

Cycling by Design- Influence the future

SLIDE 1

Workshop exercise of the day – Start

Write SPECIFIC design issues (one per post-it note) from the top of your head that you experience on a day-to-day basis in the next 3 mins.

Discuss

You can write more during the presentation if you want or think of something you wish to include.

SLIDE 2

Welcome

And a big thank you for coming to this workshop ready to contribute to the update of Cycling by Design, Scotland's national guidance document.

This is a hugely important topic for cycling professionals and campaigners alike.

The things that are written down help to shape what appears on our streets. Since 2010, Cycling by Design has established itself as a very well recognised part of the delivery landscape. However a guidance document is out of date as soon as it is published. While a lot of good has come from the guidance, there is also some significant problems with the way it is seen and used.

I'm Andy Mulholland. I work as an independent cycling consultant. My role is to advise and assist the team led by the engineering firm CH2MHill to update Cycling by Design. CH2MHill is represented here by Kostas Vavatsoulas.

So, what can we possibly hope to achieve in the next hour?

SLIDE 3

We hope by the end of this session you will be rather like the cow in this picture who is eating what remained of my sandwich.

SLIDE 4

Know what's happening

While most of this session is about you talking and thinking, this first 10 minutes allows us to give you some information about the context of the update and what the plan is.

I'm yet to introduce the most important person at the front of the room. He is John Flynn, a Senior Chartered Engineer with Transport Scotland's Standards Branch and who is the project manager of the update.

So the next thing I'm going to do is pass you over to John to provide a bit of context.

SLIDE 5

Key points

Policy

- CAPS
- Grant fund organisations for both building infrastructure and behaviour change interventions (cycle training, cycle loan schemes), to encourage more people to cycle more often. These include [Cycling Scotland](#), [Sustrans](#) and Local Authorities across Scotland.

Operational / Technical

- Trunk road network makes up just 5% of Scotland's roads
- TS's road responsibilities primarily for the trunk road

SLIDE 6

Key Points

- Roles of Standards Branch (in relation to guidance and delivery)
- Cycling by Design is one of a family of guidance documents relating to the Trunk Road network

SLIDE 7

Key Points

- 37,000 miles of roads in Scotland
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/524087/road-lengths-in-great-britain-2015.pdf
- 2,115 miles of trunk road, 6% of total road length
<http://www.transport.gov.scot/road/maintenance/key-facts-about-trunk-road-network-Scotland>

SLIDE 8

Key Points

Why

- Prior to Cycling by Design, national road design standards / guidance did not adequately cater for cycling – particularly in a Scottish context
- CbD is a TS document for the trunk roads that arose from a clear gap in the DMRB and TS processes that caused severance to communities and built infrastructure that put barriers in the way of people trying to cycle

Document Status

- For use by practitioners throughout Scotland.
- Primary focus is the establishment of guidance to ensure consistent & appropriate design
- Mandatory for use on Trunk Roads – Commended to Local Authorities and other Developing Cycling Infrastructure in Scotland.

Improvements Since 2010

What the results have been since 2010 – routes and new roads – and the problems that still remain (cycling still not considered early enough in developments, examples of poor designs etc)

SLIDE 9

No Notes

SLIDE 10

There are two internal processes that really have made a difference in TS.

Trunk Road Cycling Initiative and Cycle Audit have genuinely forced the leaders of roads engineering projects to consider cycling at a much earlier stage than would otherwise be the case.

So just stick a 2017 badge on and we're done right?

Well, no. Cycling is still not early enough in roads projects and we know there are a lot of gaps and out of date elements.

And there's one other thing...

SLIDE 11

Given the current regulations and available guidance on design for cycle infrastructure, Local Authorities should be using Designing Streets (Scottish Government) and National Roads Development Guide (SCOTS). Instead, engineers/planners/stakeholders revert back to the Design Manual for Roads and Bridges and Cycling by Design.

SLIDE 12

Two stage process

Stage 1 – John (Flynn) has given us an open brief to ask the big questions and push the boundaries

- Answers go way beyond just guidance
- Report on Stage 1 to Transport Scotland

Stage 2 – Scope determined by this report for the document update

SLIDE 13

Extensive literature review undertaken by CH2M (Kostas Vavatsoulas) and ongoing until Christmas. Best practice guidance documents both national and international documents are being reviewed to update Cycling by Design to its best.

Examples of documents under review in the slides

SLIDE 14

No Notes

SLIDE 15

I'm now old enough (Andy Mulholland) that I don't need to do stuff I don't agree with. And I can say that I would not get involved in this project if I did not have confidence that we were going about it the right way. The fact that John (Flynn) has arranged for us to be here today tells you something about his commitment engage properly.

There might be reasons why you signed up today, but we think it's important to involve you. Your input really could help take CbD to the next level and the review.

SLIDE 16

No Notes

SLIDE 17

Back to the exercise – Think about which of the issues you have written down is the most important to you and would like to develop a guidance and design to address it.

SLIDE 18

This little guy will definitely need a lot of guidance through his life...

SLIDE 19

- Define your issue
 - Specific issues
 - Environmental context
- Ideal guidance
 - What should it say?
 - Drawing or bullets
 - Standard or aspiration?

SLIDE 20

Central refuge passes example – laying the right markings would provide better design/infrastructure for cyclists and regulate driver behaviour

SLIDE 21

No Notes

SLIDE 22

- Practical delivery issues
 - What is stopping this being delivered?
 - Politics/ priorities
 - Funding
 - Engagement process
 - Design processes
 - Lack of expertise
 - Guidance doesn't say this – absolute min/ desirable
 - Profit-motive

SLIDE 23

No Notes

SLIDE 24

No Notes

SLIDE 25

No Notes

SLIDE 26

No Notes

SLIDE 27

Innocent to Meadows cycle route – Toucan crossing

SLIDE 28

Innocent to Meadows cycle route – Toucan crossing

SLIDE 29

Innocent to Meadows cycle route – Cycle priority at junction with side road

SLIDE 30

Innocent to Meadows cycle route – Layout of route at toucan crossing

SLIDE 31

Innocent to Meadows cycle route – Dropped kerb for cyclists to get back on the carriageway (water ponding issue)

SLIDE 32

Drainage grate along cycle route (wrong type of grate – potential risk for accidents)

SLIDE 33

More appropriate drainage grate for cycle route

SLIDE 34

Bus stop bypass along cycle route