

LTN 1/20

Good Practice in Place Making

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Short journeys should be active journeys



In England, the **vast majority** of journeys over a mile are made in a car or van.



Two out of three personal trips are less than 5 miles.



Even for distances of 1–2 miles, **over 60%** of journeys were made by motor vehicle.



More than 8 out of 10 people live in urban areas where most trips could be cycled or walked.

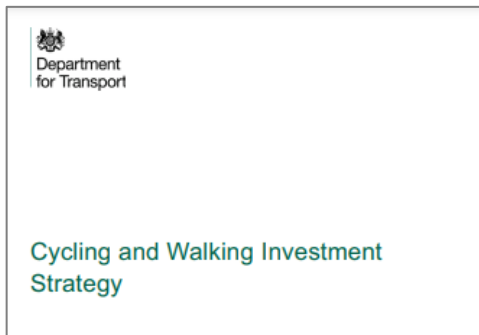


Sustrans focus

- Sustrans is increasingly focused on place making and creating people friendly places.
- People friendly places should be those where car use is dialled out by good design.
- Active travel will then be the main way people use that space.
- Avoid talking about cycling. People friendly spaces are far more politically acceptable to communities and their representatives.



Cycling and walking policy



‘We want to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey.’



‘We want – and need – to see a step-change in cycling and walking in the coming years. The challenge is huge, but the ambition is clear.’



‘This guidance supports the delivery of high-quality cycle infrastructure to deliver this ambition and objective.’

Link to funding (LTN 1/20 Foreword)

- It will be a condition of any future Government funding for new cycle infrastructure that it is designed in a way that is consistent with this national guidance.
- To receive Government funding for local highways investment where the main element is not cycling or walking, there will be a presumption that schemes must deliver or improve cycling infrastructure.

‘...In short, schemes that do not meet this guidance will not be funded.’

6) Consideration of the opportunities to improve provision for cycling will be an expectation of any future local highway schemes funded by Government.

Core design principles (1.5)

- 5 core design principles
- Networks and routes should be:
 - Coherent
 - Direct
 - Safe
 - Comfortable
 - Attractive

Accessibility for all				
Coherent	Direct	Safe	Comfortable	Attractive
				
DO Cycle networks should be planned and designed to allow people to reach their day to day destinations easily, along routes that connect, are simple to navigate and are of a consistently high quality.	DO Cycle routes should be at least as direct – and preferably more direct – than those available for private motor vehicles.	DO Not only must cycle infrastructure be safe, it should also be perceived to be safe so that more people feel able to cycle.	DO Comfortable conditions for cycling require routes with good quality, well-maintained smooth surfaces, adequate width for the volume of users, minimal stopping and starting and avoiding steep gradients.	DO Cycle infrastructure should help to deliver public spaces that are well designed and finished in attractive materials and be places that people want to spend time using.
				
DONT Neither cyclists or pedestrians benefit from unintuitive arrangements that put cyclists in unexpected places away from the carriageway.	DONT This track requires cyclists to give way at each side road. Routes involving extra distance or lots of stopping and starting will result in some cyclists choosing to ride on the main carriageway instead because it is faster and more direct, even if less safe.	DONT Space for cycling is important but a narrow advisory cycle lane next to a narrow general traffic lane and guard rail at a busy junction is not an acceptable offer for cyclists.	DONT Uncomfortable transitions between on and off carriageway facilities are best avoided, particularly at locations where conflict with other road users is more likely.	DONT Sometimes well-intentioned signs and markings for cycling are not only difficult and uncomfortable to use, but are also unattractive additions to the street scene.

LTN 1/20 Summary Principles (1.6)

- 22 summary principles.
- To help practitioners deliver high quality infrastructure.

1.6 Summary Principles

The following summary principles form an integral part of this guidance.

1.6.1 Creating a national default position where high quality cycle infrastructure is provided as a matter of course in local highway schemes requires a long term commitment to deliver the solutions outlined in this document. The 22 summary principles below will help practitioners deliver high quality infrastructure based on the lessons learned from cycle infrastructure delivered to date – both where this has been done well but also where delivery did not meet the outcomes desired.

- 1) **Cycle infrastructure should be accessible to everyone from 8 to 80 and beyond: it should be planned and designed for everyone. The opportunity to cycle in our towns and cities should be universal.**

The ability to deliver a right to cycle requires infrastructure and routes which are accessible to all regardless of age, gender, ethnicity or disability and does not create hazards for vulnerable pedestrians. Improvements to highways should always seek to enhance accessibility for all.

Figure 1.2: Accessible cycle infrastructure



- 2) **Cycles must be treated as vehicles and not as pedestrians. On urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians. Where cycle routes cross pavements, a physically segregated track should always be provided. At crossings and junctions, cyclists should not share the space used by pedestrians but should be provided with a separate parallel route.**

Shared use routes in streets with high pedestrian or cyclist flows should not be used. Instead, in these sorts of spaces distinct tracks for cyclists should be made, using sloping, pedestrian-friendly kerbs and/or different surfacing. Shared use routes away from streets may be appropriate in locations such as canal towpaths, paths through housing estates, parks and other green spaces, including in cities. Where cycle routes use such paths in built-up areas, you should try to separate them from pedestrians, perhaps with levels or a kerb.

Figure 1.3: Dedicated cycle facility in area with high pedestrian flows



Quality over quantity

High quality infrastructure is more important than the quantity of infrastructure implemented.

7) Largely cosmetic interventions which bring few or no benefits for cycling or walking will not be funded from any cycling or walking budget.

10) Schemes must be legible and understandable.

13) As important as building a route itself is maintaining it properly afterwards.

15) Trials can help achieve change and ensure a permanent scheme is right first time. This will avoid spending time, money and effort modifying a scheme that does not perform as anticipated.

18) Cycle routes must flow, feeling direct and logical.

19) Schemes must be easy and comfortable to ride.

20) All designers of cycle schemes must experience the roads as a cyclist.

21) Schemes must be consistent.

Who should we be designing for?

- An unaccompanied 12-year-old
- 8 to 80 and beyond
- For everyone
- Who should do the designing?

Cycle infrastructure should be accessible to everyone from 8 to 80 and beyond: it should be planned and designed for everyone. The opportunity to cycle in our towns and cities should be universal.

LTN 1/20 Summary principle #1



Everyone

Wider context: streets for people

Manual for Streets principles enable:

- Mini-Hollands
- Low-traffic neighbourhoods
- 20-min neighbourhoods
- Walkable neighbourhoods
- School Streets
- Healthy Streets
- Home Zones
- Play Streets



LTN 1/20 Figure 4.2 (Andrew Cameron, WSP & Bob White, Kent County Council)

LTN 1/20 should mean no more of this



And more of this.....



..... But there can be problems

- Amount of space
- Political support and leadership
- Visible public community support
- Need to reallocate space to active and sustainable travel.

We need to prioritise moving people not vehicles.



Tensions between users

- Different users have different needs.



A5117 Oxford Road, Manchester

Who is it good for?

Who is it not so good for?

Context

Hierarchy of users

Compromise



Vehicle Restricted Areas VRAs

7.4.6 Both pedestrians and cyclists may express a preference for clearly-defined cycle routes. However, this can lead to higher cycle speed and greater potential for conflict with pedestrians. Careful urban design can help to create an attractive and functional environment in which cycle speed is low and pedestrians clearly have priority. The positioning of features such as trees and benches and the use of surfacing materials can suggest a preferred route for cyclists. This approach can help keep cyclists away from areas where pedestrians are likely to be moving across their path, such as near shop doorways, seating areas and children's play areas. Street furniture within Vehicle Restricted Areas should not compromise visibility to the extent that it becomes hazardous for pedestrians and cyclists.



Placemaking & Inclusive Co-Design

East Midlands Councils 26-01-23



Inclusive Collaborative Design: Why?

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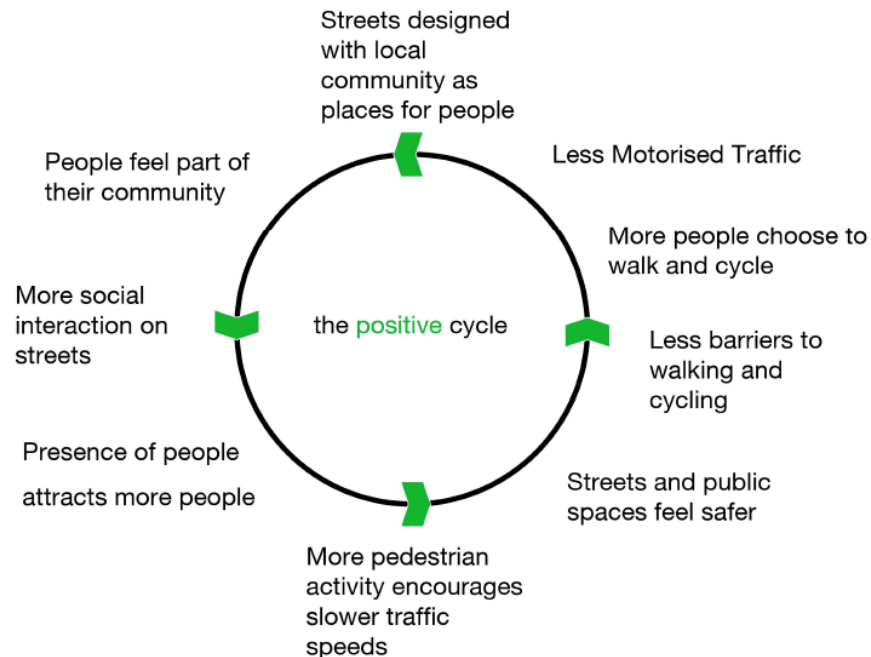
The key measure of high quality place-making is the **creation** of an **environment** by **people**, which **puts people first**.



Paths for Everyone



Liveable Cities & Towns
For Everyone



Collaborative Design: Process



Scope and plan

Co-discover

Co-develop

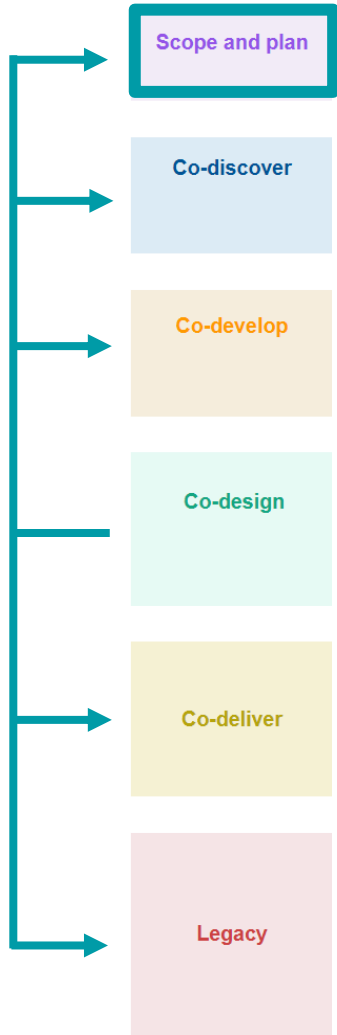
Co-design

Co-deliver

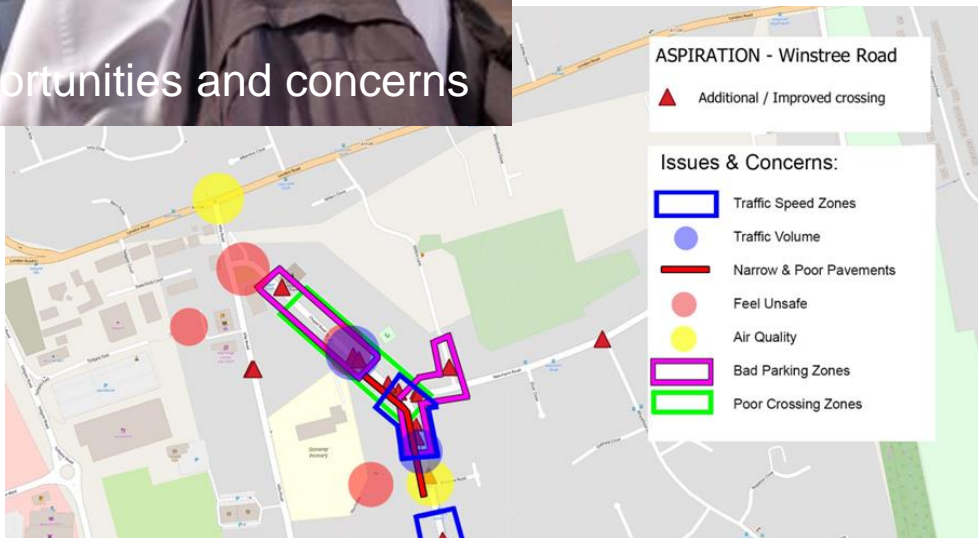
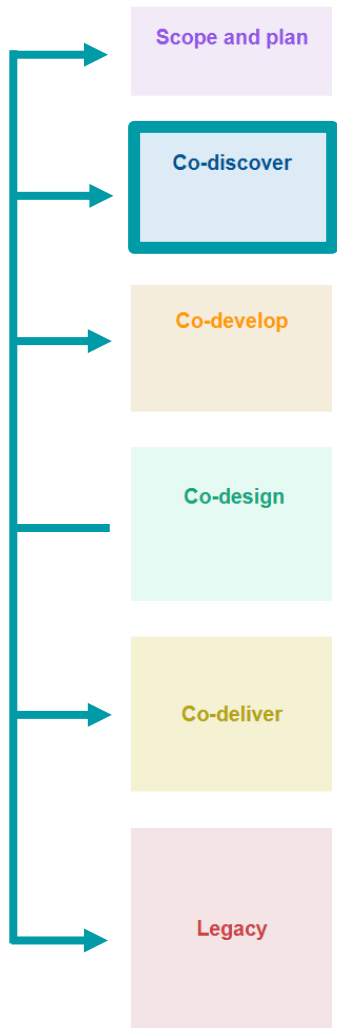
Legacy



Collaborative Design: Process



Collaborative Design: Process



Collaborative Design: Process



Scope and plan

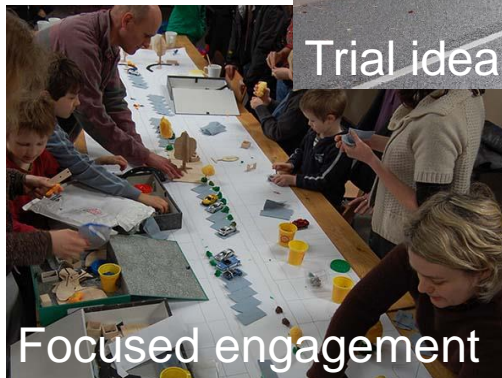
Co-discover

Co-develop

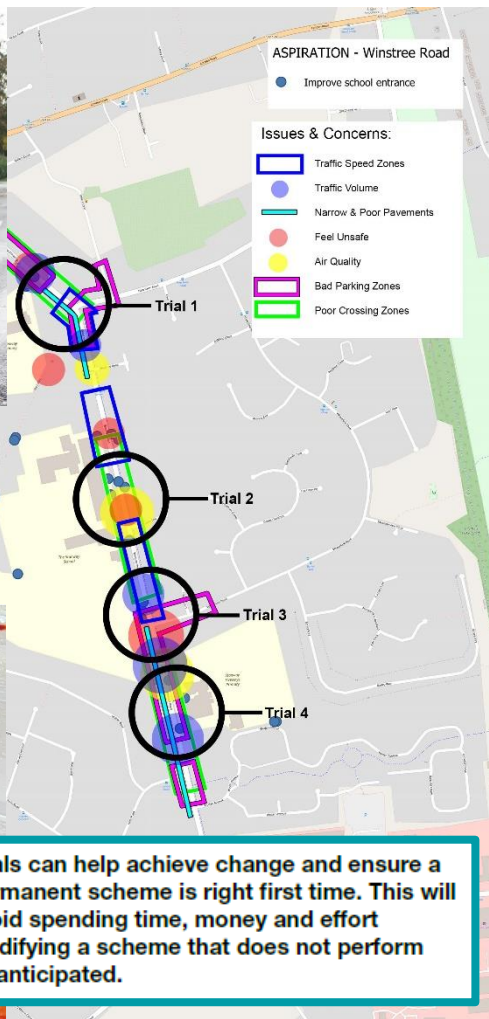
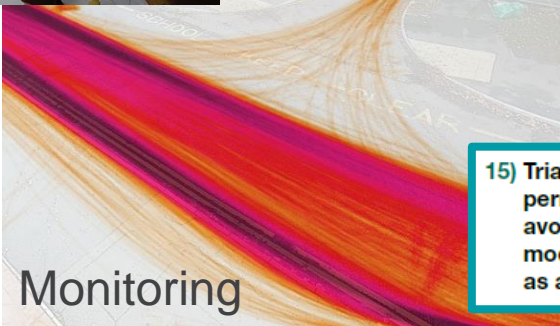
Co-design

Co-deliver

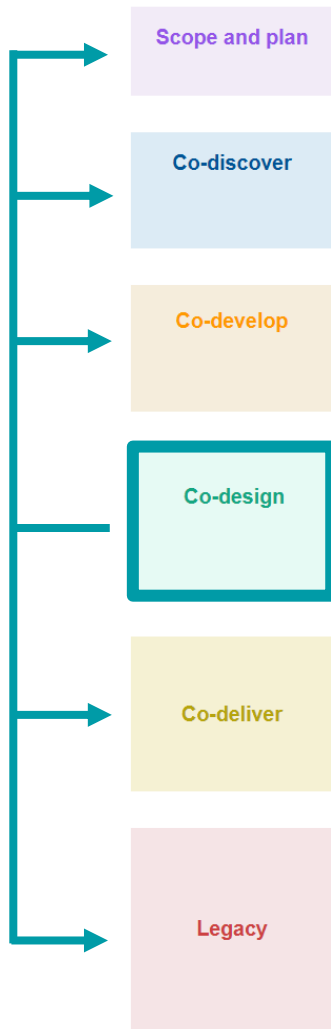
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Trial ideas



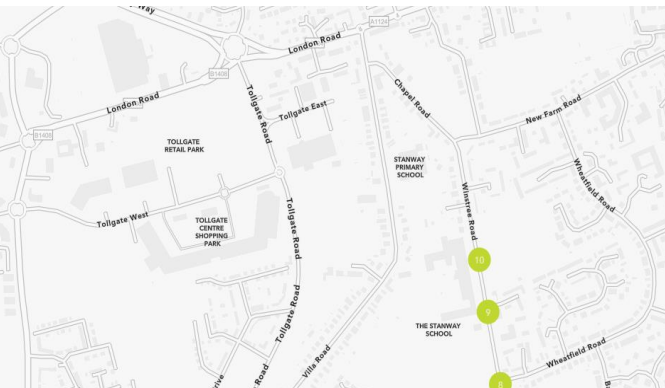
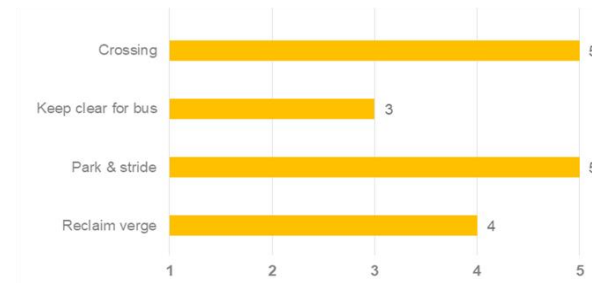
Collaborative Design: Process



Detailed Feedback: Fiveways Primary School



Respondents were asked to indicate their support for different elements of the design with a score between 1 and 5, where **5 equals 'agree'** and **1 equals 'disagree'**



Collaborative Design: Process



- Scope and plan
- Co-discover
- Co-develop
- Co-design
- Co-deliver**
- Legacy



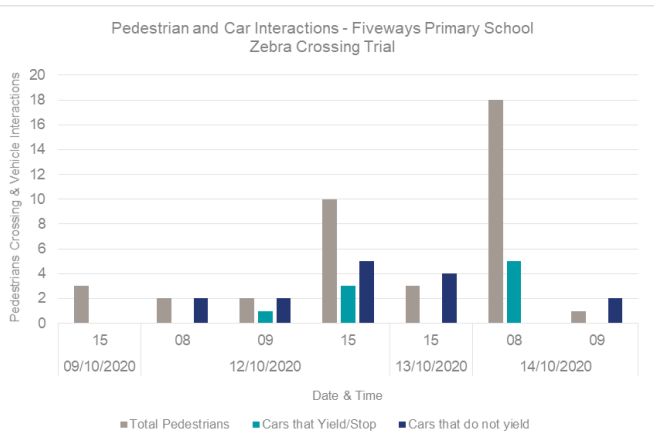
Feedback

Your feedback on these trials will help us to finalise the future plans for Winstree Road.

To let us know what you think, please complete the survey below or visit:
<https://arcg.is/0efbH0>

Please indicate the extent to which you agree or disagree with the design proposals for Winstree Road at Fiveways Primary

	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree
Zebra Crossing on Winstree Road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Raised table at entrance to Fiveways Primary	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



Collaborative Design: Process

Scope and plan

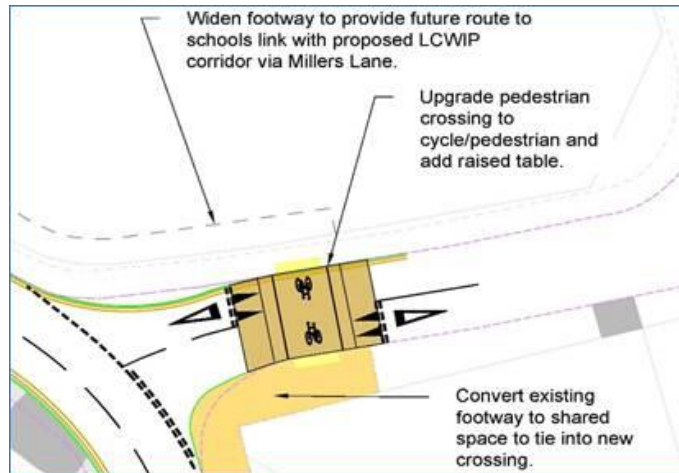
Co-discover

Co-develop

Co-design

Co-deliver

Legacy



8) Cycle infrastructure must join together, or join other facilities together by taking a holistic, connected network approach which recognises the importance of nodes, links and areas that are good for cycling.

17) The simplest, cheapest interventions can be the most effective.



Sustrans is the charity making it easier for people to walk and cycle.

We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

Join us on our journey.

www.sustrans.org.uk

Registered Charity No. 326550 (England and Wales) SC039263 (Scotland)
VAT Registration No. 416740656.



And more of this



<https://www.youtube.com/watch?v=JNK3JlztWXQ>



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