

NATIONAL INFRASTRUCTURE COMMISSION

Consultation on initial priorities

Introduction

1. CTC, the national cycling charity, has 70,000 members and supporters. We provide a range of information and legal services to cyclists, organise cycling events, protect the interests of existing and would-be cyclists, and represent cyclists and cycling on issues of public policy.
2. Founded in 1878, CTC has championed the cause of cycling for well over a century. Our vision is of a healthier, happier and cleaner world, because more people cycle. We want people of all ages, backgrounds and abilities to be able to cycle safely, easily and enjoyably, and we promote all forms of cycling.
3. We welcome the opportunity to respond to the consultation on the National Infrastructure Commission's three initial priorities. Our response deals with two of these, namely infrastructure in the North of England and in Greater London. It starts by outlining the benefits of cycling, followed by a statement of 5 key principles which we believe should apply in both areas. We then elaborate on these 5 principles, before concluding with sections on how to apply them in the North and in Greater London respectively.

Maximising the benefits of cycling

4. Cycling has a huge range of benefits, for the economy, for public health, for the environment and people's quality of life.

Economic growth

- Cycling tackles congestion – a typical road lane can carry 7 times as many bicycles as cars.ⁱ
- Making town centres and residential areas cycle-friendly enhances their attractiveness, boosting property values and retail vitality.
- There are also economic benefits due to better health (see below), e.g. reduced health-care costs and absenteeism, and improved productivity.

Health

- A study that examined data for 14 countries, all 50 US states and 50 of the largest US cities, found that walking and cycling help tackle physical inactivity, obesity and diabetes.ⁱⁱ
- By 2030, a ten-fold increase in cycling and a doubling in walking would prevent 530 premature deaths per million people in London each year.ⁱⁱⁱ
- Cyclists are very unlikely to be in collisions which cause serious injury to others. Hence, more cycling is good not just for cyclists' safety but for other road users too.^{iv}

The environment

- A person making the average daily car commute of 4 miles each way would save half a tonne of CO₂ by switching to cycling – 5% of the average UK carbon footprint.^v
- Doubling cycle use through switching from driving to cycling would reduce Britain's total greenhouse emissions by 0.6 million tonnes, about as much as switching all air travel between London and Scotland to the rail network.^{vi}
- Cycling is one of the easiest and cheapest ways for individuals to reduce their contribution to climate change on a day-to-day basis.

General principles

In order to maximise the benefits of cycling (and indeed of walking), we propose that transport planning should be informed by the following key principles:

- *Reallocate roads spending* towards sustainable and active travel. CTC urges the Infrastructure Commission to back the call from businesses, from health and sustainable transport and from MPs of all parties, for spending on cycling of at least £10 per person annually, rising progressively to £20 per person.
- “*Cycle-proof*” all road and traffic schemes, as well as new developments and planned maintenance works, to ensure that opportunities to design in cycle-friendliness are identified at the outset, and taken wherever possible.
- Design all such schemes around the principles of good *Space for Cycling*. This generally involves either reducing traffic volumes and speeds to create conditions cycling becomes a safe and attractive option for people of all ages and abilities (including children or people with disabilities), or securing high-quality protected cycle lanes. The latter should have ample widths and good surfaces, should avoid creating conflict between cycles and either motor vehicles or pedestrians, and should achieve a comparable level of priority at junctions to that which cyclists would have if riding in the main traffic stream. Opportunities should also be taken to provide high-quality off-road cycling routes e.g. through parks and open spaces, alongside watercourses or using the rights of way network. If well planned and designed, these can give cyclists a hugely attractive safe alternative to the road network.
- Focus on *cycle safety*: in addition to quality space for cycling, it is also important to tackle the dangers of speeding, bad driving and lorries. Though these issues do not fall directly within the Infrastructure Commission’s remit, we urge the Commission to recognise their importance for ensuring the safety of those using our transport networks.
- *Integrate cycling and public transport* to maximise the opportunities to make longer-distance door-to-door journeys without depending on private motor vehicles.

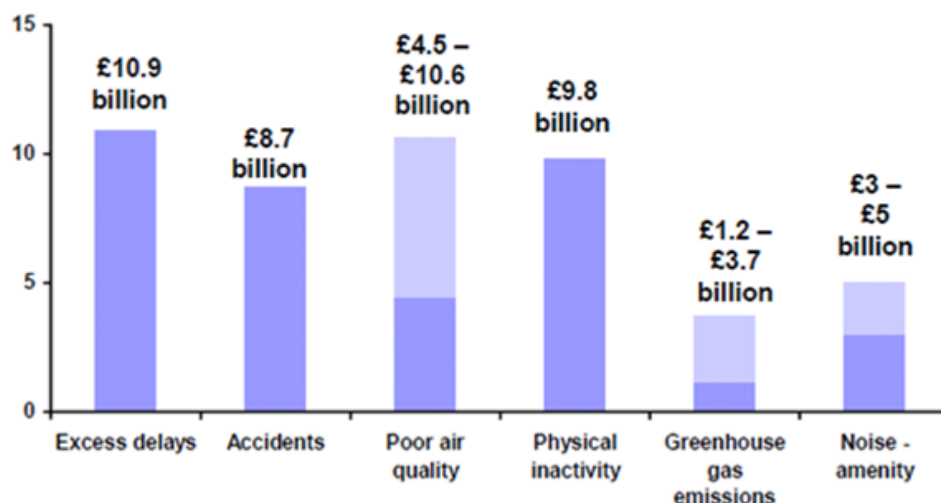
Reallocate roads spending

5. Local and national politicians and Government bodies are prone to assuming that major transport infrastructure projects, such as railways and motorways, will help create jobs and boost the economy by making it easier to travel and distribute goods. This assumption has long been questioned though, particularly for road schemes:

- In 1999 SACTRA^{vii} (the Standing Advisory Committee on Trunk Road Assessment) reported that it was far from convinced that public investment in road construction had any worthwhile impact on economic performance.
- Likewise, findings from a study in 2012^{viii} concluded that it was very difficult to find evidence to support the theory that such investment is linked to an improved GDP in any EU country. It was much easier to identify negative outcomes, or those where the disbenefits cancelled out the benefits (e.g. a new road might attract shoppers from a poor region to better shopping opportunities in wealthier areas).
- The above research also suggested that it isn’t new railways or major roads but small scale projects in urban areas (e.g. traffic calming, cyclepaths etc) that create most jobs per Euro invested. This is because more of them are built by hand, not by big machines, and it is more viable for local construction companies to compete for the work against big concerns – meaning that the monetary benefits stay local and, more likely, in the UK.

- In 2006, Sir Rod Eddington, who was commissioned by the Treasury and the DfT to advise on the long-term impact of transport decisions on the UK's productivity, stability and growth^{ix}, noted that investment in walking and cycling provides excellent value for money and that Britain's economy is not hampered by a lack of transport links.
 - In January 2013, 32 transport professors from around the UK wrote an open letter^x to Secretary of State for Transport Right Hon Patrick McLoughlin MP, expressing their considered doubts about the ability of new, major investment in transport projects (e.g. road building) to make a positive contribution to the economy and employment. They suggested that it is more sensible to make the best use of existing infrastructure and pointed out that: *"There is substantial recent evidence [...] on the success of travel behaviour change programmes, underscoring demand management potential."*
6. Numerous studies have quantified the external disbenefits of current UK transport policy. For instance, in 2009, the Cabinet Office Strategy Unit calculated that the 'costs of transport harm in English urban areas' are between £38-49 billion per year. The annual costs of congestion physical inactivity, road casualties and air pollution were all of a similar magnitude: around £10bn. Other costs include greenhouse gas emissions, noise and low enjoyment of space:^{xi}

Comparison of the wider cost of transport in English urban areas (£ billion per annum, 2009 prices and values)



7. By contrast, investing in cycling and other forms of active travel has clear benefits which unequivocally outweigh any small disbenefits. A Danish study suggested that the average costs to society of every km cycled is DKK 0.60 (Danish Krone, 2008 prices); whilst every km by car costs on average DKK 3.74.^{xii}
8. Government guidance on the evaluation of major projects says that a 'medium' value-for-money project will have a BCR of between 1.5 and 2, and a 'high' value-for-money project a BCR of at least 2.^{xiii} Yet a review of evidence on the cost-effectiveness of investing in walking and cycling found average benefit-to-cost ratios of 5.62:1 for the UK and 6.28:1 internationally.^{xiv} Meanwhile a report for the Department of Health in 2010^{xv} concluded that *"...the economic justification for investments to facilitate cycling and walking has been undervalued or not even considered in public policy decision-making. Yet, almost all of the studies report economic benefits which are highly significant, with benefit to cost ratios averaging 13:1 (UK and non-UK)."*

9. There is also clear public and political support for investing in cycling:

- The All Party Parliamentary Cycling Group (APPPC)'s Get Britain Cycling report^{xvi} included a headline call for spending of at least £10 per person annually. In a subsequent Commons debate on the report's recommendations attended by around 100 MPs, it was given an unopposed vote of support.^{xvii}
- A report to the Welsh Government has also backed the £10 per head figure, transport minister Robert Goodwill has expressed the aspiration to reach it as soon as possible and it was backed by David Cameron himself during the general election campaign.^{xviii}
- The Times newspaper's "Cities fit for Cycling" campaign included an 8-point Cyclesafe manifesto which called (among other things) for the reallocation of national roads spending towards cycling.^{xix}
- A poll commissioned by sustainable transport charity Sustrans found that 75% of the UK public wanted more money spent on cycling – including 71% support among those who do not cycle, rising to 87% among those who cycle regularly. People living in UK cities on average wanted to see annual spending on cycling of £26 per person annually^{xx}, a figure matched in a similar poll of MPs.^{xxi}

10. Despite the clear economic and political rationale for investing in cycling, the Treasury has just £0.3bn for the Government's Cycling and Walking Investment Strategy (CWIS), compared with £15bn for its Road Investment Strategy (RIS – n.b. both strategies are required under the provisions of the Infrastructure Act 2015). This amounts to central Government funding for cycling of just £1.39 per person annually. Whilst there will doubtless be opportunities to lever in additional funding from local sources, it is hard to see how this do more than find another two years of funding for the 8 existing Cycling Ambition Grant cities (which include Manchester, Leeds and Newcastle), some Bikeability cycle training and some improvements to cycle access along and across Highways England's Strategic Road Network (SRN). It is very unlikely even to begin the process of restoring cycle use among children or in smaller towns and rural areas, let alone to achieve the Prime Minister's stated ambition for a "Cycling Revolution".

11. We therefore strongly urge the Commission to echo the APPCG's "Get Britain Cycling" report's recommendations for annually investment in cycling of at least £10 per person annually, rising progressively to £20, in order to boost cycle use to 10% of trips by 2025 and to 25% of trips by 2050.

12. CTC believes this figure is best achieved by reallocating spending from road schemes, given that the latter are exacerbating the UK's ability to meet our air pollution and climate commitments, as well as contributing to an overall increase in motor traffic and danger across the road network as a whole. Investing in cycling would achieve the opposite.

"Cycle-proofing": ensuring cycle-friendliness in all highway and traffic schemes, new developments and planned maintenance works

13. "Cycle proofing", a concept strongly advocated by CTC and other groups, means ensuring that opportunities to deliver safe, convenient and attractive cycling conditions are considered at an early stage in the planning and design of new roads and traffic schemes, new developments and planned highway maintenance work. This last category is important, particularly at a time of straightened budgets, since the resurfacing of a road can provide a very cost-effective opportunity to consider how it might also be redesigned to be more cycle-friendly.

14. The Government has given support in principle for the concept of “cycle-proofing”^{xxii}, and has tasked Highways England with applying it to all projects on the Strategic Road Network (SRN, i.e. England’s motorway and trunk road networks)^{xxiii}. It has set up a Cycle-Proofing Working Group (on which CTC is represented)^{xxiv} to advise on the standards, the regulations, the audit and assessment processes, the professional training and other requirements for putting the ‘Cycle proofing’ principle into practice.
15. However, for many decades, most cycling infrastructure in Britain has been poorly designed and is often downright dangerous. For the principle of “cycle-proofing” to become the norm, the Department now needs policy levers for encouraging local authorities also adopt it – or, failing that, to ensure that they do so – and for ensuring consistent high cycle-friendly design standards for all highway and traffic schemes, new developments and planned maintenance work.



Some of the UK’s all-too-common examples of worse than useless cycle facilities

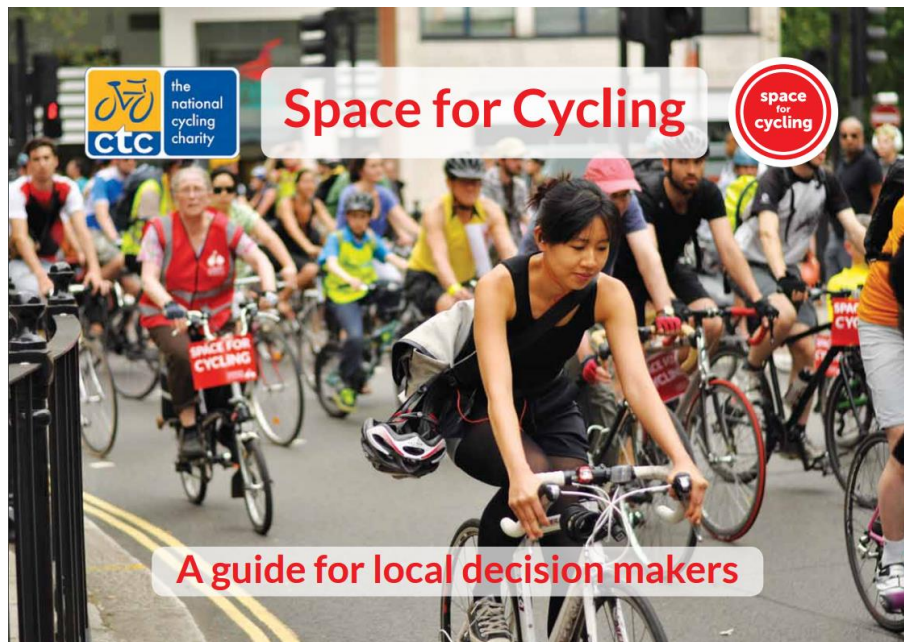
16. The difficulty is that the Government is reluctant to insist on local authorities developing quality cycling infrastructure, or to establish national design standards – they argue that this would infringe the principle of ‘localism’. CTC certainly agrees that local communities should decide where to prioritise cycling improvements and draw up appropriate schemes. However given its value in tackling such major societal challenges as air pollution, climate change and physical inactivity, we believe it makes no sense to leave local authorities free to neglect cycling altogether.
17. Nor does it benefit anyone if different councils adopting different cycling design standards. Local authorities themselves do not want this freedom, recognising that it merely involves a massive amount of unnecessary duplication of effort on their part. It also results in inconsistent design approaches, which merely risks causing confusion among all road users: cyclists and drivers alike. There are good reasons why road design standards are determined nationally, not least because of the safety-critical importance of clarity and consistency, to maximise the ability of road users to understand the design features they encounter. The same rationale surely applies to cycle provision – if anything, a degree of consistency of design standards is even more safety-critical than for highways in general.

18. Both Transport for London and the Welsh Government have recently adopted some excellent cycle-friendly design guidance - indeed the Active Travel (Wales) Act has made it a statutory duty for Welsh highway authorities to take account of this guidance when discharging several of their highway and planning functions. Moreover, Highways England (HE) is shortly due to publish some design standards of its own – and CTC was much impressed with a draft we have seen.
19. For the rest of England outside London, Government could effectively endorse the London and/or Welsh standards – or the HE standards when they appear. It could then urge local authorities to sign up to one or other of these, on the basis that doing so would give them preferential access to whatever funding for cycling may be available now or in the future via the Cycling & Walking Investment Strategy. Once local authorities have done this, they could then be held to account for clear unjustified failures to meet these standards, even though the standards themselves might not have statutory backing.

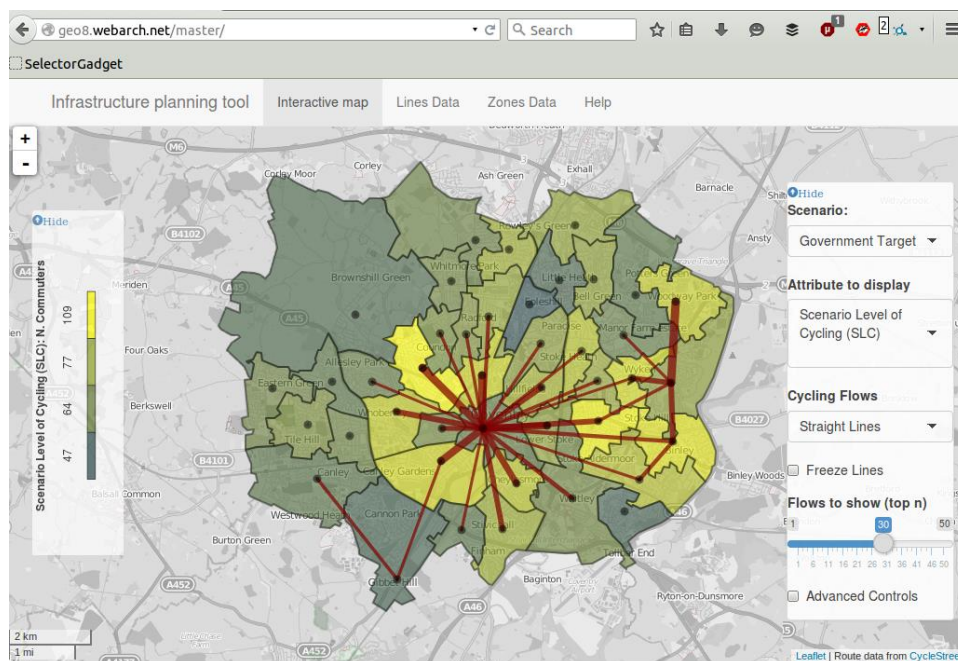
‘Space for Cycling’: developing consistent high-quality networks for cycling

20. CTC’s guide, “Space for Cycling: a guide for decision-makers” explains that, in broad terms, the links in a quality cycle network (i.e. excluding the junctions) will consist of one of three types of cycle provision:
- *Quiet routes*: Urban streets or rural lanes where traffic volumes and speeds are low enough to be cycled safely by people of all ages and abilities, including children, older people and people with disabilities. Specifically CTC advocates 20mph as the normal speed limit for city streets and 40mph or less for rural lanes.
 - *Protected cycle lanes*: cycle provision that is physically separate from both the roadway and the footway (i.e. the pavement). There are various ways in which this can be done. However, it is vital to ensure a good level of cycle priority and safety at junctions.
 - *Routes free of motor traffic*: well-designed routes through parks and open spaces, alongside water-courses or using the rights of way network can be highly attractive as safe alternatives to the road network, particularly where they are also quicker and more direct than the equivalent on-road route. However they should be seen as complementary to a cycle-friendly road network – not a substitute for it – given that the start and end points for most journeys begin and end at buildings on the road network.





21. Local authorities need guidance – similar to that which Welsh councils are required to follow under the Active Travel (Wales) Act – not only on cycle-friendly design standards, but also on the principles of cycle network planning. This would advise them on how to identify a coherent network of core cycle routes, and to draw up a prioritised programme of schemes (including action at key junctions) to develop this network over time.
22. This network-planning process should utilise the National Propensity to Cycle Tool (NPCT), now being developed for DfT by an excellent Cambridge-University-led research team. NPCT can plot not only the desire lines for existing cycle trips but also how demand for cycling at the local level would increase as various demographic infrastructural constraints are overcome (e.g. if women's cycle use were to increase to the level of men's cycle use, or if people of different ages and abilities were as likely to cycle in Britain as in the Netherlands). It is already working in prototype form, albeit only for work journeys. It will undoubtedly soon become a very useful cycle network planning tool.



Data display from the prototype National Propensity to Cycle Tool (NPCT), being developed for DfT.

Cycle safety

23. Making sure cycling is and feels like a safe and appealing option requires more than just cycle-friendly infrastructure. Complementary action is also required to tackle the threats posed by fast traffic, by dangerous driving and by lorries. Though these issues are less directly relevant to the role of the Infrastructure Commission, CTC believes that the Commission's recommendations in relation to London and the Northern Powerhouse need to reflect the importance of ensuring that the use of our transport infrastructure is properly managed and regulated for the safety of all road users, particularly the most vulnerable.
24. Road casualty figures¹ show that the risk of cycling in Britain is increasing, with fatal and serious injury numbers rising more steeply than levels of cycle use:
- 2013 saw an increase in the risk per mile per billion passenger kilometres of a fatal or serious cycling injury (KSI) of around 15% over 2008, whereas the risk for car occupants fell by around 28%;
 - Pedal cyclist KSI have been rising steadily over the last ten years: the annual average for 2005-2009 was 2,528; in 2014, there were 3,514 cyclist KSI;
 - Pedestrians, cyclists and motorcyclists now account for 60% of serious and fatal road casualties, up from an average of 52% in 2005-9;
25. Given this, it is not surprising that 64% of respondents to the latest *British Attitudes Survey* (BAS) agreed that it is too dangerous for them to cycle on the road, the highest level recorded since the question was introduced in 2011.²

Dangerous driving

26. Investing in roads policing is highly effective not only as a road safety measure, but also as a way to tackle other forms of crime. Yet the number of traffic police officers in England and Wales has fallen by 37% since 2003, even though total police numbers have hardly changed (down by just 3.5% over the same period). By 2014, just 3.4% of all the police in England and Wales exercised traffic responsibilities; in 2013/14, they recorded about 59% fewer 'dangerous driving' crimes than in 2002/03. CTC strongly suspects that this decline in enforcement is at least part of the explanation for the worsening of safety cyclists and other vulnerable road users in recent years (see above). For the evidence to support the above, see CTC's briefing on Traffic Policing.^{xxv}

27. CTC's Road Justice campaign (www.roadjustice.org.uk) argues that good enforcement is essential for enabling more people to feel confident about taking up cycling. Whilst CTC's hope that need for it will be reduced over time by the development of quality protected cycle lanes, it will still be necessary to enforce speed limits, and to take action against those who fail to respect cyclists' priority or right of way at junctions, who overtake dangerously closely or who act wilfully aggressively towards cyclists.



The role of the police



28. The priorities at the local level are:



1. _____

¹ Casualty figures from DfT's: *Reported Road Casualties Great Britain* (Tables RAS53001, RAS30001 & RAS40004) www.gov.uk/government/uploads/system/uploads/attachment_data/file/467465/rrcgb-2014.pdf ; Traffic figures from DfT *Road Traffic Estimates in Great Britain 2014*. June 2015. Table TRA0104 (2010-14); <https://www.gov.uk/government/statistics/road-traffic-estimates-in-great-britain-2014>.

² <https://www.gov.uk/government/statistics/british-social-attitudes-survey-2014>

- Reversing the decline in road traffic police numbers and resourcing;
- Ensuring that road traffic police officers and PCSOs are well trained, giving them the understanding of cycle safety needed to investigate and act appropriately in response to incidents involving cyclists;
- Strengthening the collaboration between police and other enforcement bodies (e.g. the Health and Safety Executive and the Traffic Commissioners), as well as the Crown Prosecution Service, to ensure that irresponsible drivers – and indeed lorry operators – are brought to justice. Strengthening the role of the Traffic Commissioners is particularly important for tackling rogue lorry operators – see www.ctc.org.uk/category/tags/traffic-commissioners. Transport for London has recently established a London Freight Enforcement Partnership, with Department for Transport backing (see <https://tfl.gov.uk/info-for/media/press-releases/2015/october/enforcement-partnership-to-make-london-s-streets-safer>). CTC urges other parts of the country to follow London's lead.

Lorries

29. Excluding light vans, goods vehicles account for only around 3.7% of non-motorway motor traffic mileage on all the roads of Great Britain. Yet from 2010-14, they were involved in around 18% of cyclists' fatalities per year.^{xxvi} In London, in 2014, HGVs accounted for 4% of all traffic, but 55% of all cyclists' deaths, and 12% of pedestrian fatalities.^{xxvii}
30. Cyclists' collisions with lorries are far more likely to prove fatal than those involving cars. Around a fifth of serious collisions between a cyclist and a lorry result in the cyclist being killed, whereas this figure is just over 2% for cyclist/car collisions.
31. Ways to tackle the problem include: maintaining and enforcing safe driving and vehicle standards; training and information for *both* cyclists and goods vehicle drivers; cycle-friendly vehicles; and road layout, routing and distribution strategies that minimise conflict.
32. Transport for London has forged partnerships with freight operators and users, and with partners in the construction industry, to develop the Construction Logistics and Cycle Safety (CLoCS) standard and the Fleet Operators Recognition Scheme (FORS – this covers aspects of environmental performance as well as safety, but has a strong element of cycle safety specifically)^{xxviii}. Many lorry operators and construction firms from outside London are now adopting these standards in order to demonstrate their commitment to high standards of safety to potential clients and the wider public. CTC urges the Government to back the national roll-out of these initiatives. We also urge local authorities to make compliance with these standards a requirement for contracts involving lorry use (e.g. for refuse services) and for new developments in their areas.



"Direct vision" lorry cabs, in which drivers can see what is around them as easily as a bus driver can, with the driver seated down low and surrounded by as much window as possible.

Integrating cycling and public transport

33. Combining cycling with public transport, particularly rail travel, provides an excellent door-to-door alternative to private car use for longer-distance journeys. It provides the following benefits:

- For individuals, it provides a door-to-door alternative to the private car for longer-distance journeys – especially for those without access to a car and/or who are unable to hold a driving licence.
- For rail operators, it increases their customers' ability to access rail services, by tripling the number of households within 10 minutes of a station by non-motorised transport and increasing the area covered 16-fold. This can bring in rail customers far more cheaply and cost-effectively than providing car-parking spaces or subsidised bus feeder services. It can also be crucial for the economic viability of rural lines.
- For local economies (particularly in rural areas), this increase in catchment area (and hence the viability of local rail services) can help maintain rural communities, particularly those able to benefit from recreational cycling.
- For public policy: the cycle-rail combination supports a wide range of health, transport, social and environmental objectives.

34. Investing in cycle parking at rail stations is a highly cost-effective way to attract new rail passengers, including many who had (or who would have) previously made the equivalent journey wholly by car^{xxx}. Cycle parking should be conveniently located, sheltered and secure (this can mean secure locking arrangements, locations which are overlooked and/or are covered by CCTV). At larger stations, cycle hire and storage centres, which may also offer cycle repair services, can further boost custom. Rail stations also need to be readily accessible by cycle, with safe routes to and from the station in all directions, and with good internal access (e.g. lifts or, failing that, well-designed wheeling ramps on flights of steps). For more information, see the Association of Train Operating Companies (ATOC)'s 'Cycle-Rail Toolkit'.^{xxx}



35. Rail operators should be encouraged to make space available for cycles on trains – and is pleased that a growing number of rail companies are now proving willing to do so. CTC accepts that, on trains without separate engines/guards vans, use of cycle spaces may need to be limited at peak times. However consultation should be undertaken with local cycling groups to avoid restricting cycle use unnecessarily – e.g. preventing people using a peak-time train for a local trip at the 'country' end of its journey, simply because the train will later become packed as it approaches its city-centre destination.

36. CTC has successfully lobbied for the High Speed 2 (Phase 1) Railway Bill to incorporate commitments to:

- "Cycle-proof" all new or altered roads or other cycle-accessible routes along and across the HS2 corridor;

- Provide good cycle access to from and within HS2 stations, and good cycle parking , hire and storage provision at those stations;
- Ensure high standards of cycle safety for the lorries, drivers and operators used for HS2 construction work.

37. We urge the adoption of policies to ensure similar levels of cycle-friendliness are incorporated into new rail projects elsewhere, including the proposed HS2 Phase 2 and possible HS3 schemes. We also urge that rail franchises should include requirements to provide space for cycle carriage when new trains are being designed or existing trains refurbished.

Applying these principles in London

38. The Mayor of London has budgeted for spending of £913m on cycling in London over the period 2013-22. This amounts to around £12.50 per person annually, compared with a peak of £5.52 per person for the rest of England in 2015 (and this is currently set to fall significantly in future years – see next section). London, like Wales, has also developed an excellent design manual – the 2nd edition of the London Cycling Design Standards (LCDS2) – which also contains a very useful tool for assessing the cycle-friendliness either of existing conditions or any proposed new highway or traffic schemes. CTC strongly advocates the use of these or similar design standards and assessment tools for the rest of the UK.

39. After serious initial shortcomings, London’s “Cycle Superhighways” are now being designed to provide a high level of protection and a reasonable level of junction priority – though the latter will need to be improved over time as (a) DfT introduces further regulatory changes and (b) cycle use continues to grow. We do however have reservations about the growing reliance on solutions involving a two-way segregated cycle track on one side of the road only. This is a solution the Dutch generally avoid, given that drivers turning at junctions are prone not to notice cyclists using the cycle track in what appears to be the “wrong” direction.

40. Moreover, London’s cycle spending is still only about half the Dutch level of £24 per person annually – bearing in mind also that they have been spending at this sort of level for several decades. So, although the progress now being made to deliver a network of well-segregated “cycle superhighways” is very welcome, the planned network so far consists of two routes crossing central London, plus 10 radial routes reaching about 6 miles out from the centre. At this rate, it will require a significant spending boost to achieve “superhighway” design standards on all of London’s busier or faster main roads within the current century.

41. London therefore needs increased investment in cycling infrastructure. Given the spending cuts that TfL now needs to make, we believe this merely strengthens the case for dropping planned road crossings of the Thames at Silvertown, Gallions Reach and Belvedere. Plans for the Gallions Reach and Belvedere crossings are still being developed but have costings of between £1bn and £3bn^{xxx}. The proposed Silvertown Tunnel has estimated costings of between £753m and £926m, and an estimated benefit-to-cost ratio of 1.7:1^{xxxii}. This figure is well below what would be achieved through investment in improved cycling provision, which typically has benefit-to-cost ratios of at least 5:1. It would also reduce pollution, congestion and CO2 emissions, whereas road schemes are likely to exacerbate these problems (any localised reduction in congestion would probably be temporary only, while the additional traffic these schemes would generate would merely increase congestion across the road network as a whole).

42. There is a serious need for increased cycle parking and other facilities at major stations in London. Meanwhile CTC has petitioned Parliament in relation to the High Speed 2 Railways Bill, aiming to retain or improve cycle access in the vicinity of the HS2 scheme. We are particularly concerned to see improvements in the Euston area, where HS2 Ltd's current plans not only involve severing existing cycle routes but forcing cycling onto busy main roads which will also have up to 720 lorries each way each day using them. It is therefore crucial that lorry use is minimised and run as safely as possible, using the safest possible lorry designs (including 'direct vision' cabs wherever possible).

Applying these principles to the Northern Powerhouse area

43. The funding situation for the rest of England is far more problematic than for London. As previously noted, the central Government funding allocated for cycling in the 2015 Autumn Statement falls a very long way short of what is needed even to begin catching up with Dutch or Danish standards.
44. In November 2014, an allocation of £214m was made to 8 Cycle City Ambition Grant (CCAG) cities, three of which are in the North of England (Newcastle, Leeds and Greater Manchester). £114m was allocated to the 8 cities in March 2015 (covering the years 2015-17), with a further £101m added later to extend the programme and continue it to 2018. Beyond that though, it currently appears that they will need to find their own funding if they are to continue the 'cycling revolutions' they have each now embarked on.
45. Meanwhile the rest of the North of England will be entirely reliant on local funding sources if they are to deliver improved cycling conditions. Many areas will feel wholly unable to do so.
46. This situation contrasts starkly with the £13bn total budget for transport in the North, with £6bn allocated just to one road-scheme, namely the Transpennine link between Greater Manchester and Sheffield via the Woodhead tunnel. CTC urges the reallocation of some of this funding to support the continuation of the 3 northern cycling cities through to 2021 and the development of similar town-wide or authority-wide cycle networks in other parts of the region.
47. In terms of cycle-rail integration, Northern Rail is widely praised for its cycling policies, having developed "cycle hubs" at several stations, with excellent stakeholder engagement through a Northern Rail Cycle Forum. CTC urges Transpennine Express to follow their example. With both operators due to acquire new rolling stock, we urge that these are designed to provide well-designed space for cycle carriage. There is also a concern at the potential loss of cycle-carriage opportunities due to the impending replacement of rail services (which carry cycles) with 'tram-train' services (which threaten not to). We urge action to reverse the current plans not to carry cycles on tram-trains.

Summary of recommendations

North of England

- *Funding:* reallocate funding from road schemes – notably the £6bn Trans-Pennine tunnel – in order to boost spending on cycling to at least £10 per person annually, rising progressively to £20.
- *Space for Cycling:* Develop comprehensive network plans for all built-up areas, focusing initially on the largest areas (population over 100,000). The networks should be identified, and individual routes / schemes prioritised, using the National Propensity to Cycle Tool. Design these in accordance with the London Cycling Design Standards, the Active Travel (Wales) Act design guidance (which DfT also recommends for use in England), the forthcoming Highways England design advice

or local design guidance providing it aims for similar levels of safety, convenience and attractiveness for cycling. Networks should consist either of protected cycle lanes, roads with low traffic volumes and speeds, or routes free of motor traffic. Particular attention should be paid to cyclists' safety and priority at junctions.

- *Cycle-rail integration*: identify and prioritise opportunities to provide cycle parking and (at larger stations) hire and storage facilities, along with good cycle access to/from and within rail stations, starting with the most heavily used. Ensure provision is made for cycle carriage on new trains for the Northern and Trans-Pennine franchises and that tram-trains do not result in a loss of the cycle carriage facilities offered by current heavy rail services.

Greater London

- *Funding*: reallocate funding from road schemes – notably the £6bn Trans-Pennine tunnel – in order to boost spending on cycling to £20 per person annually.
- *Space for Cycling*: Accelerate delivery of a comprehensive cycle network, with protected “superhighway”-standard cycle lanes on all main roads (unless an equally direct ‘quietway’ alternative can be identified nearby). Reduce speed limits to 20mph on all roads without protected cycle lanes, and bring down traffic volumes on these streets to levels which enable would-be cyclists of all ages and abilities (including children, older people and people with disabilities) to use them safely and comfortably.
- *Cycle-rail integration and lorry safety*: Improve cycle parking and other facilities at major stations, again aiming to provide for at least 5% of passengers to cycle at one or both ends of their rail journey. Ensure cycle access is retained or improved in the Euston area, while minimising lorry use and maximising the safety of lorry operations for the HS2 Rail project.

Both regions

- *“Cycle-proofing”*: ensure that opportunities to design-in high standards of cycle-friendliness into all major infrastructure schemes, new developments and planned highway maintenance works.
- *Safety*: Encourage local authorities and other public bodies to require high standards of lorry safety (as defined by the Fleet Operator Recognition Scheme (FORS) and the Construction Logistics and Cycle Safety (CLoCS) standards) for all contracts involving lorry use (e.g. refuse disposal), and for all new developments. Reverse the decline in roads policing, improve police training and the quality of investigations of road collisions, and strengthen the cooperation between the police and other enforcement bodies (e.g. the Health and Safety Executive and Transport Commissioners), following the model of the London Freight Enforcement Partnership.
- *Cycle / public transport integration*: Set a target to boost the proportion of rail customers who cycle at one or both ends of their journey to at least 5% across each region. Identify and prioritise opportunities or needs for improved cycle access to, from and within stations (including access to platforms, e.g. using lifts or, failing that, wheeling ramps on flights of steps), and improved cycle parking, hire and storage facilities. Boost provision of cycle parking, increasing it at any location where use of existing provision regularly exceeds 80% of total capacity.

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