



THE GOOD
AND THE
THE BAD
INTERESTING

Rural Idyll



#SignMakeItBetter – Countryside edition

Can cycling help rural communities? What are some of the issues?

- Motoring has subsumed the road network.
- Access to services for lower density populations can be hard.
- Transport poverty and forced car dependency.
- A need to support rural economies, including tourism.
- The costs of supporting rural transport networks.
- Access to longer distance transport modes.
- Highly variable space.
- Distance.
- Man-made and natural barriers.
- Climate change, of course.

LTN1.20

Figure 4.1

A familiar starting point for many people.

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

- 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:

1. If the 85th 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

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Read the smallprint!

Table 5-3. Selection plan for cycle facilities in the case of road sections outside of built-up areas

Road category	Speed limit motorized traffic (km/h)	Volume of motorized traffic (PCU/24-hour period)	Cycle network category	
			Basic structure	Main cycle network or bicycle highway ($I_{\text{bicycle}} > 500/24\text{-hour period}$)
<i>Residential road</i>	60 (or 30)	< 2,500	mixed traffic	bicycle street if $I_{\text{car}} < I_{\text{bicycle}}^1$; cycle path or mixed if $I_{\text{car}} > I_{\text{bicycle}}$
		2,000-3,000	cycle path, possibly cycle lanes	
		> 3,000	cycle path	
<i>Distributor road</i>	80	not relevant	cycle/moped path	

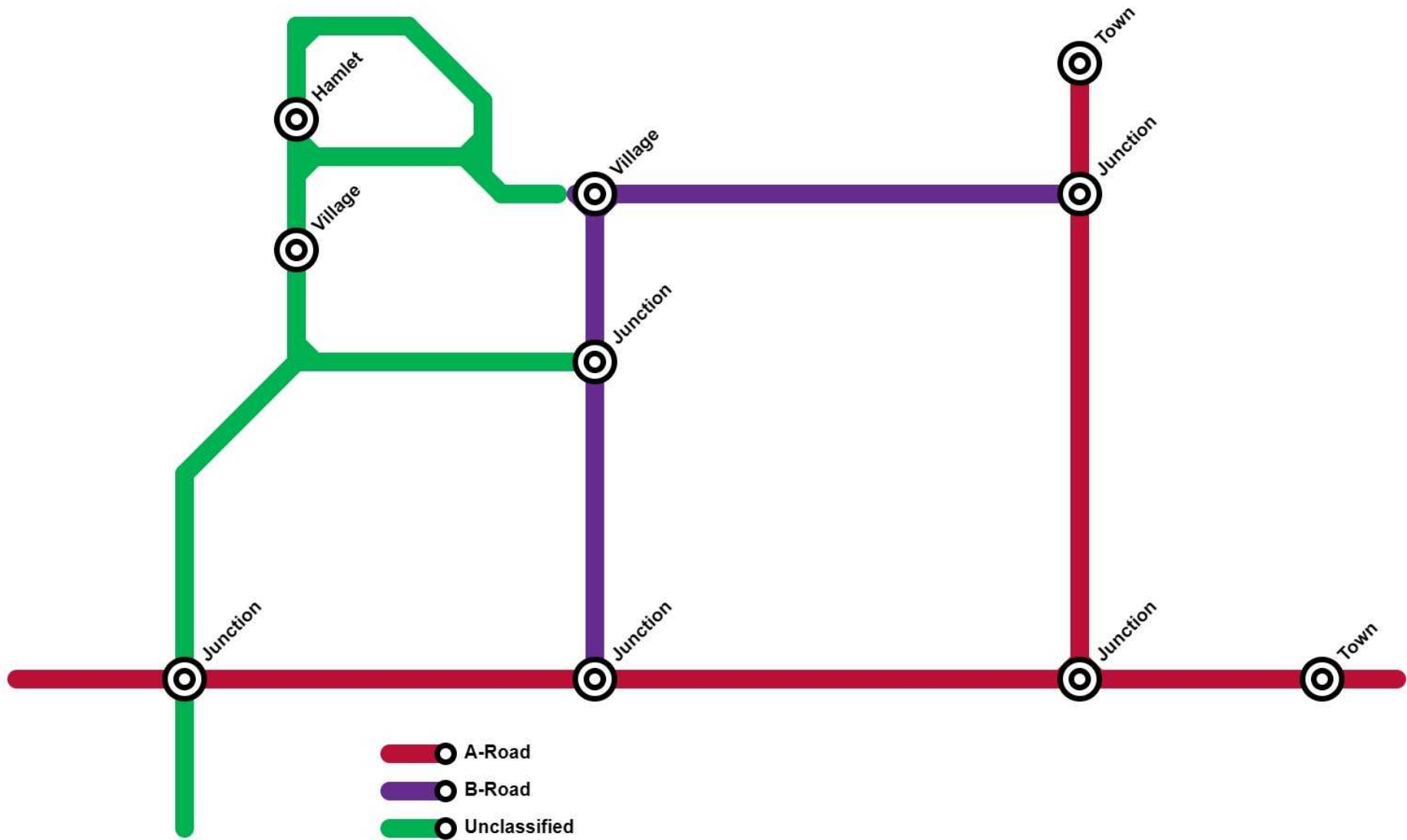
1) plus any additional requirements in terms of speed

It is very easy to get drawn into a debate about providing routes and as with urban places, we need to think bigger.

Motoring has access to virtually every place which has pushed out cycling and in rural places, walking and wheeling. We have a good motoring network by default.

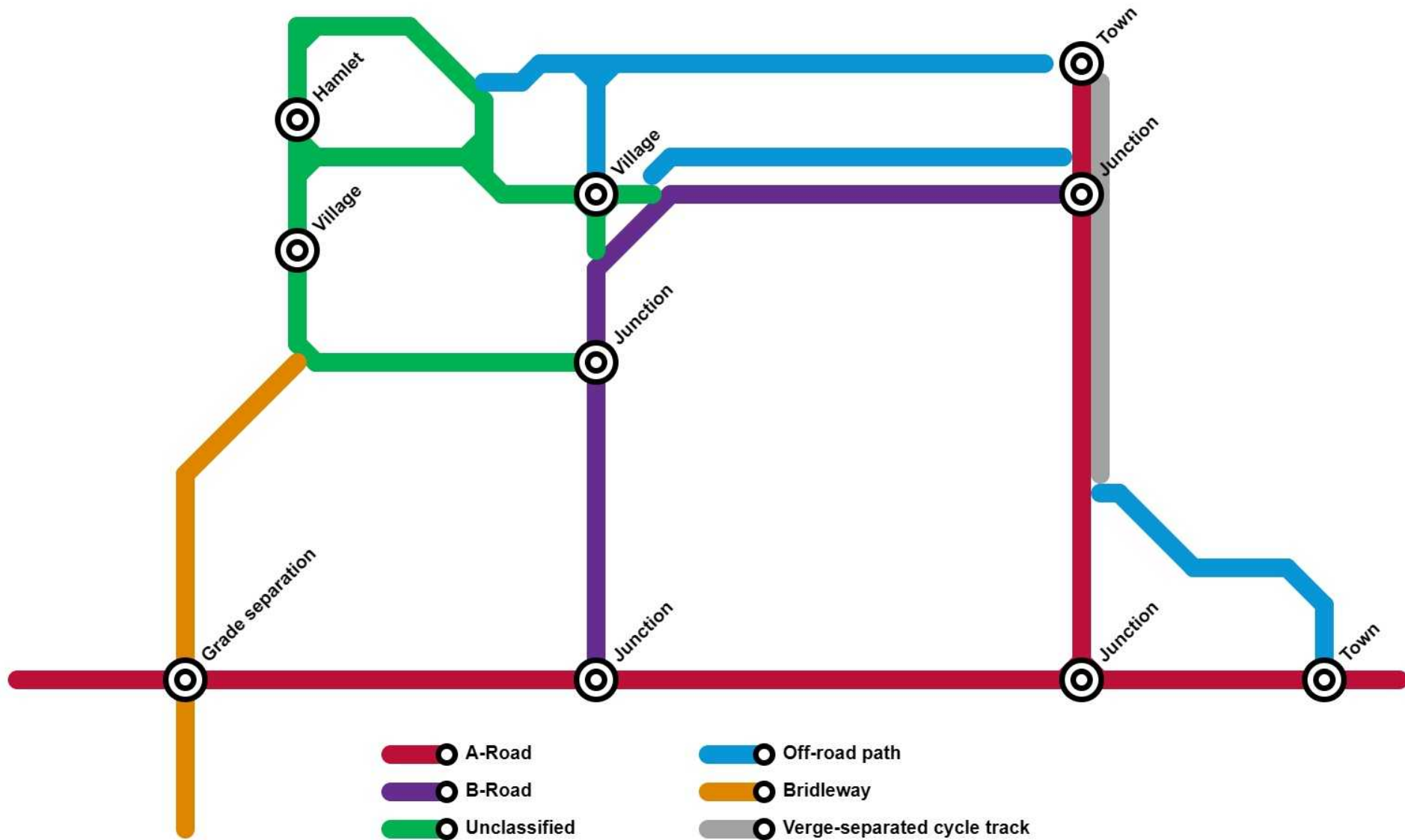
So, we need a cycling network in its own right which connects places. Walking and wheeling can benefit in some locations.

Sometimes, it's not even about cycling, walking or wheeling. It's about nice villages and places.



How does and should the network function?

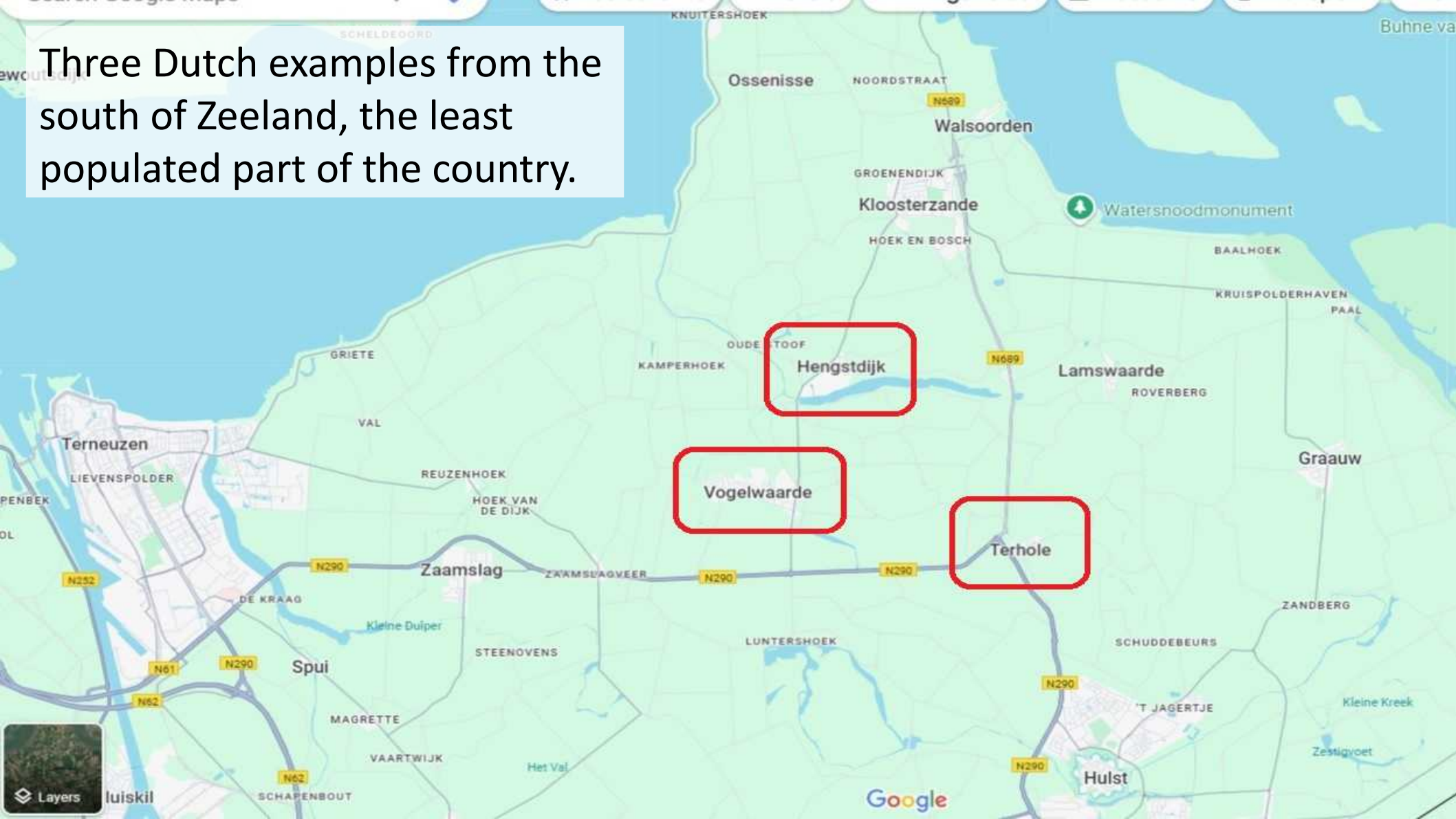
- Decide on flow roads, distributor roads and access roads.
- Can we repurpose any roads?
- Do we need to acquire land?
- Are there any interim solutions?
- Can the highway cross section be redesigned?
- Can we play with speed limits?
- What about modal filtering?
- What about main road crossings?
- Are we prepared to build new roads?
- What about resilience, especially in the winter?



So, we need a network plan – there's a surprise!

- Adopt it in policy via an appropriate consultative and engagement process to give it weight.
- Get some early feasibility done and at the right scale.
- There will be obvious barriers – this is a long term plan.
- Develop a delivery plan.
- Early interventions can start to build momentum.
- Accept that this is about providing a basic level of connection and cannot every compete with high BCR urban schemes.
- Sometimes quick and dirty does the job.
- Don't give up in the villages!

Three Dutch examples from the south of Zeeland, the least populated part of the country.





Entering Terhole from the south.
The transition between a faster approach road and
the village boundary.



In the village centre.
Cycling in mixed conditions.
The street designed to be slow.



To the north of the village.

Back on a two-way cycle track and being routed around the roundabout and then on to the next village.



The edge of Hengstdijk.

Drivers have to go somewhere else as the cycle route to another village starts with a filter – “except local traffic”.



Traffic calming in Vogelwaard.
Edge lanes and driver shuttle working.
Felt a little busy back in 2017.



The village centre.

Some nice public realm, but still mixing with the traffic.

The obvious thing next is a bypass – yes, build a road.

Vogelwaarde, Zeeland



Google Street View

May 2024



Through traffic stays on the main road, the village is now a turn off. But, the bypass is not wide or fast. Beyond this bend, it is 40mph and the village is now 20mph.

Google



← Honoré Kerckhaertweg | 📍
Vogelwaard, Zeeland
Google Street View
May 2024

The road will provide access to the Royal Kerckhaert Horseshoe Factory and take its traffic and other heavy vehicles out of the village. An offshoot is an old lane from the village becomes a cycle track crossing the new road here.



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