



Planning a Cycle Network

By the Newcastle Cycling Campaign

Improving cycling conditions are best achieved by **integration** - cycling being integrated into people's planning and thinking, land use and development plans and council's work programmes. For that integration to happen it's best to have in place an overarching plan - the **MasterPlan** - which comprises of an inspirational **cycle network** webbing together the main urban locations and an **Implementation Plan** to make it happen.

It is the draft **Newcastle Cycle Strategy** that gives the mandate to develop and implement the **Cycle Network MasterPlan**.

Step 0 - Bigger picture

Land Use Planning and **Spatial Policy** must focus and provide for **local services**. Planning systems must be made 'fit for active travel' such as walking, cycling and public transport and incorporate prevention of long trips.



Step 1 - Where do people want to go and where from? (Now)

This is largely background research. It will help to draft a network that can then be discussed with the cycling community. We need lines on a map to start the discussion.

Identify trip attractors / generators such as universities, schools, hospitals, major employers and employment sites, stations, transport hubs and shopping centres

Analysis of origin areas will be a start to the creation of a required network

Baselining, review existing monitoring locations, collect data and analyse. Review the current system to continually improve the monitoring network.

Completing Step 1 needn't be onerous. To avoid duplicate work, *past network proposals* should be used, taken into consideration, revised and modified to suit. Starting from scratch is not necessary.

Traffic data collection is also vital. See below. We should start collating now.

Step 2 – Create the MasterPlan for a cycle network (Year 1)

Create a cycle network on these principles

1. Safety
2. Directness
3. Comfort
4. Attractiveness
5. Cohesion

The development of a Cycle Network is an **iterative process** and routes may have to be switched and altered as other networks (car, freight, walk, cycle) are identified and assessed in tandem.

However the first consideration when designing a cycleway should always be to reduce traffic. That's made possible when the main vehicular arteries will have been located elsewhere or full segregation method will be employed. Some degree of access inconvenience by car will have to be accepted, given (contrary to popular belief) the car actually provides little to communities, our health, societal fairness, or indeed the environment.



Go about addressing the dangerous locations. Refer to danger/accident Stats19 hotspots. Assessment of cycle designs to be used, can be achieved by following the travel hierarchy

1. Traffic reduction
2. Speed reduction
3. Junction / traffic management
4. Redistribution (allocation) of road space
5. Off-road provision / segregation
6. Shared space

Start now!! To fully utilise the hierarchy and the Traffic Volume over Speed [85%ile] graph it is vital to get data along the routes.

- Traffic counts (all modes)
- Speed measurements data
- Collect and analyse crash (accident) data Stats19
- Cycle facility inventory

It is also important to understand the purpose of the route and categorise for different users (the Design User), as design speed and other specifications may vary.

- Fast commuter
- Slow commuter
- Shopping
- Leisure, short –distance (family) rides
- Leisure, long –distance touring

The proposed network map will be a superb opportunity for the council to engage with and positively involve the cycling community to bring about an integrated and inclusive network.

Step 3 – Implementation (2 years)

For the implementation phase these two points are key.

- Draw up a **work programme** for MasterPlan implementation and integrate the programme into council's plans
- **Inclusion** of MasterPlan in council's planning policy process, regeneration, (re)development proposals



Create / consider

- Maps
- Promotional material
- Signage
- Maintenance

Year 1 Immediate quick fixes (now!)

Year 2 Focus on a manageable one or two routes at first, and through good consultation and community engagement, create a positive feedback loop for the implementation of the remaining routes

Years 2+ Include works in the various regeneration and (re)development schemes, and carry out regular maintenance

Step 4 – Maintenance and Monitoring (on-going activity)

Assess requirements and develop a maintenance and monitoring programme for full inclusion in council's work plans. However baseline monitoring and assessment of collected data should be carried out at the start of the Cycle Network MasterPlan project!

We need to get this right. Piecemeal deals are not an option anymore. Let's make our city fit for cycling!

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