

UK Cycle Proofing Working Group

Terms of Reference

March 2015

Introduction

This document describes the:

1. Purpose of the Cycle Proofing Working Group
2. Definition of Cycle Proofing
3. Cycle Proofed Infrastructure
4. Cycle Proofing Project Plan
5. Membership
6. Meeting arrangements

1 Purpose of the Cycle Proofing Working Group

- 1.1. The Group advises the Department for Transport, public bodies, departments and devolved agencies, when requested, on cycle proofing policy and engages with the development of cycle proofing policy and activity in the UK more generally.
- 1.2. The aim of the Cycle Proofing Working Group is to improve the quality of UK roads for cycling by:
 - Sharing knowledge of cycle proofing with those designing roads for cycling
 - Conducting research on innovative approaches to cycle proofing
 - Encouraging the training of engineers and planners in cycle proofing
 - Advising on cycle proofing standards and guidance
 - Working to integrate policies that impact cycle proofing, including planning and development control
 - Advising on the maintenance of roads to improve conditions for cycling

2 Definition of Cycle Proofing

- 2.1 Cycle proofing is a process which over time ensures that the built environment generally, and roads specifically, are seen to be safe, convenient and pleasant for cycle use by people of all ages and abilities.
- 2.2 Cycling proofing involves:
 - (a) consideration of the extent and quality of existing cycling conditions on urban and rural networks of roads, streets, junctions and crossings; and
 - (b) identification of measures to improve cycling conditions in these areas;
 - (c) progressively creating comprehensive and coherent transport networks for cycle use.

3 Cycle Proofed Infrastructure

- 3.1 Cycle proofed roads, streets, paths and public spaces are attractive and comfortable for people of all ages and abilities to cycle on and feel they belong and are safe¹.
- 3.2 Cycle proofed transport infrastructure enables people to cycle easily, safely and conveniently. This includes the provision of secure cycle parking and information for planning onward journeys by cycle. New infrastructure will explore opportunities for integrating cycling, which could include creating cycle paths alongside new public transport infrastructure.
- 3.3 In both instances, cycle use should be a considered from the beginning of an inclusive design process which aims to maximise benefits to all road users.
- 3.4 In accordance with the draft Cycling Delivery Plan, cycle proofed transport infrastructure is part of the longer term vision for cycle proofing policy. The current remit of the group, and cycle proofing policy, is improving the design of roads for cycling.

4 Cycle Proofing Project Plan

- 4.1 To achieve the aims set out in Part 1, the Group will develop and implement a Cycle Proofing Project Plan. The Plan will set out relevant projects and actions, including activity being undertaken by the organisations which members represent (see section 5 for a list of organisations), and identify synergies between them. It will implement actions where appropriate and review the effectiveness of existing or planned projects.
- 4.2 The Group communicates its work and other information relevant to cycle proofing via a webpage, face-to-face exchange and other appropriate forums.

¹ Other than places where cycling is prohibited.

5 Membership of the Cycle Proofing Working Group

5.1 The group has a core membership of:

- Department for Transport (Chair)
- Highways Agency
- Chartered Institution of Highways & Transportation (CIHT)
- Chartered Institute of Logistics and Transport (CILT)
- Institution of Civil Engineers (ICE)
- Institute of Highways Engineers (IHE)
- Transport for London (TfL)
- Representatives of Local Authority Representatives as appropriate
- Association of Directors of Environment, Economy, Planning and Transport (ADEPT)
- British Cycling
- CTC, the national cycling charity
- Sustrans

5.2 Others can be called in when relevant to the work of the Group, particularly:

- Other policy, design or engineering experts.
- Other professional bodies.
- Other specialists from Department for Transport.

5.3 Members are responsible for liaising with their peer groups in advance of the meeting to bring the widest possible breadth and perspective on the work of the group.

6 Meeting arrangements

6.1 Meetings are held on a bi-monthly basis or more frequently if required. Meetings act as a forum to explore cycle proofing and progress work on the project plan.

6.2 An agenda is circulated by the Chair one week in advance of the meeting and a list of actions is circulated within one week after the meeting.

6.3 Members will respect confidentiality.