



Department
for Transport

Setting the First Cycling and Walking Investment Strategy

December 2015

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Contents

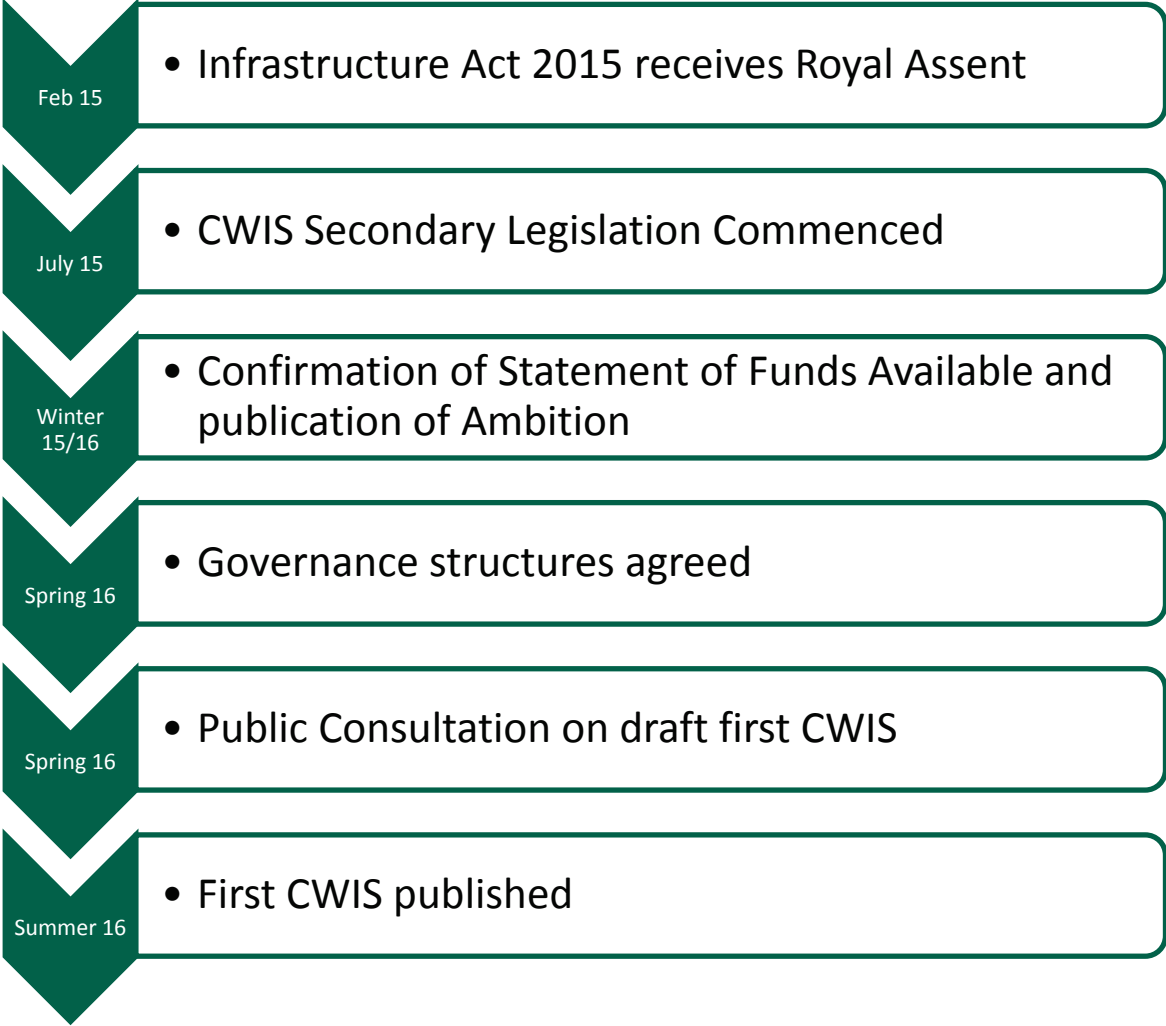
1. Where are we now?	4
Our approach	6
2. The Case for Change	7
Building up momentum	8
3. Delivering our ambition	9
Taking the lead	10
Making it happen	10
Delivering Investment	11
Delivering Change	11

1. Where are we now?

- 1 This Conservative Government wants to create an environment which encourages walking and cycling, where cycling and walking is the norm for short journeys or as part of a longer journey. Our ambition is for streets and public places which support walking and cycling and a road network where we will always consider improving infrastructure for cycling and walking when local and national routes are maintained, upgraded or built.
- 2 We will support individuals in the travel choices they make – from supporting parents who walk to school with their children to ensuring the next generation of young adults have the skills and confidence to cycle via locally led programmes such as Bikeability. From providing working age adults with the skills and information to integrate cycling and walking into their daily commute to ensuring our streets support independence into old age.
- 3 In February 2015 we introduced a duty through the Infrastructure Act for the Secretary of State for Transport to bring forward a Cycling and Walking Investment Strategy (CWIS) in England. In July 2015 Part 2 of the Infrastructure Act (Cycling and Walking Investment Strategies) was enacted through the Infrastructure Act 2015 (Commencement No. 3) Regulations 2015¹.
- 4 This document outlines, for the first time, our timetable and approach to developing the various elements (Figure 1) required to deliver the first CWIS.
- 5 This is an historic innovation which can help us achieve the Prime Minister's ambition of a 'cycling revolution' and tackle the long term decline in walking. That will be good for the nation's health, economy and quality of life.

¹ [The Infrastructure Act 2015 \(Commencement No. 3\) Regulations 2015](#)

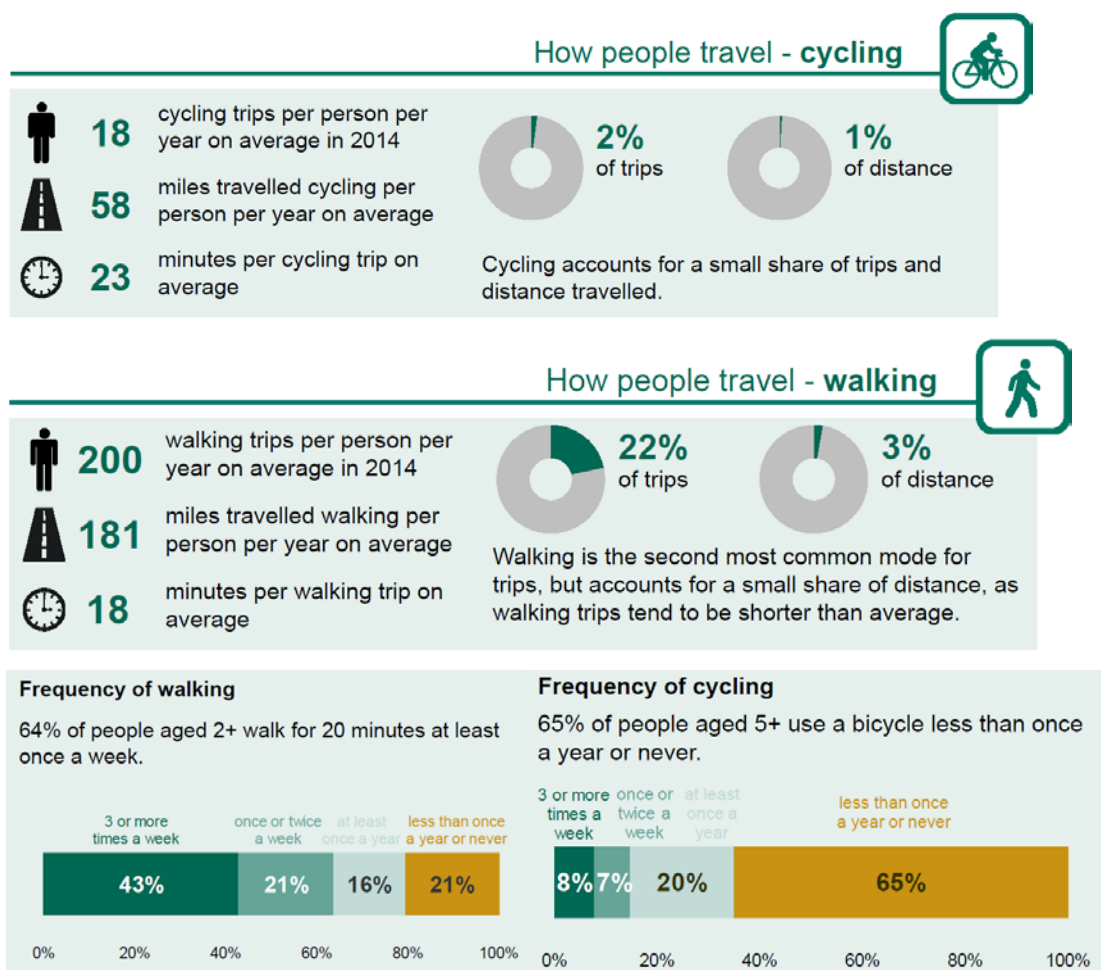
Figure 1 Timescale for development of the first CWIS



Our approach

- 6 We are at the start of a journey to deliver the first CWIS. As a Government we believe the only way this is possible is by working in partnership with local government, third sector organisations, Local Economic Partnerships, individuals and the wider public and private sector. At a time of increased devolution to local communities through structures such as combined authorities, we believe the CWIS is a once in a generation opportunity to transfer powers and funding to local people to support an increase in the number of people choosing to walk or cycle. This is in addition to the delivery of national infrastructure through bodies such as Network Rail and Highways England. Whilst national Government can deliver a supportive policy and funding environment to deliver change. Implementation of the CWIS must be delivered at the local level – at the heart of communities across England.
- 7 We welcome the steep increase in cycling levels in London and wish to encourage similar increased cycling activity across England. Whilst 76% of trips under one mile are walked there is a long term decrease in walking rates both generally and in particular journeys to school.

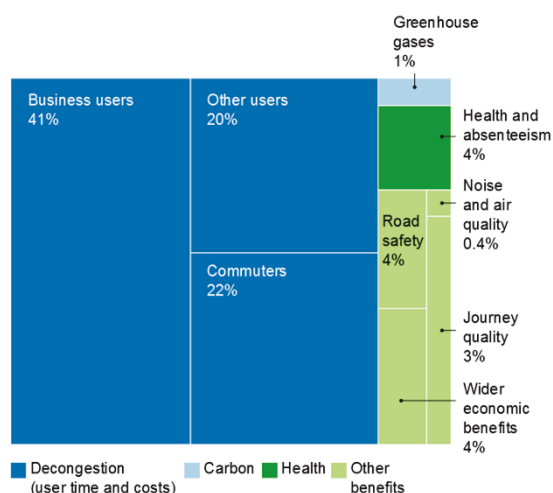
Figure 2 Cycling and walking statistics (National Travel Survey, 2014)



2. The Case for Change

- 8 The case for change is clear and compelling – increasing the number of people choosing to walk or cycle as part of their everyday journeys will help tackle congestion and support the delivery of our long term economic plan to eliminate the deficit. Increased physical activity not only improves physical and mental health but also delivers long term savings to the National Health Service and social care through improved health in later life. Furthermore, town centres and high streets which support walking and cycling see the benefits through increased economic activity across a range of economic measures from increased footfall to rental value – employers also benefit from reduced absenteeism and a healthier workforce in order to increase their competitiveness and productivity in the global economic marketplace². To illustrate this, the range of benefits from the Local Sustainable Transport Fund is shown in Figure 3 below.

Figure 3 Split of benefits of the Local Sustainable Transport Fund



- 9 By ensuring that cycling and walking are the first consideration of any new street design or maintenance programme³ we will ensure our streets are safer for our most vulnerable road users. Places with cycling and walking at their heart will help us to achieve our ambitions to tackle air pollution and climate change by reducing road traffic.

² [Department for Transport \(2015\) Investing in walking and cycling - the economic case for action](#)

³ [Department for Communities and Local Government \(2014\) - Planning should promote safe, connected and efficient streets](#)

Building up momentum

- 10 In March 2015 the Government published its response⁴ to the draft Cycling Delivery Plan (CDP) consultation (which also included a number of measures to increase walking). The response highlighted a number of policy areas which the Government would take forward.
- 11 The CWIS seeks to build on the engagement and support received from everyone who took the time to respond to the consultation – moving forwards we will continue to reflect on the comments received during the consultation as we develop the activities, results and standards sections of the CWIS. The objectives and vision developed and discussed during the production of the CDP provide us with a useful starting point as we work together with partners from local government, academia, business and the cycling and walking worlds to develop an ambition and supporting objectives for the CWIS.
- 12 We will build on responses received through the CDP consultation through targeted engagement through the autumn and winter of 2015/16 with our partners through the governance structures outlined later in this document.

⁴ [Department for Transport \(2015\) Response to the consultation on the draft Cycling Delivery Plan](#)

3. Delivering our ambition

- 13 The starting principle for developing a long term ambition for the CWIS is a desire for walking and cycling to become the norm for short journeys or as part of a longer journey with places that are designed first and foremost for people on foot or bicycle.
- 14 In the draft Cycling Delivery Plan published in 2014 the Government outlined a vision that:

walking and cycling become the natural choices for shorter journeys - or as part of a longer journey- regardless of age, gender, fitness level or income.

(Cycling Delivery Plan Paragraph 1.1)

- 15 This Government remains committed to this vision. Now, we wish to further develop this with our third sector, local government and business partners to ensure its effective delivery at the local level across England. As the governance arrangements for the CWIS are confirmed over the coming months (see paragraphs 18-21) we will work with our partners to develop a shared ambition ready for public consultation in spring 2016.
- 16 Supporting the ambition will be a number of objectives to be achieved over the period of this and future CWISs. As with the ambition we will work with partners to develop objectives for the first CWIS ready for public consultation in spring 2016. Although the detailed objectives are still to be developed, underpinning our ambition are the commitments set out in the Government's pre-election manifesto:
 - To double cycling activity, and
 - To invest over £200 million to make cycling safer so we reduce the number of cyclists and other road users killed or injured on our roads every year.
- 17 Delivering the ambition and objectives of the CWIS is primarily within the remit of the Department for Transport. However the CWIS will be impacted by and will impact on a range of Cross-Government plans and strategies including the emerging Childhood Obesity Strategy in the Department of Health, Road Safety Plan within the Department for Transport, Department for Environment, Food and Rural Affairs's National Air Quality Plan, Department for Culture Media and Sport's Sports Strategy; Department for Communities and Local Government's neighbourhood planning agenda and the Cross-Government physical activity campaign - Moving More, Living More.

Taking the lead

- 18 Good governance will be key to the effective delivery of the CWIS and to ensure transparent oversight of its development and ongoing delivery. Partnership is at the heart of the CWIS. We recognise our role, as Government, in creating the right policy and funding environment to deliver change and the role of our partners to support delivery in local communities across England.
- 19 Since 2014 we have taken in to account the views of the High Level Group⁵, chaired by the Minister responsible for cycling and walking.
- 20 We will explore new models of governance with the current High Level Group membership in order to deliver transparent oversight of the development and delivery of the CWIS. In developing a robust model of governance we will review how effective governance has been achieved in delivering the Road Investment Strategy and in other policy areas.

Making it happen

- 21 Over the next nine months we will work with partners through the CWIS governance structures to produce an Investment Plan ready for public consultation, as part of the CWIS, in spring 2016.
- 22 We have commissioned a study into a National Walking and Cycling Infrastructure Plan following a competitive tender process. The study will be completed by summer 2016, with the interim findings informing the nature and composition of the Investment Plan and provide a suite of materials supporting local bodies to develop their own cycling and walking investment plans.

⁵ An expert grouping representing walking and cycling third sector organisations convened by the Department for Transport including the AA, ATOC, the Bicycle Association, British Cycling, CTC, Living Streets, local authorities, PTEG, Sustrans and Transport for London.

Delivering Investment

- 23 The Statement of Funds Available that will support the Investment Plan will be published in early 2016.
- 24 We will continue to support the eight cities in receipt of Cycle City Ambition Extension Grants announced on 2 March 2015 from 2015/16 to 2017/18. We will also continue to support a range of sustainable transport revenue projects which support cycling and walking.
- 25 Through the first Road Investment Strategy, £100 million has been made available between 2015 and 2021 to improve the conditions for cycling alongside and crossing the Strategic Road Network many of which will also benefit pedestrians. We will look to build on this in preparing the next Road Investment Strategy.
- 26 In addition, just under £6 billion is available for local highways maintenance to improve the condition of all road surfaces, which will benefit all road users including those cycling and walking. This includes a long-term funding commitment of over £400 million for the maintenance and renewal of facilities which support cycling and walking, available to every local authority in the country until 2021 through the revised Local Highways Maintenance Block Formula.
- 27 The importance of ensuring a mix of both revenue and capital project funding in order to deliver value for money is highlighted in the recent Department for Transport commissioned report - *Finding the Optimum: Revenue / Capital Investment Balance for Sustainable Travel*.

Delivering Change

- 28 Measuring progress towards a mutually shared ambition and clear objectives is important in measuring the achievements of the first CWIS.
- 29 We will work with partners through the CWIS governance structures to produce a range of metrics ready for public consultation in spring 2016 which will include:
 - activities to be carried out;
 - results to be achieved; and
 - standards to be met.
- 30 We would expect the process of developing metrics to consider the feedback and results of the draft Cycling Delivery Plan consultation; recommendations arising from the National Walking and Cycling Infrastructure Plan study; metrics of bodies such as Highways England, and the expertise of our partners through the CWIS governance structures. The metrics will also reflect ongoing policy developments and research.