

# Guided by six design principles

A cycling city should enable everyone - from 8 to 80 - to enjoy cycling.

In a cycling city, all residential areas have slow traffic speeds with local services and facilities. Busier routes will have cycle infrastructure that provides attractive, comfortable, direct and safe routes that enable everyone to cycle safely where they need to go.

Our six design principles need to underpin planning decisions.

The photos in this document are from a study tour Assen, the Netherlands.



## 1. Safe

Design should minimise the actual and perceived risk. Perceived risk is a key barrier to cycle use and users should feel safe as well as be safe.

## 2. Coherent

Cycling infrastructure should form a coherent network which links origins and destinations. Routes should be continuous from an origin to a destination, easy to navigate and of a consistently high quality.

## 3. Direct

People should be offered as direct a route as possible based on where they cycle and would like to cycle, minimising detours and delays.



## 4. Comfortable

People prefer sheltered, smooth, uninterrupted, well-maintained surfaces with gentle gradients. Routes should meet surface width, quality and gradient standards, be convenient and avoid complex manoeuvres.

## 5. Attractive

Infrastructure should be designed in harmony with its surroundings in such a way that the whole experience makes cycling attractive. A route should complement and enhance an area.

## 6. Future-proof

Infrastructure should be able to accommodate increasing numbers of users over time.



Greater Manchester's cycling revolution will bring a cleaner environment, a healthier population and a raft of business benefits.

- wellbeing & quality of life
- accessible & affordable
- transport for all ages
- healthy & active
- lower congestion
- healthier workforce
- less need for car parking
- zero emissions
- better air quality



Join the campaign. Sign up your organisation.

Getting Moving has been created by Love Your Bike and has the support of a range of signatories across public, private and community sectors. Together we want to see more people cycling, more often, for more of their journeys. To see the full list of signatories and sign up your organisation, see [www.loveyourbike.org](http://www.loveyourbike.org).

April 2015, Manchester Friends of the Earth, 46-50 Oldham Street, Manchester, M4 1LE



Getting Moving  
a cycling manifesto for Greater Manchester

20% of journeys under 5 miles  
by bike by 2020



leadership

design

promotion

standards

integration



# Informed by five headline policies

The signatories of this manifesto come together around a shared vision for Greater Manchester.

We want to see radical changes in planning, funding and governance that will enable more people to cycle, more often, for more of their journeys.

These five headlines and 25 actions spell out what will help us to become a cycling city and achieve 20% of journeys under 5 miles by bike by 2020.



# 1. Political leadership & governance that facilitate the transition to a cycling city

Visible public leadership and commitment to utility cycling from councils and businesses.

Commitment to on-going funding of at least £20 per person per year for cycling as set out by the All Party Parliamentary Cycling Group.

A clear strategy and delivery plan for the transition to a cycling city with SMART (Specific, Measurable, Achievable, Realistic, Time-limited) targets.

Cycle infrastructure embedded into the planning process for all new build and regeneration in Greater Manchester.

Integration of cycling into all relevant strategies at local authority and Greater Manchester levels.

# 2. High standards of design to enable all people to cycle confidently and safely

A clear change of priority in planning in favour of reallocation of road space for safety and convenience of those walking and cycling.

Core design principles for all highway planning applications: safe, coherent, direct, comfort, attractive and future-proof.

A dedicated network of high-quality segregated cycle routes across Greater Manchester following the six design principles.

Walking and cycling infrastructure that is well maintained, cleaned and monitored to ensure problems (e.g. potholes) are quickly fixed.

Implementation of a default 20mph speed limit where people live.

# 3. Sustained promotion of cycling as a mode of transport

Commitment from all sectors to promoting cycling, with leadership demonstrated by government, business, health and education.

Promotion that recognises the diversity of current and potential cycling populations and reaches groups with low levels of cycling.

A proactive approach to making the benefits of cycling available to children and adults of all ages.

Campaigns that highlight the positive benefits of cycling and connect with other policy priorities.

A strategic approach to actively involving citizens in policies and designs.

# 4. Safe cycling and safe driving through facilitation and enforcement

All primary and secondary schools offering free cycle training.

Continued free adult cycle training to those who live or work in Greater Manchester.

Mandatory cycle awareness training for all registered taxi drivers, bus drivers and HGV drivers.

Cycle awareness training for all road users stopped for driving offences related to inconsiderate or dangerous road use.

Effective enforcement that protects spaces allocated for walking and cycling.

# 5. Integration of cycling with other modes of transport

Full-sized bicycles allowed on Metrolink and cycle carriage on medium distance buses.

Secure cycle parking at transport interchanges, with low-cost ‘cycle hub’ facilities including storage, information and maintenance.

Easy ways to take full-sized bicycles across the rail network and expanded cycle capacity as trains are refurbished and replaced.

A cycle logistics network, including cycle couriers and cargo bikes, for both domestic and business purposes.

Information on cycle carriage, parking, storage, cycle routes closures and other facilities integrated with public transport information.