



Investing in Cycling & Walking: Rapid Evidence

Assessment

Supporting Statement

Purpose of the Rapid Evidence Assessment

- 1.1 The Cycling and Walking Investment Strategy sets out our ambition to make cycling and walking the natural choice for shorter journeys, or as part of a longer journey. To support the realisation of our ambition we have conducted a Rapid Evidence Assessment (REA) to improve the quality of our assessment of how best to use the financial resources available to meet our objectives and in understanding the most effective approaches for delivering our objectives.
- 1.2 The evidence on cycling and walking is voluminous, of varying quality and at times can appear contradictory. This presents challenges for making appropriately robust and evidence based decisions for appraising and delivering our policies and programmes.
- 1.3 The Department identified a set of evidence priorities and transposed these priorities into a set of six research questions and commissioned Brook Lyndhurst to conduct an REA. The six research questions are:
 - What are the range of different interventions that can be used to impact on walking and cycling and how much do they cost?
 - How effective are different interventions?
 - How can we most effectively target cycling and walking interventions?
 - Where do new or extended cycling and walking trips come from?
 - What impact can cycling and walking investment have on physical activity and health, and the associated costs of this.
 - What are positive and/or negative local economic impacts of cycling and walking interventions?



How the Department for Transport will use the REA

- 1.4 The REA has synthesised the available evidence on cycling and walking with a systematic and independent approach and identified evidence that can potentially support the Department's developing needs.
- 1.5 The REA has compiled the diverse and complex literature on cycling and walking with the intention to support policymakers and delivery partners to make decisions that are impartial and justifiable. The outputs will provide:
 - A foundation for the planning of future cycling and walking interventions
 - Supportive evidence to inform the design of funding streams and the scrutiny of scheme proposals; and
 - Has highlighted areas where additional evidence would be particularly valuable.

How our delivery partners can use the REA

- 1.6 We want to support local delivery partners to deliver interventions using the best evidence that exists. The REA can be used as a base to start developing the business case for investment in cycling and walking, as well as inform trip generation and interventions, which can be linked to Local Cycling and Walking Infrastructure Plans (LCWIP).

Next steps

- 1.7 We will consider the evidence presented in this REA to inform our thinking for future spending reviews, use the evidence to assist appraisal, to help frame policy, to support understanding of expected behaviour change resulting from interventions and to plan more robust evaluation.
- 1.8 The Department will address the evidence gaps identified, through learning from the programmes under the Cycling and Walking Investment Strategy, including Cycle Ambition Cities, Highways England designated fund for cycling, safety and integration, the Access Fund and Bikeability.
- 1.9 We recognise that much of the existing evidence has been generated by research institutions, public bodies and other interested organisations and we welcome them to continue to address the research questions in this REA and to share findings with us.