WEBINAR WILL BEGIN AT 14:00

ACTIVE STREETS ASSESSMENT TOOL

RICHARD OWEN, STEVE FERRIS, CRAIG SMITH

WEBINAR SUPPORT

https://agilysis.co.uk/online-training-resources/

- Please use the Q&A Section to ask questions – We will answer as many as we can
- This is being recorded and will be available to review shortly
- The PDF slides will also be available

https://app.activestreets.uk/

ACTIVE STREETS

News story

£2 billion package to create new era for cycling and walking

Alternative ways to travel, such as walking and cycling, could relieve the pressure on public transport.

Published 9 May 2020

From: Department for Transport, Office for Low Emission Vehicles, and The Rt Hon Grant Shapps MP

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ACTIVE STREETS

- First round for emergency, temporary measures
- Second round for permanent changes - “Not for paint on the roads”

Measure may include:

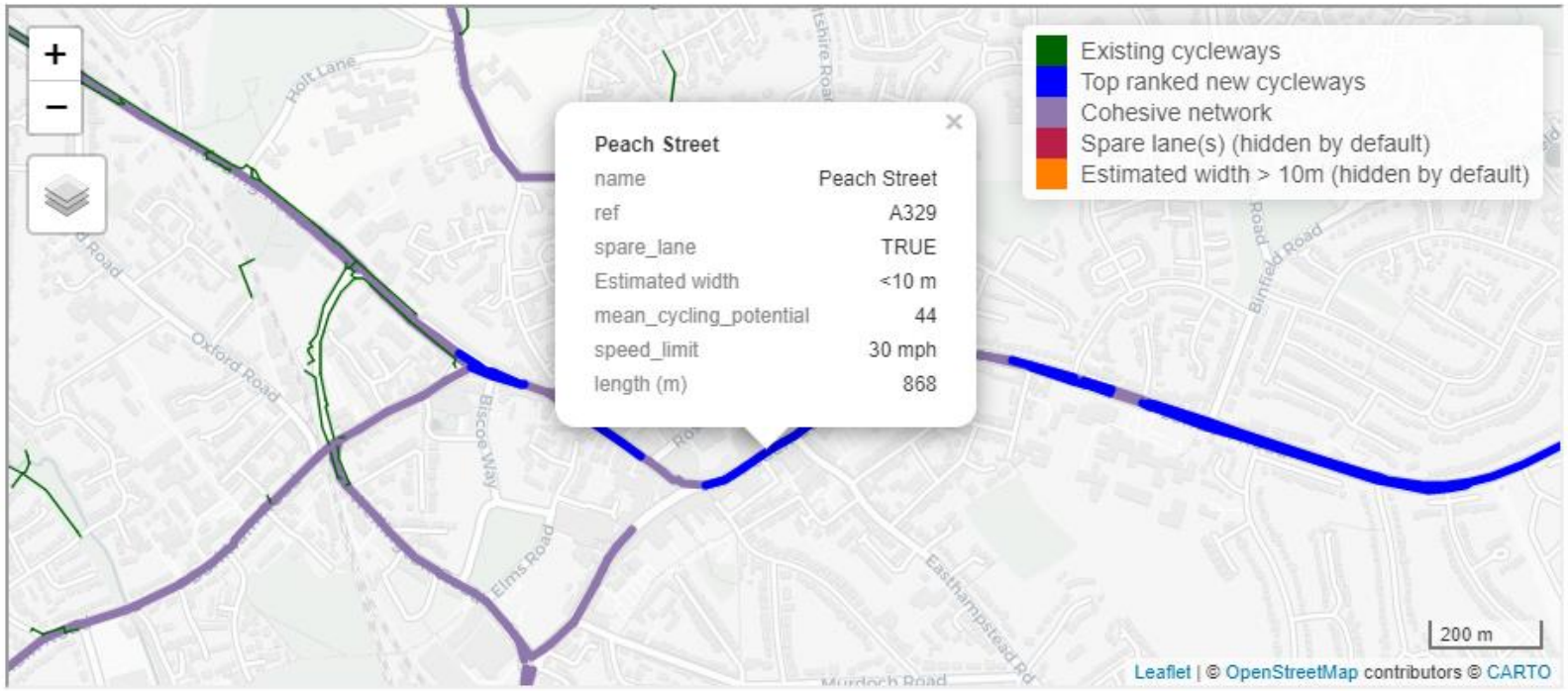
- New, permanent infrastructure (segregated or shared-use cycle paths)
- Street closures (Filtered Permeability)
- Additional cycle facilities

PROVIDING EVIDENCE

- DfT funded Rapid Cycleway Prioritisation Tool

https://www.cyipt.bike/rapid/#map-layers

- Uses census data and Open Street Map information to guess where there is potential, and where roads may be wide enough to fit new infrastructure
- Adds in information about existing networks (OSM)



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active streets ASSESSMENT TOOL

- Builds on the data and experience from our work on the Speed Compliance Dashboard
- Adds extra information from Ordnance Survey MasterMap
- Modelled AADF (flow) for roads indicating traffic levels
- Congestion modelling using average and 85th percentile speeds at different times of day
- Estimation of high-pedestrian traffic locations
- Online access using a secure server
- Rapidly deployable within two days for new clients

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- Useful for exploring road features or identifying new roads based on pre-defined scenarios in CD195
- https://www.standardsforhighways.co.uk/dmrb/search/5bb8f60c-737b-49f8-8c40-522a49038eff

E/1. Types of cycle route

E/1.1 Table E/1.1 shows the minimum cycle route provision which shall be used for different traffic speeds and volumes.

Table E/1.1 Minimum provision for cycle routes

Speed limit (mph)	Motor traffic flow (AADT-Average annual daily traffic)	Minimum provision for cycle routes
40 and over	All flows	Cycle tracks (excluding stepped cycle tracks)
30	>5,000	Cycle tracks
	0-5,000	Cycle lanes
20	>5000	Cycle tracks
	2,500-5,000	Cycle lanes
	<2500	Quiet streets

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active streets ASSESSMENT TOOL

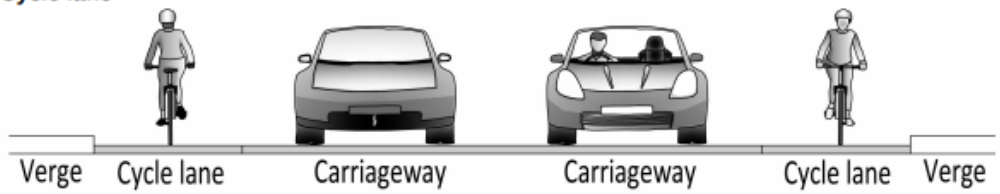
- Useful for exploring road features or identifying new roads based on pre-defined scenarios in CD195
- https://www.standardsforhighways.co.uk/dmrb/search/5bb8f60c-737b-49f8-8c40-522a49038eff

- Infrastructure requirements
- Cycle lanes
- Safe Zones

Demonstration

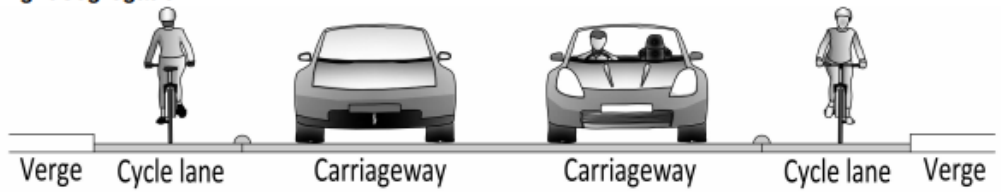
Cycle route type	Peak hour cycle flow (either one-way or two-way depending on cycle route type)	Desirable minimum width	Absolute minimum width (for sections up to 100 metres)
Cycle lane	<150	2.0 metres	1.5 metres

Cycle lane



Cycle route type	Peak hour cycle flow (either one-way or two-way depending on cycle route type)	Desirable minimum width	Absolute minimum width (for sections up to 100m)
Cycle lanes with light segregation	<150	2.5 metres	1.5 metres

Light segregation



Cycle route type	Peak hour cycle flow (either one-way or two-way depending on cycle route type)	Desirable minimum width	Absolute minimum width (for sections up to 100m)
One-way cycle track (including stepped cycle track)	<150	2.5 metres	1.5 metres
	150-750	3.0 metres	2.5 metres
	>750	4.0 metres	3.5 metres

A329 – WOKINGHAM

- 40mph
- 9.1m average width
- 9,000 AADF
- Off Peak 85th %ile = 37mph
- Congestion index = 135 (152 AM, 120 PM)
- No collisions on that link, a few elsewhere along the same road
- *CONCLUSION – Requires segregation due to high speeds but space available*

WILTSHIRE ROAD

- 30mph
- 8.8m average width (6.4 minimum)
- 2,385 AADF
- Off Peak 85th %ile = 32.1mph (25.5 avg)
- Congestion index = 110
- No collisions on that link or elsewhere
- Near a school, higher pedestrian movements
- *CONCLUSION – May require speed management to make it suitable for shared use, width an issue for segregation*

CHARWOOD ROAD

- 30mph
- 7.6m average width
- <500 AADF
- Off Peak 85th %ile = 26.3mph (avg 20.3)
- Congestion index = 91.7
- No collisions on that link or elsewhere in the neighbourhood
- *CONCLUSION – Designation as residential safe zone with 20mph limit*

POLLS

- Is anyone using this type of data already?
- How would you use the tool?
- Have you put in place new school travel plans for September?

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Q&A

- Pricing - £4,595 per authority, per annum with up to 4 users
- Early bird discount of £1,000 until August 31st 2020
- Covers licensing for all data for one year

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