



Draft Space for Cycling motion

"This Council aims to protect residents and visitors from road danger, air and noise pollution and improve the health, economy and wellbeing of local communities. This council recognises that creating a public environment that encourages cycling and walking is a low cost and highly effective way of achieving these aims and should therefore invest in changing patterns of travel towards walking and cycling.

This Council recognises Cycling UK's Space for Cycling campaign and 20's Plenty for Us default 20mph limits campaign which are supported by [local group name/petition etc]. This council will join the 60+ other authorities that have already implemented wide-area 20mph.

In order to progress Space for Cycling, this Council will plan a costed network of safe, accessible and direct routes that link places people need to get to. It will adopt a policy of 'cycle proofing', whereby cycle facilities will be installed alongside any highway works taking place. It will bid for funding from the Department for Transport and other relevant sources to build the infrastructure required and allocate x% (suggested minimum 5%) of all local transport funds per year ongoing towards active travel (cycling and walking). This will progressively increase by y% per year, with an ambition of reaching £20 per person per year as a combination of local and national contributions. It will consider how best and most cost effectively, including seeking a range of funding sources and agencies, to implement a policy for restricted roads to be set to 20mph unless decided otherwise, as the foundation for active travel".

Explanatory text

A "network" in this motion is defined as a Local Cycling and Walking Infrastructure Plan (LCWIP), which local authorities have been asked to produce in the Government's Cycling and Walking Investment Strategy (CWIS).

LCWIPs are maps of strategic cycling and walking routes. Depending on the needs of the local authority, either one area-wide LCWIP or several smaller LCWIPs can be produced. There is comprehensive guidance for producing LCWIP(s) [available from the DfT](#).

While most funding will come from central Government sources, the motion defines "All local transport funds" as not just the local transport budget but also any revenue raised through speeding and parking fines.

The motion suggests an increase of y% per year because for the council to truly realise the benefits of cycling, serious and sustained investment is essential. The £20 per head per year target is in line with the All Party Parliamentary Cycling Group's Get Britain Cycling report.

When infrastructure is being planned, designers should refer to the London Cycling Design Standards and the Active Travel (Wales) Act Guidance.

For more information on funding for cycling, the benefits of cycling and network planning, please take a look at Cycling UK's in-depth briefings at: <http://www.cyclinguk.org/campaigning/views-and-briefings>

If you have any questions, please contact our campaigns team on: campaigns@cyclinguk.org / 01483 238 321.