

# No Man Is An Island



**CYCLEWight AGM**  
**3/10/2025**



# Hello!



## Mark Philpotts

Chartered Civil Engineer

30 years' experience in the public and private sectors, mainly in highways and now as an independent sustainable mobility design specialist.

Founded City Infinity in 2017 and full time since May 2024.

Member of Beyond the Bicycle Coalition.

Blogger and writer under the pen name "The Ranty Highwayman".

(with apologies to John Donne)

# Not Invented Here



Middenweg, Amsterdam East

- Space
- Weather
- Topography
- Legislation
- Culture
- Presumed liability
- Excuses



# Rural Network Design



Red Squirrel Trail, Newport



# Guidance

Where the cycling and motoring networks coincide, motor traffic volume, composition and speed will guide our solutions.

We know that people don't want to mix with lots of fast-moving motor traffic.

Most solutions are motoring infrastructure!

Figure 4.1 – LTN 1/20

*Appropriate protection from motor traffic on highways.*

Speed Limit <sup>1</sup>	Motor Traffic Flow (pcu/24 hour) <sup>2</sup>	Protected Space for Cycling			Cycle Lane (mandatory/ advisory)	Mixed Traffic
		Fully Kerbed Cycle Track	Stepped Cycle Track	Light Segregation		
20 mph <sup>3</sup>	0					
	2000					
	4000					
	6000+					
30 mph	0					
	2000					
	4000					
	6000+					
40 mph	Any					
50+ mph	Any					

- Provision suitable for most people
- Provision not suitable for all people and will exclude some potential users and/or have safety concerns
- Provision suitable for few people and will exclude most potential users and/or have safety concerns

- Notes:
- If the 85<sup>th</sup> percentile speed is more than 10% above the speed limit the next highest speed limit should be applied
  - The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow
  - In rural areas achieving speeds of 20mph may be difficult, and so shared routes with speeds of up to 30mph will be generally acceptable with motor vehicle flows of up to 1,000 gpd per day

# Guidance

Speed Limit <sup>1</sup>	Motor Traffic Flow (pcu/24 hour) <sup>2</sup>	Protected Space for Cycling			Cycle Lane (mandatory/ advisory)	Mixed Traffic
		Fully Kerbed Cycle Track	Stepped Cycle Track	Light Segregation		
10/20 mph	0					
20/30 mph	2000					

## Notes:

1. If the 85<sup>th</sup> percentile speed is more than 10% above the speed limit the next highest speed limit should be applied
2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow
3. In rural areas achieving speeds of 20mph may be difficult, and so shared routes with speeds of up to 30mph will be generally acceptable with motor vehicle flows of up to 1,000 pcu per day

*Appropriate protection from motor traffic on highways.*

and/or have safety concerns.

recommended for speeds of up to 30mph and for generally acceptable motor vehicle flows of up to 1,000 pcu per day



# Guidance



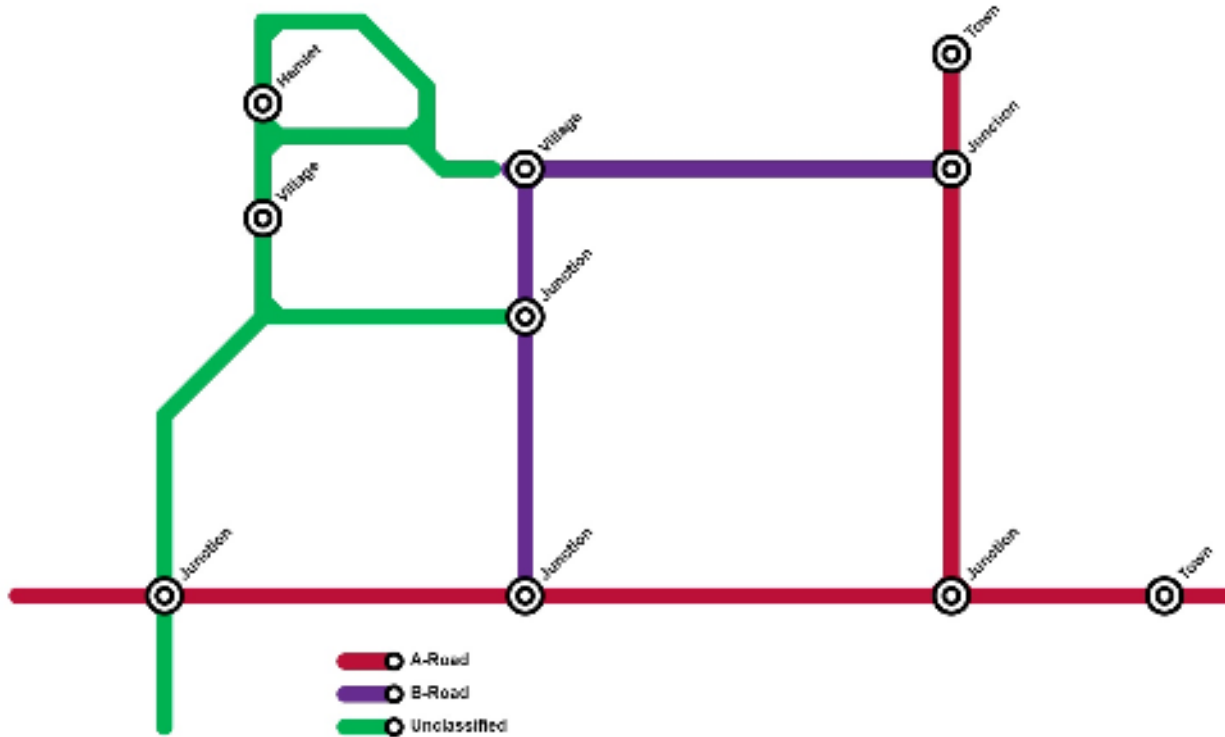
Near Perkpolder, Zeeland

For rural situations, people walking and wheeling are often faced with using the carriageway,

The emerging thinking is heading towards conditions of no greater than 1,000 pcu/day at 20mph (10% at peak).

Of course, shared-use cycle tracks are often fine in the rural context.

# Unravelling the network



- Decide: flow roads, distributor roads and access roads.
- Can we repurpose any roads?
- Do we need land?
- Are there interim solutions?
- Can we redesign the cross section?
- Can we filter?
- Crossings of main roads.
- Do we need new roads?



# Unravelling the network



- Develop a network plan with initial feasibility.
- **The motoring network is important and not even considered in national guidance.**
- Adopt as policy.
- Develop a delivery plan.
- Early interventions to build momentum.
- Regular review.
- Go back and improve.

# Rural Routes



Red Squirrel Trail, Cowes

Greenways providing direct inter-urban links.

Need to be wide enough, with a machine-laid surface and with a decent managed verge.



# Rural Routes



We are going to have to build some bridges!



Chisholm Trail, Cambridge

# Rural Routes



Verge-separated shared-use cycle tracks.



N639 Baarlesweg, Chaam

# Rural Routes



Redesign the cross-section.



Sillestraat, Elst



# Rural Routes



Rural filtering.

Hengstdijkse Kerkstraat

# Rural Routes



Controlled crossings.

Europa-Radbahn, Kleve

# Rural Routes



Safer roundabouts.

N224 Rijksweg, Ede



# Towns & Villages



Town Lane, Newtown

# Tackling Main Roads



Main roads need cycle tracks where the motoring and cycling networks meet.

A3049 Ringwood Road, Bournemouth



# Tackling Main Roads



B1049 Histon Road, Cambridge

Large junctions need to provide safety and continuity for cycle traffic and can help with crossings between quieter streets.



# Tackling Main Roads



Simplify larger junctions where the motoring and cycling networks coincide.



A35 Fernside Road, Poole

# Tackling Main Roads



Sometimes pinch points need to be addressed.



Glenfurness Avenue, Bournemouth

# As Networks Unravel



Taff Embankment, Cardiff

With care, cycle streets can support the main cycle network on quiet residential and sometimes town centre streets.

Motor traffic needs to be very low and cycle traffic at least 3 to 4 times that.



# Supporting Residential Streets



The use of modal filtering is absolutely key to unravelling the motoring and cycling networks.

Quieter streets are also safer and more comfortable for walking and wheeling.

Coronation Street, Cambridge

# Supporting Residential Streets



Working with narrower historic streets using one-way motor traffic loops, but with two-way cycling throughout.



Ross Street, Cambridge



# Into The Centre



Consider how through cycle-traffic gets past the centre, but enable cycling in the centre for shoppers, visitors and workers.

Gentleman's Walk, Norwich



# Into The Centre



Plan for seasonal visitors with priority given to people walking, wheeling and cycling, with support for deliveries.



The Quay, Poole

# Into The Centre



High quality places which respect the street patterns, with cycling enabled.



Green Street, Cambridge

# Into The Centre



Reimagine space in the centre for people.



Broad Street, Oxford



# Don't Forget Buses



Although buses use the motoring network, the bus network is important in its own right.

How it interacts with the cycling network also informs design.

Here, on a main road, a floating bus stop.

A1307 Hills Road, Cambridge

# Don't Forget Buses



Here on a residential connector street, a bus gate to allow buses to serve the heart of a residential area, but which keeps through traffic out.



# Don't Forget Buses



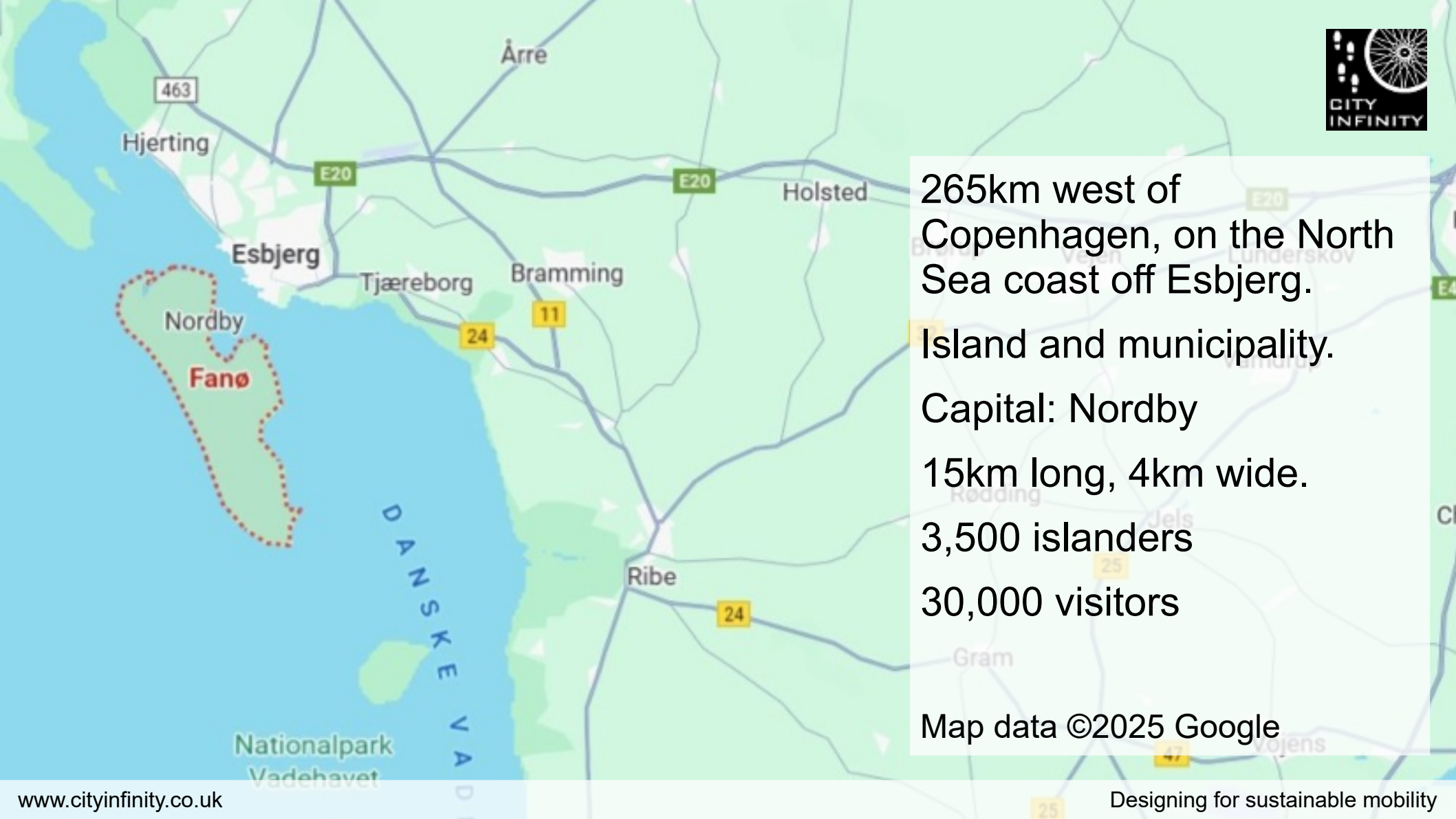
For some people, a safe cycling route from a village to a main road bus route extends their range.

N211 Noordlandseweg, 's-Gravenzande



# Case Study: Fanø, Denmark





265km west of  
Copenhagen, on the North  
Sea coast off Esbjerg.

Island and municipality.

Capital: Nordby

15km long, 4km wide.

3,500 islanders

30,000 visitors

Map data ©2025 Google

# Rindby Beach to Nordby Ferry



On the west coast.

Literally at Rindby Beach!



Kirkevejen



# Rindby Beach to Nordby Ferry



A shared-use cycle track on one side of the street with a footway on the other outside the cafe and shops where there is more pedestrian activity.

Traffic flow can get busy, but the cycle track also gives very clear wayfinding.

Kirkevejen

# Rindby Beach to Nordby Ferry



A bus stop with extra  
“pedenger” space.



Kirkevejen

# Rindby Beach to Nordby Ferry



A minor access serving a few houses requires traffic to give way to the cycle track.



Kirkevejen/ Strandgårdsmarken



# Rindby Beach to Nordby Ferry



Kirkevejen

Separation from motor traffic achieved with a verge with a drainage ditch.

People can still walk here, but must cycle and the centre line reminds us of two-way cycling.

# Rindby Beach to Nordby Ferry



A campsite access with a verge opening to allow access to and from the cycle track.



Kirkevejen

# Rindby Beach to Nordby Ferry



The route from Rindby joins the island's north – south spine road with a separate shared cycle track.



Postvejen



# Rindby Beach to Nordby Ferry



Drivers giving way to an approaching cyclist where the design requires it.



Postvejen

# Rindby Beach to Nordby Ferry



A couple of seconds later.



Postvejen

# Rindby Beach to Nordby Ferry



The spine road heads towards the ferry port and the cycle route diverges approaching the edge of Nordby.



Gammel Postvej



# Rindby Beach to Nordby Ferry



Looking back as the cycle track transitions to the carriageway.



Gammel Postvej

# Rindby Beach to Nordby Ferry



A transition from carriageway to a short section of cycle track to cross a busier road via a shared zebra crossing.



Gammel Postvej

# Rindby Beach to Nordby Ferry



Near Perkpolder, Zeeland

Very clear route signage.

The Panoramarutes are national circular leisure routes.

404 is a circular route around Fanø.



# Rindby Beach to Nordby Ferry



On the village outskirts, cycling is with traffic on quiet residential streets and separate footways return.



Hovedgaden

# Rindby Beach to Nordby Ferry



The village centre is a pedestrian zone during the day...

Hovedgaden

# Rindby Beach to Nordby Ferry



... and cycling is welcomed with smoother surfaces within the heritage materials.



Hovedgaden



# Rindby Beach to Nordby Ferry



Leaving the village, the route rejoins the main road to the port with a cycle track.



Langelinie

# Rindby Beach to Nordby Ferry



At the port, cycle parking is given priority with a car park beyond.



Langelinie

# Rindby Beach to Nordby Ferry



People can cycle right up to the ferry to Esbjerg.



Near Perkpolder, Zeeland



# That's it!



Strandweg, Scheveningen



[@cityinfinity.bluesky.social](https://cityinfinity.bluesky.social)



[linkedin.com/company/cityinfinity](https://linkedin.com/company/cityinfinity)



[@cityinfinity@urbanists.social](https://cityinfinity@urbanists.social)



[youtube.com/@CityInfinity](https://youtube.com/@CityInfinity)



[contact@cityinfinity.co.uk](mailto:contact@cityinfinity.co.uk)