

Local Transport Plans: draft guidance

Summary of response from CTC, the national cyclists' organisation



working for cycling

CTC is the national cyclists' organisation, has 70,000 members and supporters, provides a range of information and legal services to cyclists, organises cycling events, and represents the interests of cyclists and cycling on issues of public policy. CTC celebrated its 126th birthday in August 2004.

We broadly welcome guidance, particularly the four objectives: accessibility, congestion, safety and air quality. Whilst there are different ways in which these objectives could be met, we urge that local authorities' policies should be based on traffic restraint and the promotion of alternatives to the car, including cycling.

The most important change we are recommending to the draft guidance is that a fifth objective of **Climate Change** should be added to the key themes under the "shared priority". Local authorities should be required to set an indicator for traffic restraint as a close proxy for this climate change objective. This should be done under the powers of the Road Traffic Reduction Act.

Other key points that need addressing are:

- i) *Road danger reduction* – the safety objective should be addressed by tackling the sources of road danger and not merely the symptoms (i.e. casualties). This approach is necessary if road safety is to be pursued in a manner which supports (rather than being contrary to) increasing levels of walking and cycling.
- ii) *Planning* – the guidance needs to spell out more clearly the need for LTPs to complement planning policy objectives by being closely integrated with local development documents.
- iii) *Revenue v. capital* – the guidance must resolve the contradiction between its recognition that revenue-based solutions represent excellent value-for-money and the failure to make any such funding available.
- iv) *Soft factors* – the measures as set out in the *Smarter Choices* report need to be better reflected within the guidance.
- v) *Skills gap* – the need to address the shortage of professionals who can implement transport proposals, and to improve their skills and training;
- vi) *Community engagement* – there is a gap which needs to be addressed.
- vii) *Rights of Way Improvement Plans* – the guidance needs to be clearer about how local authorities should prepare these.

CTC, October 2004