

Local Cycle Planning Principles and Best Practice

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About Cycling UK

- 68,000 members, founded 1878
- Cycling activities, membership services (legal, insurance, magazine)
- Campaigning nationally and locally
- Cycling development e.g. cycle training, projects for under-represented / disadvantaged groups



Overview of presentation

- Case for cycling investment
- Current cycling policy and funding in England
- Significance of Local Cycling and Walking Infrastructure Plans (LCWIPs)
 - Network planning
 - Prioritised list of schemes
 - Report
- Principles of cycle planning and design
 - Protected cycle lanes on fast / busy main roads
 - Low traffic volumes / speeds in town centres, local streets and lanes
 - Traffic-free routes
 - Junctions and crossings

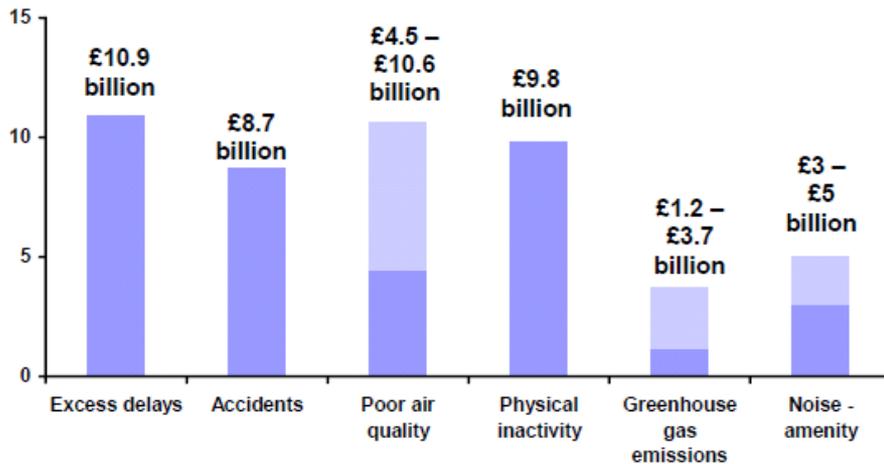
Scale of the challenge

- Climate change:
 - Government committed to 'net zero' by 2050.
 - Committee on Climate Change says we're not on course for 4th and 5th carbon budgets. Transport (33% of UK emissions, still rising) is a major culprit.
 - Friends of the Earth report says decarbonising economy by 2045 will require 20-60% reductions in road traffic levels by 2030.
- Air pollution:
 - c40,000 early deaths due to air pollution.
 - 3 successful Client Earth legal challenges to Gvt's inadequate air quality strategy
- Congestion:
 - Estimated UK annual cost: £30bn.
- Road injuries:
 - GB estimated annual economic cost c£35bn
- Physical inactivity:
 - costs of overweight and obesity estimated at £10bn in 2007, could rise to £45.5bn in 2050.



A holistic solution

Comparison of the wider cost of transport in English urban areas (£ billion per annum, 2009 prices and values)



Source: *An analysis of urban transport: Cabinet Office Strategy Unit, 2009*

- Economic costs of urban congestion, road casualties, air pollution and physical inactivity in England are of similar magnitude: c£10bn each (2009 estimate).
- Cycling and Walking highly cost-effective solutions to all 6 issues (EVs only tackle 3 of them). Average benefit : cost ratio 5.6 :1, far better than most major infrastructure schemes

Benefits of cycling

Cycling is good for:

- **Congestion:** A typical traffic lane carries c7x more bikes than cars
- **Productivity:** Regular cyclists are more alert and take fewer sick days
- **Air quality:** No fumes
- **Climate:** Switching a typical-length car commute to cycling would reduce the average Brit's carbon footprint by 7%
- **Freeing up space:** 10 bikes can park in one car parking space
- **Health and quality of life:** regular cycling is associated with
 - 45% lower cancer risk and 46% lower CVD risk
 - 2 years of extra life expectancy
 - These health benefits far outweigh the risks

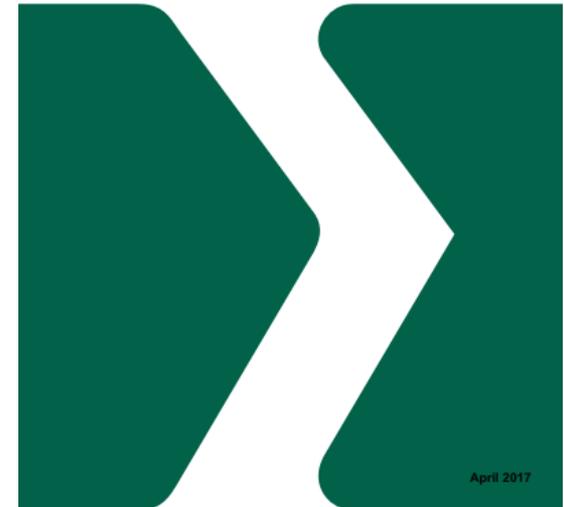


Cycle policy and funding: current state of play

- Cycling & Walking Investment Strategy (CWIS):
 - Law passed 2015, adopted 2017.
 - 5-year investment initially £1.2bn (£316m earmarked, the rest local), now close to £2bn (£348m earmarked).
 - Total still only c£7.50 per person annually outside London, for walking as well.
 - Compared with Netherlands c£24. Or London (£17), Manchester £17), Edinburgh (5% of transport £ in 2012, now 12%),
 - England's m'way / trunk roads programme £25.3bn or £110 per person over next 5 years
- Local Cycling and Walking Infrastructure Plans (LCWIPs):
 - a key element of CWIS

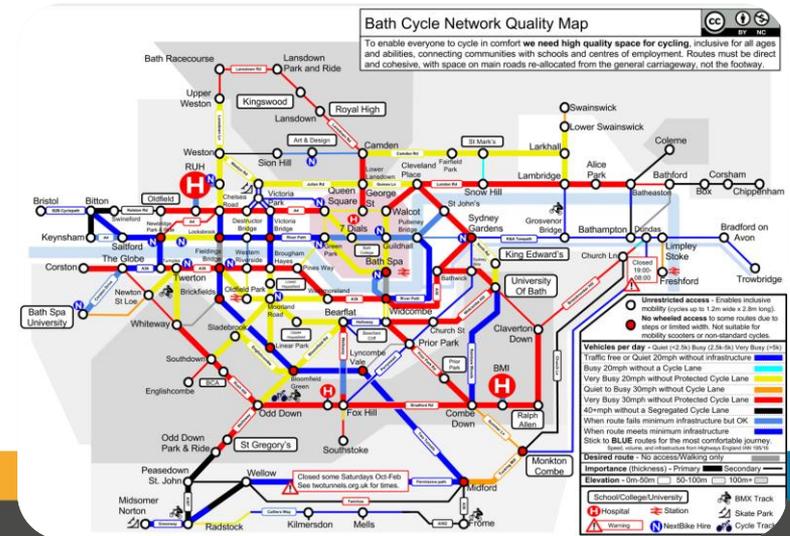
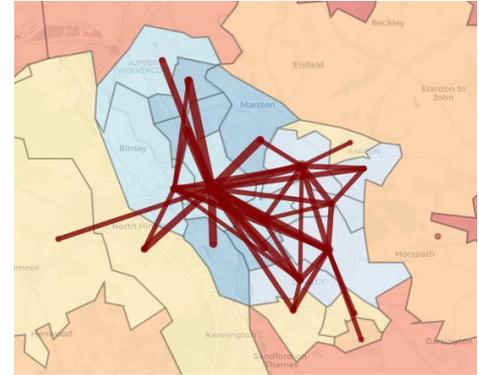


Local Cycling and Walking
Infrastructure Plans
Technical Guidance for Local Authorities



LCWIPs: key principles

- Plan networks, not just individual routes
- Prioritise schemes
- Design to high standards
- Integrate with other policies / programmes:
- Seek funding
- Seek Community support at all stages



Protected space for major roads

- Physical protection preferred
 - The higher the traffic volumes and speeds, the more important this is.
- Permeable protection
 - OK at lower speeds. Has some advantages: flexible for cyclists, adaptable, avoids costs of relocating drainage.
- Dedicated space without physical protection
 - May be OK at low volumes / speeds, but not acceptable just because 'space is tight'. If so, and traffic is too fast/busy for child/less confident riders, then reduce traffic volumes and/or speeds.



Low traffic volumes and speeds

- 20mph the norm for most urban streets, 40mph or less for rural lanes
- Filtered permeability to remove through traffic from town centres, residential neighbourhoods (a few bollards can work wonders!)
- Community-friendly design better than intrusive traffic calming – add physical measures only where needed



Junctions and crossings

- Unsignalised priority at side roads
- Separate cycle signals
- Dutch-style roundabouts
- Bridges or underpasses...

N.B. In NL, DK etc, turning drivers give way to straight-ahead cyclists, even on green lights. Hoping forthcoming revision of Highway Code will adopt this principle



Integrate into wider policies / programmes

- Integrate cycle planning into all schemes, new developments, planned maintenance works.
- Funding opportunities for Transforming Cities, Future High Streets, Housing Infrastructure, Local Transport Plan (LTP), Local Growth Funds, s106 / CIL.
- Secure local community support. Strengthens the case for funding



Before and after: Aberdeen



What it could look like: Aberdeen



Before: Birmingham



What it could look like: Birmingham



Complementary action: The 3 Ps

- Promotion
 - Cycle training, opportunities to try cycling in schools, workplaces and community settings
- Partnerships
 - Public health
 - Police
 - Public transport
- Progress / performance monitoring
 - Harness community support to refresh strategy, assess / demonstrate progress and improve performance





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**we are
cycling**
The cyclists' champion **UK**