

A call for ideas to support the development of an Integrated National Transport Strategy for England

A guide to responding from Cycling UK

Introduction

The UK Government is developing a new transport strategy for England. At this early stage it has issued a [call for ideas](#) which is an excellent opportunity for you to tell them what you think needs improving about our transport system.

The Integrated National Transport Strategy will be a new thing for England as previously the Department for Transport has developed strategies for each mode of transport. Scotland and Wales already have their own transport strategies.

Although the title features the word 'integrated' the strategy isn't just about better join up between modes of transport. **This is your chance to write anything you think is needed to make cycling better in England.**

This guide offers you some bullet point ideas on what needs improvement. Feel free to use these points, adapt them and add your own.

You can either respond in writing or **using the [online form](#).**

Suggestions for your response

This guide is for those of you responding as **individuals** and **members of the public**. The first questions ask you to indicate this. Questions 3 to 10 ask for personal and location information.

For the remaining questions our advice is to use specific or local examples only to illustrate general points – such as those suggested below. Government is looking for general issues at this stage, not specific places where problems need to be solved.

All the points below are Cycling UK's suggestions which would improve transport experiences in a positive way.

Questions on improving modes of transport

Questions 11 onwards progress through asking about **how often you use** various modes of transport and **what changes, if any, would improve your experience**. There are five modal groupings in the online questions:

Car, van, motorcycle or moped (not e-bike)

- **Safety** is a key concern for all responsible road users. Improving safety should focus on reducing risks from types of vehicle which pose the most danger.
- **Road and junction changes** – to calm traffic, make speeds appropriate to the area, and improve safety.
- **Slower speed limits** – e.g. 20mph in built up residential areas, and lower national speed limits on single-carriageway rural roads.

Train, underground, metro or tram

- More **frequent services, affordable fares** and simple multi-mode ticketing.
- More **safe and secure cycle parking**, including for e-cycles, at stations and interchanges to allow for integrated journeys.

- More **dedicated spaces on trains** for stowage of pedal cycles.
- All trams should have space for and allow cycle carriage.
- Improved **booking systems** for booking a bike onto a train.
- Approaches to stations and interchanges should be designed for people rather than cars, and roads leading to stations need **protected cycle tracks** to enable safe cycling to the station.

Bus, minibus or coach

- More **frequent services, affordable fares** and simple multi-mode ticketing.
- **Dedicated spaces** on rural bus services and on longer-distance coaches for carriage of pedal cycles.
- Improved online **booking systems** for booking a bike onto a coach.
- **Protected cycle tracks** on roads leading to bus stations to enable safe cycling to the station.
- More **safe and secure cycle parking**, including for e-cycles, at bus stations and bus stops to allow for integrated journeys.

Bike, e-bike or e-scooter

- Increase **funding** for active travel to reach 10% of the transport budget to fund active travel improvements by the end of this parliament.
- Create more wide **cycle lanes** physically separated from traffic.
- More **road space reallocated** for cycling, including reallocation of parking spaces to provide space for cycling routes – especially in town centres and along main arterial routes.
- Change the law to **ban parking in all cycle lanes** – and enforce the law.
- **Road junctions** redesigned so they are safe for and better prioritise people cycling.
- More **20mph zones** to reduce casualties in residential areas.
- Slower **speed limits** on single-carriageway rural roads, where the majority of cyclist deaths occur.
- Better **maintenance of roads**, especially in the 1 metre from the edge where cyclists tend to ride.
- Better **maintenance of cycle lanes** and tracks, especially in icy conditions.
- More **secure cycle parking** in towns and cities and densely populated residential areas.

Walking or wheeling

- Create more and wider **pavements and footways**.
- Better and more frequent **maintenance of pavements and footways**, especially in icy conditions.
- **Ban parking on pavements** and enforce the law.
- Allow the use of **side street zebra crossings**, which are common in Europe, to reinforce Highway Code rule H2 that pedestrians have priority over vehicles and cyclists turning into a junction.
- **Calmer streets** by creating more 20mph zones in residential areas, and more use of modal filters to reduce rat-runs.

General questions

Later questions are more general. Here are the key questions with suggested points for inclusion:

- **How satisfied or dissatisfied are you with the transport network overall?**
Our transport systems urgently need improvement, so we suggest choosing **dissatisfied** or **very dissatisfied**

- **In your opinion how best could the transport network be better 'joined up' (select your two most important options)?**

We suggest you choose any one of the answers already provided and **Another option (specify)** followed with the following text:

'More safe and secure cycle storage at public transport hubs, stations and interchanges with cycle storage prominent, well signed, secure and accessible.'

- **What ways, if any, can you think of how technology could be used to improve your experience with the transport network?**

We suggest using the following points and add your own suggestions:

- All travel planning tools should include cycling as an option.
- Travel planning tools should include public bike share schemes as a travel option.
- Integrated ticketing should be designed to allow use of public bike share schemes.
- Online booking systems for buses, coaches and trains should allow booking of bikes and show how many spaces available.
- Cameras and technology could be used to ensure bus and train online cycle booking systems are updated in real time.
- Speed cameras should be more widely used to reduce speeding.

- **How, if at all, would you improve the way decisions are made about the transport network?**

We suggest using the following points:

The strategy must include and have the following at its heart:

- **People** – the strategy must have people's needs at its heart and decisions must be made with a focus on people and their needs.
- **Climate** – with transport being the largest contributor of climate emissions in the UK, the strategy must focus on reducing greenhouse gas emissions from transport.
- A **vision** for a transport system which genuinely prioritises sustainable modes of transport.
- A **Sustainable Transport Hierarchy** – so that decisions are made according to a hierarchy which puts walking and wheeling at the highest priority level, followed by cycling, public transport, taxis and shared transport, with private cars as the lowest priority.
- An **overhaul of the process used to assess and appraise transport projects** - to properly capture and value their positive and negative impacts.
- **Targets to increase the proportion of journeys made by clean and healthy modes of transport** – to ensure local and national government put in place changes so that everyone has the option to take journeys by public transport or active travel rather than taking being forced into using the car.
- **Road safety targets** – to drive improvements in road safety at a local level.