



Department
for Transport

Cycling & Walking Investment Strategy Report to Parliament

Moving Britain Ahead



Cycling and Walking Investment Strategy Report to Parliament

Presented to Parliament
by the Secretary of State for Transport
by Command of Her Majesty

February 2020



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Foreword



Air quality, carbon emissions, health and wellbeing, congestion on our roads are all serious issues facing our society today. A common thread is that investment in cycling and walking can improve them all. Whether you are commuting to work, going to the shops or visiting friends and family, our aim is for active travel to play a part in your journey, a small step - or revolution of the wheel - that helps create places where we want to live and work.

In April 2017, the first ever statutory Cycling and Walking Investment Strategy (CWIS) set out ambitious plans to make cycling and walking the natural choices for short journeys, or as part of a longer journey, by 2040. Interest from metro mayors and local councils has been so great that £1.2 billion has already been invested¹ and a further £1.2 billion is projected over the next two years² for infrastructure and other active travel projects. This is double the projected level of spend envisaged in 2017 and increases spending in England, outside London, from £3.50 per head to over £10 per head, a further increase from our last published figures in February 2019.³

This is the first report to Parliament on progress in delivering CWIS. It sets out what has been achieved by this investment and how it is helping to deliver your Government's aims and targets. Some highlights include:

- The flagship £191⁴ million Cycle Ambition Cities programme has seen some significant increases in active travel on key routes across eight cities. The investment has increased cycling volumes by between 12-69% between 2012-17⁵.
- The £50 million Bikeability training programme has helped hundreds of thousands of school children per year to cycle safely and with confidence on England's roads. 2018/19 was a record year with 411,000 school children trained.
- The £80 million "Access Fund" has seen 25 local authorities engage with their communities to help people walk or cycle to places of work and education. A highlight has been the "Walk To" project. This supported 95 employers and

¹ Estimated spend 2016/17 to 2018/19.

² Projected spend 2019/20 to 2020/21.

³ Compares average spend per head over SR15 period against SR10 period.

⁴ £191m provided in total 2013-17. Total funding £210m from 2013 to 2019, including National Parks funding.

⁵ Cycle Ambition Cities Interim Report, TfQL, 2019.

reached over 1,300 employees each year with the aim of increasing the number of people choosing to walk for all or part of their daily commute and make walking a natural part of their working day.

- A £2 million package of support has helped 46 local authorities prepare "Local Cycling and Walking Infrastructure Plans" (LCWIPs), enabling them to create town and city-wide network plans and prioritise projects for investment. 33 plans have now been completed, enabling long-term decisions to be taken.

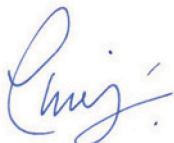
The latest statistics from 2018 show that walking has increased by 16% since 2015 to 347 stages per person per year whilst cycling stages have increased by 2% since 2015 and 22% since the 2013 baseline to 1006 million stages.

When using adjusted figures to account for changes in severity reporting systems, the number of cyclists killed or seriously injured on England's roads has remained relatively stable over the past 4 years, with 3,884 KSI in 2018. This represents a 4% decrease since 2015.⁶

I recognise that we still have some way to go to deliver the ambition set out in the Strategy. The forthcoming multi-year "Spending Review", expected later in 2020, will be the vehicle for identifying both the scale and type of investment required to meet our aims and targets and for considering any revisions to our existing objectives (the 2025 walking aim has already been met, a new higher target is required).

Analysis undertaken for DfT indicates that current funded policy will fill around 40% of the gap towards doubling cycling by 2025⁷. Substantial further investment is therefore required over the next five-year period. The £350 million Cycle Infrastructure Fund announced in the Conservative Party Manifesto is only the start of this investment. This will be further built upon by the creation of a long-term programme and budget that dramatically increases investment in cycling and walking, including through the £100 billion of additional infrastructure spending announced for national renewal of roads, rail and other infrastructure that helps to generate growth.

The Government's aim is simple: to maximise the impact of this investment and create better connected, healthy and sustainable communities that ensure economic growth and prosperity can spread across every region of our nation.



Chris Heaton-Harris MP

Minister of State with responsibility for cycling and walking

⁶ When using adjusted figures to account for changes in severity reporting systems.

⁷ CWIS Investment Model, interim results and evidence reports

1. Introduction

The Cycling and Walking Investment Strategy

- 1.1 The Infrastructure Act introduced a duty on 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 2015.⁸
- 1.2 The Infrastructure Act states that the Cycling and Walking Investment Strategy⁹ must specify:
 - Objectives to be achieved during the period to which it relates; and,
 - The financial resources to be made available by the Secretary of State for the purpose of achieving those objectives.
- 1.3 The Act also states that the Secretary of State must, from time to time, lay before Parliament a report on the progress towards meeting its objectives. This is the first report to Parliament on the progress made towards achieving the aims, targets and objectives set out in the Strategy and it covers the period 2016/17 to 2018/19.

⁸ <http://www.legislation.gov.uk/ukpga/2015/7/contents/enacted>

⁹ <https://www.gov.uk/government/publications/cycling-and-walking-investment-strategy>

Aims and Objectives

- 1.4 The Government's long-term ambition is to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey, by 2040. For this to be realised our towns and cities need to have an environment that properly enables and incentivises higher levels of active travel. A range of short and long-term objectives were set out in the Strategy, as follows:

Objectives to be achieved by 2020

- Increase cycling and walking activity;
- Reduce the number of cyclists killed or seriously injured on England's roads; and,
- Increase the percentage of school children that walk to school.

Aims and targets to be achieved by 2025

- **Double cycling:** where cycling activity is measured as the estimated total number of cycle stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025;
- **Increase walking activity:** where walking activity is measured as the total number of walking stages per person per year, to 300 stages per person per year in 2025;
- **Increase the percentage of children that usually walk to school:** from 49% to 55% of children aged 5 to 10 in 2014 in 2025.

Ambition by 2040

- 1.5 The Government's ambition is to make cycling and walking the natural choices for short journeys, or as part of a longer journey, by 2040.

The contribution to wider government objectives

- 1.6 The Cycling and Walking Investment Strategy helps deliver the following linked strategies and policies:
- **Clean Growth Strategy**, as part of wider policies to reduce car-km through mode shift to cycling, walking and public transport.¹⁰
 - **Future of Mobility: Urban Strategy**, as a key way to tackle congestion, improve sustainability and boost connectivity whilst enabling opportunities to increase investment and export opportunities for UK companies and create high-quality jobs, including for e-bikes. Walking, cycling and active travel must remain the best options for short urban journeys.¹¹
 - **Clean Air Strategy**, as part of a range of interventions to halve the harm to human health from air pollution in the UK by 2030. 37 Local Authority groupings are required to develop plans to tackle persistent air pollution problems. Investment in active travel complements clean air zones and other traffic restraint measures.¹²
 - **Prevention is Better Than Cure approach**, as a core element of work to increase physical activity and to help deliver the Prime Minister's grand challenge for people to enjoy at least five extra healthy, independent years of life by 2035.¹³
 - **Sport England Strategy: Towards an Active Nation**, as part of a range of interventions aiming to get half a million more people active by 2020 including 100,000 people from lower socio-economic groups. Walking and cycling are popular & accessible ways of keeping active.¹⁴
 - **Childhood Obesity Plan Chapter 1 & 2**, as part of a range of policies which aim to halve childhood obesity by 2030, with walking and cycling to school key actions to keep children physically active.^{15 16}

¹⁰ <https://www.gov.uk/government/publications/clean-growth-strategy>

¹¹ <https://www.gov.uk/government/publications/future-of-mobility-urban-strategy>

¹² <https://www.gov.uk/government/publications/clean-air-strategy-2019>

¹³ <https://www.gov.uk/government/publications/prevention-is-better-than-cure-our-vision-to-help-you-live-well-for-longer>

¹⁴ <https://www.sportengland.org/active-nation/our-strategy/>

¹⁵ <https://www.gov.uk/government/publications/childhood-obesity-a-plan-for-action>

¹⁶ <https://www.gov.uk/government/publications/childhood-obesity-a-plan-for-action-chapter-2>

2. Achievements

Overall progress

- 2.1 The Strategy set out a 4-year action plan outlining key short-term interventions to support delivery of the aims and targets. Of the 26 actions outlined in the CWIS, around half are substantively completed and many of the remaining actions are long-term interventions that will continue until the end of 2020/21, such as the Access Fund, Bikeability, Cycle Rail and third sector behaviour change initiatives. A small number of actions have been superseded by more appropriate or more ambitious interventions.
- 2.2 The actions have also been supplemented by additional actions agreed by Ministers to help deliver the outcomes of the Strategy. These include creating a safe environment for pedestrians and cyclists through the CWIS Safety Review Action Plan, upgrading the National Cycle Network (NCN) and enabling more sustainable last-mile delivery of goods through the use of e-cargo bikes. A summary of progress in delivering the Government's Response to the CWIS Safety Review, agreed NCN projects and relevant actions from the Last Mile Delivery Response document are included later in this report.

Action plan

- 2.3 The actions were split into four themes: financial investment, behaviour change, safety and partnership. This report sets out the progress made against delivering those actions against the key themes. The following is a summary of progress and key outputs delivered and outcomes achieved over the period April 2016 to March 2019:

Financial Investment

Action	Progress	Key outputs / outcomes delivered to March 19
<p>Access Fund¹⁷</p> <p>25 local authorities deliver behaviour change projects that encourage cycling and walking.</p>	<p>Since 2016, £80m has been invested in the Access Fund (including the Sustainable Travel Transition Year in 2016). Behavioural change campaigns, training and engagement with businesses, schools, employees and jobseekers will continue to March 2021.¹⁸</p>	<p>147 workplaces and 9 schools benefitting from cycling improvements (access and security).</p> <p>13,724 campaigns and events.</p> <p>Public behavioural change campaigns and events delivered (digital and physical, including led rides) engaging 1,922,574 people.</p> <p>10,338 businesses, workplaces and organisations engaged.</p> <p>6,931 schools engaged.</p> <p>3,624 events and courses delivered.</p> <p>84,672 people trained (including maintenance and proficiency).</p>
<p>Deliver the Cycling and walking to work fund¹⁹ to connect people with employment and apprenticeships.</p>	<p>The Cycling and Walking to Work Fund invested £5.6m in 3 city regions, Greater Manchester Combined Authority, Liverpool City Region and West Yorkshire Combined Authority.</p>	<p>Pilots projects delivered in 2017 targeting job seekers, employees and businesses.</p>

¹⁷ <https://www.gov.uk/government/publications/access-fund-funding-decisions-2017-to-2020>

¹⁸ The Access Fund will also be extended into 2020/21 alongside an additional £20m of investment.

¹⁹ <https://www.gov.uk/government/news/64-million-government-funding-to-encourage-more-cycling-and-walking-to-work>

Action	Progress	Key outputs / outcomes delivered to March 19
<p>Deliver Cycle Ambition Cities programme in eight cities: Birmingham, Cambridge, Greater Manchester, Newcastle, Norwich, Oxford, West of England, West Yorkshire.²⁰</p>	<p>£191m²¹ (from 2013-17) of funding has been provided to eight groups of cities and programmes of work are 80% complete. Some schemes have been delayed by wider road network development projects but all are expected to be substantially complete by March 2020.</p>	<p>12-69% increase in cycling volumes on key routes.</p> <p>155.3 miles of new segregated cycle routes.</p> <p>186.4 miles of new on & off road routes for cyclists and pedestrians.</p> <p>136 miles of off-road cycling signage and resurfacing improvements.</p> <p>77 miles of quality road improvements for cyclists and pedestrians.</p> <p>300 new and upgraded cyclists and pedestrian crossings.</p> <p>3,380 new and upgraded cycle parking places.</p> <p>25 stations benefitting from cycle improvements and facilities.</p> <p>780 workplaces and schools benefitting from new infrastructure.</p>
<p>Deliver Bikeability cycle training to school children in order to give the next generation of cyclists the skills and confidence to cycle safely on local roads.²²</p>	<p>This period has seen continued growth in the £63m Bikeability training for schoolchildren. The Department has enhanced the delivery model for Bikeability, appointing a dedicated charity (The Bikeability Trust) to undertake quality assurance, promotion and programme development. This has saved on operating costs, as well as boosting the potential for Bikeability to attract non-government funding.</p>	<p>355,756 training places were delivered in 2016/17.</p> <p>404,791 training places were delivered in 2017/18.</p> <p>411,000 training places were delivered in 2018/19.</p>

²⁰ Cycle Ambition Cities Interim Evaluation Report, TfQL 2019.

²¹ £191m provided in total 2013-17. Total funding £210m from 2013 to 2019, including National Parks funding.

²² <https://bikeability.org.uk/support/publications/>

Action	Progress	Key outputs / outcomes delivered to March 19
<p>Update Cycle to work scheme providing a tax-efficient, salary-sacrifice employee benefit, introduced in the 1999 Finance Act, which provides a way of encouraging more adults to take up cycling.²³</p>	<p>In June 2019 the Department published refreshed Cycle to Work Scheme Guidance to support hire of more expensive cycles, included e-bikes and adapted bikes.</p>	<p>According to data from the stakeholder group, Cycle to Work Alliance, the Cycle to Work Scheme has involved over 40,000 employers across the country, and has contributed to help more than 1.6 million commuters to cycle to work.</p>

²³ <https://www.gov.uk/government/publications/cycle-to-work-scheme-implementation-guidance>

Behaviour Change

Action	Progress	Key outputs / outcomes delivered to March 2019
<p>Deliver the Big Bike Revival social marketing campaign by Cycling UK, which aims to get people who own a bike, but do not currently use it, back in the saddle through engaging a network of established community-focused initiatives. The campaign helps to make cycling accessible to those that stand to benefit the most, typically hard to reach communities within some of the more deprived regions of society.²⁴</p>	<p>Almost £3m has been provided to Cycling UK to deliver the Big Bike Revival over the last three years. The scheme targets people on low incomes, those from ethnic minorities, people not in work and those who do not meet the Government's physical activity guidelines to get into cycling. The Big Bike Revival aims to incentivise the 42% of the population who have access to a bike but who don't cycle.</p>	<p>13,061 cycling trips generated.</p> <p>40,036 people reached.</p> <p>76% people reached now encouraged to cycle.</p> <p>1,077 free events delivered.</p> <p>125 volunteer and bike recycling centres helped deliver events.</p> <p>7,504 bikes fixed.</p> <p>9,025 people cycling more.</p> <p>3,163 people became regular cyclists.</p>
<p>Promote Electric Bicycles, including e-bikes and e-cargo bikes.²⁵</p>	<p>On 1st April 2019, the Government launched a £2m e-cargo bike grant programme which is being delivered by the Energy Saving Trust, with the support of the Bicycle Association and UK Cycle Logistics Federation.</p> <p>The Government also provided £100k for capacity building in the industry to support the sharing of good practice from the UK and overseas.</p>	<p>e-cargo bike grant programme ongoing.</p> <p>Updated cycle to work guidance has been published which enables hiring of e-bikes for commuting.</p>

²⁴ <https://www.cyclinguk.org/bigbikerevival>

²⁵ <https://www.energysavingtrust.org.uk/transport/freight-and-retrofit/ecargo-bike-grant-fund>

Action	Progress	Key outputs / outcomes delivered to March 2019
<p>Deliver Walk to School Outreach to overcome barriers to walking and help the Government reach its target of 55% of children walking to school by 2020.²⁶</p>	<p>Almost £3m has been invested into the Walk to School programme, run by the charity Living Streets, since 2015. The programme is run in partnership with local and combined transport authorities.</p>	<p>WOW - year-round walk to school challenge, covering 207 schools and supporting 55,000 children in each of the last 3 years.</p> <p>84% of journeys to school were walked all or part of the way, a 47% increase on the baseline walking rate of 57%.</p> <p>+50% in number of walking trips recorded (via Travel Tracker app) each day from Sept – Oct 2018.</p>
<p>Conduct Behavioural Insights Trials to design and evaluate low-cost, scalable interventions aimed at increasing the sustainable travel of employees.²⁷</p>	<p>The outcomes of the Behaviour Insight Trial at Heathrow was published in 2017.</p>	<p>The trials identified the importance of early intervention to improve sustainable travel for employees by offering personalised commuter plans, increasing car sharing registration, free buses travel for one week and try a bike on us.</p>
<p>Develop PlusBike and provide clear and easy-to-understand guidance on taking bikes on trains, train carriage rules, bike parking at stations and nearby cycle hire as you plan your rail journey.²⁸</p>	<p>In 2016, Rail Delivery Group (RDG) launched a new campaign highlighting the PlusBike information portal to make cycle-friendly train travel easier to access and understand.</p> <p>PlusBike is available via the National Rail website and app through journey planner.</p>	<p>Website and app updated with details of facilities at stations such as the number of cycle parking spaces, rules about taking bikes on trains, whether reservations are available or required, and even links to local cycle-hire businesses.</p> <p>PlusBike website received over 110,000 views last year.</p>

²⁶ https://www.livingstreets.org.uk/walk-to-school/?gclid=EAlalQobChMlnOfyytOC5QIVia3tCh3xmQpEEAAYASAAEqLBGvD_BwE

²⁷ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/586376/sustainable-travel-evaluation-of-low-cost-workplace-interventions.pdf

²⁸ www.nationalrail.co.uk/plusbike

Action	Progress	Key outputs / outcomes delivered to March 2019
<p>Deliver Cycle Rail infrastructure improvement to make it more convenient to cycle to railway stations through the provision of new, high quality cycle parking and cycle access.</p>	<p>3 funding rounds delivered since 2016/17, providing £15.6m of funding. Of this, £6.8m is being invested over 2019/20 to create an extra 2,300 cycle spaces at 48 stations across England, enabling commuters to cycle directly to the station and lock up their bike securely. This funding is also supporting construction of two new station community link projects at Chatham and Cambridge.</p>	<p>4,000 new cycle parking spaces created since 2016/17.</p> <p>Improved cycle storage and safety through 15 secure cycle hubs since 2016/17.</p> <p>4km pedestrian and cycling path linking Aylesbury Vale Parkway with the village of Waddesdon and Waddesdon Manor.</p> <p>Updated Cycle Rail Toolkit, guidance document.</p>
<p>Deliver the Modeshift STARS [Sustainable Travel Accreditation and Recognition for Schools] national awards scheme that recognises schools that have shown excellence in supporting cycling, walking and other forms of sustainable travel.²⁹</p>	<p>Since 2016, £60K per year has been invested in the Modeshift STARS scheme which continues to successfully engage 1,400 schools and their pupils. The aim is to increase this 1,600 schools in 2019/20.</p>	<p>69 organisations now signed up to deliver STARS locally with their schools with almost 4,000 individual schools registered on the Modeshift STARS website.</p> <p>1,200 schools nationally have achieved STARS accreditation.</p>

²⁹ <https://www.modeshiftstars.org/>

Safety

Action	Progress	Key outputs / outcomes delivered to March 2019
<p>Deliver actions from the Road Safety Statement 2015, which set out the vision, values and priorities to bring down the numbers of people killed and injured on our roads.³⁰</p>	<p>In June 2018, the Department published a progress report on the delivery of the planned actions from the Road Safety Statement and has made some good headway: 15 of the 23 short-term actions have been delivered including 3 where the original objectives have been exceeded.</p>	<p>Progress report published in June 2018.</p>
<p>Deliver enhancements to the Strategic Road Network through Highways England's Cycling, Safety and Integration Designated Fund Programme.³¹</p>	<p>Highways England is committed to supporting active travel and making the Strategic Road Network accessible and safer for cyclists by delivering 200 new cycling facilities and improved crossing points by 2021. During 2019-20 Highways England will deliver 109 schemes from the Cycling, Safety and Integration Designated Fund. These will deliver a total of 57 new or improved crossings and 50 cycle schemes.</p>	<p>101 cycle schemes.</p> <p>120 new crossings for cyclists, pedestrians and/or horse-riders.</p> <p>286 upgrades to existing crossings.</p>
<p>Support cycling and walking projects on HS2 routes through HS2 Road Safety Fund.³²</p>	<p>In October 2018 a national cycleway feasibility study associated with HS2 was published. HS2 Ltd. has undertakings and assurances on cycling provision and some of the options set out in the feasibility report are deliverable through collaboration between HS2 Ltd. and local authorities.</p> <p>The Department and HS2 officials meet on a regular basis to continually review opportunities for both cycling and walking HS2 can deliver.</p>	<p>The additional £20m funding provided for Sustrans in 2019 to deliver a range of activation projects to upgrade the National Cycle Network (NCN) across England will include routes around the HS2 route to improve connectivity of the NCN.</p>

³⁰ <https://www.gov.uk/government/speeches/road-safety-recent-progress-and-future-work>

³¹ <https://www.gov.uk/government/publications/highways-england-delivery-plan-update-2019-to-2020>

³² <https://www.gov.uk/government/news/30-million-to-improve-road-safety-for-communities-along-hs2-route>

Action	Progress	Key outputs / outcomes delivered to March 2019
<p>Complete an internal review of Traffic Regulation Orders (TRO) for pavement parking laws, taking into account the concerns of the high street and other businesses and those of disability groups and others with a related interest.³³</p>	<p>Work on an impact assessment and a public consultation document is planned for 2019.</p> <p>Ministers will consider future legislative options arising from the Department's policy review, alongside the conclusions outcome of the Transport Select Committee (TSC) in the coming months.</p>	<p>The internal review work completed in early 2019, just prior to the Transport Select Committee's (TSC) launch of its inquiry into pavement parking in April. The Committee published its conclusions in September.</p>
<p>Evaluate effectiveness of 20mph speed limits (signed only) based on twelve case study schemes in England and various comparator areas with a 30mph limit in place.³⁴</p>	<p>In July 2014, Atkins, AECOM and Professor Mike Maher of University College London, were commissioned by the Department for Transport to conduct the study into 20mph speed limits.</p> <p>Research completed and reports published in November 2018.</p> <p>It concluded that there was insufficient evidence that there has been a significant change in collisions and casualties following the introduction of 20mph limits in residential areas.</p>	<p>The drivers' and residents' views were self-reported and not tested. The headline findings are:</p> <p>20mph limits are supported by the majority of residents and drivers.</p> <p>There has been a small reduction in median speed (less than 1mph).</p> <p>Vehicles travelling at higher speeds before the introduction of the 20mph limit have reduced their speed more than those already travelling at lower speeds.</p>
<p>Update guidance on tactile paving, including guidance on the use of tactile paving and broader guidance on accessibility related design, known as inclusive mobility.</p>	<p>Research is underway to inform the updates.</p> <p>Announcement of plans for updating guidance, late 2019.</p>	<p>N/A.</p>

³³ <https://www.parliament.uk/business/committees/committees-a-z/commons-select/transport-committee/inquiries/parliament-2017/pavement-parking-17-19/>

³⁴ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/757307/20mph-headline-report.pdf

Action	Progress	Key outputs / outcomes delivered to March 2019
<p>Refresh of cycle design guidance, to provide clearer, more current, relevant guidance informed by international, UK, London Design Standards and Active Travel Design Guidance in Wales.</p>	<p>In August 2018, the Department announced that the Minister had commissioned the Cycle Proofing Working Group to develop national guidance and best practice for cycling and walking infrastructure, so that all road users can benefit from the best facilities.</p>	<p>Draft report has been developed, publication planned for autumn 2019.</p>
<p>Deliver Cycle Safety Fund to improve road safety, helping create more bike-friendly areas.³⁵</p>	<p>Successful projects announced in February 2018 as part of the Cycle Safety Review. £7m safety improvement schemes delivered in the 6 Cycle Ambition Cities, Bristol, Leeds, Cambridge, Birmingham, Norwich, Manchester.</p>	<p>7 roundabout and junction improvement schemes underway. Schemes involve significant improvements for people who walk or cycle, in delivery.</p>

³⁵ <https://www.gov.uk/government/news/multimillion-pound-government-funding-boost-for-cycle-safety>

Partnership

Action	Progress	Key outputs / outcomes delivered to March 2019
<p>Support development of Local Cycling and Walking Infrastructure Plans (LCWIPs) to enable a long-term approach to developing local cycling and walking networks, ideally over a 10-year period, and form a vital part of the Government's strategy to increase the number of trips made on foot or by bicycle.³⁶</p>	<p>Following publication of an "expression of interest" process, and technical guidance on the LCWIP process, the Department received 78 applications from local authorities for support to develop their plans. Of these, 46 authorities were selected to take part in a pilot programme to benefit from a £2m package of strategic and technical support.</p>	<p>All 46 local authorities expected to substantially complete LCWIPs in 2019/20. Over half of these are complete as of December 2019.</p>
<p>Technical support for local bodies</p>	<p>See LCWIPs.</p>	<p>See LCWIPs.</p>
<p>Develop the Propensity to Cycle Tool (PCT) to provide authorities with an objective analysis of where there is the greatest propensity for future cycling and walking stages in future years.³⁷</p>	<p>The Department continues to support the development of the Propensity to Cycle Tool (PCT) - a free, open source strategic planning tool that has been developed in partnership with four universities: Cambridge, Leeds, Westminster and the London School of Hygiene & Tropical Medicine.</p>	<p>A "schools layer" was added to incorporate data on school travel alongside enhanced integration with the WebTAG appraisal framework.</p> <p>Propensity to Cycle Tool (PCT) has also helped local authorities develop LCWIPs.</p>

³⁶ <https://www.gov.uk/government/publications/local-cycling-and-walking-infrastructure-plans-technical-guidance-and-tools>

³⁷ <https://www.pct.bike/>

Action	Progress	Key outputs / outcomes delivered to March 2019
<p>Deliver cycling and walking schemes through National Air Quality Plan for Nitrogen Dioxide. Early Measures Fund 2017/18 was precursor to Clean Air Fund.³⁸</p>	<p>Development of Clean Air Fund.</p> <p>21 schemes across 8 areas, including Basildon Council & Rochford District Council, Bristol City Council, Middlesbrough Borough Council, Newcastle City Council, North Tyneside Council and Gateshead Council, Birmingham City Council, Leeds City Council, Nottingham City Council, Southampton City Council & New Forest District Council.</p>	<p>Delivery of 21 projects underway to improve infrastructure and encourage increased cycling and walking activity.</p>
<p>Changes to Bus Services Bill to enable greater levels of cycling and walking.³⁹</p>	<p>The main points of the Bus Services Act are:</p> <ul style="list-style-type: none"> - To strengthen arrangements for partnership working in the sector by introducing 'enhanced partnerships'; - To introduce new franchising powers with decision-making at a local level; - To provide for a step change in the information available to bus passengers. 	<p>Bus Services Act was passed by Parliament in 2017.</p>
<p>Working with the third sector</p>	<p>Creation of Cycling and Walking Investment Strategy Stakeholder Advisory Group.</p>	<p>Stakeholder Advisory Group continues to meet formally four times per year, alongside a range of policy specific working group meetings.</p>

³⁸ <https://www.gov.uk/government/consultations/air-quality-additional-measures-to-support-individuals-and-businesses-affected-by-local-no2-plans>

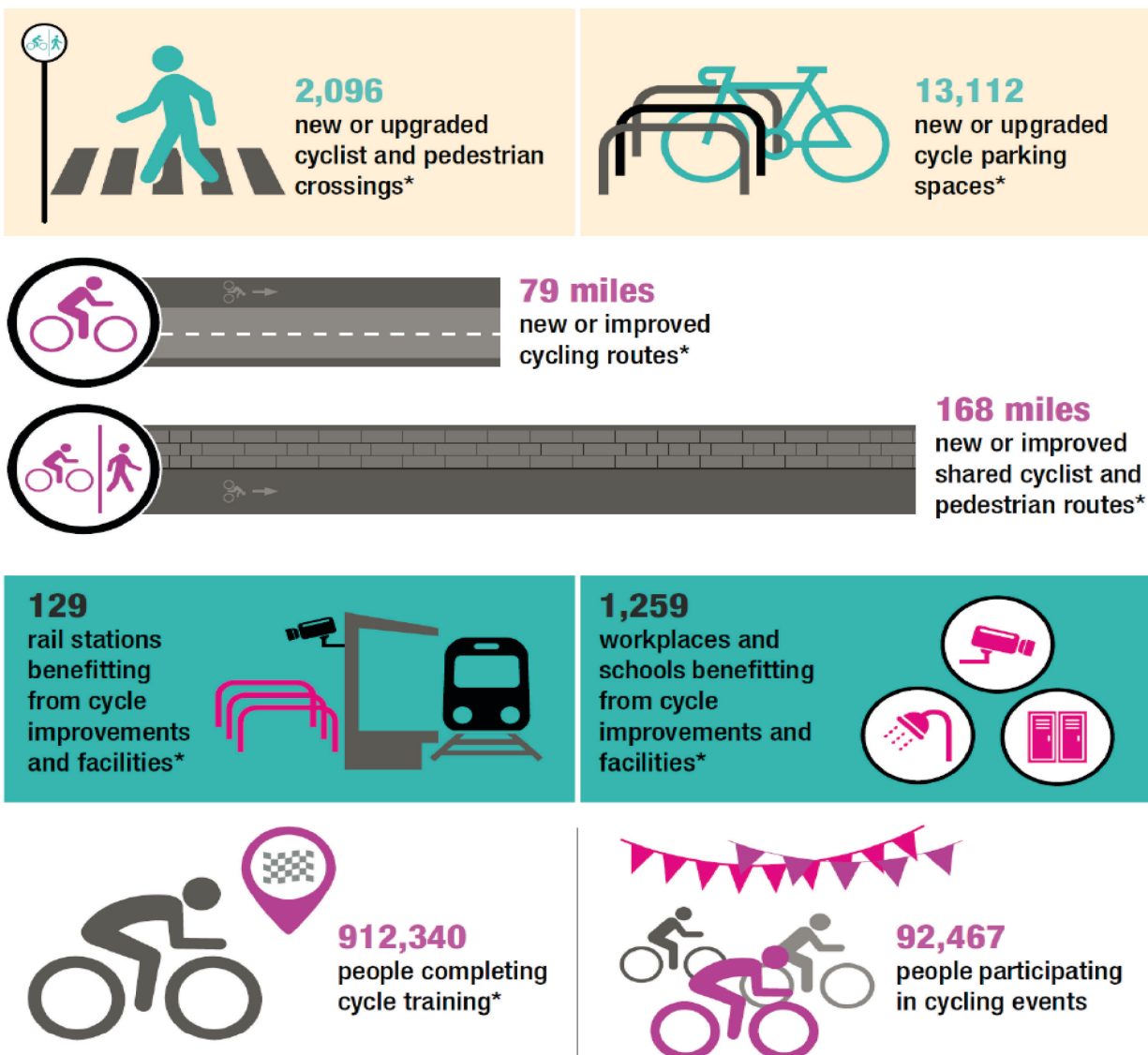
³⁹ <http://www.legislation.gov.uk/ukpga/2017/21/contents/enacted>

Outputs

- 2.4 ⁴⁰The Department commissioned NatCen Social Research to produce a synthesis of monitoring, reporting and evaluation across the various active travel projects and programmes covered in this report. The table below shows a summary of selected outputs achieved across these projects and programmes.



Outputs from a portfolio of projects, 2016 – 2019



⁴⁰ Cycling and Walking Evidence Review - outputs & outcomes from a portfolio of projects 2004 - 2019, Natcen Social Research, 2019.

3. Funding

Allocations and expenditure

- 3.1 The Infrastructure Act, which established the Strategy, requires the setting out of financial resources available which are aligned with each Spending Review period, the first being from 2016/17 to 2020/21.
- 3.2 Around £2.4 billion of investment in cycling and walking is projected over 5 years and spending on cycling and walking, outside of London, is expected to more than double from around £3.50 per head to over £10 per head over the current Spending Review period.
- 3.3 The CWIS originally projected £1.2 billion of investment to 2020/21. This has already been invested to the end of 2018/19 on cycling and walking across all relevant government funding streams, including almost £390 million of ring-fenced funding. This funding covers England, outside London, and TfL provides further funding for London.
- 3.4 The tables below show direct investment in cycling and walking from the Department for Transport from 2016/17 to 2020/21, as well as investment from wider government funds over this period. The CWIS investment schedule, published alongside this report, provides a breakdown of these funds and where they have been allocated, including an assessment of the proportion of investment from wider government funds.⁴¹

⁴¹ CWIS Investment Schedule

Department for Transport funding for cycling and walking

Funding Source	Projected investment 2016/17-20/21	Spend to end 2018/19
Access Fund	£80m	£60m
Bikeability	£63m	£37.5m
Cycle Ambition Cities	£99m ⁴²	£99m
Cycle Safety Fund	£7m	£7m
Cycle Rail	£14m	£12.8m
Highways England Designated Funds	£84m	£51m
National Cycle Network	£22m	£22m
National Outreach Projects & Innovation ⁴³	£16.8m	£16.8m
Total ring-fenced	£385.8m	£306.1m

Wider government funding that is projected or allocated to cycling and walking

Funding Source	Projected investment 2016/17-20/21	Spend to end 2018/19
Local Growth Fund	£683m	£400m
Integrated Transport Block	£114m	£85m
Highways Maintenance Fund ⁴⁴	£283m	£153m
National Air Quality Plan	£16m	£9.6m
National Productivity Investment Fund	£77m	£25m
Highways Maintenance Challenge Fund	£8m	£8m
Transforming Cities Fund	£320m	£60m
Cross-government Infrastructure Funds ⁴⁵	£550m	£174m
Total non ring-fenced	£2051m	£914.6m
Total	£2436.8m	£1220.7m

⁴² £191m provided in total 2013-17. Total funding £210m, including National Parks funding from 2013 to 2019.

⁴³ Outreach and innovation initiatives include Big Bike Revival, Walk to School Outreach, Cycling and Walking to Work Fund, Small Business Research Initiative, Local Cycling and Walking Infrastructure Plan (LCWIP) pilots and National Cycle Network development projects.

⁴⁴ Pre 18/19 estimates assumes 5% on cycling and walking, 9% post 18/19 following funding formula amendments.

⁴⁵ Only a proportion of these funds have been allocated. Projection assumes average of 5% of applicable infrastructure funds will be spent on active travel. These include the £2.5bn Transforming Cities Fund, £5.5bn Housing Infrastructure Fund, £1bn Sport England Sports Strategy (including Local Delivery Pilots), £220m Clean Air Fund, £30m HS2 Environment and Safety Fund and £675m High Streets Fund. The proportion will vary across different types of infrastructure funding, potentially from around 2% to 10% of fund allocation.

A survey of local authorities

- 3.5 The Department recently surveyed over a hundred local authorities asking them a range of questions about cycling and walking in their local areas. Survey responses have been received from around 40 local authorities in England, giving an indication about levels of infrastructure and spending around the country. Nevertheless, national averages may differ from figures presented here due to relatively small responses rates.
- 3.6 These surveys give an indication of the current levels of cycling and walking infrastructure in England. For example, the average length of all cycle lanes in surveyed local authorities was around 80 miles, including both segregated and non-segregated routes. This represents around 40 miles of cycle lanes for every 1000 miles of roads⁴⁶. While the total length of cycle lanes is typically longer in rural areas⁴⁷ (avg. 70 miles rural vs 90 miles urban), there are typically more cycle lanes per 1000 miles of roads in urban areas (avg. 50 miles urban vs 10 miles rural).
- 3.7 Average spending by surveyed local authorities was around £6 per person per year in 2018/19, comprising around £5 capital spending and around £1 revenue. This is around half the average spending per person outside of London in this year⁴⁸. Investment per person is typically higher in urban areas with average spending of around £9 per person per year in urban areas compared to around £4 in rural areas. Average spending per person in surveyed local authorities has remained largely unchanged over the last four years.
- 3.8 The surveys also provide evidence for the proportion of local authority's total transport capital budget over the last 4 years (since 2015/16) which has been spent on cycling and walking⁴⁹. Spending on cycling and walking accounted for on average 13% of surveyed local authorities transport capital budgets, ranging from 2% to 40%. While average spending is in line with evidence from the CWIS Safety Review Consultation response document from November 2018⁵⁰ (10-13%), the range of surveyed responses reported here is significantly greater than previous estimates. Results from the survey also suggests that there's little difference between the proportion of transport capital spending on walking and cycling between rural and urban local authorities. The Department is considering further surveys to understand local cycling and walking investment in order to measure progress with encouraging local authorities to spend 15% of local transport infrastructure budget on active travel.⁵¹

⁴⁶ All road types including motorways, 'A' roads and minor roads - <https://www.gov.uk/government/statistical-data-sets/road-length-statistics-rd>

⁴⁷ Urban and rural defined here using the ONS urban/rural classification. 'Rural' is defined as 'mainly rural' or 'largely rural'. 'Urban' is defined as 'urban with city and town', 'urban with minor conurbation' or 'urban with major conurbation'. That the category 'urban with significant rural' isn't included in either rural or urban. <https://www.gov.uk/government/statistics/2011-rural-urban-classification>

⁴⁸ Page 4, https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/603527/cycling-walking-investment-strategy.pdf

⁴⁹ Excluding private contributions.

⁵⁰ <https://www.parliament.uk/documents/commons-committees/transport/jesse-norman-to-lilian-greenwood-active-travel-evidence-session-follow-up-21052019.pdf>

⁵¹ CWIS Safety Review Response Action Plan

4. Working across government

- 4.1 The Department is also working closely with other government departments to ensure that relevant place-based funds are eligible for cycling and walking provision, as well as assisting with assessing bids for funding. The key cross-Government transport and infrastructure funds are listed below.

Local Growth Fund⁵²

- 4.2 The Local Growth Fund has provided £12 billion to local enterprise partnerships or LEPs (partnerships between local authorities and businesses) for projects that benefit the local area and economy. A survey of local enterprise partnerships has shown that an estimated £683 million has been invested in active travel projects⁵³.

Integrated Transport Block and Highways Maintenance Fund⁵⁴

- 4.3 Between 2016-2021, around £114 million from the Integrated Transport Block for micro-enhancement projects up to £3 million and £283 million from the Highways Maintenance Fund for smaller upgrades is expected to go towards delivering and maintaining cycling and walking infrastructure. For Highways Maintenance Funding, this is based on pre- 2018/19 estimates of 5% spent on cycling and walking and 9% post 18/19 following funding formula amendments. Integrated Transport Block assumes 11% investment on cycling and walking, in line with earlier spend proportions.

Clean Air Fund (National Air Quality Plan)⁵⁵

- 4.4 Around £16 million of the £220 million capital and revenue funding available through the Department for Environment, Food and Rural Affairs (DEFRA) Clean Air Fund over the period 2018/19 to 2020/21, will be used by eligible local authorities to support measures that will make it easier to change to alternative modes of transport.

⁵² <https://www.gov.uk/government/collections/local-growth-deals#growth-deals:-round-3>

⁵³ Local Growth Fund Survey of LEPs

⁵⁴ <https://www.gov.uk/government/publications/local-transport-capital-block-funding>
<https://www.gov.uk/government/publications/highways-maintenance-funding-allocations-201516-to-202021>

⁵⁵ <https://www.gov.uk/government/news/260-million-of-clean-air-funding-launched-by-government>

National Productivity Investment Fund⁵⁶

- 4.5 76 projects from across the country were awarded funding totalling £244 million to bring benefits to local road users such as improving access to public transport sites, opening up more roads for cyclists, addressing key local traffic 'pinch points' and supporting the development of new housing. Around £77 million will be invested in active travel projects.

Highways Maintenance Challenge Fund⁵⁷

- 4.6 The local highways maintenance challenge fund enables local highway authorities in England to bid for major maintenance projects that are otherwise difficult to fund through the usual formula funding allocations they receive from government. In 2015, tranche 1 was launched and, with additional schemes added in the summer of 2015, 34 schemes were funded, awarded £285 million in total. In autumn 2017, tranche 2A awarded £75 million to 19 projects following a further competition. A further tranche of the challenge fund will be available for 2019 to 2020 and 2020 to 2021, with a total of £198 million in funding.

A proportion of this funding is invested in improving active travel infrastructure.

Transforming Cities Fund⁵⁸

- 4.7 The £2.5 billion Transforming Cities Fund (TCF) will improve local transport links to make it easier to travel between often more prosperous city centres and frequently struggling suburbs. Some £320 million is known to have been allocated by authorities to active travel schemes, which represents around a third of all investment under the TCF. The Mayor of Manchester has announced that £160 million of their allocation will be used to improve cycling and walking infrastructure through the Bee Network; indicative TCF plans for Liverpool City Region Combined Authority (LCRCA) include £30m on 600km of commuter cycle routes across LCR; West Midlands Combined Authority (WMCA) have allocated about £43 million of their TCF allocation on transport plans which include a cycling programme; and Tees Valley Combined Authority (TVCA) have indicated £2.63 million of their TCF will be allocated to improving cycle links between Wynyard and Billingham.

Housing Infrastructure Fund⁵⁹

- 4.8 The £5.5 billion Housing Infrastructure Fund is available to local authorities for infrastructure to unlock housing. A proportion of this funding will be used to enable transport connectivity, including using active modes.

⁵⁶ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/653071/npif-regional.csv/preview

⁵⁷ <https://www.gov.uk/government/publications/apply-to-the-local-highways-maintenance-challenge-fund>

⁵⁸ <https://www.gov.uk/government/publications/apply-for-the-transforming-cities-fund>

⁵⁹ <https://www.gov.uk/government/publications/housing-infrastructure-fund>

Sport England's Sports Strategy (including local delivery pilots)⁶⁰

- 4.9 Sport England's Strategy: Towards an Active Nation aligns with the Government's Sporting Future Strategy and aims to get 500,000 people active by 2020 and meeting the Chief Medical Officer (CMO) recommendation of 150 minutes of physical activity per week, including 250,000 women, and get 100,000 from lower socio-economic groups moderately active. It is backed by £1 billion of investment over four years up to 2021, including £75 million through a number of local delivery pilots. The pilots focus on a range of physical activity interventions, including active travel. PE Sports Premium initiatives also include active travel.

HS2 Environment and Safety Fund⁶¹

- 4.10 The £30 million Environment and Safety fund aims to make improvements in rural areas along the line of the High Speed 2 route. This includes supporting traffic calming, safer junctions or better pedestrian crossings all of which will benefit facilities for cycling and walking.

High Streets Fund⁶²

- 4.11 The £675 million High Streets Fund aims to renew and reshape town centres and high streets in a way that improves experience, drives growth and ensures future sustainability. This includes improvement to transport infrastructure and the public realm, including to support higher levels of cycling and walking.

Stronger Towns Fund⁶³

- 4.12 The £3.6 billion Stronger Towns Fund offers funding between 2019-2026 to create new jobs, help train local people and boost growth. This includes local improvements to support high levels of cycling and walking.

⁶⁰ <https://www.sportengland.org/media/10629/sport-england-towards-an-active-nation.pdf>
<https://www.sportengland.org/our-work/local-delivery-pilots-community-of-learning/pilots-on-a-page/>
<https://www.gov.uk/guidance/pe-and-sport-premium-for-primary-schools>

⁶¹ <https://www.gov.uk/government/news/30-million-to-improve-road-safety-for-communities-along-hs2-route>
<https://www.gov.uk/government/news/8-million-of-extra-hs2-funding-to-benefit-local-communities-and-woodlands-between-birmingham-and-crewe>

⁶² <https://www.gov.uk/government/publications/future-high-streets-fund>

⁶³ <https://www.gov.uk/government/news/100-places-to-benefit-from-new-towns-fund>

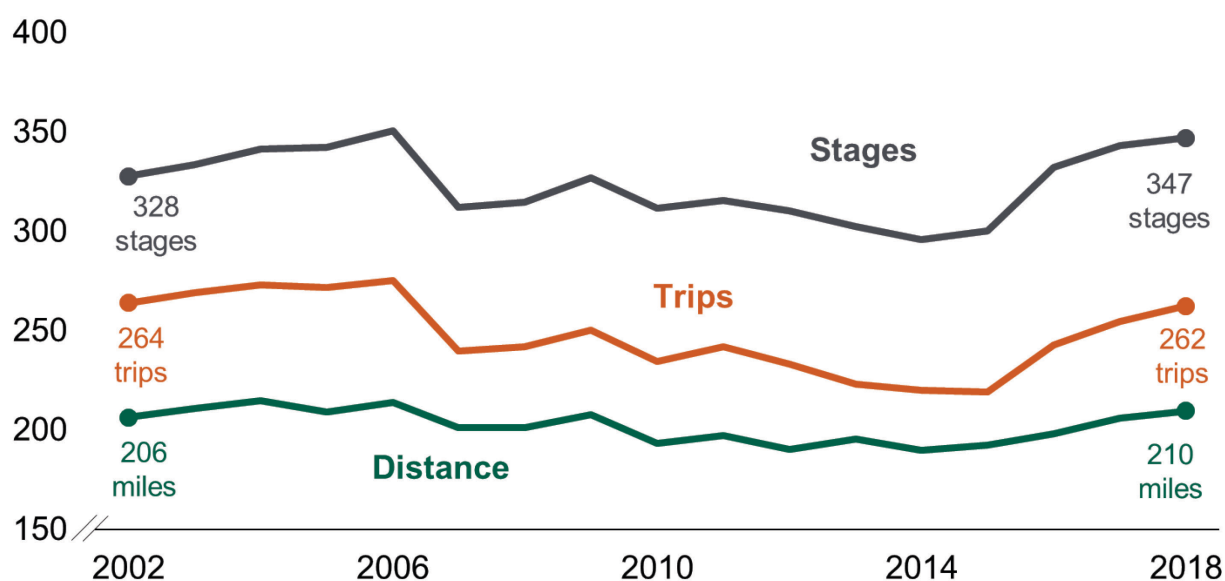
5. The Impact on Cycling & Walking - Statistical Analysis⁶⁴

5.1 Data from the Department for Transport National Travel Survey (NTS) and the Sport England Active Lives Survey (ALS) are used to monitor the CWIS aims and objectives. Latest results are detailed below.

Walking Activity

5.2 In 2018, people made an average of 347 walking stages (a 16% increase since 2015) and walked an average of 210 miles. People have walked more often and further distances over the last three years, following a period of decline.

Average number of stages, trips and miles walked per person per year, England, 2002 to 2018

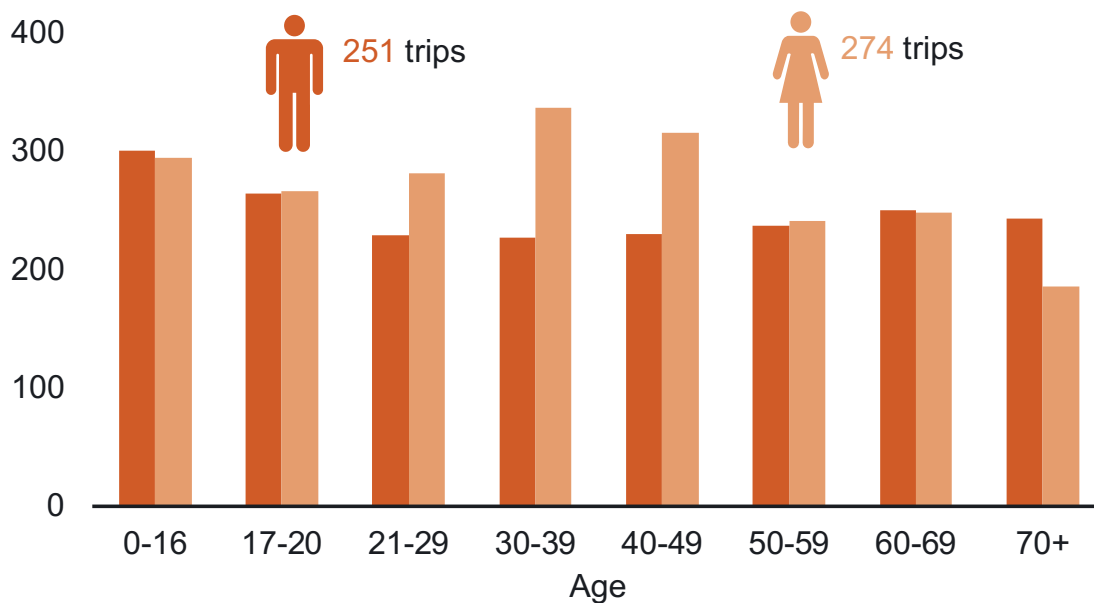


⁶⁴ <https://www.gov.uk/government/collections/walking-and-cycling-statistics>

Age and Gender

5.3 In 2018, women on average made 23 more walking trips than men and walked 5 miles further. Women in their thirties (aged 30 to 39) made the highest number of walking trips on average.

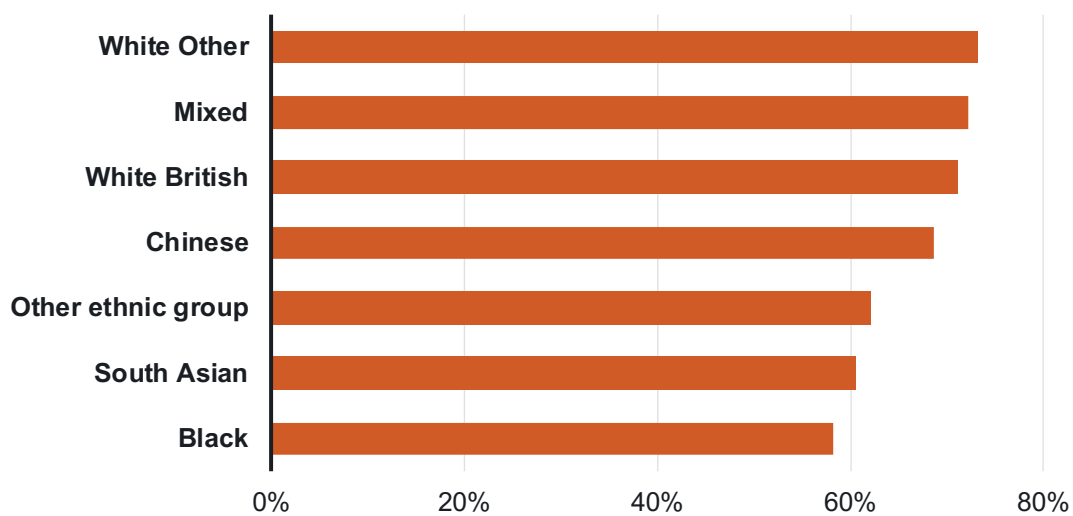
Walking trips per person per year, by age and gender, England, 2018



Ethnicity

5.4 In 2017-18, the proportion of adults that walked at least once a week varied by ethnicity, between 58% for Black adults to 73% for White Other adults.

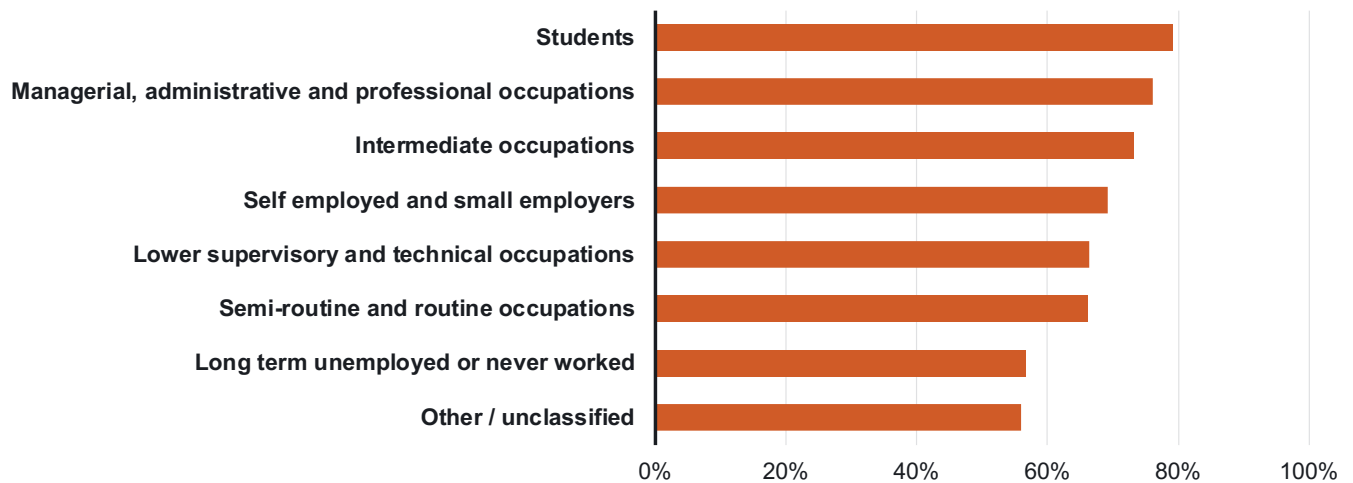
Proportion of adults walking at least once a week by ethnicity, 2017-18



Socio-economic classification

5.5 In 2017-18, the NS-SEC (National Statistics Socio-economic classification) group with the highest proportion of adults walking at least once a week was students at 79%. Those in the other/unclassified group had the lowest proportion with 56% walking at least once a week, followed by long term unemployed or never worked at 57%.

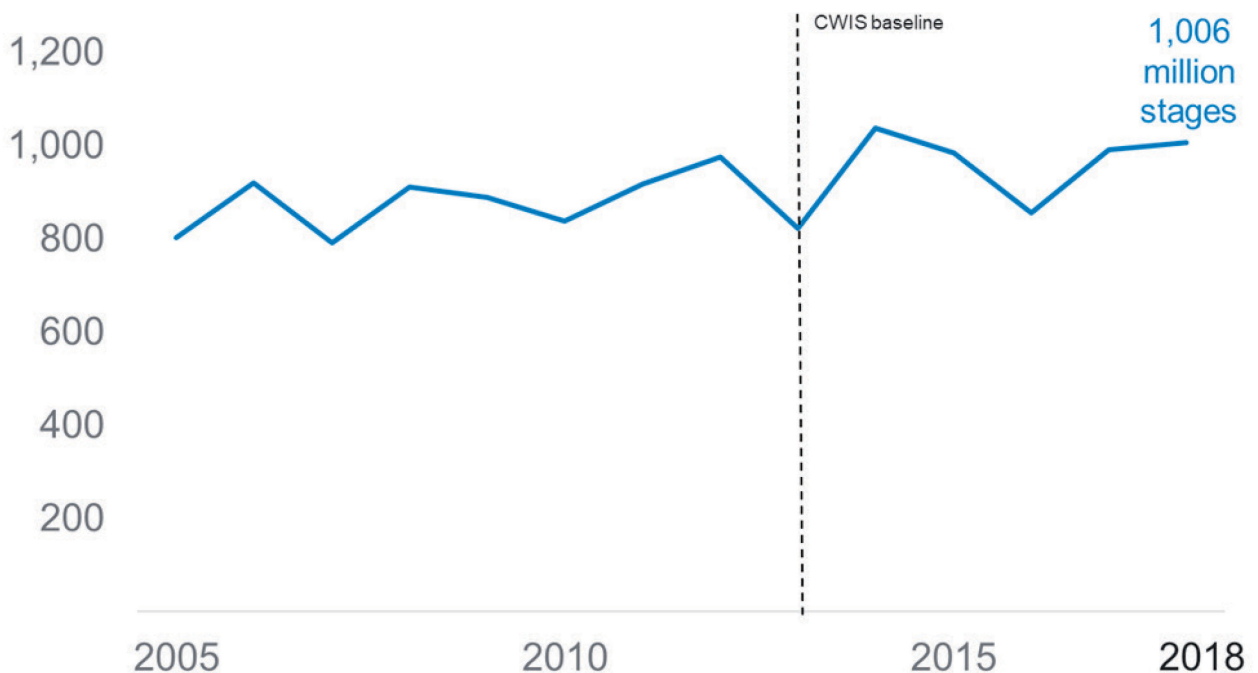
Proportion of adults walking at least once a week by NS-SEC group, 2017-18



Cycling Activity

5.6 In 2018, people cycled an estimated total of 1,006 million stages, an increase of 22% since 2013 (CWIS baseline).

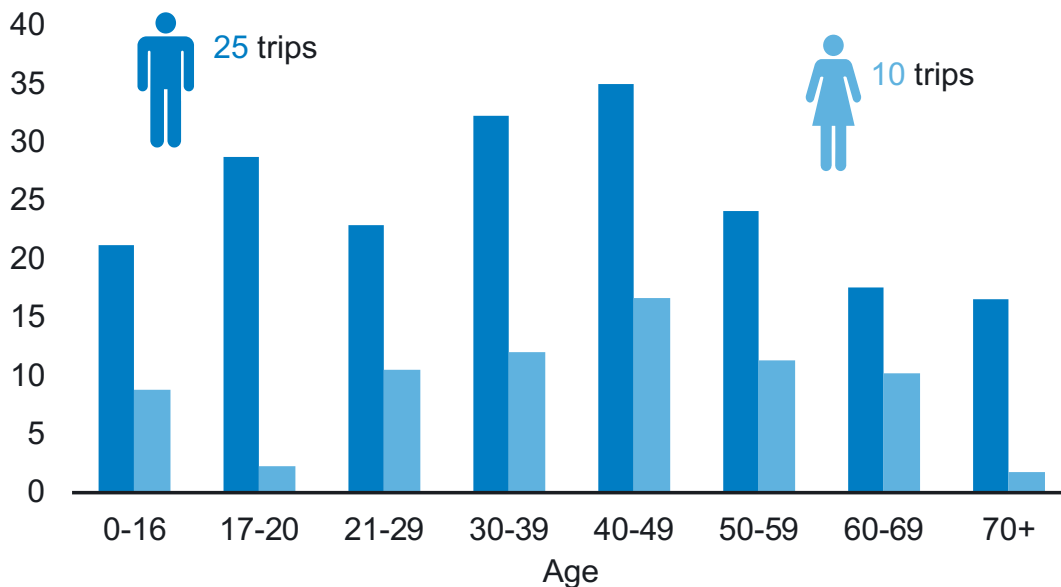
Total stages cycled per year in millions, England, 2005 to 2018



Age and gender

5.7 In 2018, on average men made 15 more cycle trips than women (25 trips compared to 10 trips), and cycled almost four times further than women (92 miles compared to 25 miles). Adults aged 40–49 made the most cycling trips for both men and women.

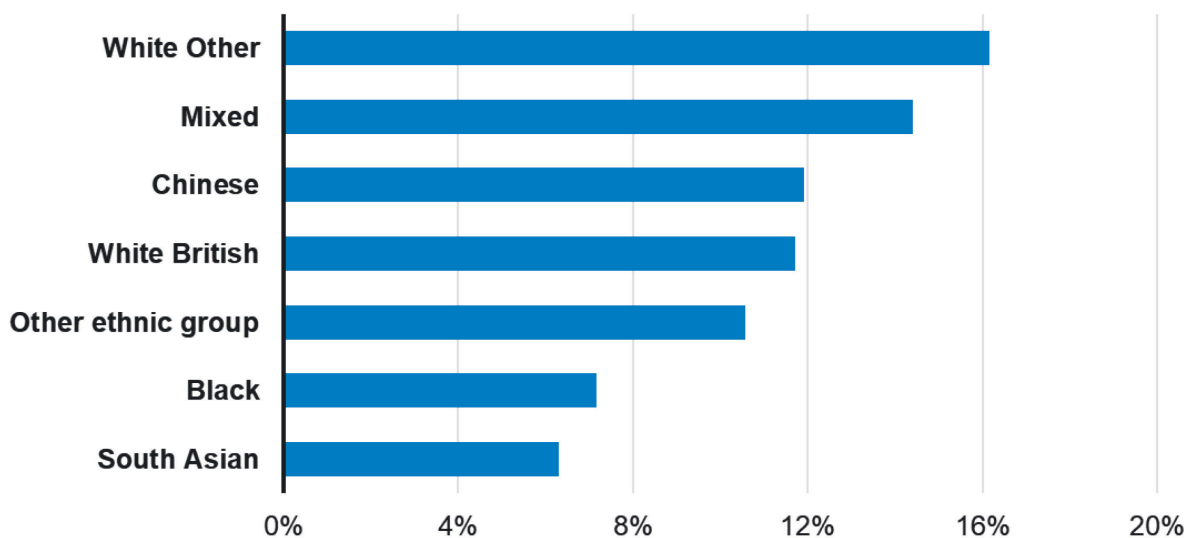
Cycling trips per person per year, by age and gender, England, 2018



Ethnicity

5.8 In 2017-18, the proportion of adults that cycled at least once a week was highest for White Other adults at 16% and lowest for South Asian adults at 6%.

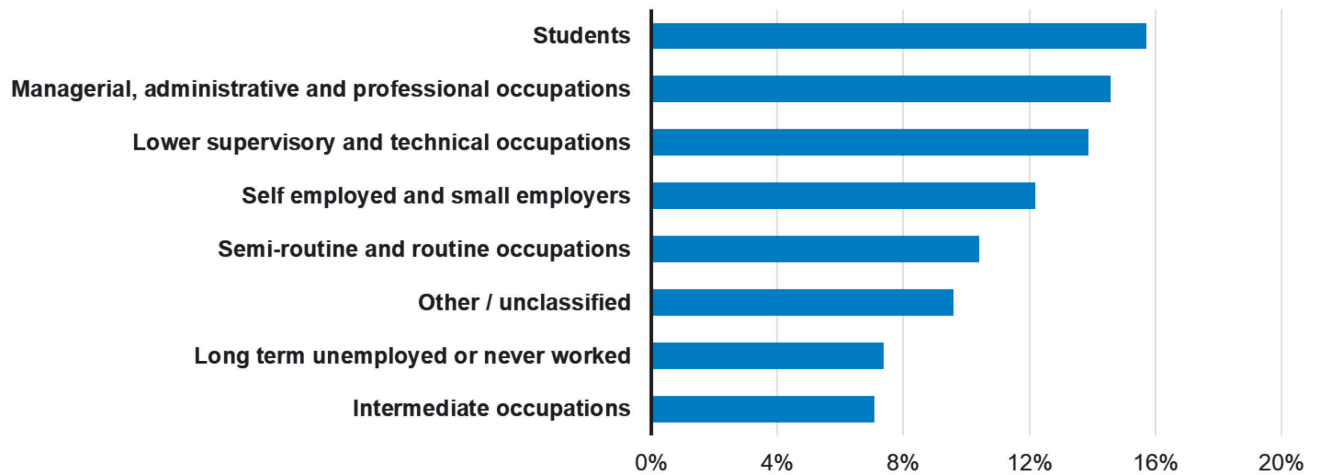
Proportion of adults cycling at least once a week by ethnicity, 2017-18



Socio-economic classification

- 5.9 Students were the NS-SEC group with the highest proportion of adults cycling at least once a week (16%) while adults who were long term unemployed or never worked, and in intermediate occupations were the lowest at 7%.

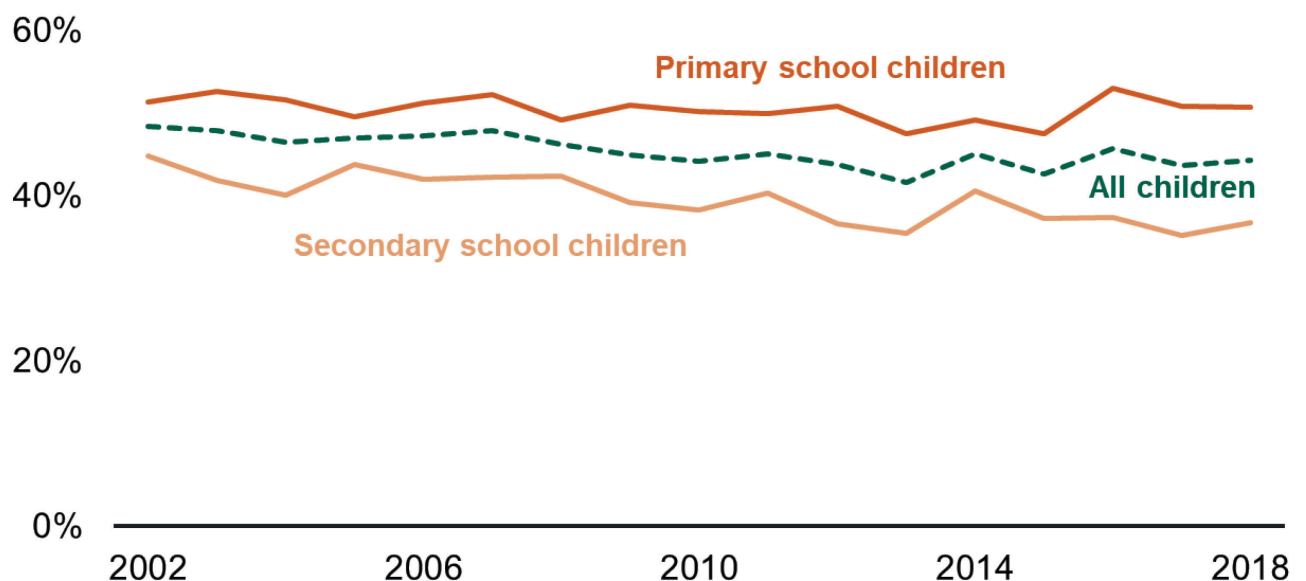
Proportion of adults cycling at least once a week by NS-SEC group, 2017-18



Walking to School

- 5.10 In 2018, 44% of all children (aged 5-16) usually walked to school. 51% of primary school children (aged 5-10) usually walked to school. 37% of secondary school children (aged 11-16) usually walked to school.

Proportion of children who usually walk to school, by age band, England, 2002 to 2018



Cycle Ambition Cities⁶⁵

5.11 The tables below show the proportion of adults walking/cycling at least once a week in London and the Cycle Ambition Cities in 2015-16 and 2017-18. The tables also include the percentage point change between those years and whether the change was significant.

Proportion of adults walking at least once a week

City	2015-16	2017-18	Percentage point change
London	72.1%	73.0%	0.9
Birmingham	63.2%	62.4%	-0.8
Cambridge	77.5%	82.4%	4.9
Greater Manchester	64.4%	66.1%	1.7
Newcastle	70.0%	70.6%	0.6
Norwich	79.2%	72.3%	-6.8
Oxford	80.5%	80.0%	-0.6
Bristol	72.1%	73.9%	1.8
Leeds	65.5%	71.6%	6.1

Proportion of adults cycling at least once a week

City	2015-16	2017-18	Percentage point change
London	12.9%	12.8%	0.0
Birmingham	9.0%	9.9%	0.9
Cambridge	56.9%	57.5%	0.6
Greater Manchester	8.9%	9.5%	0.5
Newcastle	13.2%	13.3%	0.1
Norwich	23.3%	20.4%	-2.8
Oxford	38.8%	39.2%	0.4
Bristol	19.7%	21.3%	1.6
Leeds	8.5%	10.3%	1.8

⁶⁵ <https://www.gov.uk/government/collections/cycling-and-walking>

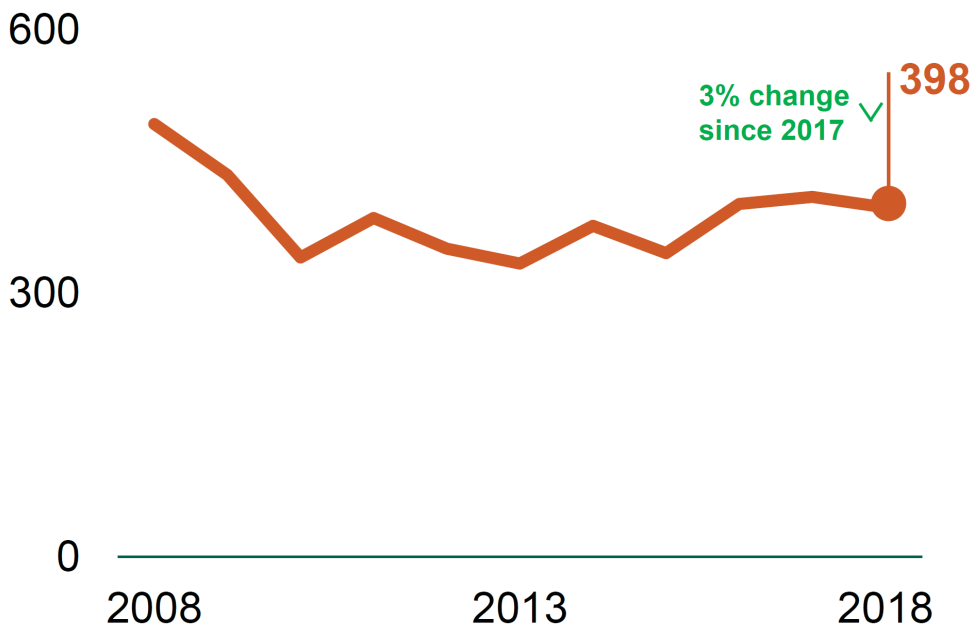
Road safety for pedestrians and cyclists

5.12 Data from the Department for Transport on personal injury road accidents reported to the police (Stats19) are used to monitor safety trends for pedestrians and cyclists for the CWIS. Latest results are detailed below.

5.13 Changes in severity reporting have impacted the number of serious injuries reported to the police and trends presented here are based on 2018 adjustments for this change.⁶⁶

5.14 The number of pedestrian fatalities in England has remained broadly constant since 2010, and since then year-on-year changes are likely to be due to natural variation. There were 398 pedestrians killed on England's roads in 2018.

Pedestrian fatalities, England 2008-2018

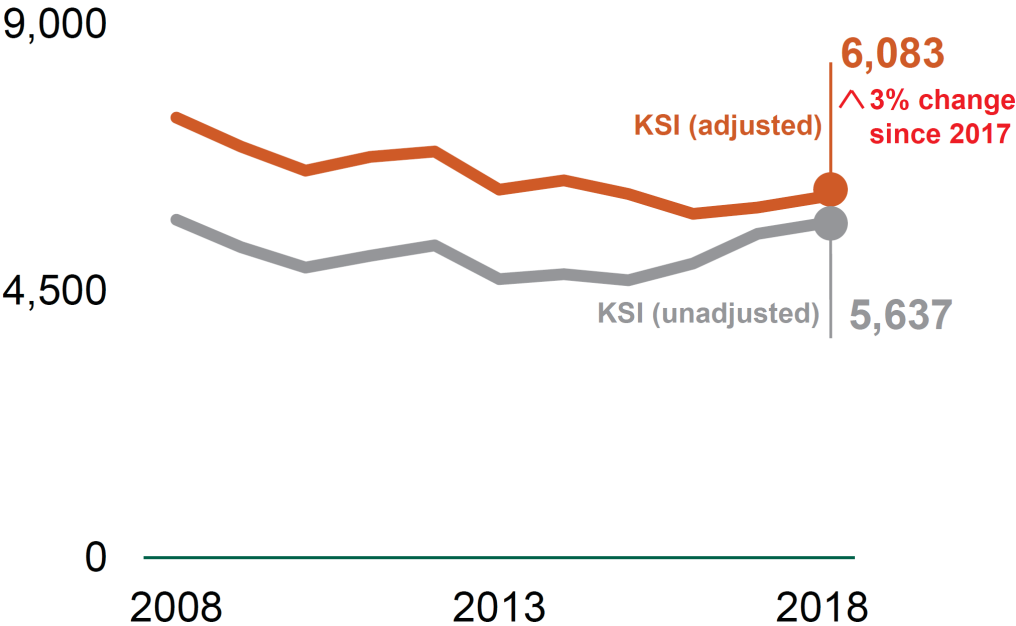


Source: DfT Stats19

5.15 Adjusting for changes in severity reporting, the number of pedestrians killed or seriously injured in England was 6,083 in 2018 and has declined by 18% since 2008.

⁶⁶ More details on changes in severity reporting and adjustments are available in Reported road casualties Great Britain, annual report: 2018: <https://www.gov.uk/government/statistics/reported-road-casualties-in-great-britain-annual-report-2018>. Adjustments are subject to revision.

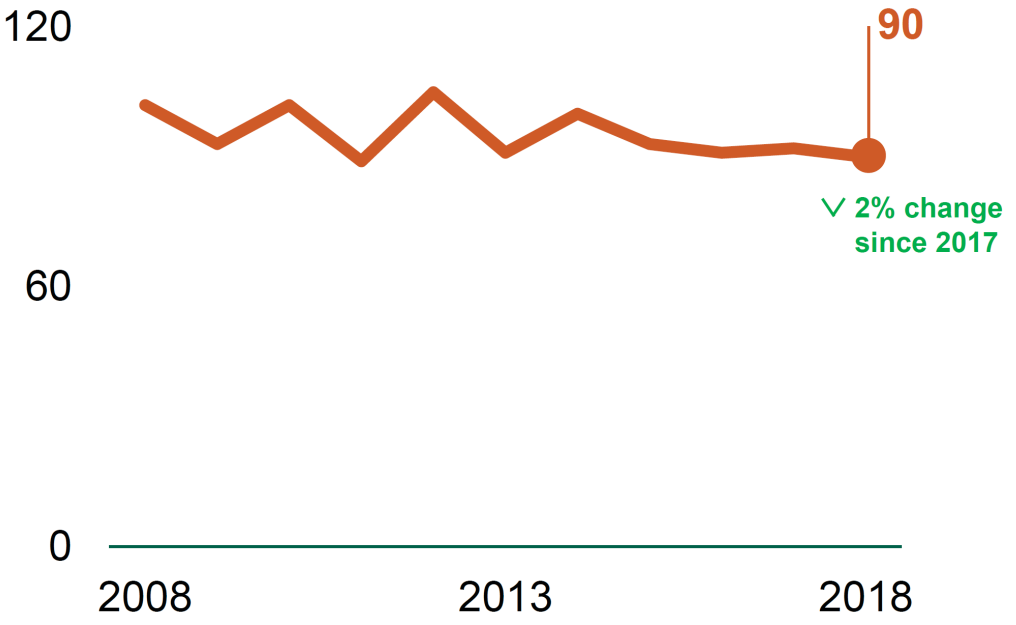
Pedestrians killed or seriously injured, England 2008-2018



Source: DfT Stats19

5.16 The number of pedal cyclists killed on England's roads was 90 in 2018 and has remained at a similar level since 2008. Any changes since that point are most likely to be as a result of natural variation.

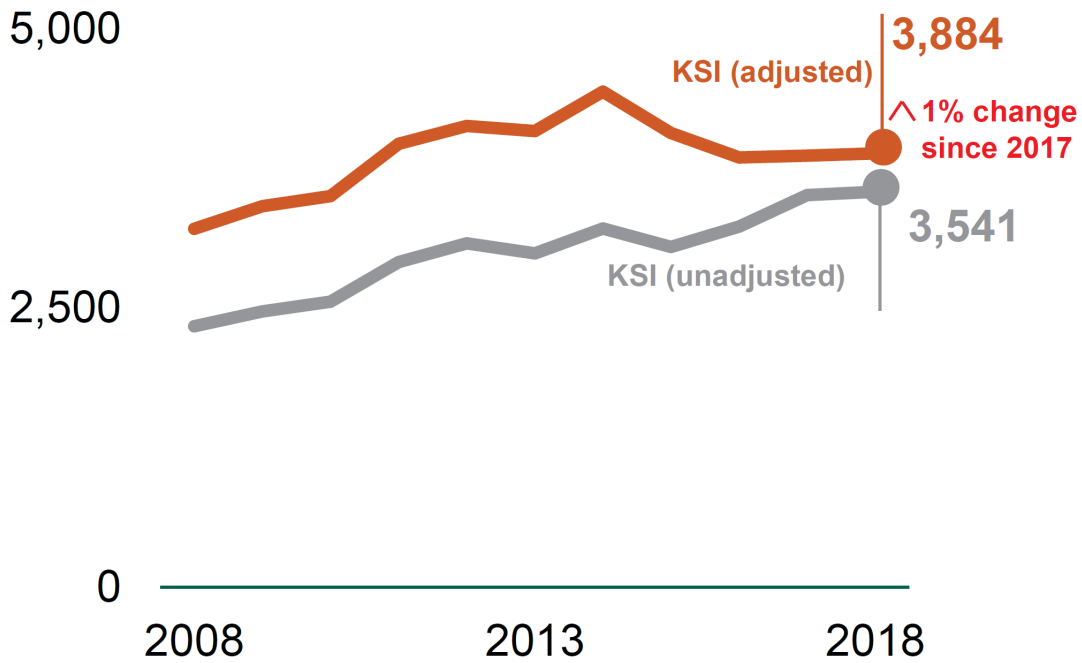
Pedal cyclist fatalities, England 2008-2018



Source: DfT Stats19

5.17 Adjusting for changes in severity reporting, the number of pedal cyclists killed or seriously injured in England has increased by 21% since 2008. In 2018, an estimated 3,884 cyclists were killed or seriously injured, a 1% increase from the previous year.

Pedal cyclists killed or seriously injured, England 2008-2018



Source: DfT Stats19

6. Impact of programmes

Progress toward CWIS aims and targets

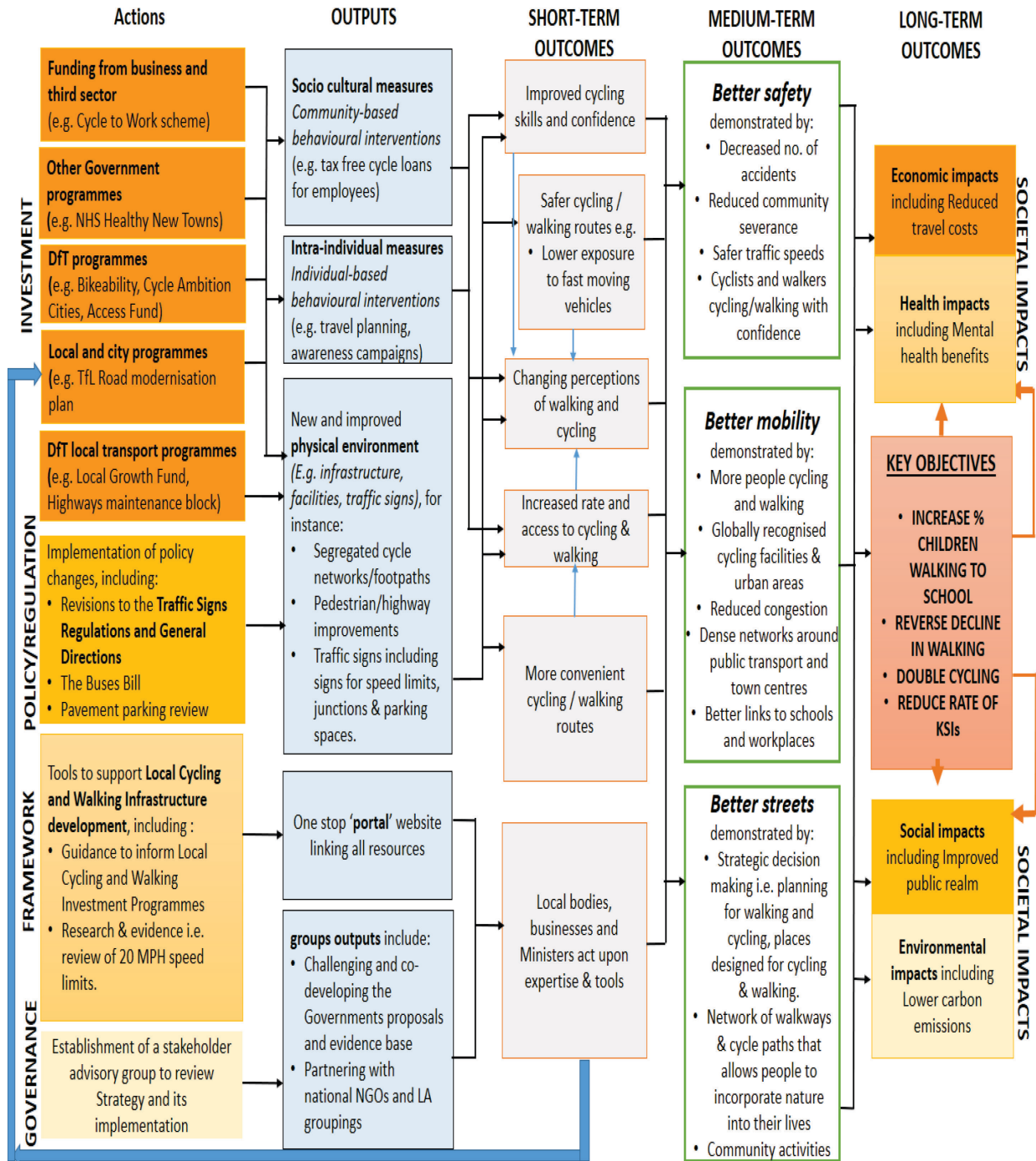
- 6.1 The Department has developed a number of CWIS active travel models to forecast the impact of investment on cycling and walking stages.
- 6.2 Results from the models found that with current funded policy (to 2020/21), around 40% of the gap to double cycling by 2025 is forecast to be filled (around 1120 million stages per year). Investment beyond current levels is needed if this target is to be met.
- 6.3 The 2025 aim for walking stages has already been exceeded (347 stages per person per year in 2018), even taking into account a methodology change in the National Travel Survey⁶⁷. No substantive further change in walking rates is forecast as a result of current funded policy.
- 6.4 Over the last three years there has been an upward trend in walking rates, following a period of decline. Investment in walking is not expected to be the only factor causing this trend, further work is planned to better understand reasons for this change and determine whether the trend will continue.
- 6.5 These forecasts take account of change in active travel that has already happened since 2013; change that is expected to happen as a result of current funding and change that is expected to happen as a result of current land use planning policy.
- 6.6 Most changes in walking and cycling rates has historically been concentrated in a few local authority districts. In fact, census data shows 80% of the gross uplift in cycling to work between 2001 and 2011 was due to change in just 30 local authority districts, of which 17 were London boroughs.
- 6.7 Even without further investment beyond current funding, the model forecasts this change will continue, with London and non-London local authority districts with significant growth driving the uplift in both cycling and walking. For non-London local authority districts where significant growth is not expected, typically little or no change in cycling is predicted, whilst walking is predicted to decrease in some of these areas.

⁶⁷ Walking and Cycling Statistics 2018: Notes and Definitions (page 4)

- 6.8 Sufficient data was not available to enable a forecast to be made of the change in rate at which children walk to school. It is currently 4 percentage points below the 2025 target (51% of primary school children aged 5-10 usually walked to school in 2018).
- 6.9 Papers outlining the structure and underlining evidence of the CWIS models is being published alongside this report.

Overall theory of change

- 6.10 The Diagram below provides the theory of how the Strategy as a whole is designed to achieve the CWIS aims and targets, as follows:
- The Strategy sets out an action plan, outlining key short-term interventions to support delivery of the CWIS aims and targets. Section 2 of this report shows progress on these actions.
 - These actions create outputs, such as new infrastructure and the development of long term investment plans in local authorities. Section 2 also summarises the key outputs delivered to March 2019.
 - Short, medium and long term outcomes, such as changing perceptions about cycling, providing 'better safety' and progress towards key objectives are dependent on the overall effectiveness of the package of actions and their outputs in creating the conditions for change. Outcomes are measured by statistics. See Section 5 and monitoring and evaluation of projects and programs, see Section 6.
 - Higher levels of active travel will result in a range of positive economic, health, social and environmental impacts, upon which the business case for the Cycling and Walking Investment Strategy (CWIS) is based.



Monitoring and evaluation

6.11 In addition to the annual National Travel Survey and Active Lives Survey, the Department undertakes formal monitoring and evaluation of significant funding programmes with cycling and walking content.

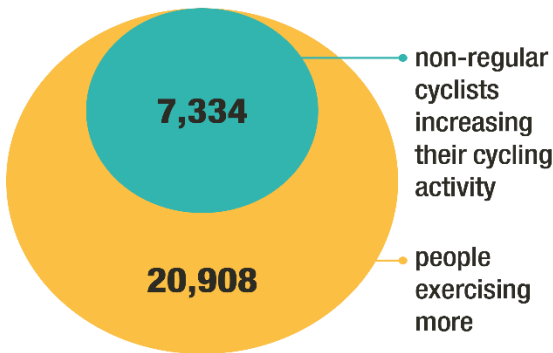
6.12 Evaluations have been completed or are in progress for a number of programmes including; Cycle Ambition Cities; Bikeability; Access Fund, Transforming Cities Fund and the Local Cycling and Walking Infrastructure Plans (LCWIPs).

6.13 ⁶⁸The Department commissioned NatCen Social Research to produce a synthesis of monitoring, reporting and evaluation across the various active travel projects and programmes covered in this report. The table below shows a summary of selected outcomes achieved across these projects and programmes.⁶⁹



Outcomes from selected portfolio projects, 2016 – 2019

Big Bike Revival

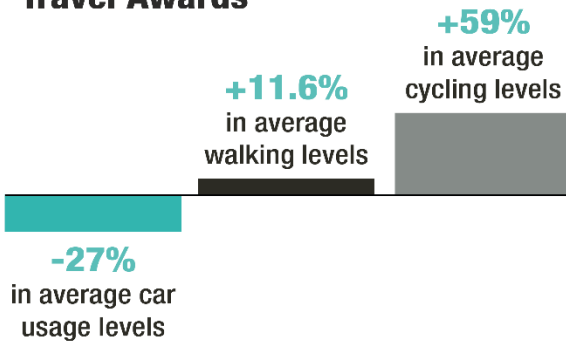


Walk to School Outreach

+50% in number of walking trips to school

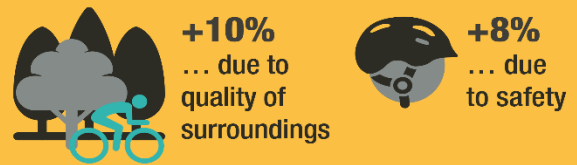


The National STARS School Travel Awards



Cycle City Ambition Programme

Participants are more likely to cycle...



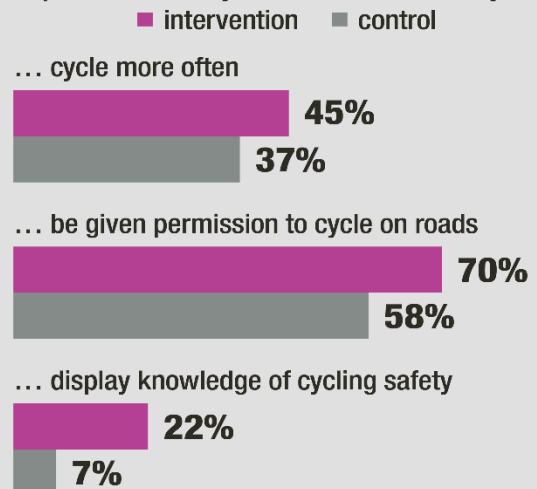
City-wide cycle traffic increased by between **+12% and +69%**



An estimated **440,000** car trips were replaced by cycle trips due to CCA-funded infrastructure

Bikeability

Pupils in Bikeability schools are more likely to...



⁶⁸ Outcomes achieved relate to the areas and communities where projects and programmes have been delivered.

⁶⁹ Cycling and Walking Evidence Review - outputs & outcomes from a portfolio of projects 2004 - 2019, Natcen Social Research, 2019.

Cycling and walking case studies⁷⁰

- 6.14 The cycling and walking interventions covered in this report have had a positive impact on the towns and cities where they have been delivered. To show the real impact these projects have had on local communities, the Department has published case studies covering a range of cycling and walking interventions, including Bikeability, Walk to School Outreach, Access Fund and TfL's mini-Holland scheme.

Use of the CWIS models

- 6.15 The CWIS models were developed to understand the total quantum of investment required to raise levels of cycling, walking and walk to school to meet CWIS aims and targets across a range of scenarios.
- 6.16 Evaluation evidence was used to determine the cost per additional stage generated from different types of interventions and 'intrinsic potential' factors were developed to capture that the effectiveness of interventions varies by location.
- 6.17 The models estimate the number of additional stages generated from a range of national investment scenarios. It also enables the estimation of the key outputs and outcomes delivered.
- 6.18 The models are being used to inform the scale of actions needed to meet the CWIS aims and targets and show the value for money of investment scenarios.

Supplementary benefits

- 6.19 Current appraisals are likely to underestimate the benefits of increased active travel. Some benefits are not monetised due to lack of evidence, particularly the health impacts of e-bike use, morbidity impacts, health impacts on the young and the old, and impacts on health sector costs. Appraisal and Modelling Strategy⁷¹ sets out how we intend to improve to active mode appraisal.
- 6.20 Cycling and walking interventions can also generate wider economic benefits, such as boosting high streets and attracting employees and businesses. See TfL's economics hub⁷² for an overview of evidence.

⁷⁰ Cycling & walking case studies

⁷¹ Appraisal and Modelling Strategy

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/795924/appraisal-and-modelling-strategy.pdf

⁷² TfL cycling and walking economic summary pack

<https://tfl.gov.uk/corporate/publications-and-reports/economic-benefits-of-walking-and-cycling>

7. Other developments

- 7.1 Since the publication of the Strategy in 2017, work on cycling and walking has continued to develop and evolve. Some of the original actions have been superseded by more appropriate or up-to-date work or supplemented by additional actions agreed by Ministers to help deliver its outcomes.

CWIS Safety Review⁷³

- 7.2 Improving the safety of cyclists, pedestrians and other vulnerable road users is key to delivering the aims of the Cycling and Walking Investment Strategy and to unlocking the huge health, environmental and economic benefits of active travel. The Government's Response to the CWIS Safety Review was published in November 2018 and sets out how it intends to achieve its ambition to make cycling a safe, easy and affordable travel option, so that a 12-year-old can cycle safely.
- 7.3 The Response to the CWIS Safety Review identified fifty actions to improve safety for pedestrians and cyclists to be delivered over 2 years, including:
- Encourage local councils to invest 15% of local transport infrastructure funding on cycling and walking;
 - Review the Highway Code;
 - Develop behaviour change communications plan;
 - Support employers to increase active travel by employees.
- 7.4 Some actions have already been completed, including the update to the cycle to work guidance for employers, whilst all other actions remain on track to be completed by November 2020.

⁷³ <https://www.gov.uk/government/consultations/cycling-and-walking-investment-strategy-cwis-safety-review>
<https://www.gov.uk/government/consultations/cycling-and-walking-investment-strategy-cwis-safety-review>

Cycling and walking safety rapid evidence assessment⁷⁴

- 7.5 In 2018, the Department commissioned a rapid assessment to explore the evidence around the impact of cycling and walking interventions on improving cyclists and pedestrian safety and feelings of safety, and whether these can be introduced without adversely effecting participation in cycling and walking. The results of this assessment have been published alongside this report.

National Cycle Network (NCN)⁷⁵

- 7.6 The National Cycle Network (NCN) stretches over 16,000 miles and includes on-road and off-road cycling and walking paths. The network is key to helping achieve the ambition to make it easier for people to incorporate cycling and walking as part of their everyday journeys, and to make active travel more accessible for all.
- 7.7 £22 million of funding has been provided by the Department for 32 projects across England. These tackle a wide variety of issues, which range from fixing dangerous junctions, reducing traffic levels, building better surfaces, creating wider paths, and repairing damaged signage.
- 7.8 While the funding will be used to improve the quality of existing sections of the network, the projects will also improve integration with existing infrastructure. For example, cycle routes around HS2 in areas including Sheffield, Doncaster and Buckinghamshire will benefit from improved connectivity and safer off-road routes.

e-cargo bikes / last mile delivery⁷⁶

- 7.9 In April 2019, the Government launched its £2 million e-cargo bike grant programme which is being delivered by the Energy Saving Trust with the support of the Bicycle Association and UK Cycle Logistics Federation. The funding will help pave the way for e-cargo bikes to replace older, polluting vans, helping to improve the environment and reduce congestion. The funding contributes 20% of the purchase price of a new e-cargo bike up to the first £5,000 of any purchase price, giving a maximum grant of £1,000 per bike, regardless of the purchase price. The funding is conditional on individual businesses following a code of practice based on industry good practice.

⁷⁴ Cycling & walking rapid safety rapid evidence assessment.

⁷⁵ <https://www.gov.uk/government/news/new-government-funded-cycling-routes-revealed-across-england>

⁷⁶ <https://www.energysavingtrust.org.uk/transport/freight-and-retrofit/ecargo-bike-grant-fund>

Road Safety Statement

7.10 In July 2019, the Department refreshed the road safety statement, alongside a new 2-year action plan to address road safety issues throughout the lifetime of roads users. New actions with cross over to the CWIS safety actions include:

- Refresh Driver and Vehicle Standards Agency's (DVSA) Learning to Drive publication and publish an online driver record (12).
- Continue to develop the hazard perception test and visual media clips with vulnerable users as a key element (16).
- Ensure that changes to HGV design for improved driver vision will deliver safety improvements for vulnerable road users (42).
- Evaluate the findings from the review on the laws on pavement parking (64).

Future of Mobility: Urban Strategy⁷⁷

7.11 The Government published the 'Future of Mobility: Urban Strategy' in March 2019. The Strategy outlines the Government's approach to maximising the benefits from transport innovation in cities and towns. It sets out the principles that will guide the Government's response to emerging transport technologies and business models. The Strategy includes 9 principles which will underpin the Government's approach. In facilitating innovation in urban mobility for freight, passengers and services, one of the principles is that walking, cycling and active travel must remain the best options for short urban journeys.

7.12 The Future of Mobility Urban Strategy also includes a regulatory review to address the challenges of ensuring our transport infrastructure and regulation are fit for the future. One strand of this will look at options for enabling micromobility devices, and a consultation will be issued in due course.

⁷⁷ <https://www.gov.uk/government/publications/future-of-mobility-urban-strategy>

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