

Lancashire's Cycling and Walking Investment Strategy

Essential ingredients to develop cycling properly include:

1. The main focus on UTILITY cycling, or as 1.1 of the guidance states, "where cycling and walking is the norm for short journeys or as part of a longer journey).
2. Plans/strategies to be developed for ALL towns/cities, prioritising access to and through all town centres in all directions.
- 3..All plans/strategies should be adopted by both county and borough councils, be adhered to and reviewed and updated periodically. None should be prepared just to apply for government grants and then forgotten.
4. The norm must be full *cycling permeability* in any city, town or village. Where there are traffic restrictions cyclists should generally be exempted and guaranteed routes at least as direct as any driver, preferably more so.
5. Full, direct cycle access must be included in ALL highway schemes, whatever their main objective: public realm, traffic management, traffic calming, bus priority etc. Cycling must not be considered an optional extra.
6. All scheme designers - not just for specific cycle schemes - must be kept up-to-date with both the Lancashire Cycle Guidelines and latest best practice, primarily the London Cycle Guidelines. There should be no more 'junk' infrastructure, such as island hopping on pavements around roundabouts.
7. Working parties should be set up to improve specific practices, such as for cyclists at large signalised junctions or at roundabout.
8. The provision of cycle parking needs to be progressively improved, year after year, for all shpping areas, schools, work places, leisure centres etc.
9. Much more effort needs to go towards getting children to walk or cycle to school, with all that this implies.
10. Consultation with user group reps must continue but ~~also~~ be enhanced to feed more effectively into the decisions of senior management, especially those not directly responsible for cycling.

Robin Field, CTC Right to Ride County Rep