

## Cycle Users

**Presented by:** Peter Ashwin, Cycle Users Representative

### **Background**

There have been a number of successes, which emerged from the last DLTP.

These Include:

The construction and promotion of the National Cycle Network.

The Improvement of some town centre networks and cycling facilities.

Successful DCC cycling promotion (literature /website).

### **Recommendations For The Next DLTP (2006-2011)**

#### **1. National Cycle Network (NCN).**

- Complete the National Cycle Network especially links to towns and villages.
- Use the NCN as a backbone for further routes through urban areas, which can be used for commuting recreational and utility cycling.

#### **2. Non-Leisure Cycling**

Increase that number of direct routes for non-leisure users e.g. direct routes to schools, stations and to major towns.

#### **3. Safety**

- Insert routes around unsafe junctions / stretches of road.
- Prevent cycle routes ending at roundabouts.

#### **4. Public Transport Integration**

Increase integration with public transport, lack of cycling facilities is a major disincentive to cycle users e.g. trains are very inflexible about the number of bikes they take.

#### **5. 'Drive To and From' Cycle Routes**

- Promote the 'whole route concept' encourage people not to drive too and from where they are going to cycle.

#### **6. Multi-user Routes.**

Investigate the option of linking up cycle users and disabled access in urban areas – Cycle routes provide urban access routes which other groups can take advantage of.

#### **7. Consultation**

Continue the consultations with Cycling groups, useful source of information.

#### **8. Design**

Cycle routes need to be **safe, direct** and **memorable**.

#### **9. Investment**

Strengthen level of investment to reflect Cycling position in the DLTP modal hierarchy.

#### **10. Cycle Parking Facilities**

For shopping, it is helpful to have a scattered set of cycle parking facilities rather than just concentrated cycle parks. This minimises the need to carry heavy bags and is a plus especially for older people. Cycle parks are suited more for workplace commuting etc.

### **Handouts**

The following handouts were issued to support this paper:-

### **Devon County Council Devon Local Transport Plan 2006-2011**

#### **Panel Discussion: -**

- Ensure the NCN development does not lose momentum.
- Planning cycling priorities should centre on town centre access (especially Exeter) and to develop continuous routes.

## **DEVON LOCAL TRANSPORT PLAN – 2006-2011**

- There have been cases where schools are discouraged from cycle training, as there are not suitable areas close to the school where training can be carried out.
- Cyclist road safety can be increased by identifying unsafe areas on routes (Roundabouts) and to ensure extra precautions are implemented.
- The NCA offers a safe cycle route which needs to be fully utilised further e.g. In Exmouth the NCN goes past a secondary school however there is no link, so the pupils have to ride on the more dangerous roads to get to school.
- It would be feasible to put cycle lanes on roundabouts in which the cyclist has priority.
- Better integration between cycling and public transport required e.g. trains needs to provide more facilities for the cyclist.
- Volunteers who can help with training and consultation can be found in areas such as cycle clubs.
- As soon as more routes are completed there will be a growth in the numbers of cyclists. Currently disjointed routes are deterrent for many riders.
- One of the leading priorities from the cyclist point of view is to create better links for the non-leisure user.