

Maidstone Cycling Campaign – 16 April 2019
Travel Choices – Cycling – A Healthy Option - Summit



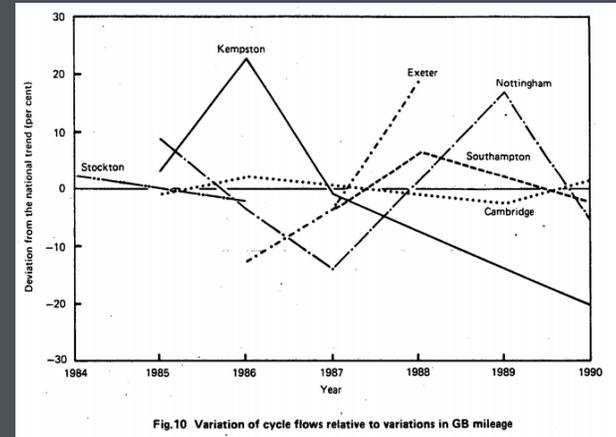
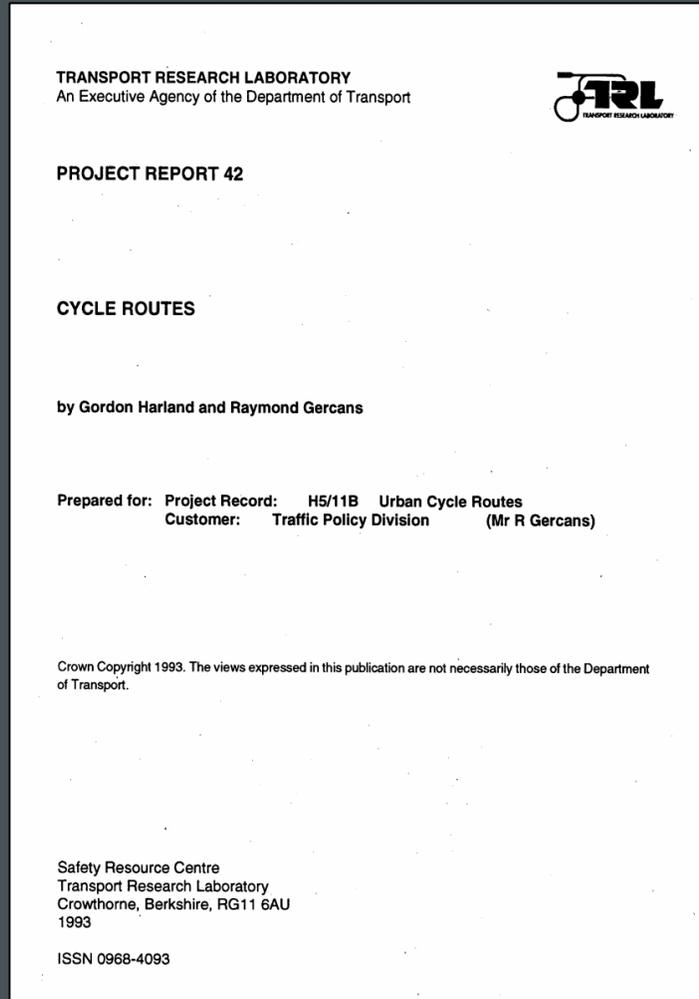
What is needed to enable Active Travel?

Phil Jones



How did we get here?

TRL Report PR42 – Cycle Routes (1993)



There has been **no substantial increase in cycle flows** following the opening of these facilities.

The hypothesis that cycle use is suppressed by the absence of routes and networks **can be rejected**.

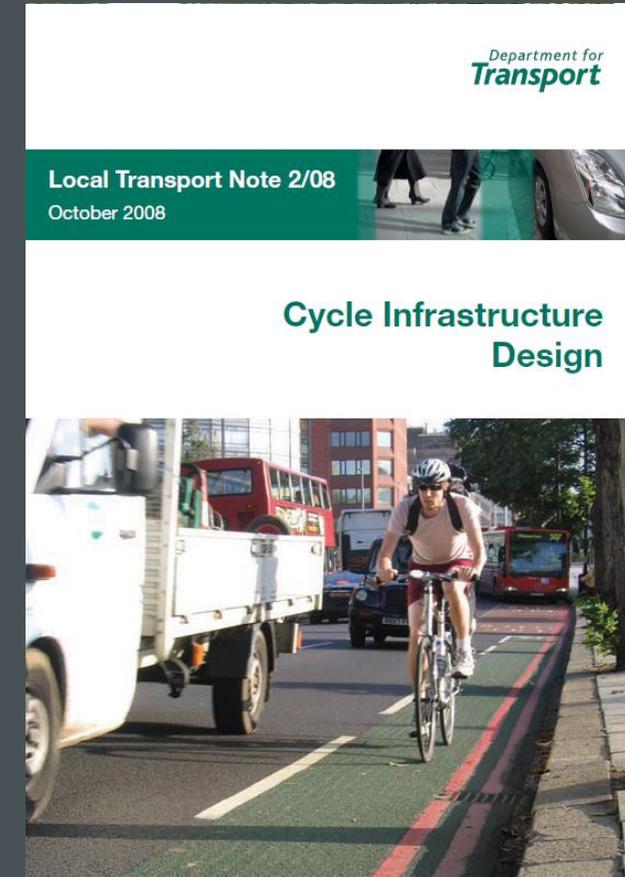
The Hierarchy of Provision

- First seen in “Cycle-Friendly Infrastructure” (1996) as ‘Hierarchy of Solutions’
- Still in Department for Transport’s current guidance LTN 2/08 ‘Cycle Infrastructure Design’

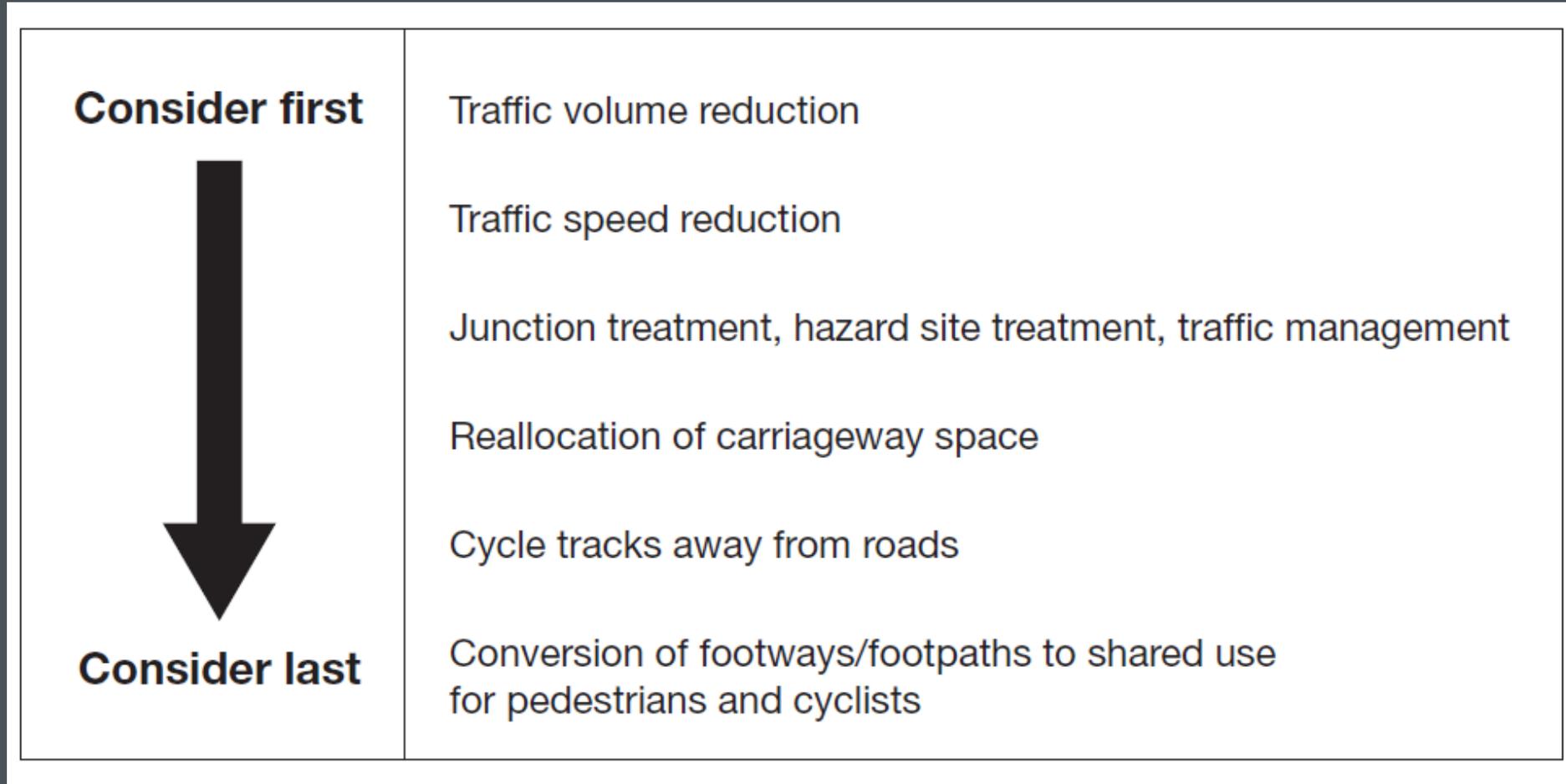
- **hi·er·ar·chy**

Noun

A system or organization in which people or groups are ranked one above the other according to status or authority.



The Hierarchy of Provision



At the HoP...

- “The road network is the most basic (and important) cycling facility available, and **the preferred way** of providing for cyclists is to create conditions on the carriageway where cyclists are content to use it, particularly in urban areas.
- There is **seldom the opportunity to provide an off-carriageway route** within the highway boundary that does not compromise pedestrian facilities or create potential hazards for cyclists, particularly at side roads.”

LTN 2/08, Para 1.3.2





40

rebzund
REHABILITATION

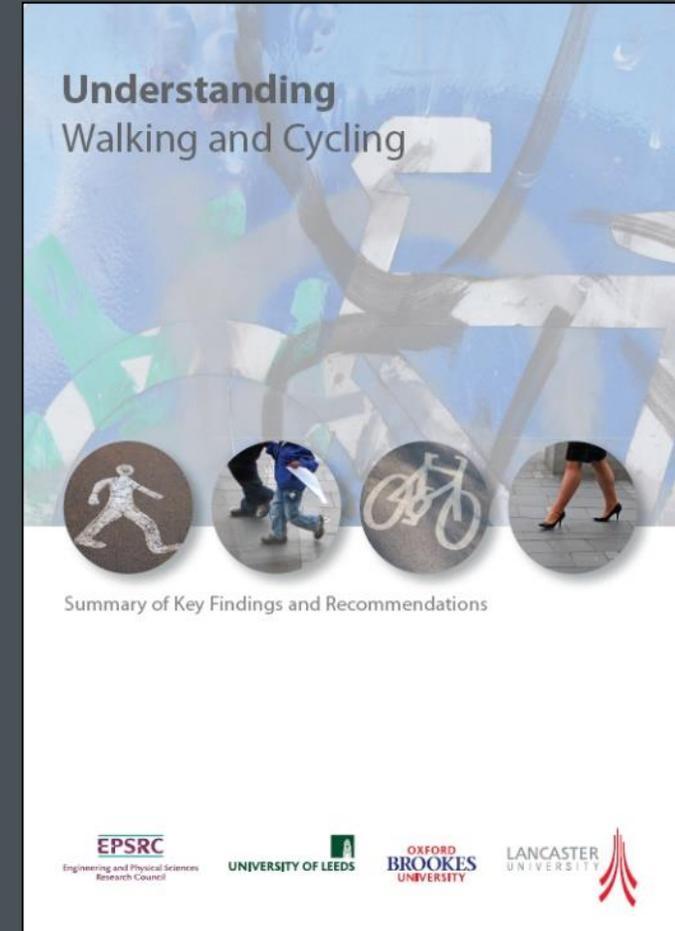
Understanding Walking and Cycling

Research by Lancaster University and others

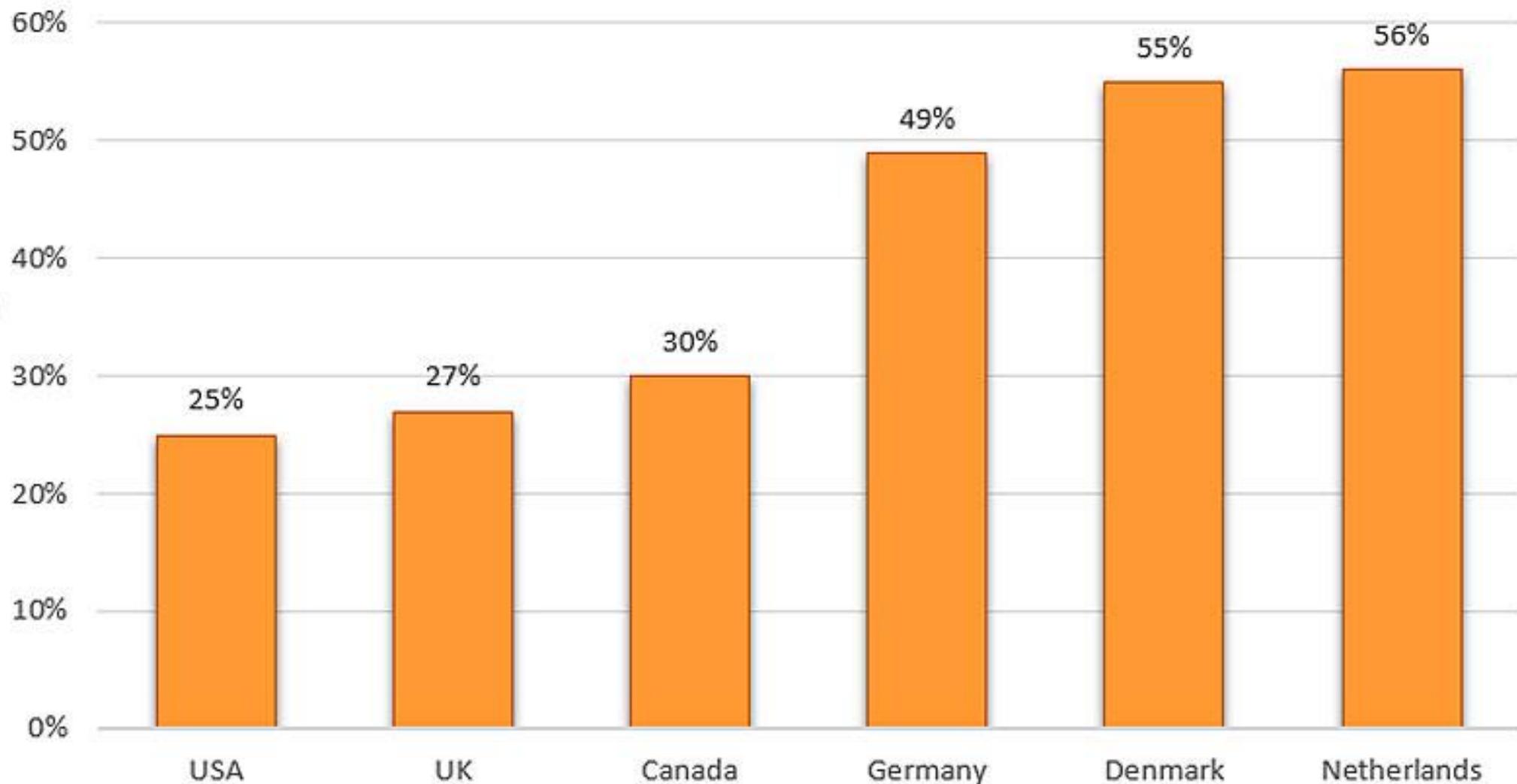
- ...from our analysis of the influence of the physical environment on walking and cycling it is clear **that traffic is a major deterrent for all but the most committed cyclists.**
- “There was a small (but significant) correlation with female gender (with **women more fearful**)”

*“I am not comfortable at all with cycling. **I am always scared of the traffic around me.**”*

(Molly, Leicester)



Women's share of bike trips in Europe and North-America



Source: Pucher & Buehler; City Cycling

Four Types of Transportation Cyclists in Portland

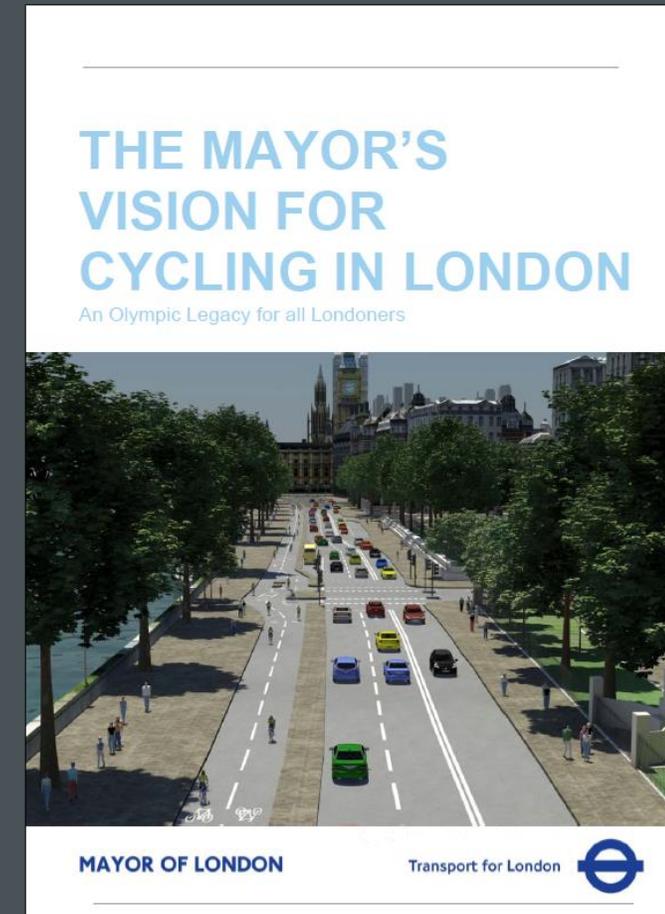
By Proportion of Population



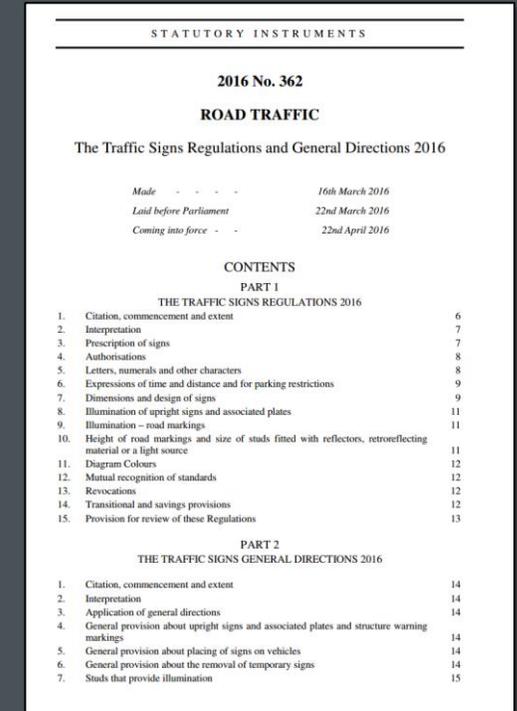
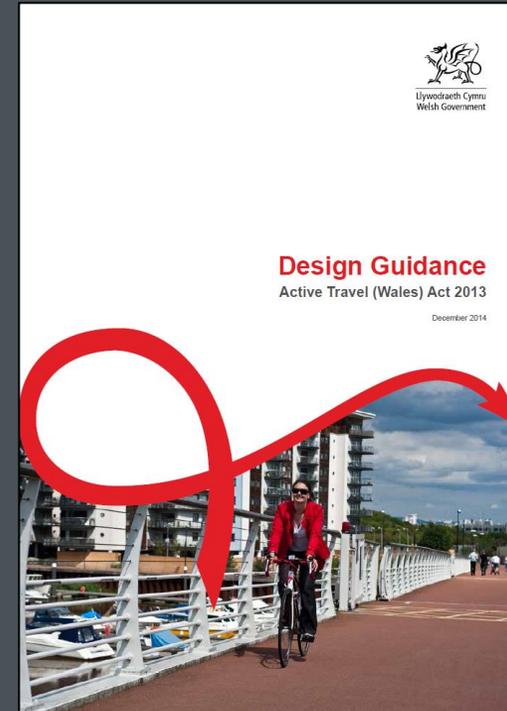
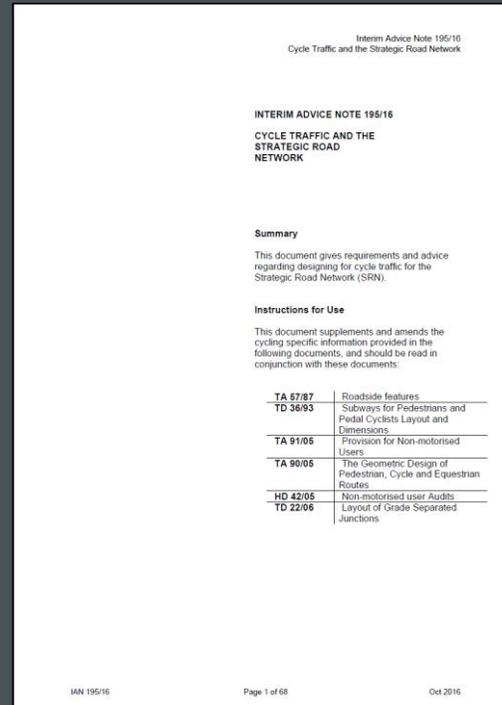
Where are we going?

A New Vision, A New Hierarchy

- I want more women cycling, more older people cycling, more black and minority ethnic Londoners cycling...
- There will be more Dutch-style, fully-segregated lanes and junctions...; and a network of direct back-street Quietways,
- We **will segregate where possible**, though elsewhere we will seek other ways to deliver safe and attractive cycle routes.



Current Cycling Design Guidance/Standards/Regulations



London Cycling Design Standards

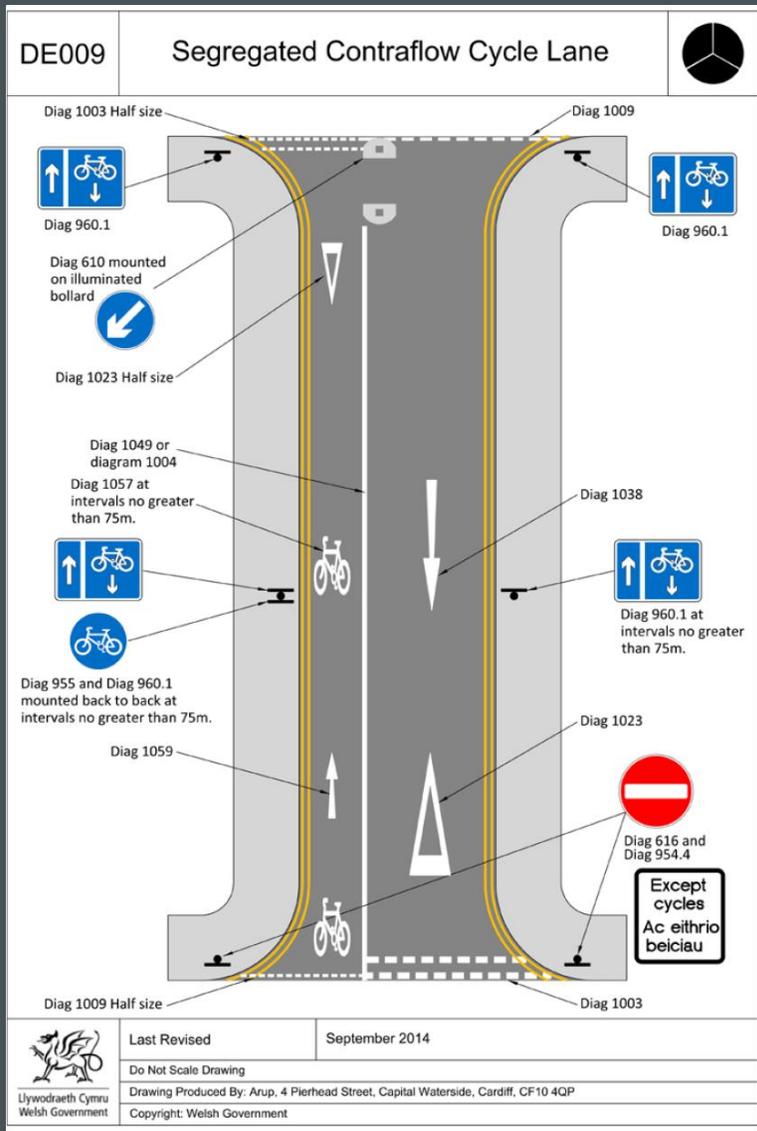
contact@pja.co.uk

IAN 195/16 – Cycle Traffic and the Strategic Road Network

Wales Active Travel Design Guidance

Traffic Signs Regs 2016

pja.co.uk



Regulatory Changes

STATUTORY INSTRUMENTS

2016 No. 362

ROAD TRAFFIC

The Traffic Signs Regulations and General Directions 2016

Made - - - - - 16th March 2016
Laid before Parliament - - - - - 22nd March 2016
Coming into force - - - - - 22nd April 2016

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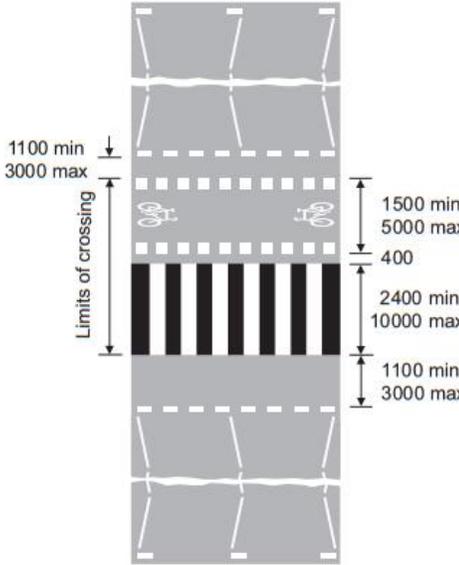
PART 1
THE TRAFFIC SIGNS REGULATIONS 2016

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Sign table — Schedule 14, Part 2

(1) Item	(2) Description	(3) Diagram	(4) Variants	(5) Applicable requirement in Part 4	(6) Schedule 14 General Directions
53	1001.5 Zig-zag lines to indicate the requirements or prohibitions relating to stopping or overtaking at a Parallel pedestrian and cyclist crossing (shown in combination with markings provided for at items 54 and 57 and the stripes provided for at paragraph 18 of Part 1)		<ol style="list-style-type: none"> Subject to entry 4, each zig-zag line may contain more than 8 marks but not more than 18 marks. The central zig-zag line may be reversed, or where the road is not more than 6 metres wide, may be omitted Each zig-zag line need not contain the same number of marks as any other line, provided each mark is of the same length as the others Where the traffic authority is satisfied that the layout or character of the road means it is not practical to lay 8 marks, the number of marks can be reduced to not less than 2 Where there is a central refuge or reservation in the carriageway the zig-zag lines may be marked on each side of the refuge or reservation, as the case may be, provided that the marking on each side are indicated as separate crossings Where a central refuge or reservation is provided, the 	1, 2	



Trunk Roads

Table 2.2.11 Minimum Widths of Cycle Tracks and Cycle Lanes

Cycle Route Type	Peak hour cycle flow (either 1-way or 2-way depending on Cycle Route Type)	Desirable Minimum Width	Absolute Minimum Width (for sections up to 100m)
Cycle Lane	<150	2.0m	1.5m
Cycle lanes with light segregation	<150	2.5m	1.5m
1-way cycle track (including stepped cycle track)	<150	2.5m	1.5m
	150-750	3.0m	2.5m
	>750	4.0m	3.5m
2-way cycle track	<150	3.0m	2.5m
	>150	4.0m	3.5m

Figure 2.3.2.1 Cycle Track and Footway Separated by Level

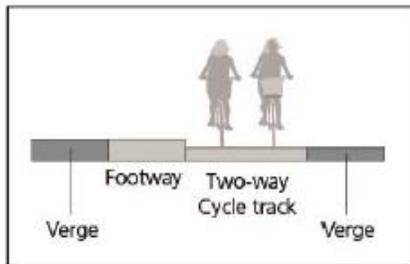


Figure 2.3.2.2 Cycle track and Footway Separated by Level with Good Quality Surface and Lighting



Summary

This document gives requirements and advice regarding designing for cycle traffic for the Strategic Road Network (SRN).

Instructions for Use

This document supplements and amends the cycling specific information provided in the following documents, and should be read in conjunction with these documents:

TA 57/87	Roadside Features
TD 36/93	Subways for Pedestrians and Paved Cyclists Layout and Dimensions
TA 91/05	Provision for Non-motorised Users
TA 90/05	The Geometric Design of Pedestrian, Cycle and Equestrian Routes
HD 42/05	Non-motorised user Audits
TD 22/06	Layout of Grade Separated Junctions

A21 Tonbridge to Pembury shared use route

Prior to the single carriageway section of the A21 between Tonbridge and Pembury being widened, there were no footways, and verges were either very narrow or non-existent and unsuitable for use by non-motorised users. As part of the A21 dualling scheme, we have provided a new bridleway for pedestrians, cyclists and equestrians along the whole length of the upgraded carriageway. In addition, a new pedestrian and cycle bridge was provided, at Blackhurst Lane, to replace the existing at grade crossing which has improved access to Pembury Hospital and reduced severance of the community.





2014 EDITION



LONDON CYCLING DESIGN STANDARDS

MAYOR OF LONDON



TRANSPORT
FOR LONDON
EVERY JOURNEY MATTERS

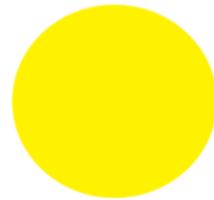




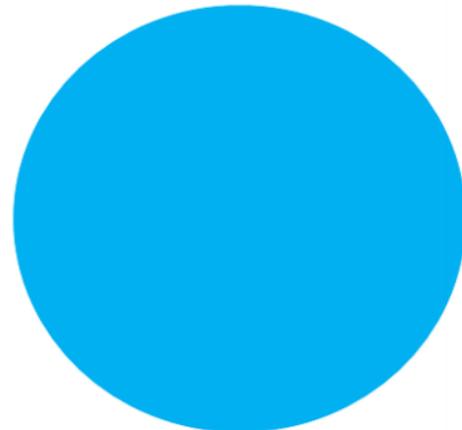
Segregated Tracks – Growth in Cycling

73% Growth on Vauxhall Bridge following completion of CS5

Feb 2015 – 1967/day



Feb 2016 – 3394/day

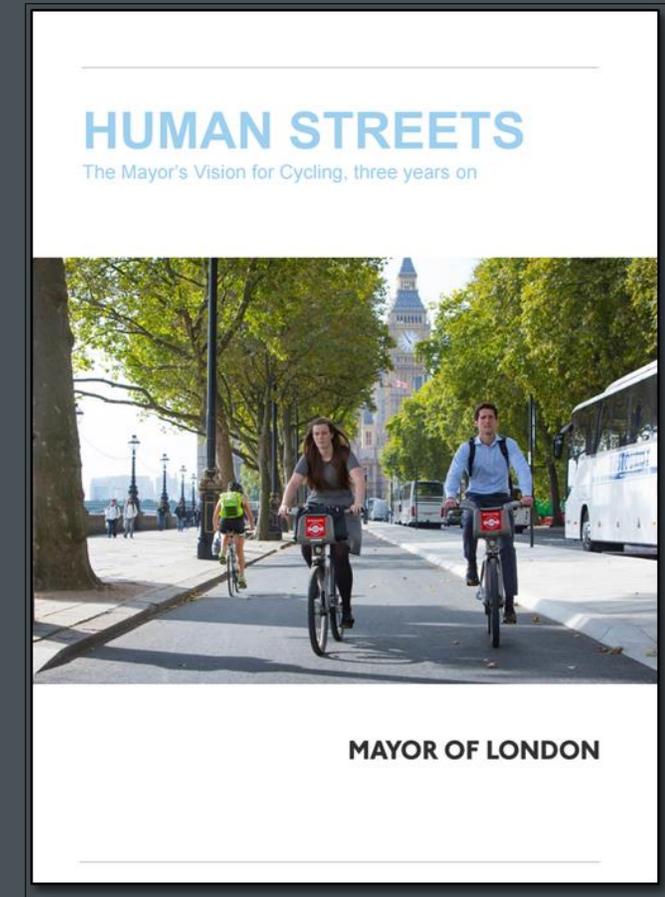


Three years on from the Vision

Officially, the cycling programme is about cycling. In reality, it is about **breathing**. It's about pollution, about health, about noise, about **the kind of city we want to live in**.

It is about making the best use of scarce space on the roads, about freeing space on public transport.

Most of the people who will benefit from the cycling programme **aren't cyclists**



New Guidance, Policy and Planning

LTN 1/19, expected September 2019



Speed Limit ¹	Motor Traffic Flow (pcu/24 hour) ²	Protected Space for Cycling			Cycle Lane (mandatory/ advisory)	Mixed Traffic
		Fully Kerbed Cycle Track	Stepped Cycle Track	Light Segregation		
20 mph ³	0					
	2000					
	4000					
	6000+					
30 mph	0					
	2000					
	4000					
	6000+					
40 mph	Any					
50+ mph	Any					

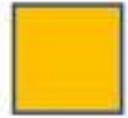
- Provision suitable for most people
- Provision not suitable for all people and will exclude some potential users and/or have safety concerns
- Provision suitable for few people and will exclude most potential users and/or have safety concerns

Notes:

1. If the 85th percentile speed is more than 10% above the speed limit the next highest speed limit should be applied
2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow
3. In rural areas achieving speeds of 20mph may be difficult, and so shared routes with speeds of up to 30mph will be generally acceptable with motor vehicle flows of up to 1,000 pcu per day



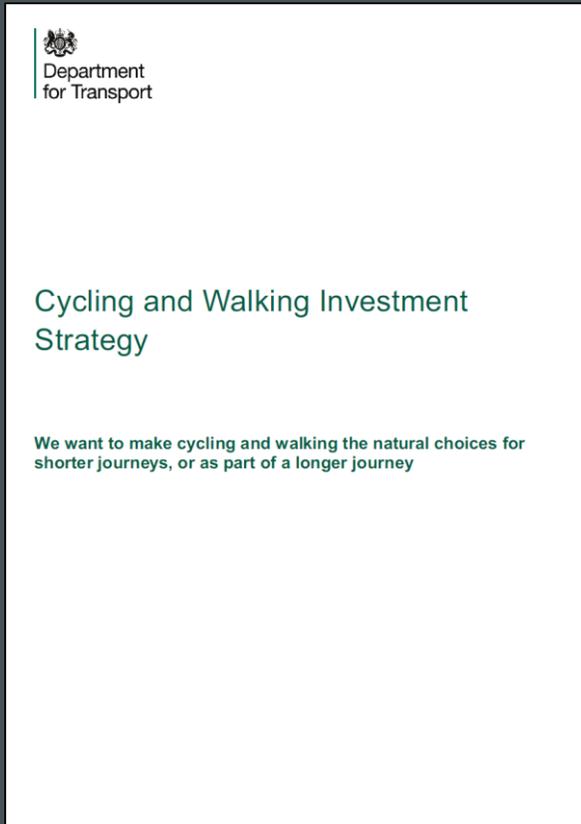
Provision suitable for most people



Provision not suitable for all people and will exclude some potential users and/or have safety concerns



Provision suitable for few people and will exclude most potential users and/or have safety concerns



Local Cycling and Walking Infrastructure Plans (LCWIPs)

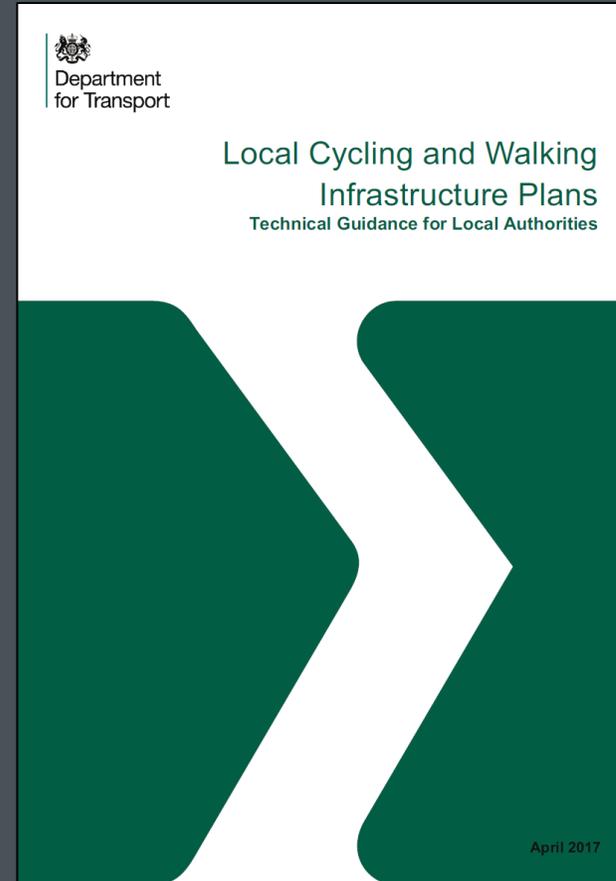
3.32 In order to help local bodies that are interested in increasing cycling and walking in their local areas, we have published guidance on the preparation of Local Cycling and Walking Infrastructure Plans. ...to **take a more strategic approach** to improving conditions for cycling and walking in order to support increases in travel on foot and by cycling

LCWIP Process

Aims:

Cycling – to develop a closely-spaced network linking key origins and destinations, with provision depending on the speed and volume of motor traffic

- Separation on busy routes
- Shared with motor vehicles where appropriate
- Green routes

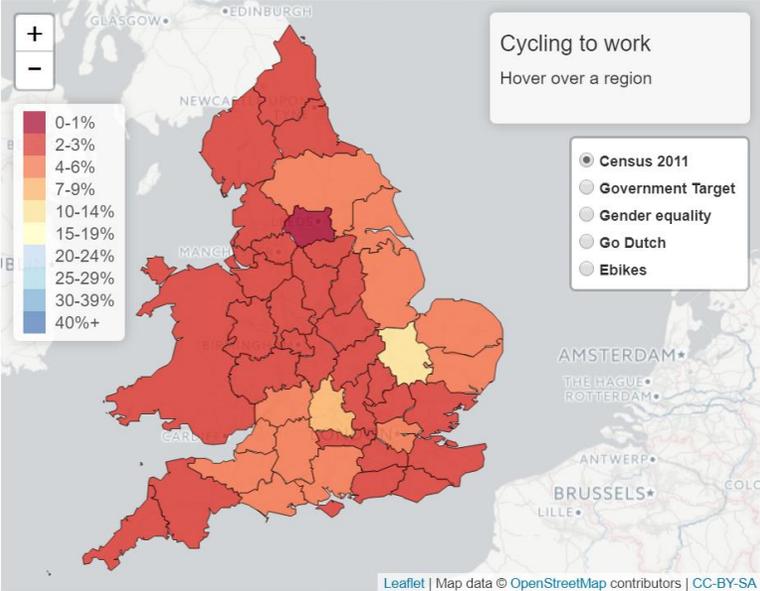


Demand-Led Process – where do people want to cycle?



WWW.PCT.BIKE
PROPENSITY TO CYCLE TOOL

[Blog](#) [Manual](#) [About](#)



Cycling to work
Hover over a region

- Census 2011
- Government Target
- Gender equality
- Go Dutch
- Ebikes



Welcome to the Propensity to Cycle Tool (PCT) for England, which provides an evidence base to inform cycling investment.

To run the PCT, first hover over a region on the map on the left to see the regional potential, then click on the region.

For an introduction to the tool, its use, and the scenarios, please watch the video above.

What's new : [Cross-border flows](#), [downloads](#), [Wales & more](#)

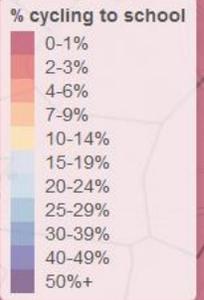
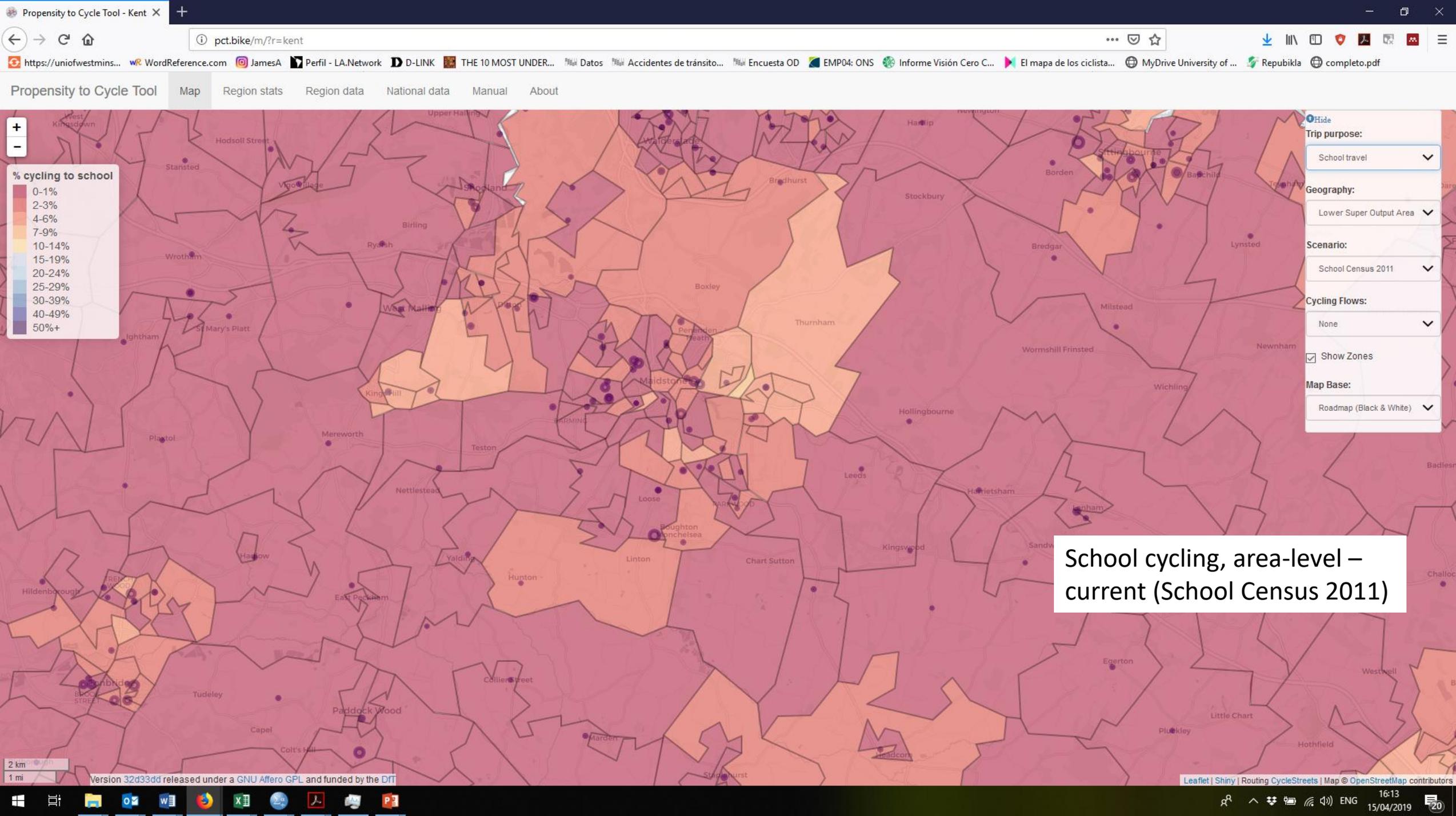












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Trip purpose:
School travel

Geography:
Lower Super Output Area

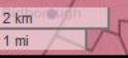
Scenario:
School Census 2011

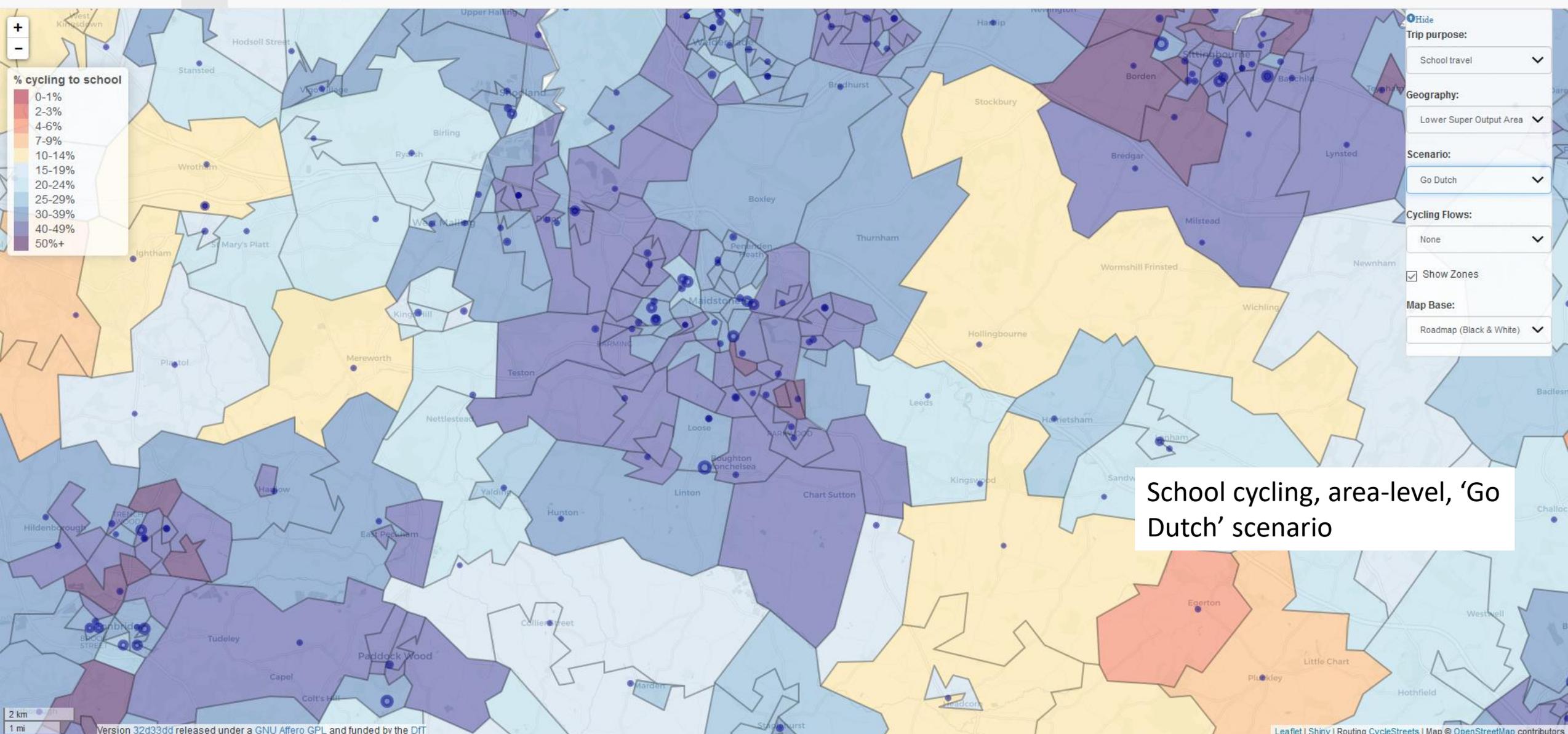
Cycling Flows:
None

Show Zones

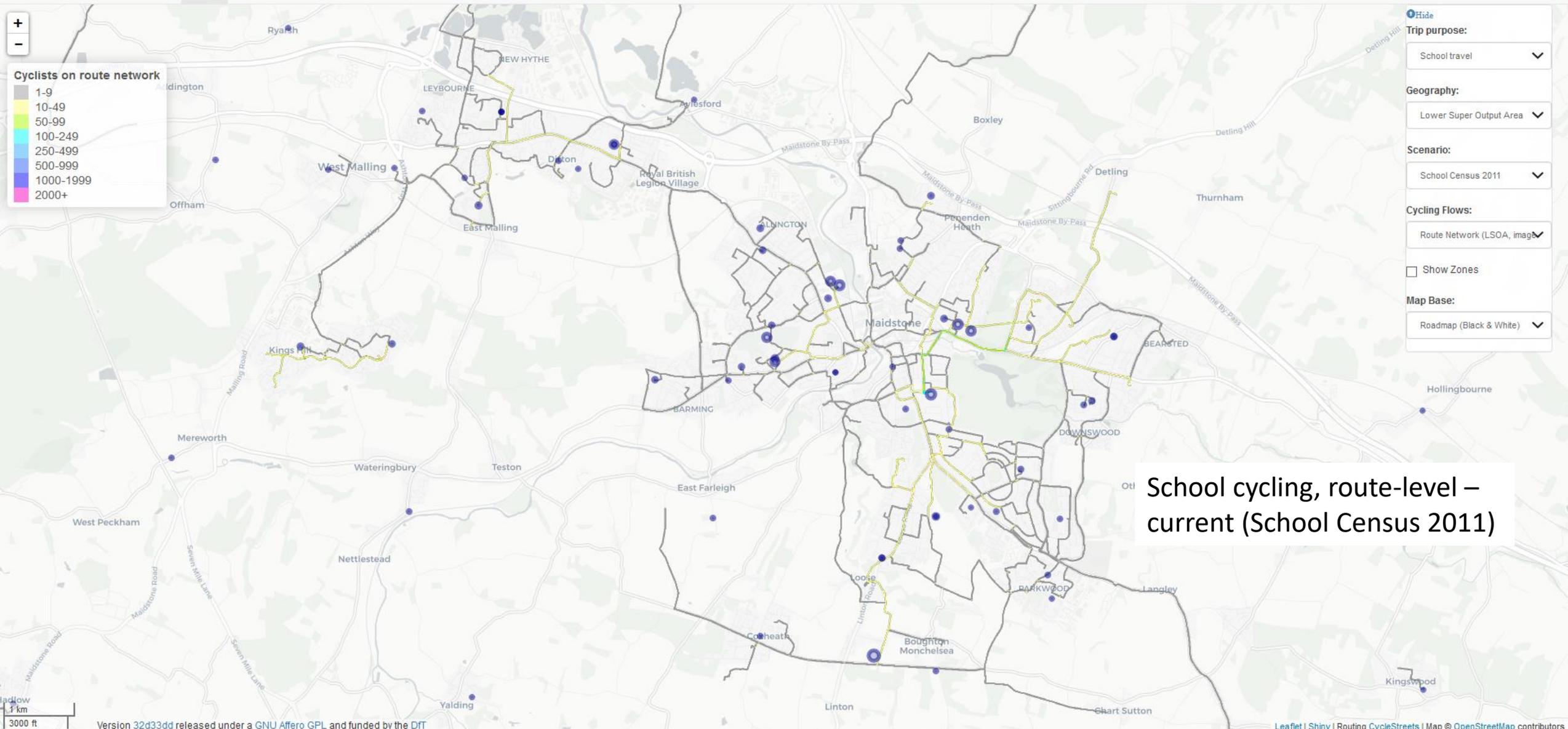
Map Base:
Roadmap (Black & White)

School cycling, area-level – current (School Census 2011)

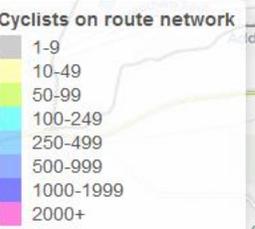
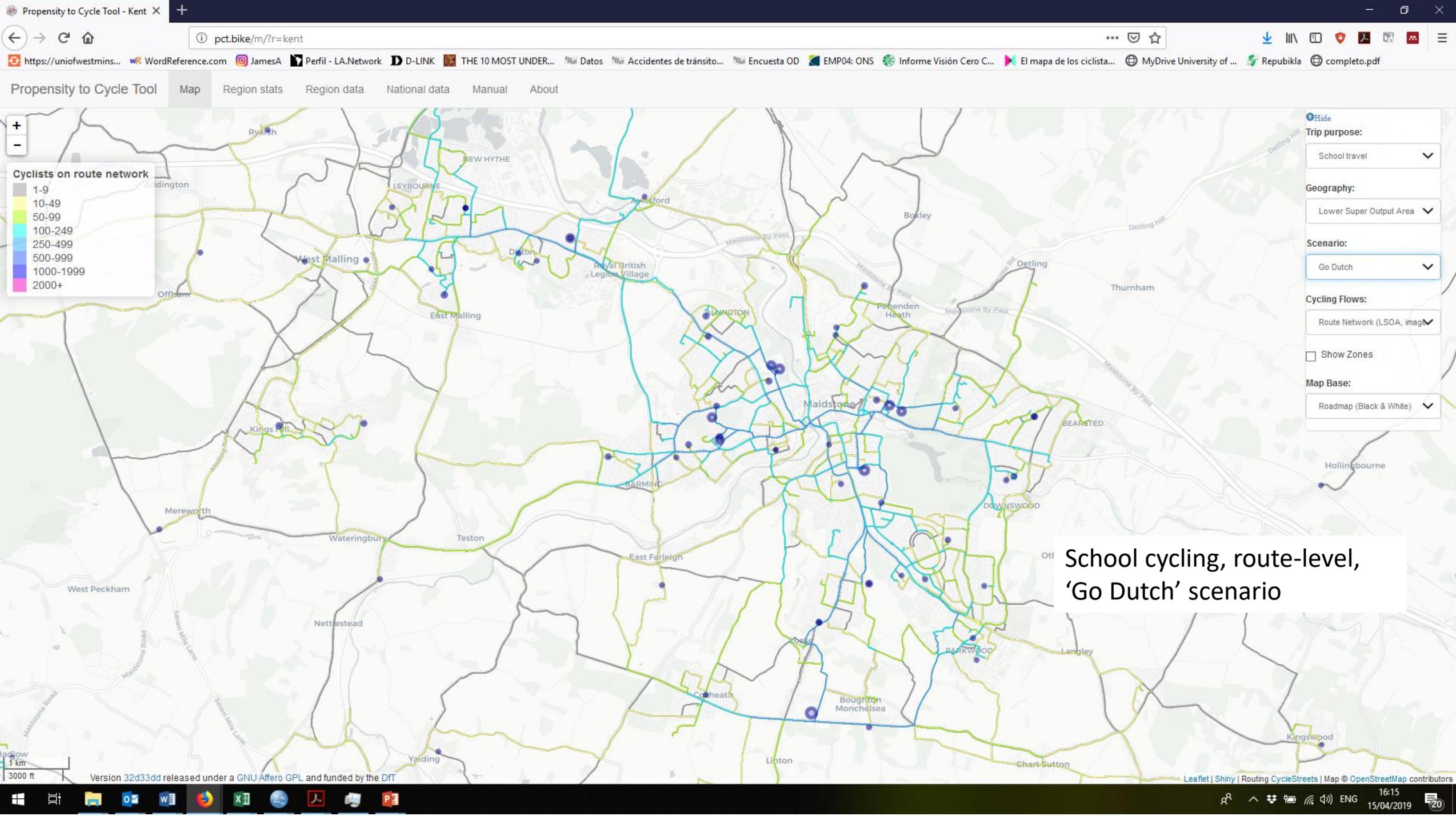




School cycling, area-level, 'Go Dutch' scenario



School cycling, route-level – current (School Census 2011)



Hide

Trip purpose:
School travel

Geography:
Lower Super Output Area

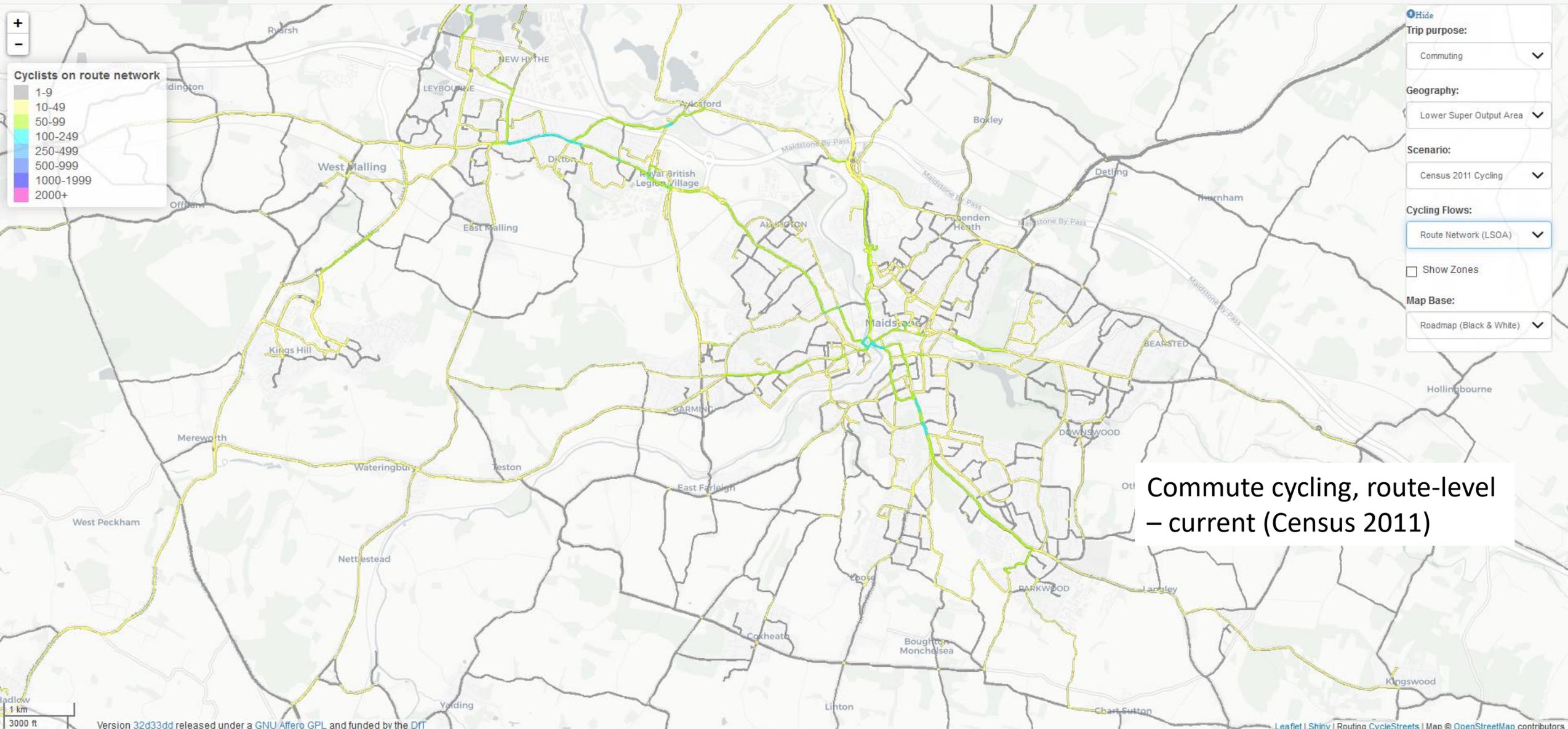
Scenario:
Go Dutch

Cycling Flows:
Route Network (LSOA, image)

Show Zones

Map Base:
Roadmap (Black & White)

School cycling, route-level, 'Go Dutch' scenario



Hide

Trip purpose:
Commuting

Geography:
Lower Super Output Area

Scenario:
Census 2011 Cycling

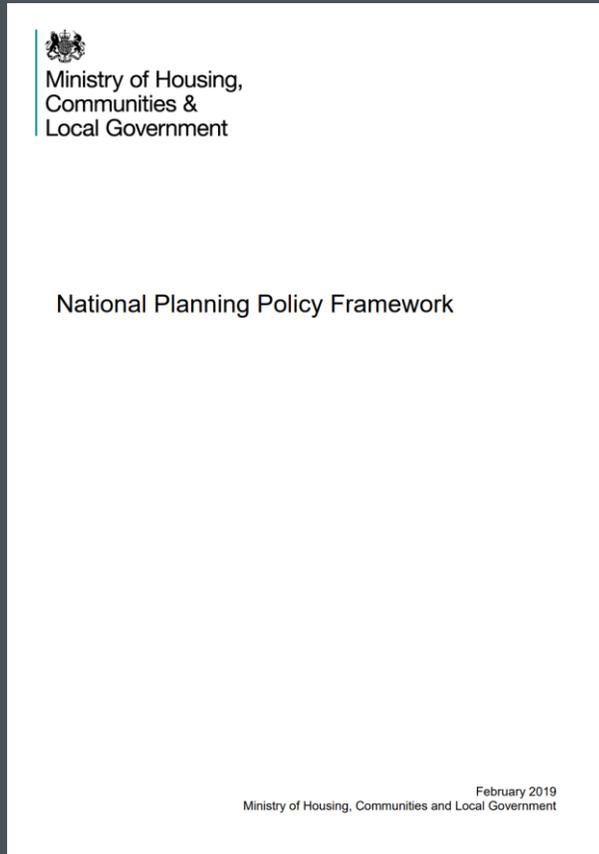
Cycling Flows:
Route Network (LSOA)

Show Zones

Map Base:
Roadmap (Black & White)

Commuting cycling, route-level
– current (Census 2011)

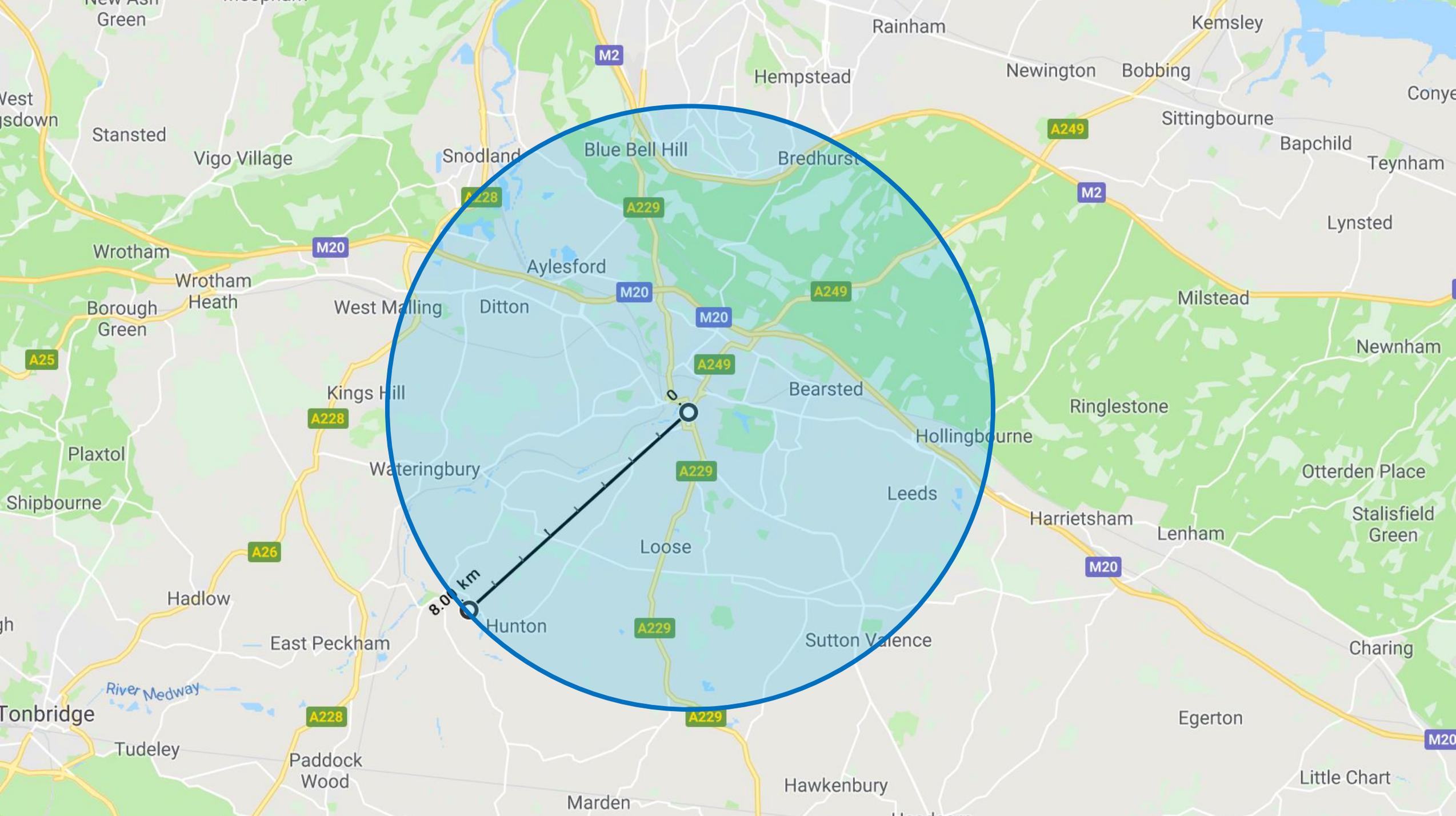
National Planning Policy Framework – New Development

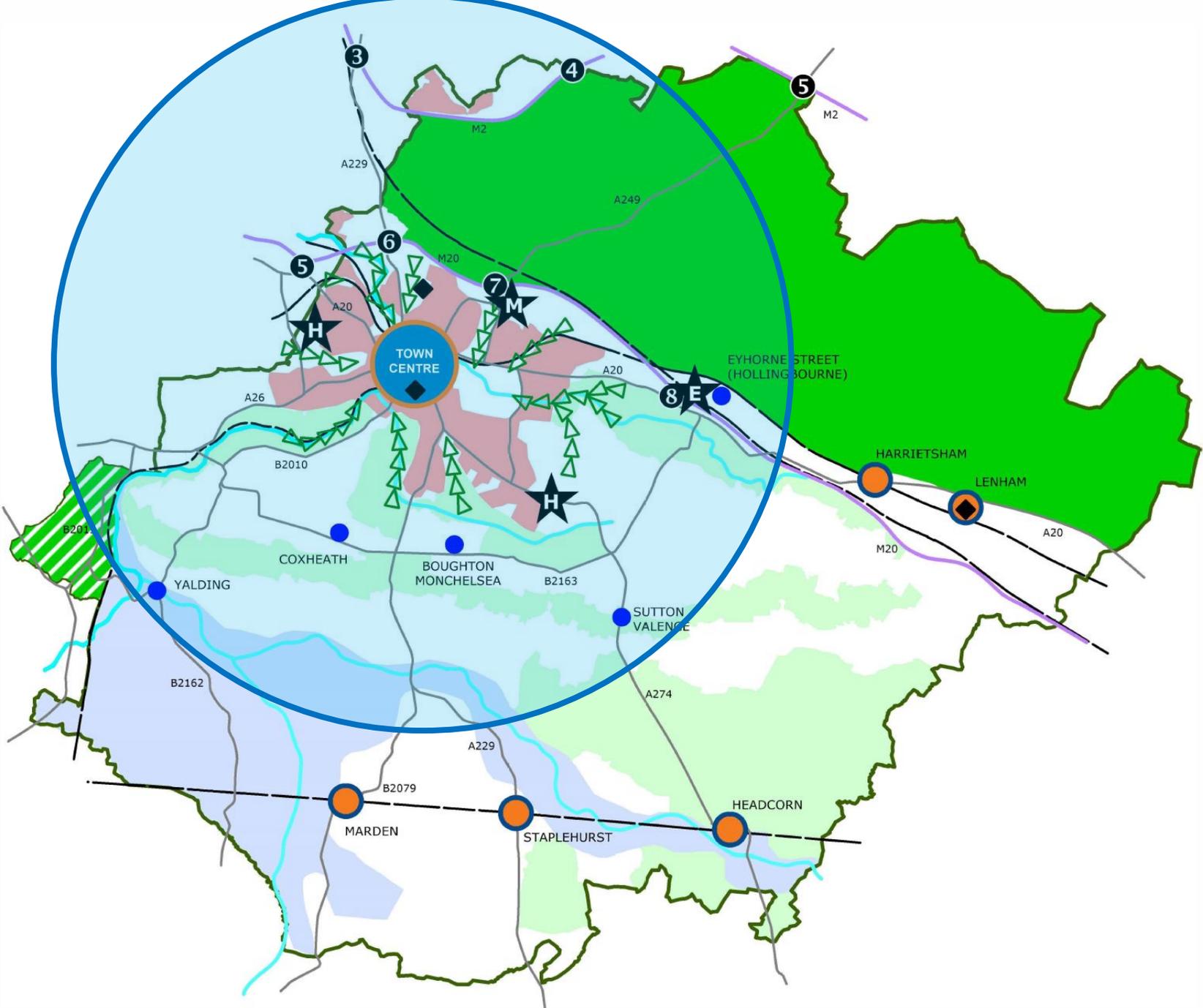


9 – Promoting Sustainable Transport

104. Planning policies should:

- d) provide for high quality walking and cycling networks and supporting facilities such as cycle parking (**drawing on Local Cycling and Walking Infrastructure Plans**);





- Strategic Location
 - E Employment
 - H Housing
 - M Mixed Use (Medical Hub & Retail)
- Motorway Junctions
- Broad Locations
- Larger Villages
- Town Centre
- Rural Service Centre
- Green and Blue Corridors
- Primary Route
- Motorway
- Railway
- River
- Maidstone Borough Council Boundary
- Metropolitan Green Belt
- Maidstone Urban Area
- Kent Downs AONB
- Local Landscape Value Areas
- Flood Zone

Learning from Elsewhere

INTERNATIONAL CYCLING INFRASTRUCTURE BEST PRACTICE STUDY



<https://tfl.gov.uk/cdn/static/cms/documents/international-cycling-infrastructure-best-practice-study.pdf>

<https://tfl.gov.uk/cdn/static/cms/documents/international-cycling-infrastructure-best-practice-study-appendix.pdf>

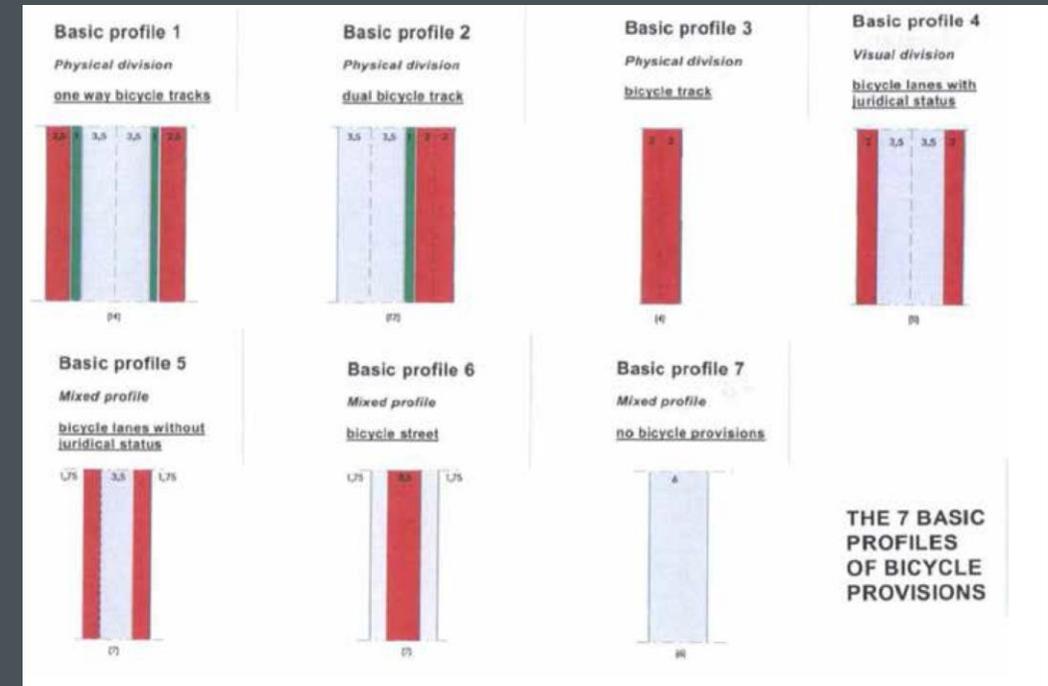
1 – Cycling is Transport

Cycling is considered an entirely legitimate, everyday, ‘grown up’ mode of transport, worthy of investment, **even if current cycling levels are comparatively low.**



3 – Design Standards

There is clear, widely-accepted and routinely-used guidance on the design of cycling infrastructure.

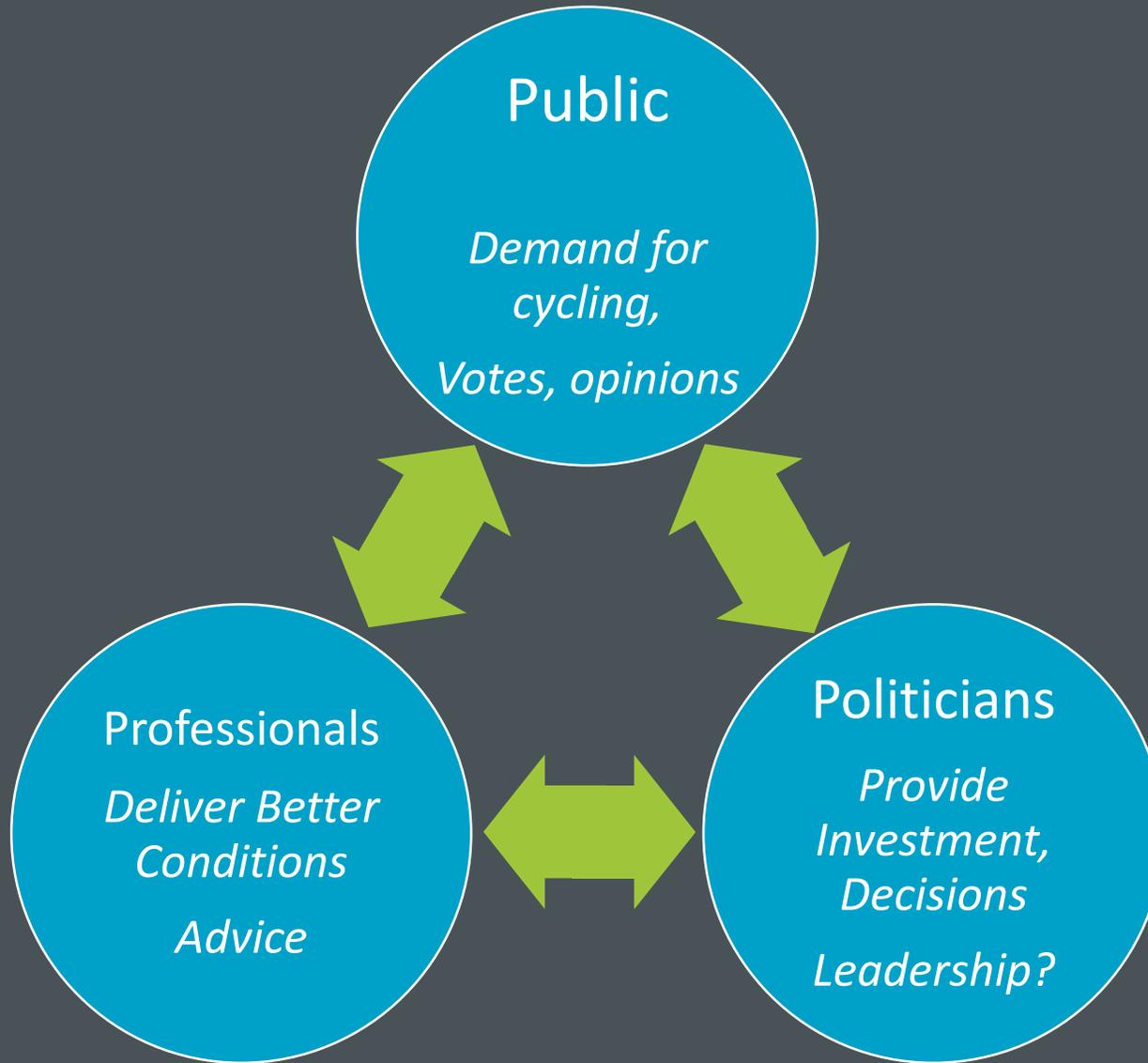


10 - Leadership is Essential

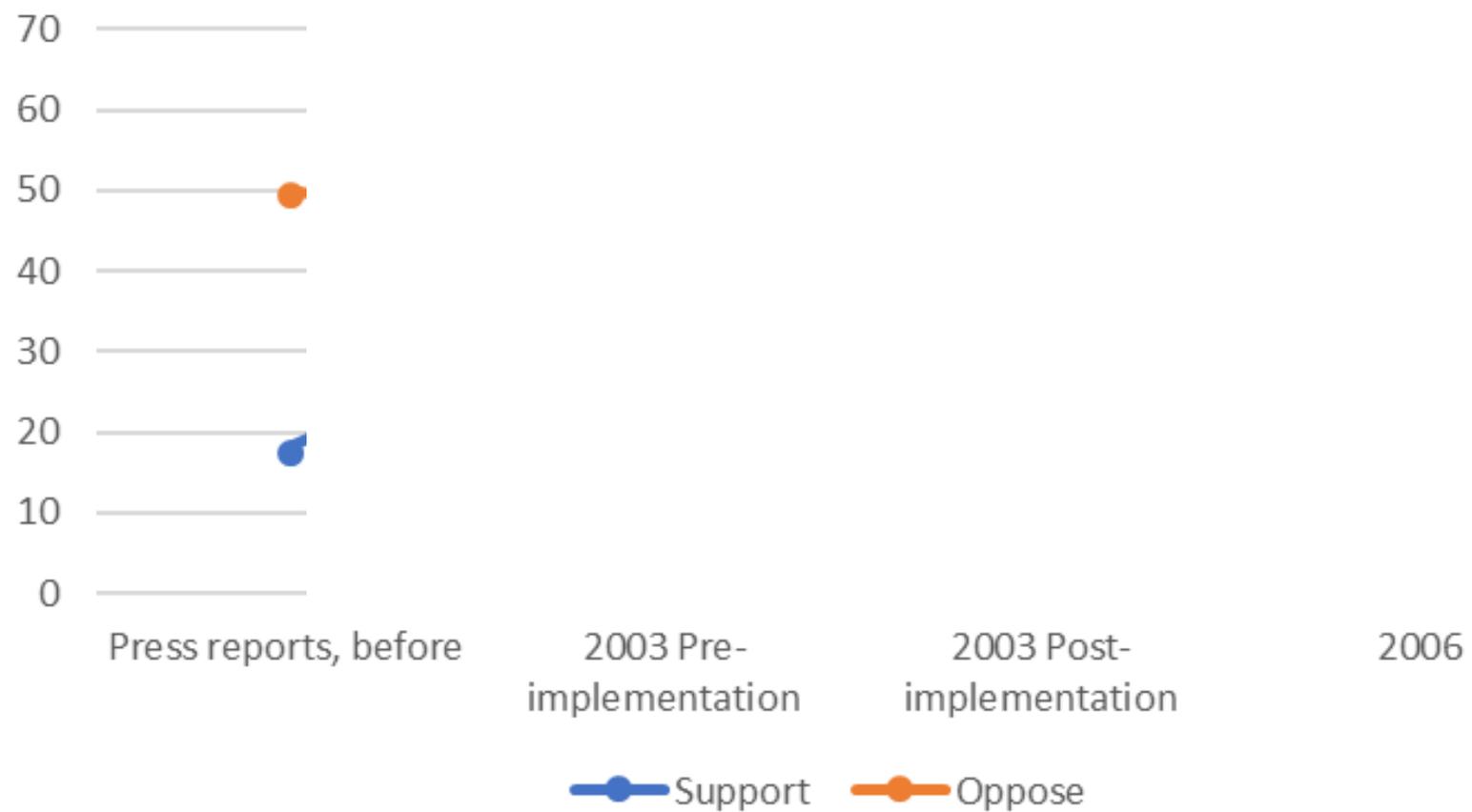
There is strong, clear **political and technical** pro-cycling leadership which is supported through all parts of the lead organisation.



Who Leads?



Public Opinion, London Congestion Charge



Final thoughts

- Design thinking has changed radically
- Government is supporting more cycling and walking
- Through national planning policies and new processes
- More needs to be done to embed best practice
- But professionals can't do it alone
- Strong leadership is needed to achieve real change



Thanks



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