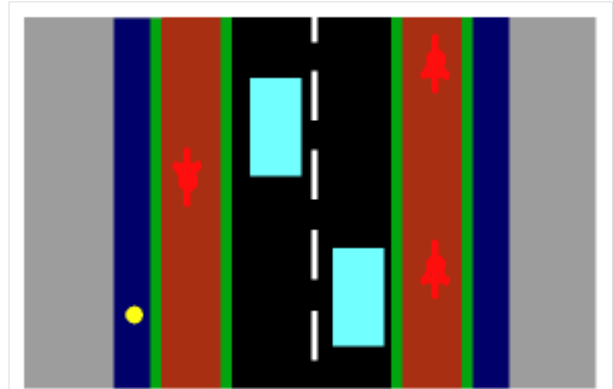
Example of current provision with on-road marked off lane and on-street parking (loosely based on Cambridge Road)

- no physical separation
- cycle lane stops at crucial point
- cyclists are forced the cycle in the 'door zone\*\*'



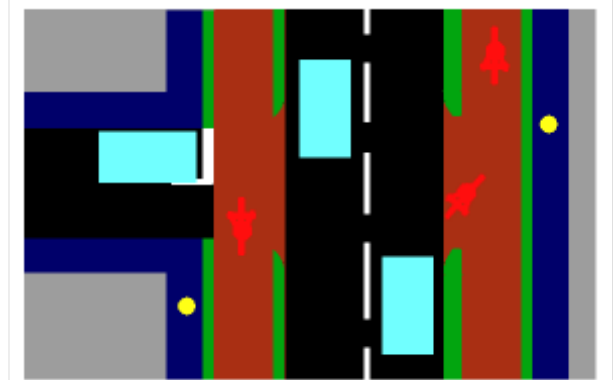
## Segregated provision

1-way cycle lane on each side of the road



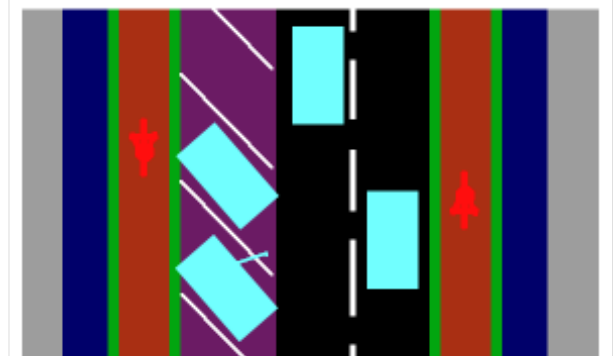
1-way cycle lane on each side of the road with side street

- side street gives way to cycle lane
- side street has tight corners not sweeping ones to force traffic turning in to slow down
- cycle lane on opposite side has space for cyclists to wait in safety to cross into side street.

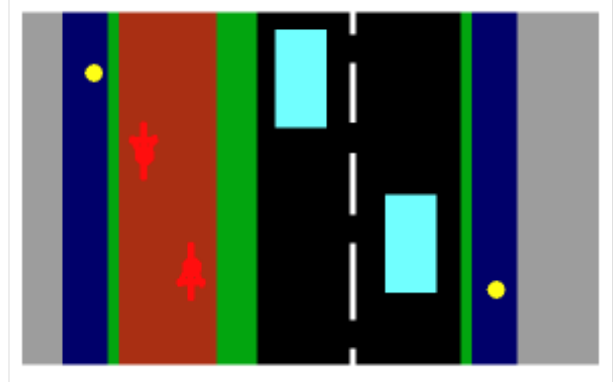


1-way cycle lane on each side of the road with on-street parking

- on-street parking is placed between the cycle lane and the carriageway to avoid the 'door zone\*\*' problem



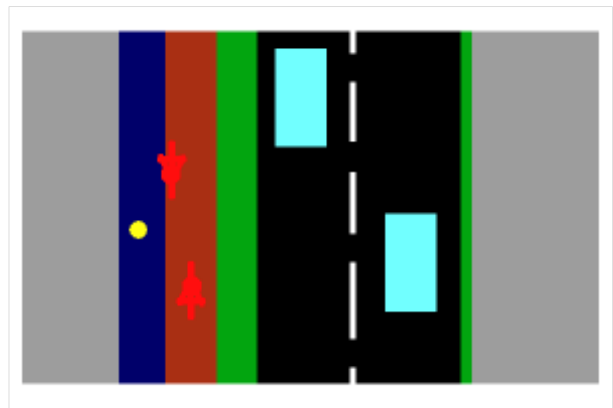
2-way cycle lane on one side of the road





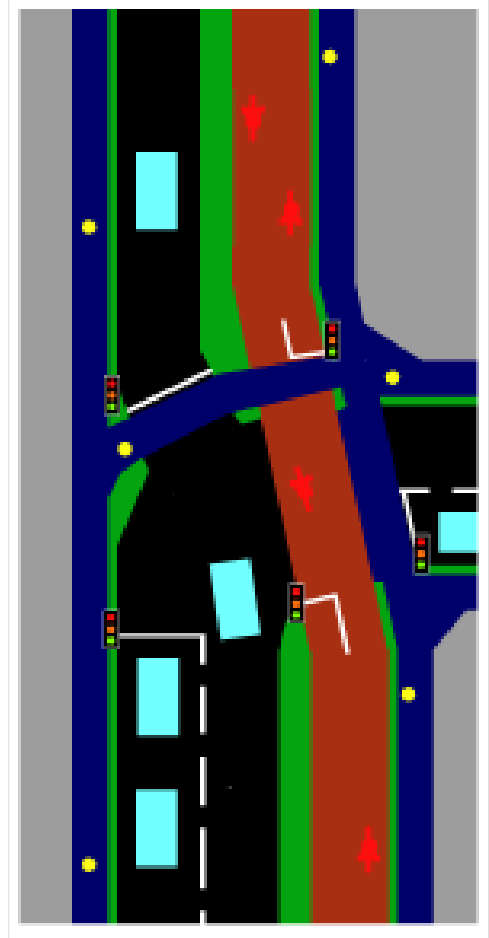
### 2-way shared use cycle lane on one side of the road

- only suitable where there are few pedestrians and longer distances (as a more economic alternative)
- may be more suitable for longer distance cycle lanes along A-roads



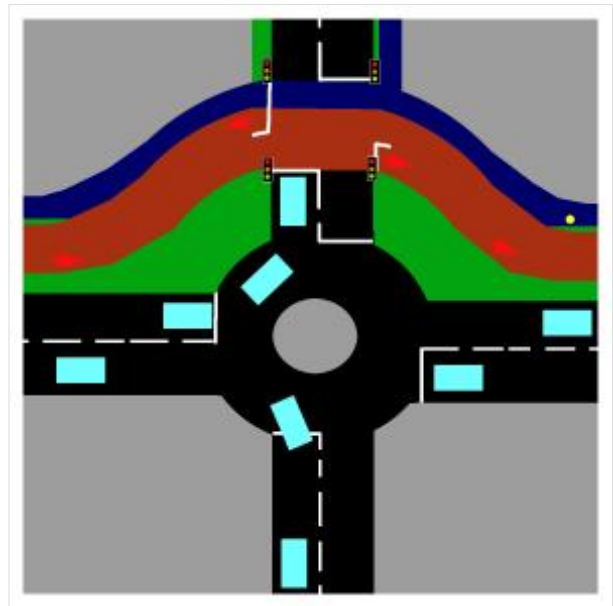
### Complex junction with 2-way cycle lane designed in (loosely based on Back Hill / Broad Street)

- separate lights control the traffic on the carriageway, the cycle lane and pedestrians
- light on the cycle lane triggered by cyclist's approach like those on the carriageway
- cyclists safely cross the carriageway
- carriageway space removed to create space for cycle lane
- pedestrians have own crossing



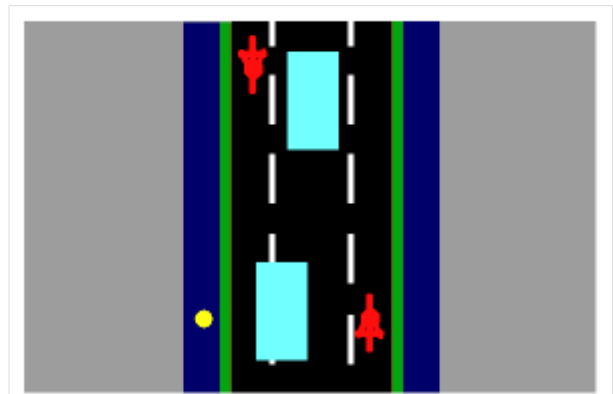
Roundabout with 2-way cycle lane crossing it. (loosely based on A10 roundabout with Witchford Road)

- cycle lane crosses at point away from roundabout to allow cars to leave the roundabout and stop
- cycle lane crossing controlled with lights

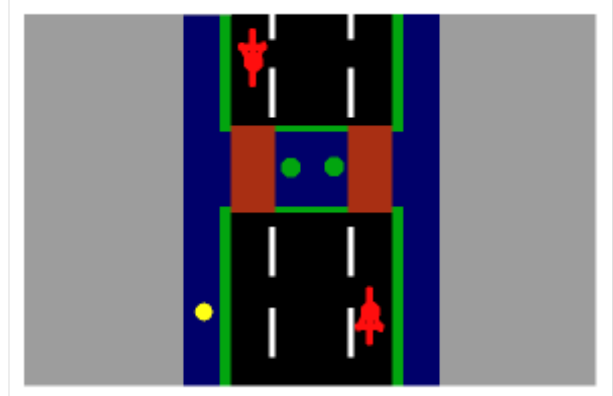


### Traffic Restriction

Smaller side road with centre line removed and cycle lanes marked



Smaller side road blocked to through traffic but allowing cycle traffic



# Getting things done

It is going to be a long journey to get from where we are now with virtually no cycle provision of any note to getting this strategy fully implemented.

The first hurdle is to get support, from the general public and the local councils. The strategy is deliberately concise and specific. It is meant to succinctly define what is required in order to encourage more people to cycle more often. In order to get the widest possible support we'll be circulating draft versions for feedback which we will then integrate.

In addition to circulating the strategy we'll be going out and talking it through with as many organisations and individuals as possible. We want as many people as possible backing the ideas we've laid out and we're willing to spend time going through them and explaining why they are needed.

Once the strategy has general support we want the council to adopt it. Making it part of their strategy going forwards.

## Funding

We are often told that a particular scheme has a lot of merit but there is currently not funding available. We think that this needs to be tackled head on. To make any appreciable difference will require a considerable amount of funding over a number of years. The new Community Infrastructure Levy is an ideal source for the required funding.

We propose that a proportion of all CIL money should be earmarked to be used to create the segregated network outlined in this strategy.

## Implementation

Implementing the strategy then falls into two types of project

### Altering the current road network

This work needs to be prioritised based on strategic importance and cost. We realise that cost and other factors mean that large scale changes will take time but we would like to see and will support any proposed changes which move towards the ultimate goal of a segregated network of safe routes outlined in this strategy.

### New developments

With new developments there is virtually no cost to designing in proper segregated cycle routes from the outset. All new developments should have well thought out cycle provision and should be able to demonstrate how they fit into the wider network, adding value to it where possible. Car centric developments where cycling is an after thought at best should be a thing of the past.