

Our ref: CRS 706,521

Your ref: [REDACTED]

NDD - Directorate Services Team
Manager
9th Floor
The Cube
199 Wharfside Street
Birmingham B1 1RN

14 May 2014

Dear Mr [REDACTED],

Thank you for your email of 11 April 2014 requesting information on cycle infrastructure within the trunk roads network. I am dealing with your request under the terms of the Freedom of Information Act 2000.

The Highways Agency (the Agency) is an executive agency of the Department for Transport (DfT) and is responsible for operating, maintaining and improving the strategic road network (SRN) which incorporates the majority of England's network of motorways and major A roads. All roads in Scotland and Wales are the responsibility of Transport Scotland and the Welsh Assembly Government respectively.

As you will appreciate, virtually all cycling provision on the SRN is included as part of the non-motorway routes. The exception is the M5 Avonmouth Bridge, which includes dedicated cycling provision.

In your email you asked for the following information:

1. What percentage of your area's total road kilometres consists of fully hard segregated cycle routes?

2. How many total kilometres of fully, hard segregated cycle routes does this equate to?

Current records detail there is a total of 220.484km of cycle lanes. This represents 5.3 per cent of the total length of non-motorway routes of the SRN.

Please note that the figure of 220.484km does not distinguish between hard, segregated cycle routes and other types of provision.

3. Since the 6th of May 2010, how much money in pounds sterling has been spent from your area's transport budget on creating further fully, hard segregated cycle routes?

4. In relation to the above question, what percentage of your total transport spend within your area for the named period did this constitute?

5. For the period between the 1st of April 2014 and the 31st of March 2015, how much total money in pounds sterling from your area's transport budget has been or will be allocated to creating further fully, hard segregated cycle routes?

6. For the period mentioned in question 5, what percentage of your area's transport budget does this constitute?

The Agency works with cycling organisations to provide parallel routes, safe access and crossing points to the Strategic Road Network. These schemes are funded from the Agency's Small Improvement Schemes budget. This budget has typically been c. £50 million each year across the portfolio (3% of the Agency's operational programme budget of c. £2 billion).

£5 million will be invested in upgrades at 13 locations this financial year (2014/15), and a further £15 million will be invested in 2015/16.

7. What percentage of road kilometres under your sole control are 20mph roads?

There are two stretches of 20mph recorded in the Highways Agency Pavement management System - a 250m Ox-bow layby on the southern approach to the Dartford crossing and a 103m slip road off the A1 in Newcastle.

8. Aside from the above mentioned, what other initiatives is your area undertaking to improve the safety of cyclists on roads under your authority?

In June 2012 the Agency's commenced investigations into cycle collision hot-spots on the SRN and the wider provision of cycling facilities. The Agency, working with Sustrans (a charity enabling people to choose healthier, cleaner and cheaper journeys), subsequently prioritised a list of 100 locations to improve the connectivity, accessibility and safety of cyclists on the SRN.

The Agency invested £180,000 in feasibility studies for the 20 highest priority sites. The feasibility studies recommended £5m worth of improvement schemes at 13 locations and work has started on implementation, with all schemes scheduled for completion by March 2015.

Three of these schemes are now complete. For example, the Agency has delivered a [new cycleway](#) in Hull, which now provides a nine-mile segregated cycling provision from the west into Hull city centre. This has filled in some missing gaps in the existing Trans-Pennine Trail and means that cyclists now have a safe commuter route into Hull and North Ferriby.

Improving provision for cyclists is an ongoing process, and we have since reviewed and refreshed the original list of locations through ongoing liaison with the Cyclists' Touring Club (CTC), Sustrans and British Cycling, with further feasibility studies underway to inform a rolling programme of cycle improvements.

The development and delivery of cycling provision has been integrated into the Agency's core business. We are developing a training package for highway engineers to ensure the needs of cyclists are fully taken into account at scheme design level. We are also developing a cyclist safety campaign to be delivered in partnership with all relevant cycling organisations.

In February 2014 we created 'Cycling Champions' to promote provision for cyclists. We now have one cycling champion per region, who aim to achieve greater consideration for the needs of cyclists and encouraging better road facilities. They help ensure cyclists' requirements are considered when schemes are being designed. They also develop and maintain knowledge of innovations regarding cycling infrastructure, ensuring we learn from experience; and raise awareness of both good and poor practice regionally.

We are engaging external stakeholders such as Martin Key, the campaigns manager for [British Cycling](#) and Olympic gold medallist Chris Boardman to brief them on our work. Martin Key said:

"The Highways Agency is showing real leadership by embracing the concept of cycle-proofing and helping to change the culture of highway engineering.

"Designing roads for cycling is no different as it is for driving; people want safe, convenient and desirable routes to the places they want to go. The Highways Agency needs to provide the gold standard in provision for cycling and the appointment of Cycle Champions is crucial to help it get there."

In keeping with the spirit and effect of the legislation, all information is assumed to be releasable to the public unless exempt. We may therefore be publishing the information you requested, together with any related information that will provide a key to its wider context, via our website: <http://www.highways.gov.uk/>

If you are unhappy with the way we have handled your request you may ask for an internal review. Our internal review process is available at: <http://www.highways.gov.uk/foicomplaints>

If you require a print copy, please phone the Highways Agency Information Line on 0300 123 5000; or e-mail ha_info@highways.gsi.gov.uk . You should contact me if you wish to complain.

If you are not content with the outcome of the internal review, you have the right to apply directly to the Information Commissioner for a decision. The Information Commissioner can be contacted at:

Information Commissioner's Office
Wycliffe House
Water Lane
Wilmslow
Cheshire
SK9 5AF

If you have any queries about this letter, please contact me. Please remember to quote the reference number above in any future communications.

Yours sincerely

[Redacted signature]

Email: ndd_c_dst@highways.gsi.gov.uk