

Active Travel

- TfN
- Highways England
- Network Rail
- DfT

Peter Molyneux





STP Policy Positions



Continue to work with Partners to develop and implement their local plans and strategies

- Encourage a modal shift and promote active transport
- Future strategic housing, commercial and industrial developments - high expectations on developers to provide access to public transport facilities, high levels of cycle parking and storage, and provide electric charging facilities.
- Identify and deliver interventions which improve sustainable transport access to the North's key public transport hubs
- Develop and promote measures that improve local sustainable travel options, such as strategic cycle networks



The wider sustainability agenda

- Support the UK in meeting commitments under the Climate Change Act 2008 to deliver a low carbon Northern transport network, by 2050
- Ensure that transport interventions that TfN is promoting or supporting enhance the North's natural, historic and built environment in order to deliver a net gain in biodiversity
- Work with partners to identify transport interventions that deliver inclusive economic growth by improving access to employment and skills opportunities for all.
- Supporting a rapid increase in the number of public and private EV charging points





Designing infrastructure fit for the future



- Ensure the highest levels of mitigation and application of best practice and design in road and rail investment.
- All road users must be taken in to consideration when interventions are being developed, and this includes active travel users.
- TfN will continue to work with Partners as they update their statutory local transport plans.
- TfN continues to explore how wider sustainability considerations can be captured in business cases, including social, health, and environmental benefits.
- National Planning Policy Framework - sustainable transport can have the added benefit of making developments in communities across the North more feasible and appealing.





MRN schemes



Major Road Network Schemes	Local Transport Authority Promoter	Supports						
		Journey Time Reduction	Economic Growth	Housing Delivery	Walking and Cycling	Improved Public transport	Environment objectives ¹	Strategic Road Network
A595 <u>Bothel</u>	Cumbria	✓	✓	✓			✓	✓
A1079 Improvement Scheme	East Riding of Yorkshire	✓	✓	✓				
A582 Dualling ²	Lancashire	✓	✓	✓	✓	✓	✓	✓
Blyth Relief Road	North East/ North of Tyne	✓	✓	✓		✓	✓	
Durham Northern Relief Road ²	North East/ North of Tyne	✓	✓	✓	✓	✓	✓	✓
Sunderland Transport Corridor	North East/ North of Tyne	✓	✓	✓	✓			✓
Tyne Bridge & Central <u>M'way</u>	North East/ North of Tyne	✓	✓		✓		✓	
<u>Shalesmoor Gateway</u>	Sheffield City Region	✓	✓	✓	✓	✓	✓	
A689 Wynyard	Tees Valley	✓	✓	✓	✓	✓		✓
A34 Cheadle	Greater Manchester	✓	✓	✓	✓	✓	✓	
A650 Tong Street	West Yorkshire	✓	✓	✓	✓	✓	✓	
<u>Dawsons Corner Junction & Stanningley Bypass</u>	West Yorkshire	✓	✓	✓	✓	✓		

Highways England & Active Travel

Transport for the North
19/07/19

Strategic Approach

- The importance of active travel to our customers and communities near our network is reflected in our strategy and approach for Roads Investment Periods (RIS) 1 & 2.
- Delivering an integrated network is a requirement of our Licence, which includes provision for cycling and walking. This is one of our 5 core objectives within our Strategic Business
- In 2016 we published our Cycling and Accessibility Strategies.
- For RIS1 we have a Designated Fund for Cycling, Safety and Integration; this includes £78m for investment in cycling and a further £20m for investment to improve wider integration including walking.
- We are expecting to be allocated similar Designated Funding for RIS2

Progress in RIS1

■ Capital investment

- To date we have delivered 102 cycling schemes and invested £54.2m.
- Our 19/20 programme is due to deliver a further 48 cycling schemes.
- We have further invested £16.2m in wider integration schemes including walking, but also covering other modes such as bus and rail.
- We have invested £3m in partnership with Sustrans, to deliver improvements to priority interfaces between the National Cycle Network and the Strategic Road Network.
- We are continuing to develop our approach to Travel Demand Management, using tools and investment to minimise the impact from planned roadworks and take the opportunity to encourage active travel.

■ Maximising value

We continue to improve how we work for the benefit of our customers and communities. Examples in RIS1 include:

- New design standards to drive high quality improvements.
- New national forum to engage meaningfully with key stakeholders including Sustrans, Cycling UK, the British Horse Society, Campaign for Better Transport and others.
- Maturing how we work collaboratively with partner organisations
- New processes, guidance and tools to support how we identify, develop and deliver schemes. Working with Transport Focus to understand the needs of walkers, cyclists and equestrians,

Case Studies

A556 between Knutsford and Bowden in Cheshire

In November 2017, a £5 million upgrade of the old A556 between Knutsford and Bowdon in Cheshire was officially handed to local communities as a new local road. The upgrade included converting a two-lane carriageway into a dedicated and segregated green route for pedestrians, cyclists and horse-riders. It also included installing a signalised Pegasus crossing – specifically designed to assist horse riders – at the junction between the green route and the A50 at Mere.

The project delivered a wide scale change within the local area and was received very positively by local residents and groups such as CycleKnutsford, and has been described as delivering a lasting legacy for local people.



A550/ A540 Two Mills junction shared cycleway

We have created a 320 metre cycleway through this busy junction in Cheshire, to improve safety for cyclists. In addition, the new traffic lights make it easier to cross the A550. Members of the Chester Cycling Campaign were among the first to ride along the new cycle path. Peter Williams is a member of the Chester Cycling Campaign, which campaigns for new and improved cycle routes. He said:

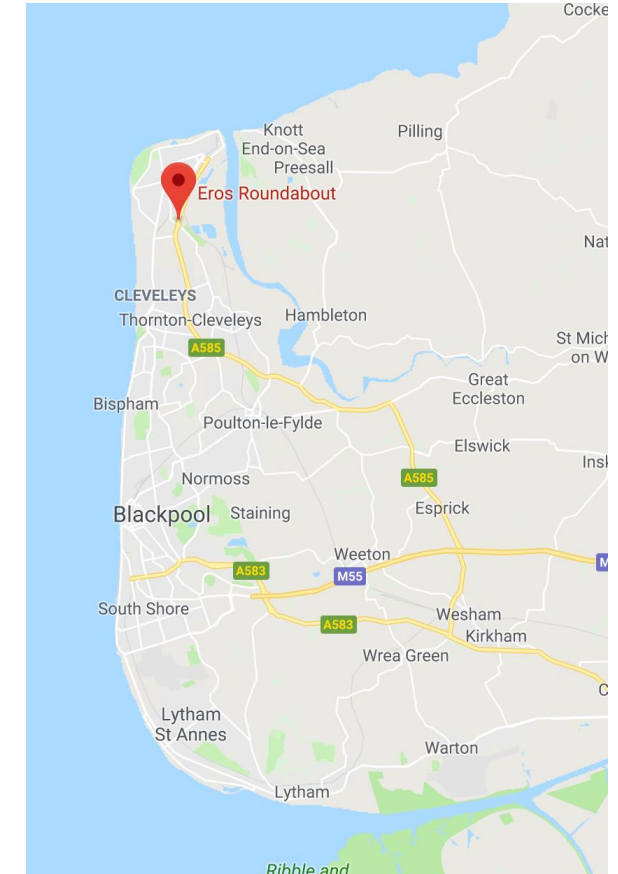
“The new cycle lane and other improvements at Two Mills make it much safer and easier to cross the junction and a lot of the cyclists I’ve been speaking to think they’re wonderful.”



A585 West Drive to Fleetwood shared cycleway

This project involved working in partnership to provide a shared use footway/cycleway to bring communities together. Following a new housing development to the east of Fleetwood, Lancashire, we worked with the County Council, Cyclist Touring Club, British Cycling and Wyre Borough Council to improve routes into the town centre.

We constructed a shared footway and cycleway along a section of the A585. The works also included the construction of two new toucan crossings across the A585. We reduced the maximum speed limit on this section of the A585, to ensure that the safety of cyclists and pedestrians was maintained. Working together meant that we could deliver this £1.5m scheme to the full benefit of the local community.



A63 Brough to Welton Cycleway

The footway was used by cyclists for commuting from Brough to employment sites in Melton, North Ferriby and Hessle. Extensive residential, industrial and commercial development planned for the area provided an opportunity to encourage cycling as an alternative mode of transport and mitigate increased levels of traffic volume on the A63.

In May 2017 we completed a 6 week improvement scheme to widen and renew existing footway and cycleway with added vehicle restraint system.



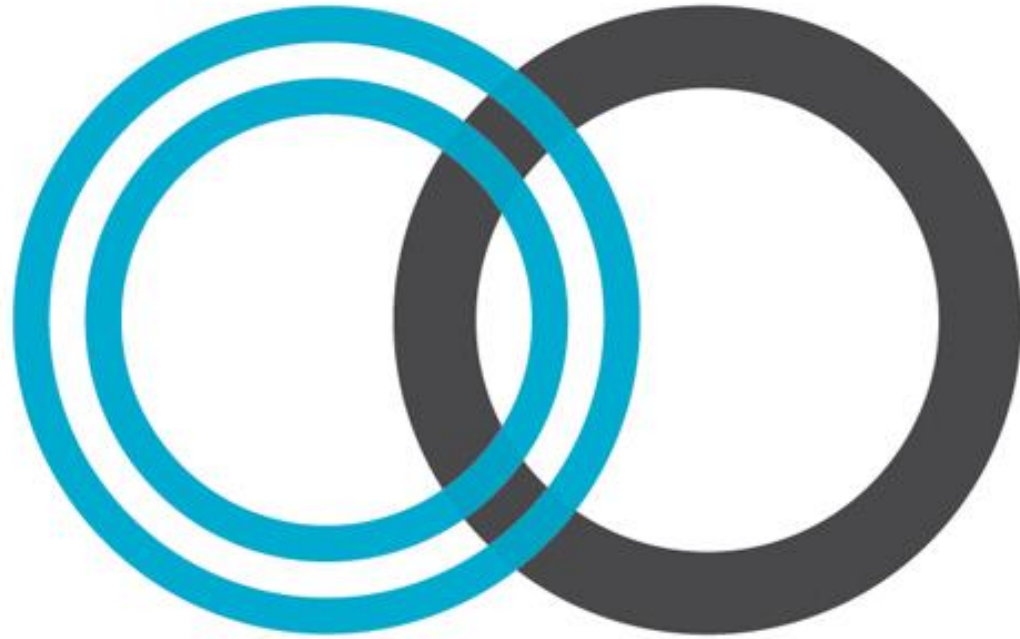
A64 Musley Bank to Huttons Ambo

Completed in early 2019, we have delivered a £550k improvement on the A64 for the benefit of local cyclists and residents.

The scheme has delivered an improved cycle path and well as providing new signage and improvements to drainage on the A64 to reduce associated flooding and maintenance issues for users.

This scheme was supported by local residents, Sustrans and Ryedale Council.





**Cycle
Rail**
Working
Group

The Cycle Rail Working Group



The **Cycle Rail Working Group** is a cross-industry body set up to deliver cycle-rail integration projects.



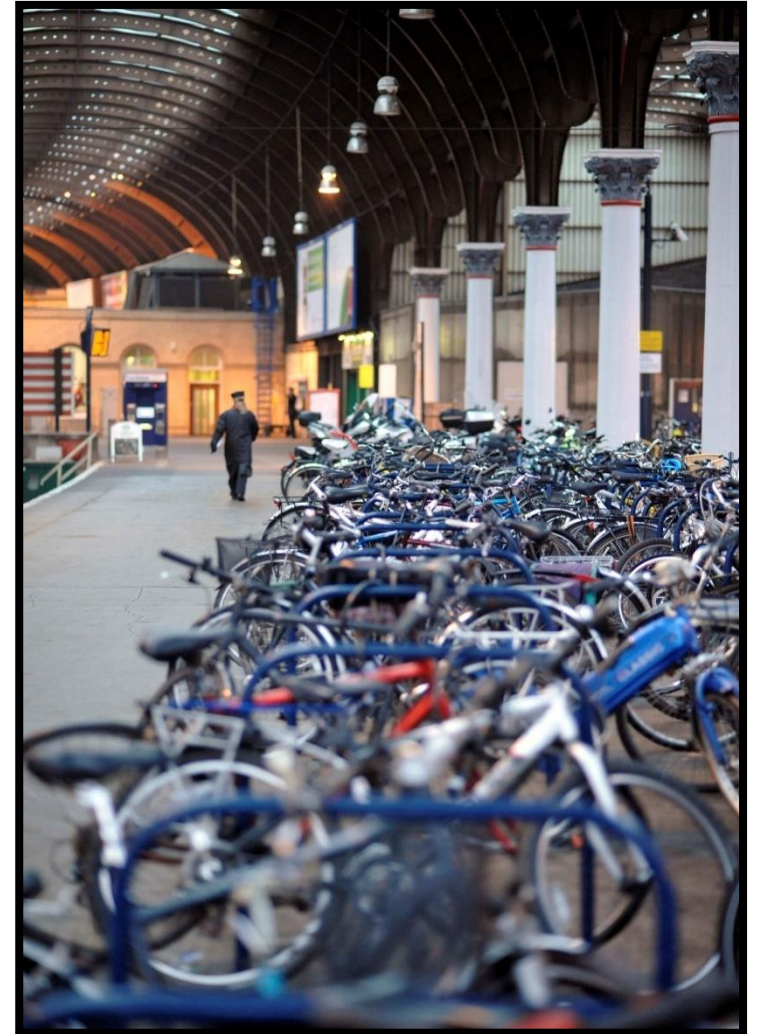
Group members include:

- Department for Transport
- The Rail Delivery Group (RDG)
- Network Rail
- Urban Transport Group
- Transport for London
- British Transport Police
- UK Cycling Alliance
- Transport Focus
- Rail Safety Standards Board

Creating an Accessible Network

The CRWG strives to improve the passenger experience by:

- Increasing Cycle Parking across the UK Rail Network
- Facilitating Bike Hire options
- Improving infrastructure around railway stations
- Working with train operators to improve cycle carriage design
- Delivering better information on walking, bus and cycle routes
- Providing guidance to stakeholders through the Cycle-Rail Toolkit



Progress to Date



With DfT funding of £23,630,000 and local contributions of £9,103,000, Cycle-Rail has been a major enabler towards meeting ambitious targets – as demonstrated by our results:



Cycle parking exceeding 70,000 and on track to **more than triple 2010 levels**, reaching over 79,000 spaces in 2017



19,362 NEW Cycle Spaces, 917 Hire Bikes, 35 Cycle Hubs as well as installation of CCTV, improved lighting, shelters, and other facility improvements such as bike repair, pumps and CIS screens

42% increase in rail journeys with a bike since 2010

Case Study – Brighton Cycle Hub

Brighton Cycle Hub is one of many projects that have benefitted from DfT funding to expand cycle networks and upgrade facilities at railway stations across the UK:

Before – a disused area at the rear of the station



Once funding was secured, with the DfT contributing £650,000 along with allocations from Network Rail (£300,000) and Brighton & Hove City Council (£100,000), work began...

Case Study – Brighton Cycle Hub

After Completion

The new hub provides 500 new secure cycle parking spaces with 24 hour swipe card access. This brings the total number to 800 across the station. Also included is a cycle repair workshop and coffee shop.



Upstairs are keep-fit facilities, showers and changing rooms. Flexible office space for rent is also on offer on a short-term basis. All facilities are fully accessible with step-free access and accessible toilets.

These facilities are available to non-rail users as well.

Aylesbury Cycleway - a £1million project to provide:

A 4km walking and cycling connection between Aylesbury Vale Parkway station and Waddesdon Manor

Benefits

- New opportunity for the CRWG to link railway stations with communities
- Part of Buckinghamshire's ambition for a wider cycling network
- Promotes the CWIS strategy to ensure that walking and cycling are seen as transport modes in their own right



The Case for Cycle-Rail



With continued Cycle-Rail funding, we can achieve the following benefits:

- **Railway operators:**
 - Alleviating the number of bicycles leads to increased capacity
 - Increased passenger numbers due to better cycling facilities
 - More reliable journey times as boarding and alighting is improved
- **Public Authorities and Infrastructure Managers:**
 - 12 bikes need the same space as 1 car, and in double layers 24 bikes can be parked in the same space
 - Reduced car congestion
- **UK Citizens:**
 - More accessible and liveable cities
 - Huge health benefits
 - Becoming a regular cyclist is seen to increase average lifespans by nearly a year
 - Replacing car usage with a train+bike combination saves up to 3 tons of CO₂ a year

The Rail Safety and Standards Board (RSSB) published a study on the future demand for cycle-rail.

This shows facilities need to more than double again within the next five years

and makes the case for government investment.

Further investment will help ensure the DfT's manifesto commitment is successful in making cycling and walking the natural choice for shorter journeys, or as part of a longer journey.

Other Areas of Focus

The Cycle Rail Working Group also provides support and guidance in the following areas ...



- PlusBike
- Provides info on combined cycle and rail journeys
- Free and easy to access information to help plan your journey



- Now in its 13th year
- Showcases initiatives, improvements and partnerships
- Recognise progress made to celebrate success



- Best practice to support and encourage more cycle-rail journeys
- Knowledge to embed cycle-rail firmly within business objectives.
- Helps ensure cycling to stations becomes easy & convenient.



- Links stations to town centres and places of local interest
- New cycle path from Aylesbury Station to Waddeson Manor
- Provide oversight and guidance for delivery



Department
for Transport

Why invest in cycling and walking?



Department
for Transport

Cycling and Walking Investment Strategy

What is it and how can
you get involved?



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UK health body calls for Copenhagen-style bike-friendly streets

National Institute for Health and Care Excellence says cyclists and pedestrians should get priority



Sarah Boseley
Health editor
Fri 4 Jan 2019 00:01 GMT

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UK must tackle 'astonishing' cost of congestion, study says

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UK drivers wasted an average of 31 hours in rush-hour traffic last year, costing each motorist £1,168, a study by traffic data firm Inrix suggests.

May ask EU for concessions

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Features



Ministry of Housing,
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National Planning Policy Framework

July 2018
Ministry of Housing, Communities and Local Government



Ambition for cycling and walking to be the natural choice for shorter journeys, or as part of a longer journey

Roles of local bodies – cycling and walking

Sub-National Transport Bodies (STBs)

- Set the overall transport vision in line with the Cycling and Walking Investment Strategy (CWIS)
- Advise on planning and priorities for large scale transport investment

Combined authorities/ Local highway authorities

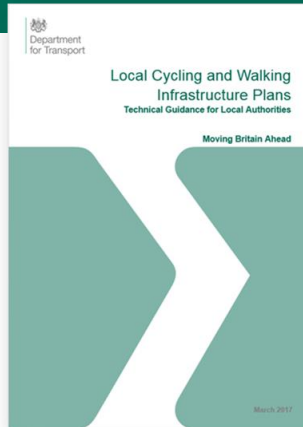
- Set the local transport strategy, supporting CWIS targets to increase cycling and walking activity
- Plan and prioritise investment in cycling and walking
- Prepare Local Cycling & Walking Infrastructure Plans (LCWIPs). Network planning and priorities for scheme investment.

Local planning authorities (district councils, unitaries)

- Set the land use policy for the local area
- Grant planning permission for new roads, housing and business developments in line with the National Planning Policy Framework (NPPF)



What DfT is doing



A £2 million package of support enabling 46 local authorities to produce LCWIPs, including:

- Specialist technical support to assist with network planning for cycling and walking
- Strategic support to help authorities make the local case for investing in cycling and walking:
 - Study visits, workshops, webinars, case studies, online forum
 - Delivered in partnership with Sustrans, Living Streets and Cycling UK
- Access and training on planning tools (e.g. Propensity to Cycle Tool, Active Mode Appraisal Tool)
- Training for highway engineers on cycling and walking infrastructure

