



# Local Transport Plans: Opportunities for Cycling in Rural & Urban Areas

Presentation to the *CTC/CNN Cycle  
Campaigns* Conference

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# Experience

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- IHT Cycle-Friendly Infrastructure Guidelines
- IHT Cycle Audits & Cycle Review Guidelines
- DfT Joint Cycling/Walking Working Group
- CA LTPs - A Better Deal for Rural Areas
- CA Two wheels work: A good practice guide
- CA Manual for RTPOs
- DfT Decision-making in Local Transport Planning
- DfT LTP & APR Good Practice Guides
- LTPs/APRs: B&NES; Cambridgeshire
- CPRE: Village Speedometer

# Aim of presentation



- Review LTP process
- Review approach to cycling in LTPs
- Consider future of cycling in LTPs



# The Local Transport Plan process



- Objective – led planning
- LTP provides 5 yearly look forward
- Central government gives more certainty of finance – 5 years forward
- Process involves stakeholders & public
- LAs are to lead and inspire change locally – modernising government
- LAs to be cost effective – Best Value regime to ensure
- Feedback loop – APRs provide evidence of success and/or failure at meeting local objectives



# LTP requirements - minimum

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- Discrete cycling strategy
- Evidence that cyclists given a high priority
- Evidence that cycling is part of all transport policies
- Ensure that land-use & development planning encourages cycling
- Review of road network to identify improvements needed
- Assessment of quality of cycle networks
- Programme to improve cycle safety

# LTP requirements – good characteristics



- Formal order with cyclists near the top
- Partnerships for action with health, education etc
- Plans for improvement based on IHT Cycle Review Guidelines
- Cycle Audit **ALL** road & traffic schemes
- Aims to improve interchanges
- Encouragement via TravelWise, STPs, Agenda 21 etc
- Minimises conflict with pedestrians

# OBU Rural cycling research - 2000



- “No specific reference to cycling in rural areas in LTP guidance”
- “The majority of sample authorities presented countywide cycling strategies although several of them did go on to identify specific rural measures”
- “Measures for cycling concentrated on routes & on interchange with public transport”
- Cycling – generally vague and on urban/rural fringe - limited examples of work
- Bus links with cycling not being recognised
- Redesigning roads & speed limits – patchy
- Demand management – minimal strategies

# National Cycling Targets



- NCS Target (number of trips from 1996 base)
  - double by 2002
  - quadruple by 2012
- National Transport Model forecasts (2000-2010)
  - -2 to 0 % without 10YP
  - 30-37 % with 10YP
- “Our target is to treble the number of cycling trips from their 2000 level by 2010” (10YP)

# National ten year transport plan

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“We wish to see a significant expansion of walking & **cycling** schemes, including safer routes to school & stations”

“... safer **cycling** & walking routes, more 20mph areas & Home Zones for safer roads, particularly around schools.”

“It means encouraging shops and services at the neighbourhood level so people can walk or **cycle** for their day-to-day needs. It also means requiring developers to produce transport assessments illustrating their proposals for access by public transport, **cycling** & walking.”

# National ten year transport plan



- “The substantial increase in local transport funding over the period of this Plan will enable local authorities to bring forward a significant expansion of schemes to make walking & **cycling** easier and safer. These should include strategies aimed at specific journeys & destinations, such as creating safe routes to schools & stations. Although we do not in this Plan seek to ring-fence national provision for these purposes, we do **expect to see evidence** in LTPs that local authorities have developed & will implement strategies to secure substantial increases in **cycling** & walking.”
- The London Cycle Network “could be delivered“

# Type of movement



- Within urban areas e.g. commuters
- Urban centres to rural areas e.g. leisure cycling
- Rural areas to urban centres e.g. journey to work
- Within rural areas e.g. leisure cycling, residents
- Urban to urban e.g. leisure cycling



# Role of local authorities



- Planning
- Maintenance & provision
- Regulation
- Marketing



# 1: Planning cycling



- Local Transport Plans
- Local cycling strategy
- Road safety plans
- Safer routes to school plans
- **Road hierarchy**
- **Traffic management measures**
- Development planning/ control



# e: Developing a road hierarchy



- Motorways & strategic trunk/non-trunk roads
  - Regional routes
  - County/ urban distributor roads
  - Local roads
  - Access roads
- (Essex CC)



## e: Hierarchy of measures

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- **Traffic reduction.** Can traffic volumes be reduced to improve attractiveness & safety? Can heavy lorries be restricted or diverted?
- **Traffic calming.** Can speeds be reduced?
- **Junction treatment and traffic management.** Can problems that pedestrians & cyclists encounter be treated by specific junction treatment or other traffic management solutions such as pedestrian crossings or cycle lanes?
- **Redistribution of the carriageway.** Can carriageway be redistributed to give more space to pedestrians & cyclists? Is shared use of networks appropriate & safe?

# f: Traffic management measures

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- Match traffic to the roads, not the roads to the traffic
- Manage road for combined use by reducing speeds/introducing traffic calming
- Introduce measures to discourage unnecessary traffic e.g. restricted entry widths
- Engineer for slow speeds
- Provide adequate crossing facilities on busy roads
- Adapt highway engineering specifications to ensure traffic management schemes fit into landscape

## 2: Maintenance & provision

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- **Highway/ cycleway asset maintenance**
- Cycle routes – on/off-road & linking existing routes
- Secure cycle parking
- Links to public transport
- Bike hire stations
- **Bus – bike facilities**
- Quiet Lanes and Greenways
- **Rights of Way Networks**
- Safer Routes to School initiatives
- ‘Cycle Trains’

## a: Asset maintenance

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- A detailed inventory of the highway asset
- A defined hierarchy for the network, including cycleways
- A robust framework of policies & objectives
- A comprehensive asset management system for inspecting, recording, analysing, prioritising & programming maintenance works
- Arrangements to finance, procure & deliver maintenance works, in accordance with the principles of sustainability & best value
- Arrangements to monitor, review & update the strategy

# f: Bus – bike facilities



- Benefits
  - Longer distances covered
  - Improves accessibility
  - Low cost
  - Very flexible
  - Benefits rural areas
  - Overseas experience



# h: Rights of Way networks

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Local Rights of Way (RoW) encompass:

- footpaths
- **cycle tracks**
- bridleways
- restricted byways
- ways shown in definitive maps as restricted byways & byways open to all traffic

# h: RoW Improvement Plans

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- assess the extent to which local RoW meet present & likely future needs of public
- identify the opportunities provided by the local RoW (in particular by footpaths, cycle tracks, bridleways & restricted byways) for exercise & other forms of open-air recreation & the enjoyment of the area
- to take account of accessibility of local RoW to blind or partially sighted persons/ others with mobility problems

# 3: Regulation



- Speed limits
- Re-allocation of road space
- Parking provision



# 4: Marketing



- Local residents
- Local employers
- Visitors
- Web sites
- Leaflets
- Local press/ media
- Travel Plans: schools, colleges, employers



# Future of LTPs



- Changes to capital finance system
- Comprehensive Performance Assessments
- 7-year LTPs
- Accessibility mapping
- Catching up with National Cycling Strategy/Network
- Requirement for Strategic Environmental Assessment



# Key issues for cycling in LTPs



- User hierarchies
- Network planning
- On/ off-road provision
- Maintenance management
- Sharing with other vulnerable users
- Reducing speeds
- Integration with public transport
- Monitoring
- Capital & revenue costs



# Implications for cycling in LTPs



- Growing need to encourage/ assist cycling
- Many possible options available
- Learn from others' experience
- Learn from Good Practice Guides



# The future of cycling?

