

# With some bold statements



A disused railway viaduct has been remodeled to create a traffic-free route into the centre of Hyndburn. Note the absence of segregation for cyclists and pedestrians, which would have involved additional signage and lining, and the minimalist unauthorised user access controls.



A former railway, the road, bridge across the River Trent in Nottingham, now closed to trains and traffic, but retained as a valued NMU crossing. Cyclists are, fairly subtly, guided towards taking the central line over the bridge, minimising the risk of conflict with pedestrians who naturally gravitate towards the parapets.

# UK design guidance

- Cycling England Design Checklist and photo gallery  
[www.cyclingengland.co.uk/engineering.php](http://www.cyclingengland.co.uk/engineering.php)
- Cycle-friendly infrastructure (forthcoming)
- London Cycling Design Standards  
[www.tfl.gov.uk/businessandpartners/publications](http://www.tfl.gov.uk/businessandpartners/publications)
- Lancashire - the cyclists' county  
[www.lancashire.gov.uk/environment/cycling/pdf/Lancashire.pdf](http://www.lancashire.gov.uk/environment/cycling/pdf/Lancashire.pdf)

This time a purpose built river crossing for pedestrians and cyclists, across the River Severn in Worcester. Who says that providing for non-motorised users has to be lost cost / low key?

## Further inspiration...

- Cambridge Cycle Campaign Netherlands study tour  
[www.camcycle.org.uk/events/visits/netherlands](http://www.camcycle.org.uk/events/visits/netherlands)
- CTC Benchmarking Project photo library  
[www.ctc.org.uk](http://www.ctc.org.uk)

The list above relates to the most recent design guidance available on providing for cycling. However, it would be fair to admit that the emphasis is on provision that works to encourage cycle use, rather than on the aesthetics of the end result.

*Thank you for your attention*

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For some ideas about what is possible, with a little imagination and creative interpretation of the guidelines, the above sources are worth browsing.

However, it should be noted that Cycling England can only endorse design solutions that accord with current DfT regulations.

Need some more suggestions...