



Department
for Transport

From the Minister of State
Chris Heaton-Harris MP

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000
E-Mail: chris.heatonharris@dft.gov.uk

Web site: www.gov.uk/dft

Our Ref:
Your Ref:

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To: Local Authority Leaders in England

Local Transport Note (LTN) 1/20: Cycle Infrastructure Design Guidance published

The Department for Transport yesterday published revised national guidance for highway authorities and designers on cycle infrastructure design. LTN 1/20 can be viewed here:

<https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

It updates and replaces guidance previously contained in LTN 2/08.

As set out in the Prime Minister's Cycling and Walking Plan also published yesterday, the core principle behind this guidance is that cycling will become mass transit in far more places. Cycling must be placed at the heart of the transport network, with capital spending, road space and traffic planners' attention befitting that role. Cycling must no longer be treated as marginal, or an afterthought. It must not be seen as mainly part of the leisure industry, but as a means of everyday transport. It is of the utmost importance that local authorities follow this guidance closely in designing any cycle infrastructure scheme in future.

As I explain in my foreword, most current cycle provision is squeezed into spare space or on the margins of roads. It reflects a belief, conscious or otherwise, that hardly anyone cycles, that cycling is unimportant and that cycling provision must not affect more important road users, such as motor vehicles and pedestrians. However in some places, even without much special provision, cycling is already mass transit.

It will be a condition of any future Government funding for new cycle infrastructure that it is designed in a way that is consistent with the guidance. Local authorities will have to demonstrate that they have given due consideration to it when designing new cycling schemes and, in particular, when applying for Government funding for any local highway schemes that include cycle infrastructure. The Department for Transport will also reserve the right to ask for appropriate funding to be returned for any schemes built in a way which is not consistent with the guidance. In short, schemes which do not follow this guidance will not be funded.

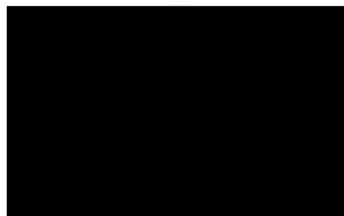
The Department will say more in due course about the further steps it will take to drive up the standards of cycling infrastructure, including the role of an inspectorate to deliver and enforce this.

LTN 1/20 also updates the advice given in LTN 1/12: Shared Use Routes for Pedestrians and Cyclists, and accordingly, LTN 1/12 is now withdrawn.

If you have any questions about the guidance please contact:
cwinfrastructure@dft.gov.uk

I am ensuring that local authority Chief Executives also receive a copy of this letter.

Yours sincerely,



Chris Heaton-Harris MP

Minister of State for Transport