NatCen
Social Research that works for society

Cycling & Walking Evidence Review

Outputs and outcomes from a portfolio of projects

Addendum (2016 – 2019)

Authors: Padmini Iyer, Hannah Morgan, Sarah Lynch-Huggins, Adam Gilbert, Daniel Phillips
Date: October 2019
Prepared for: Department for Transport

At **NatCen Social Research** we believe that social research has the power to make life better. By really understanding the complexity of people's lives and what they think about the issues that affect them, we give the public a powerful and influential role in shaping decisions and services that can make a difference to everyone. And as an independent, not for profit organisation we're able to put all our time and energy into delivering social research that works for society.

Contents

Executive summary

Overview of project portfolio

A full overview of the Cycling and Walking Evidence Review, is available in the **Full Report (2004 – 2019)** (Iyer et al 2019). The review is guided by the following research questions:

RQ1. What types of intervention have been funded to encourage greater levels of cycling and walking, and what are the key features of these interventions – including outputs, location, duration and cost?

RQ2. What were the outcomes of these interventions?

This addendum to the full report summarises outputs and outcomes data from 12 projects implemented from 2016-19, i.e., in the period following the introduction of the Cycling and Walking Investment Strategy. This includes eight projects that started prior to 2016 but were still being implemented in 2016 or later, and four projects that started in 2016 or later. This sub-set of the portfolio comprises five large DfT projects; four smaller projects funded by DfT and other government departments and bodies; and three other schemes.

Intervention outputs

Of the 12 projects in the 2016-19 sub-set of the portfolio, seven projects report on cycling outputs; one on walking outputs; one on traffic management outputs; three on multi-modal[1] outputs; four on education-related outputs; three on employment-related outputs; and four on outputs related to promotion or awareness campaigns.

Table Ai presents output totals across the 2016-19 sub-set of the project portfolio. These totals were calculated by summing output data for each project, and then summing totals across all projects in the portfolio. It is important to note that many studies did not provide quantitative information on outputs; **output totals in Table Ai and Figure A1 therefore reflect *reported* output totals from available data.** Further details on missing outputs data for each project are available in Tables A3 – A9 in Section 2.1, and the Excel dataset accompanying the main report.

Out of 12 projects, six projects report year-by-year outputs data for the 2016-19 period; three projects report partial outputs data from 2016-19 (i.e. specific outputs data are reported during this period), and three projects do not provide any outputs data for 2016-19 (i.e., outputs data are aggregated for the full implementation period, including years prior to 2016). For the six projects without year-by-year outputs data in source documents[2], we use available outputs data to estimate output counts for 2016-19 as follows:

$$\frac{total\ output\ count}{total\ number\ of\ project\ years} \times number\ of\ project\ years\ 2016-19$$

Output counts estimated in this way are presented in **turquoise font** throughout this addendum.

---

[1] Outputs across more than one domain; i.e. crossings for cyclists and pedestrians, shared use routes, etc.
[2] Bikeability; Cycle City Ambition Programme; Cycle Rail; Cycle to Work Scheme; National Travel STARS Awards; Everybody Active, Every Day.

Table Ai: Outputs from a portfolio of projects, 2016 – 2019 [3]

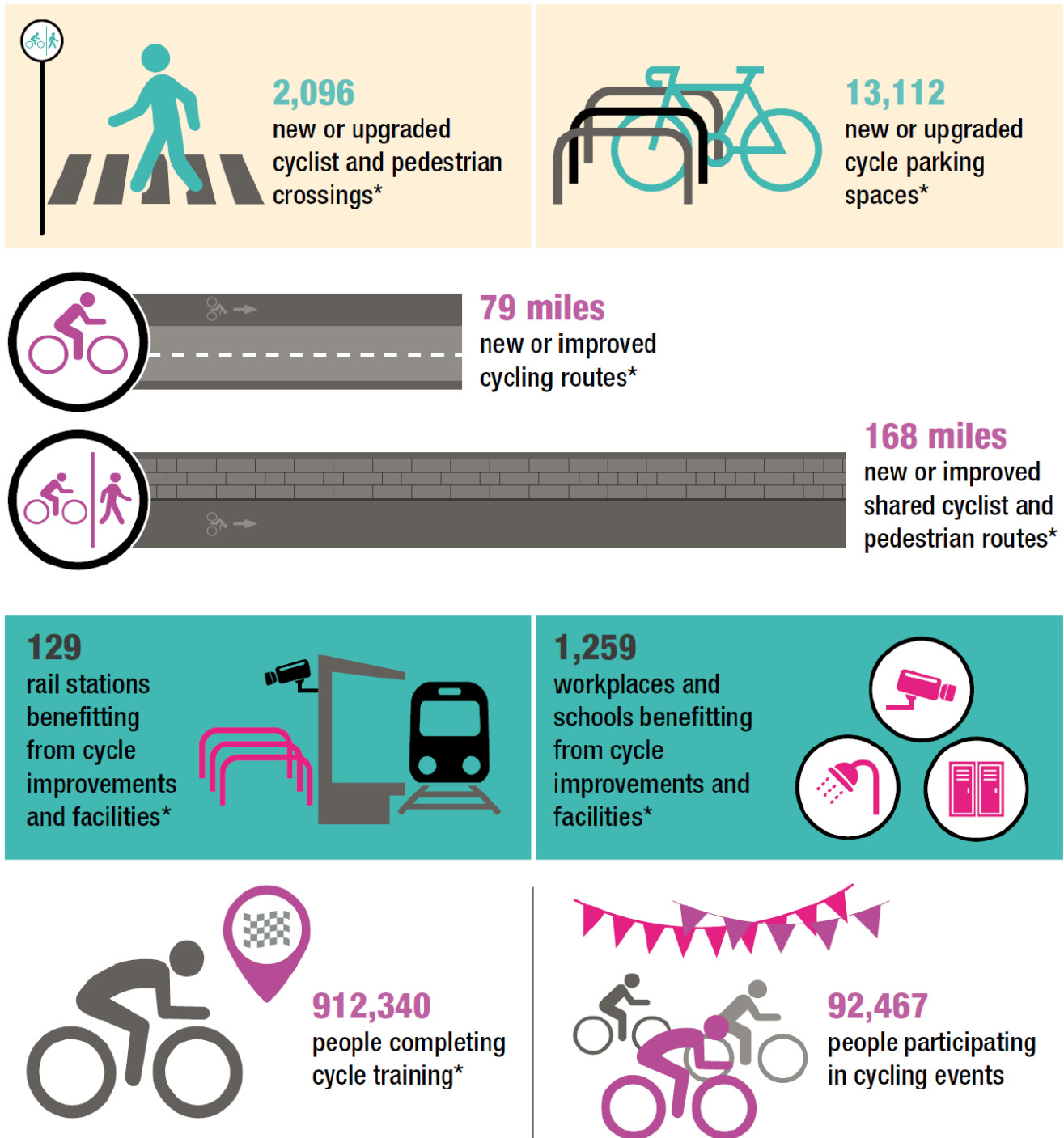| Output	Total
CYCLING AND WALKING OUTPUTS	
New segregated cycle routes	77.7 miles
New cycle paths and routes (unsegregated)[4]	1 mile
New footpaths / walking routes	0 miles
New shared routes (on and off road) for cyclists and pedestrians	99.4 miles
Resurfacing / surfacing improvements for cyclists and pedestrians	68.4 miles
TOTAL: new or improved cycle, pedestrian and shared-use routes	**246.5 miles**
Individuals participating in cycling events	0 people
Individuals participating in walking events	92,467 people
TOTAL: participation in cycling and walking events	**92,467 people**
Individuals completing cycle training	912,340 people
Improved signage for cyclists and pedestrians	0 signs / panels
New and upgraded cyclist and pedestrian crossings	2,096 crossings
New and upgraded cycle parking spaces	13,112 spaces
TRAFFIC MANAGEMENT OUTPUTS	
Road junction improvements (for improved safety)	0 road junctions
New speed zone signage	29.9 miles
New speed zones	10.7 miles[2]
PUBLIC TRANSPORT OUTPUTS	
Improved cycle facilities, sustainable travel improvements at train stations	129 train stations
Bus stop improvements	0 bus stops
Personalised Travel Planning	0 households
EDUCATION AND EMPLOYMENT-RELATED OUTPUTS	
Schools and workplaces benefitting from cycle improvements & facilities	1,259 schools and workplaces
Jobseekers receiving support to access work	84,672 jobseekers
BEHAVIOUR CHANGE OUTPUTS	
Individuals engaged in behaviour change events and campaigns	1,924,574 individuals

---

[3] Totals presented in this table were calculated by summing the total for each output within projects, and then summing these totals across all projects in the portfolio. Where projects did not report quantitative outputs data, these projects have not been included in the presented totals.

Where projects did not provide disaggregated data for the 2016-19 period, outputs have been estimated as follows: **(total output count / total number of project years)*total number of project years 2016-19**. Output totals including these estimates are presented in **turquoise font**.

[4] In cases where sources do not state whether cycle routes are segregated or unsegregated, it has been assumed that they are unsegregated.

Figure A1: Outputs from a portfolio of projects, 2016 - 2019

Outputs from a portfolio of projects, 2016 – 2019

2,096 new or upgraded cyclist and pedestrian crossings*

13,112 new or upgraded cycle parking spaces*

79 miles new or improved cycling routes*

168 miles new or improved shared cyclist and pedestrian routes*

129 rail stations benefitting from cycle improvements and facilities*

1,259 workplaces and schools benefitting from cycle improvements and facilities*

912,340 people completing cycle training*

92,467 people participating in cycling events

Available data did not indicate any new or improved pedestrian routes in 2016-19.
*Figures include estimated output data for 2016-19 period. Where projects did not provide disaggregated data for the 2016-19 period, outputs have been estimated as follows: (total output count / total number of project years)*total number of project years 2016-19

Intervention outcomes

Of the 12 projects in the 2016-19 sub-set of the portfolio, outcomes data are available for seven projects; the remaining five projects have not been evaluated. However, of the seven evaluated projects, only three projects – Bikeability, Big Bike Revival and Walk to School Outreach – present outcomes data from evaluations conducted in 2016-19. We therefore only present outcomes data from these projects in this addendum; see **Full Report (2004 – 2019)** and the Excel dataset accompanying the main report for outcomes data for all other projects.

Table Aii presents summaries of outcomes from Bikeability, Big Bike Revival and Walk to School Outreach; for more detailed data on outcomes from these projects, see Tables A11 – A13 in Section 2.2, and the Excel dataset accompanying the main report.

Results from evaluations in 2016-19 indicate the following:

- More children cycled to school regularly, with increased knowledge of cycling safety, as a result of the Bikeability project[5];
- More non-regular cyclists increased their cycling activity during the Big Bike Revival[6];
- The number of children walking to school increased during the Walk to School Outreach project.

Table Aii: Summary of outcomes from two projects, 2016 – 2019

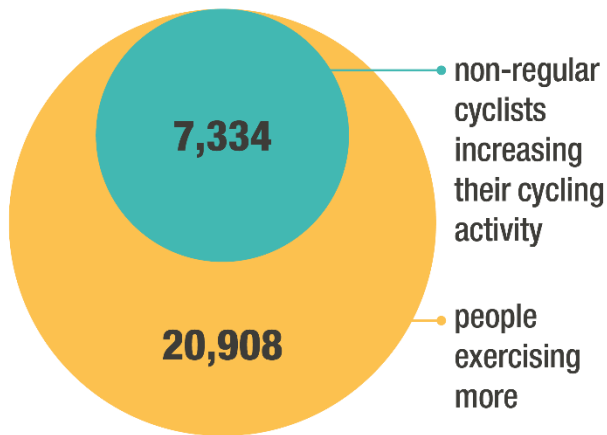| Project	Summary of change over intervention period
CYCLING OUTCOMES	
Changes in cycling levels	
Bikeability	Pupils in Bikeability schools are more likely to have: • Cycled in the past 7 days (45% intervention, 37% control) • Cycled on roads in the past 7 days (65% intervention, 56% control) • Cycled since the start of term (34% intervention, 22% control) • Cycled with adults / older siblings at least 4 days per week since the start of term (7% intervention, 3% control)
Big Bike Revival	7,334 non-regular cyclists increasing their cycling activity
Changes in perceptions, knowledge of cycling	
Bikeability	Pupils in Bikeability schools are more likely to: • Have been allowed to cycle on roads (70% intervention, 58% control) • Display knowledge of cycling safety (22% intervention, 7% control)
WALKING OUTCOMES	
Changes in walking levels	
Walk to School Outreach	+50% in number of walking trips, pre to post-intervention
BEHAVIOUR CHANGE OUTCOMES	
Big Bike Revival	20,908 beneficiaries exercising more

---

[5] Based on statistically significant differences between intervention and control groups in the Bikeability evaluation.

[6] Information on evaluation methodology and timeframes are not provided in source documents for Big Bike revival

Outcomes from selected portfolio projects, 2016 – 2019

Big Bike Revival

7,334 — non-regular cyclists increasing their cycling activity

20,908 — people exercising more

Walk to School Outreach

+50% in number of walking trips to school

The National STARS School Travel Awards

+59% in average cycling levels

+11.6% in average walking levels

-27% in average car usage levels
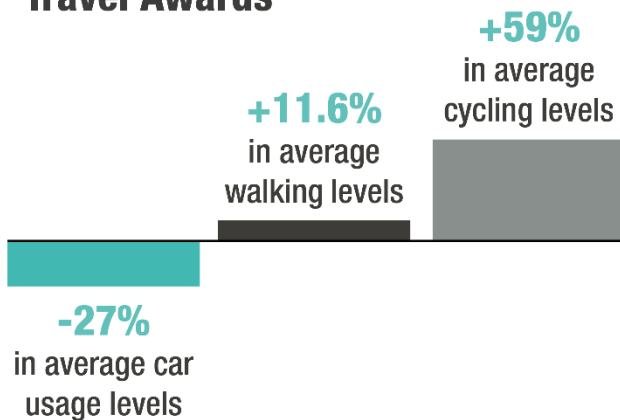
Cycle City Ambition Programme
Participants are more likely to cycle…

+10% … due to quality of surroundings

+8% … due to safety

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…

■ intervention ■ control

… cycle more often
45%
37%

… be given permission to cycle on roads
70%
58%

… display knowledge of cycling safety
22%
7%
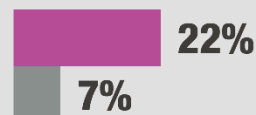
[1] This infographic includes outcomes from projects evaluated prior to 2016-19 (Cycle City Ambition Programme and National STARS School Travel Awards). Please see **Full Report (2004 – 2019)** for more details on outcomes from these projects.

1   Introduction

1.1   Overview

See **Full Report (2004 – 2019)** for a full overview of the Cycling and Walking Evidence Review. The review is guided by the following research questions:

RQ1.   What types of intervention have been funded to encourage greater levels of cycling and walking, and what are the key features of these interventions – including outputs, location, duration and cost?

RQ2.   What were the outcomes of these interventions?

This addendum to the full report summarises findings from 12 projects implemented from 2016 onwards; this includes eight projects that started prior to 2016 but were still being implemented in 2016-19, and four projects that started in 2016 or later. This sub-set of the portfolio comprises five large DfT projects; four smaller projects funded by DfT and other government departments and bodies, and three other schemes[2]:

Large DfT projects:

- Access Fund
- Bikeability
- Cycle City Ambition Programme
- Cycle Rail Fund
- Cycling and Accessibility

Smaller DfT and other projects:

- The Big Bike Revival
- The National STARS School Travel Awards
- TfL Segregated Cycling Infrastructure
- Walk to School Outreach

Other schemes:

- Cycle to Work Scheme
- Everybody Active, Every Day
- Healthy New Towns.

---

[2] Classifications by DfT.

1.2 Methodology

See **Full Report (2004 – 2019)** for a discussion of the evidence review methodology.

Note on 2016-19 outputs data

Of 12 projects in the 2016-19 sub-set of the portfolio, six projects report year-by-year outputs data for the 2016-19 period; three projects report partial outputs data from 2016-19 (i.e. specific outputs data are reported during this period), and three projects do not provide any outputs data for 2016-19 (i.e., outputs data are aggregated for the full implementation period, including years prior to 2016).

For the six projects without year-by-year outputs data in source documents[3], we use available outputs data to estimate output counts for 2016-19 as follows:

$$\frac{total\ output\ count}{total\ number\ of\ project\ years} \times number\ of\ project\ years\ 2016-19$$

Output counts estimated in this way are presented in **turquoise font** throughout this addendum.

Note on 2016-19 outcomes data

Of the 12 projects in the 2016-19 sub-set of the portfolio, outcomes data are available for seven projects; the remaining five projects have not been evaluated. However, of the seven evaluated projects, only three projects – Bikeability, Big Bike Revival[4] and Walk to School Outreach – present outcomes data from evaluations conducted in 2016-19. We therefore only present outcomes data from these projects in this addendum; see **Full Report (2004 – 2019)** and the Excel dataset accompanying the main report for outcomes data from all other projects.

---

[3] Bikeability; Cycle City Ambition Programme; Cycle Rail; Cycle to Work Scheme; National Travel STARS Awards; Everybody Active, Every Day.
[4] Some outcomes data are available for Big Bike Revival in 2016-19; however, information on evaluation methodology and timeframes are not provided in available source documents.

2 Findings

In this section, we present an overview of the 2016-19 project portfolio (Tables A1a – A1c), followed by detailed tables presenting key data on intervention outputs (2.1) and intervention outcomes (2.2).

Full outputs and outcomes data for the 2016-19 project portfolio can be found in the Excel dataset accompanying the main report.

Overview of project portfolio

In Table A1a, Table A1b and Table A1c, we present an overview of key information for, respectively, large DfT projects, smaller DfT and other projects, and other schemes included in the 2016-19 sub-set of the portfolio. This information includes intervention dates, project description, and a summary of information on project costs, where available.

Studies included in the review typically did not provide cost data for each output. Instead, cost data were presented in a variety of ways – including project-level costs, scheme-level costs within projects, and per capita costs. We therefore provide a summary of any project-level cost data provided in Tables A1a – A1c. See the Excel dataset accompanying this report for more detailed project-level cost data, where available[5].

Outputs

In Section 2.1, we present detailed tables according to the following domains: cycling; walking; and traffic management. While the majority of outputs can be classified under these categories, we also include key data classified under the following 'other' domains: multi-modal; education-related; employment-related; and promotion / awareness campaigns (Tables A3 – A9).

Outcomes

In Section 2.2, we present detailed tables according to the following domains: cycling, walking and behaviour change. (Tables A11 – A13).

---

[5] See column AW ('Any other information on costs?'), 'Outputs data' sheet.

NatCen Social Research | Cycling & Walking Evidence Review

Table A1a: Overview of 2016-19 Project Portfolio: Large DfT projects

OVERVIEW OF PORTFOLIO: LARGE DFT PROJECTS				
Project	**Intervention period**	**Complete?**	**Project Description**	**Project Costs**
Access Fund	**2016 – 2020**	No	'The Department for Transport announced a £64 million investment in the Access Fund in January 2017. All English transport authorities outside London could bid for this funding in order to support the delivery of local projects between 2017 and 2020. Ultimately, 25 transport authorities were successful in their bids for the funding. The specific objectives of the Access Fund were to: • Increase cycling; • Increase walking; • Support access to new and existing employment; • Support access to education and training; • Reduce carbon emissions; • Improve air quality; • Improve local economies; • Reduce traffic congestion.' (DfT 2018: 2)	Objective 1: Increase Cycling: £7,262,521 Objective 2: Increase Walking: £619,221 Objective 3: Support Access to New and Existing Employment: £6,552,280 Objective 4: Access to Education and Training: £2,166,041 (Based on all available costs data for these objectives, 2018-19 Outputs Survey)
Bikeability	**2007 – ongoing**	No	'Bikeability is a practical training programme, offered at three levels, that aims to develop children and young people's skills and confidence to cycle on roads and ultimately encourage more people to cycle more safely, more often. It is funded by the Department for Transport (DfT) and delivered through local authorities and School Games Organiser Host Schools. In 2017/18 (the last financial year with available programme monitoring data), 353,582 DfT-funded Bikeability training places were delivered in just under half of all primary schools in England (outside London, where Bikeability is managed by Transport for London).' (DfT 2019: i)	2007 – 2015: [n/d] 'The Department has issued £40m to support Bikeability cycle training for schoolchildren from September 2016 to March 2020' (DfT 2017b: 14).

OVERVIEW OF PORTFOLIO: LARGE DFT PROJECTS

Project	Intervention period	Complete?	Project Description	Project Costs
Cycle City Ambition Programme	**2013 – 2018**	Yes	'A major investment programme from the DfT that aims to support cycling through capital investment as part of the Cycle City Ambition (CCA) Programme. The Department for Transport provided £191 million capital funding grants to eight English cities, or groups of cities between 2013 and 2018: Birmingham, Cambridge, Greater Manchester, Newcastle, Norwich, Oxford, West of England, West Yorkshire. […] [Evaluated] schemes include: 'cycle superhighways'; shorter segregated cycle routes; 'mixed strategic cycle routes' that combine quiet roads, routes through green space, and segregated paths; city-centre schemes; improvements on a network of canal towpaths; and junction treatments. (Sloman et al 2019: 8)	<u>Birmingham</u>: £39.1 million <u>Cambridge</u>: £10.1 million <u>Greater Manchester</u>: £42.1 million <u>Newcastle</u>: £16.3 million <u>Norwich</u>: £12.1 million <u>Oxford</u>: £4.2 million <u>West of England</u>: £27 million <u>West Yorkshire</u>: £40.2 million (Sloman et al 2019: 33-40)
Cycle Rail Fund	**2012 – ongoing**	No	'On 7 March 2012 the then Transport Minister Norman Baker, announced funding to improve cycle facilities at railway stations. £7m was allocated to the Cycle Rail Working Group to improve integration between cycle and rail at stations. The schemes would be delivered by Train Operating Companies. This fund was enhanced by a further £7.5m funding announced on 30 January 2013. This allowed the Cycle Rail Working Group to continue the good work in overseeing implementation of cycle-rail improvement schemes to meet public demand for more and better cycle parking at stations. The core objectives of the fund were to reduce carbon emissions and boost economic growth. In addition, the fund had four secondary objectives: • Attract high levels of funding from other sources; • Have a good regional spread and be capable of being delivered quickly; • Complement other transport investment and support increased cycling; and • Reinforce wider initiatives (not restricted to transport) which aim to support the local economy.' (DfT 2014: 5)	<u>DfT funding total per region:</u> East: £4,480,009 South East: £15,660,107 South West: £3,770,000 East Midlands: £2,260,000 West Midlands: £1,808,424 Yorkshire & Humber: £2,017,556 North East: £239,570 North West: £4,837,824 <u>DfT funding total:</u> £35,073,490 (DfT 2019)

OVERVIEW OF PORTFOLIO: LARGE DFT PROJECTS

Project	Intervention period	Complete?	Project Description	Project Costs
Cycling and Accessibility	**2016 – ongoing**	No	'In 2016 we published our Cycling and Accessibility strategies […] These strategies set out our vision for: • a connected, comfortable, attractive and high-quality cycling network, suitable and safe for use by people of all ages and abilities; • reducing the barriers our roads can sometimes create, helping expand peoples' travel choices, enhancing and improving network facilities and making every day journeys as easy as possible. Our approach integrates with the Government's Cycling and Walking Investment Strategy and supports the development of Local Cycling and Walking Infrastructure Plans' (Highways England 2018: 2)	<u>Cycling and Integration Designated Fund Programme</u>: £100m invested (Highways England 2018:5)

Table A1b: Overview of 2016-19 Project Portfolio: Smaller DfT and other projects

OVERVIEW OF PORTFOLIO: SMALLER DFT & OTHER PROJECTS				
Project	**Intervention period**	**Complete?**	**Project Description**	**Project Costs**
The Big Bike Revival	**2015 – 2019**	No	'Building on previous years of delivery […] another 12-week programme was delivered in 2018 [...] The aim of BBR in 2018 was to further unlock the potential for cycling amongst people who do not currently cycle but would consider either starting or returning to cycling. […] One of the key objectives for BBR in 2018 was to improve the perception of cycling safety by providing a high volume of opportunities for the public to access. [The model] focused on three core elements of safety: fixing and servicing bikes to ensure they are safe to use; learning, empowering new cyclists & existing cyclists through training courses; leading, delivering led rides that are accessible to a wide range of abilities and audiences.' (Cycling UK 2018: 1)	2014 – 2017: £2.57 million (DfT 2017b: 14 – 15). 2018 – 2019: [n/d]
The National STARS School Travel Awards	**2012 – ongoing**	No	'Modeshift STARS [Sustainable Travel Accreditation and Recognition for Schools] is the national awards scheme that recognises schools that have shown excellence in supporting cycling, walking and other forms of sustainable travel. The scheme was launched nationwide in September 2012 and was created to encourage schools right across the country to join in a major effort to increase levels of walking and cycling to school. STARS has received the backing of the Department for Transport since November 2014 and is now recognised as the National School Travel Awards scheme. It is open to every school in the country outside of London and participation for schools is completely free of charge.' (Modeshift 2019: 2)	Funded through stakeholder and local authority contributions of over £500,000. DfT contributions: £340,000. (Modeshift 2019: 5).
TfL Segregated Cycling Infrastructure	**2014 – 2017**	Yes	'East-West Superhighway, North-South Highway and Quietway I completed in 2016-17 as part of the Mayor's Transport strategy. Segregated facilities have been designed in accordance with the high-quality standards set out in 'London Cycle Design Standards' (TfL 2018: 3 – 5)	[n/d]

OVERVIEW OF PORTFOLIO: SMALLER DFT & OTHER PROJECTS				
Project	**Intervention period**	**Complete?**	**Project Description**	**Project Costs**
Walk to School Outreach	**2018 – 2019**	Yes	'The Walk to School Outreach 2018/19 project is being delivered by Living Streets in partnership with five local and combined transport authorities between July 2018 March 2019. It aims to overcome barriers to walking and help the government reach its target of 55% of children walking to school by 2020. […] The project builds on the highly successful DfT-funded Walk to School Outreach 2017-18 project which achieved impressive results.' (Living Streets 2018: 3 – 5).	Funded through a grant of £620,000 from the Department of Transport. By the end of September 2018, a total of £201,470 had been spent against the project budget. (Living Streets 2018: 9).

Table A1c: Overview of 2016-19 Project Portfolio: Other schemes

OVERVIEW OF PORTFOLIO: OTHER SCHEMES				
Project	**Intervention period**	**Complete?**	**Project Description**	**Project Costs**
Cycle to Work Scheme	**2009 – ongoing**	No	'The cycle to work scheme is a tax-free, salary sacrifice benefit currently offered through employers, who may loan cycles and various items of cycling equipment to employees, with the intention of promoting both more environmentally friendly commuting and health benefits associated with cycling (Department for Transport, 2009). The Cycle to Work Alliance brings together a group of leading providers of the cycle to work scheme, including Cyclescheme, Cycle Solutions, Evans Cycles and Halfords, who work with employers to administer the schemes offered to employees. (Swift et al 2016: 8)	[n/d]

OVERVIEW OF PORTFOLIO: OTHER SCHEMES

Project	Intervention period	Complete?	Project Description	Project Costs
Everybody Active, Every Day	**2014 – ongoing**	No	'Everybody Active Every Day (EAED) is the national physical activity framework for England. The EAED framework is seen by stakeholders as setting a clear agenda for action and based on strong evidence. It is viewed as having been influential on policy locally and nationally. EAED was produced through an extensive process of consultation with a wide range of stakeholders and experts. Successful implementation of the EAED framework depends on its aims being shared by relevant national and local stakeholders, and integrated into national and local policy and delivery.' (Ahmad & Rayment 2018: 6) 'EAED calls for action at national and local level across four domains: 1. Active society: creating a social movement 2. Moving professionals: activating networks of expertise 3. Active environments: creating the right spaces 4. Moving at scale: scaling up interventions that make us active' (Ahmad & Rayment 2018: 13)	[n/d]
Healthy New Towns	**2018 – 2021**	No	'NHS England established Healthy New Towns, a three-year programme, to look at how health and wellbeing can be planned and designed into new places. It brings together partners in housebuilding, local government, healthcare and local communities to demonstrate how to create places that offer people improved choices and chances for a healthier life. The programme's three priorities were: • planning and designing a healthy built environment • creating innovative models of healthcare • encouraging strong and connected communities. Places that were planning new large-scale housing developments were invited to take part in the programme. Ten were selected to be 'demonstrator sites' to test innovation and explore possibilities. These sites represent a range of locations and explore different challenges (NHS England 2017: 4)	[n/d]

2.1 Intervention Outputs, 2016-19

In this section, we present key data on intervention outputs according to seven domains: cycling, walking, traffic management, multi-modal, education-related, employment-related, and promotion / awareness campaigns. Of the 12 projects reporting outputs data, seven projects report data on cycling outputs; one on walking outputs; one on traffic management outputs; three on multi-modal outputs; four on education-related outputs; three on employment-related outputs; and four on outputs related to promotion or awareness campaigns (see Table A2).

Table A2: Overview of intervention outputs, 2016-19

Project	Cycling	Walking	Traffic Management	Other Multi-modal	Other Education related	Other Employment related	Other Promotion / awareness campaigns
Access Fund	✔				✔	✔	✔
Bikeability	✔						
Cycle City Ambition Programme	✔		✔	✔	✔	✔	
Cycle Rail Fund	✔						
Cycling and Accessibility	✔			✔			
The Big Bike Revival							✔
The National STARS School Travel Awards					✔		
TfL Segregated Cycling Infrastructure	✔						
Walk to School Outreach		✔					
Cycle to Work Scheme	✔						
Everybody Active, Every Day						✔	✔
Healthy New Towns				✔	✔		✔
TOTAL	**7**	**1**	**1**	**3**	**4**	**3**	**4**

Notes on Tables A3 – A9

Output column:	See the Excel dataset accompanying this report for full definitions of outputs, where provided.
Count and Distance columns:	These columns present total count and distance data for individual outputs, where available. For projects implemented in multiple locations, the total count and distance for outputs have been calculated using these disaggregated data. See the Excel dataset accompanying this report for both disaggregated and total calculations, where provided.
[n/a]	Not applicable; no information expected.
[n/d]	No data; information missing / not provided.
text	Estimated output count for 2016-19 period.

Table A3: Intervention outputs, cycling

OUTPUTS: CYCLING				
Project	**Intervention period**	**Output**	**Total Count**	**Total Distance**
Access Fund	**2016 – 2020**	Cycle improvements and facilities	147 workplaces 9 schools	[n/a]
		Cycle training	3,624 events and courses delivered 84,672 people trained	[n/a]
Bikeability	**2007 – ongoing**	Bikeability training in primary schools (outside London)	827,668 training places delivered	[n/a]
Cycle City Ambition Programme	**2013 – 2018**	New segregated cycle routes	[n/a]	77.7 miles
		Off-road cycling signage and resurfacing improvements	[n/a]	68.4 miles
		New and upgraded cycle parking places	1,690 places	[n/a]
		Stations benefitting from cycle improvements and facilities	13 stations	[n/a]

OUTPUTS: CYCLING				
Project	**Intervention period**	**Output**	**Total Count**	**Total Distance**
Cycle Rail Fund	**2012 – ongoing**	Cycle spaces	11,433 spaces	[n/a]
		Hire bikes	671 hire bikes	[n/a]
		Enhanced security	116 stations	[n/a]
		Bike repair / maintenance facilities	14 facilities	[n/a]
		Cycle Point	1 Cycle Points	[n/a]
		Cycle Hubs	31 Cycle Hubs	[n/a]
		Brompton Docks	7 Brompton Docks	[n/a]
		Cycle paths / routes	3 paths / routes	[n/a]
		BikeNGo points	23 BikeNGo points	[n/a]
		Signage	46 stations	[n/a]
Cycling and Accessibility	**2016 – ongoing**	Pool Bike Scheme trial	[n/d]	[n/a]
		Cycle schemes	80 schemes delivered	[n/a]
		New cycleways	[n/a]	1 mile
TfL Segregated Cycling Infrastructure	**2014 – 2017**	Cycle superhighways	2 superhighways	[n/d]
		Quietway	[n/d]	[n/d]
Cycle to Work Scheme	**2009 – ongoing**	Employers buying / leasing cycling equipment to their employees	400,000 successful applications	[n/a]

Table A4: Intervention outputs, walking

OUTPUTS: WALKING				
Project	**Intervention period**	**Output**	**Total Count**	**Total Distance**
Walk to School Outreach	**2018 – 2019**	WOW – year-round walk to school challenge	207 primary schools recruited	[n/a]
		WOW Travel Tracker	[n/d]	[n/a]

Table A5: Intervention outputs, traffic management

OUTPUTS: TRAFFIC MANAGEMENT				
Project	Intervention period	Output	Total Count	Total Distance
Cycle City Ambition Programme	2013 – 2018	Speed zones introduced	[n/a]	10.7 miles[2]
		Speed zones: signing	[n/a]	29.9 miles

Table A6: Intervention outputs, multi-modal

OUTPUTS: MULTI-MODAL				
Project	Intervention period	Output	Total Count	Total Distance
Cycle City Ambition Programme	2013 – 2018	New on & off-road routes for cyclists and pedestrians	[n/a]	93.2 miles
		Quality road improvements for cyclists and pedestrians	[n/a]	38.9 miles
		New and upgraded cyclist and pedestrian crossings	1,690 crossings	[n/a]
Cycling and Accessibility	2016 – ongoing	New crossings for cyclists, pedestrians and/or equestrians	120 crossings	[n/a]
		Upgraded crossings	286 crossings	[n/a]
Healthy New Towns	2018 – 2021	Enhanced active travel around town	[n/d]	[n/a]
		Health Routes	[n/a]	2 x 3.1 mile routes

Table A7: Intervention outputs, education-related

OUTPUTS: EDUCATION-RELATED				
Project	**Intervention period**	**Output**	**Total Count**	**Total Distance**
Access Fund	2017 – 2020	Events and campaigns	6,931 schools engaged	[n/a]
Cycle City Ambition Programme	2013 – 2018	Workplaces and schools benefitting from new infrastructure	390 workplaces and schools	[n/a]
The National STARS School Travel Awards	2012 – ongoing	Signing up schools to the award	2,000 registered users	[n/a]
		Signing up local authorities to the award	35 registered local authorities	[n/a]
		School accreditation	600 accredited schools	[n/a]
		Regional award events	3 regional award events	[n/a]
Healthy New Towns	2018 – 2021	Physical activity promotion at schools	[n/d]	[n/a]

Table A8: Intervention outputs, employment-related

OUTPUTS: EMPLOYMENT-RELATED				
Project	**Intervention period**	**Output**	**Total Count**	**Total Distance**
Access Fund	2017 – 2020	Supporting access to work	84,672 people supported by travel measures to access work	[n/a]
		Events and campaigns	10,338 businesses, workplaces and organisations engaged	
Cycle City Ambition Programme	2013 – 2018	Workplaces introducing new cycling infrastructure or facilities to reduce single car occupancy	• 29 Top Cycle Location cycling parking grants • 150 travel plans • 506 workplaces engaged	[n/a]
Everybody Active, Every Day	2014 – ongoing	Moving Professionals: publications disseminated / uploaded	[n/d]	[n/a]
		Moving Professionals: champions recruited	[n/d]	[n/a]
		Moving Professionals: training courses delivered	[n/d]	[n/a]

Table A9: Intervention outputs, promotion / awareness campaigns

OUTPUTS: PROMOTION / AWARENESS CAMPAIGNS				
Project	**Intervention period**	**Output**	**Total Count**	**Total Distance**
Access Fund	**2016 – 2020**	Behaviour change events and campaigns	13,724 campaigns and events 1,922,574 people engaged	[n/a]
The Big Bike Revival	**2015 – 2019**	Beneficiaries	92,467 people	[n/a]
		Events	2,545 events (2017-2018)	[n/a]
		Delivery centre engagement	125 delivery centres	[n/a]
		Training	246 ride leaders trained	[n/a]
Everybody Active, Every Day	**2014 – ongoing**	Participation in events and campaigns	[n/d]	[n/a]
		Development, uptake and use of evidence and applications	[n/d]	[n/a]
		Uptake of communications and web materials	[n/d]	[n/a]
		Joint initiatives and strategies for action	[n/d]	[n/a]
		Inputs into national and local policies and strategies	[n/d]	[n/a]
		Development, dissemination, uptake and use of evidence	[n/d]	[n/a]
Healthy New Towns	**2018 – 2021**	'Couch to 5k', surgery sign-up and other initiatives rolled out	[n/d]	[n/a]
		Digital Movement Project	[n/d]	[n/a]

2.2 Intervention Outcomes, 2016-19

In this section, we present key data on intervention outcomes from Bikeability, Big Bike Revival and Walk to School Outreach, according to three domains: cycling (Table A11), walking (Table A12) and behaviour change (Table A13). As presented in Table A10, five projects in the 2016-19 sub-set of the portfolio have not been evaluated, and for the four remaining projects that have been evaluated, outcomes data for the 2016-19 period are not available.

Table A10: Overview of intervention outcomes, 2016-19

Project	Domain		
	Cycling	Walking	Behaviour change
Access Fund *			
Bikeability	✓		
Cycle City Ambition Programme **			
Cycle Rail Fund *			
Cycling & Accessibility *			
The Big Bike Revival	✓		✓
The National STARS School Travel Awards **			
TfL Segregated Cycling Infrastructure **			
Walk to School Outreach		✓	
Cycle to Work Scheme **			
Everybody Active, Every Day *			
Healthy New Towns *			
TOTAL	1	1	

*No outcomes data: no project evaluation to date.
**Project evaluated, but no outcomes data available for 2016-19.

Notes on Tables A11 – A13

Outcome column:	See the Excel dataset accompanying this report for full definitions of outcomes, where provided.
Reported change column:	Change reported from pre- to post-intervention period, unless otherwise indicated.
Comparison column:	See the Excel dataset accompanying this report for details of comparison sites, where provided.
Significance column:	See the Excel dataset accompanying this report for details of sample size and measures of uncertainty, where provided.
[n/a]	Not applicable; no information expected.
[n/d]	No data; information missing / not provided.

Table A11: Intervention outcomes, cycling

OUTCOMES: CYCLING					
Project	**Intervention period**	**Outcome**	**Reported change**	**Comparison**	**Significance** ***p<0.01 **p<0.05 *p<0.1
Bikeability	**2007 – ongoing**	Prevalence of cycling among pupils	**Intervention schools:** a. 45% cycled, past 7 days b. 65% cycled on roads, past 7 days c. 34% cycled since start of term d. 46% cycled on roads since start of term e. 51% cycled with adults / older siblings since start of term	**Control schools:** a. 37% cycled, past 7 days b. 56% cycled on roads, past 7 days c. 22% cycled since the start of term d. 40% cycled on roads since start of term e. 43% cycled with adults / older siblings since start of term	**Difference, intervention and control:** a. +8% points* b. +10 points* c. +12% points** d. +7% points e. +8% points
		Frequency of cycling among pupils	**Intervention schools:** a. 34% cycled at least 3 days, past 7 days b. 18% cycled on roads at least 3 days this term c. 15% cycled at least 3 days in the past 7 days	**Control schools:** a. 28% cycled at least 3 days, past 7 days b. 18% cycled on roads at least 3 days this term c. 14% cycled at least 3 days in the past 7 days d. 11% cycled on roads at least 4	**Difference, intervention and control:** a. +5% points b. +0% points c. +2% points d. -4% points* e. +4% points* f. -1% points

Project	Intervention period	Outcome	Reported change	Comparison	Significance ***p<0.01 **p<0.05 *p<0.1
			d. 7% cycled on roads at least 4 days/week since start of term e. 7% cycled with adults / older siblings at least 4 days/week since start of term f. 6% used a bike as usual mode of transport to school, past 7 days	days/week since start of term e. 3% cycled with adults / older siblings at least 4 days/week since start of term f. 8% used a bike as usual mode of transport to school, past 7 days	
		Pupils' and parents' confidence about cycling	**Intervention schools:** a. 73% very or fairly confident riding on roads b. 70% allowed to ride on roads (alone/with friends or with an adult)	**Control schools:** a. 69% very or fairly confident riding on roads b. 58% allowed to ride on roads (alone/with friends or with an adult)	**Difference, intervention and control:** a. +3% points b. +12% points*
		Pupils' knowledge of safety	**Intervention schools:** 22% know where to look before getting on the road	**Control schools:** 7% know where to look before getting on the road	**Difference, intervention and control:** +15%**
		Pupils' perceptions of levels of cycling among their cohort	**Intervention schools:** 86% say lots of children they know cycle	**Control schools:** 79% say lots of children they know cycle	**Difference, intervention and control:** +7% points
		Volume of cycling traffic: people per hour	+5% people moving along East-West and North-South corridors per hour	[n/d]	[n/d]
The Big Bike Revival	**2015 – 2019**	Change in cycling activity	7,334 non-regular cyclists increasing their cycling activity	[n/d]	[n/d]

Table A12: Intervention outcomes, walking

OUTCOMES: WALKING					
Project	Intervention period	Outcome	Reported change	Comparison	Significance ***p<0.01 **p<0.05 *p<0.1
Walk to School Outreach	**2018 – 2019**	Number of walking trips to school	+50% in number of walking trips recorded (via Travel Tracker app) each day from Sept – Oct 2018.	[n/d]	[n/d]

Table A13: Intervention outcomes, behaviour change

OUTCOMES: BEHAVIOUR CHANGE					
Project	Intervention period	Outcome	Reported change	Comparison	Significance ***p<0.01 **p<0.05 *p<0.1
The Big Bike Revival	**2015 – 2019**	Change in levels of exercise	20,908 beneficiaries exercising more	[n/d]	[n/d]

3 References

Ahmad, A. & Rayment, M. (2018) *Review of the Implementation of Everybody Active, Every Day at National and Local Level - Final Report*. London: ICF Consulting Services Limited.

Bikeability (2019) Bikeability website, https://bikeability.org.uk/. Accessed 09 August 2019.

Cycling UK (2018) *Proposal and Costings: Big Bike Revival 2019*. Guildford: Cycling UK.

Department for Transport   (2014) *Cycle Rail Fund - Guidance on Applications for Funding in 2015/16*. London: DfT.

(2017a) *Cycling and Walking Investment Strategy*. London: DfT.

(2017b) *Cycling and Walking Investment Strategy: Investment Inputs, Outputs and Outcomes.* London: DfT.

(2018) *Access Fund: Year One Monitoring and Evaluation Progress* (2017/18). Unpublished report.

(2019) *Bikeability Impact Study: Final Report.* London: DfT.

Highways England (2018) *Cycling and Accessibility: Annual Progress Report*. Guildford: Highways England.

Living Streets (2018) *Walk to School Outreach 2018/19: Interim Project Report*. London: Living Streets

Modeshift (2019) *The National STARS School Travel Awards*. Darlington: Modeshift.

NHS England (2017) *Putting Health into Place: Introducing NHS England's Healthy New Towns programme*. London: NHS England. NHS England Publications Gateway Reference: 08473.

Sloman, L., Riley, R., Dennis, S., Hopkinson, L., Goodman, A., Farla, K. and Hiblin, B. (2019) *Cycle City Ambition Programme: Interim Report.* Machynlleth: Transport for Quality of Life.

Swift, S., Green, M., Hillage, J., and Nafilyan, V. (2016) *Impact of the Cycle to Work Scheme Evidence Report*. Brighton: Institute for Employment Studies.

Transport for London (2018) *Segregated Cycling Infrastructure: understanding cycling levels, traffic impacts, and public and business attitudes*. London: City Planning, Transport for London.

Appendix A. Studies included in data extraction

Project	Study references
Access Fund	101a. DfT (2018) *Access Fund: Year One Monitoring and Evaluation Progress (2017/18)*. Unpublished report. 101b. DfT (2019) Access Fund Outputs Survey data, 2016/17-2018/19. Internal data provided by DfT.
Bikeability	102a. DfT (2019) *Bikeability Impact Study: Final Report.* London: DfT. 102b. Bikeability (2019) Bikeability website, https://bikeability.org.uk/. Accessed 09 August 2019. 102c. DfT (2017) Cycling and Walking Investment Strategy: Investment Inputs, Outputs and Outcomes. London: DfT.
Cycle City Ambition Programme	103a. Sloman, L., Riley, R., Dennis, S., Hopkinson, L., Goodman, A., Farla, K. and Hiblin, B. (2019) *Cycle City Ambition Programme: Interim Report*. Machynlleth: Transport for Quality of Life. 103b. DfT (2019) Cycle City Ambition Grant Programme - Outputs and Progress Survey Data, January 2019. Internal data provided by DfT. 103c. DfT (2017) Cycling and Walking Investment Strategy: Investment Inputs, Outputs and Outcomes. London: DfT.
Cycle Rail Fund	105a. DfT (2019) Cycle Rail Fund Awards Data, 2019. Data provided by DfT. 105b. DfT (2014) *Cycle Rail Fund - Guidance on Applications for Funding in 2015/16*. London: DfT.
Cycling and Accessibility	106. Highways England (2018) *Cycling and Accessibility: Annual Progress Report*. Guildford: Highways England.
The Big Bike Revival	201a. Cycling UK (2018) *Proposal and Costings: Big Bike Revival 2019*. Guildford: Cycling UK. 201b. Cycling UK (2017) *Proposal and Costings: Big Bike Revival 2018*. Guildford: Cycling UK. 201c. Richardson, I. (2015) *The Big Bike Revival: Pilot Report and National Scale Business Case*. Guildford: Cycling UK. 018d. DfT (2017) Cycling and Walking Investment Strategy: Investment Inputs, Outputs and Outcomes. London: DfT.
The National STARS School Travel Awards	202. Modeshift (2019) *The National STARS School Travel Awards*. Darlington: Modeshift.
TfL Segregated Cycling Infrastructure	204. TfL (2018) *Segregated Cycling Infrastructure: understanding cycling levels, traffic impacts, and public and business attitudes*. London: City Planning, Transport for London.

Project	Study references
Walk to School Outreach	206. Living Streets (2018) *Walk to School Outreach 2018/19: Interim Project Report*. London: Living Streets.
Cycle to Work Scheme	301. Swift, S., Green, M., Hillage, J., and Nafilyan, V. (2016) *Impact of the Cycle to Work Scheme Evidence Report*. Brighton: Institute for Employment Studies.
Everybody Active, Every Day	302. Ahmad, A. & Rayment, M. (2018) *Review of the Implementation of Everybody Active, Every Day at National and Local Level - Final Report*. London: ICF Consulting Services Limited.
Healthy New Towns	303a. NHS England (2017) *Putting Health into Place: Introducing NHS England's Healthy New Towns programme.* London: NHS England. NHS England Publications Gateway Reference: 08473. 303b. NHS England (2019) 'Healthy New Towns' webpage, https://www.england.nhs.uk/ourwork/innovation/healthy-new-towns/. Accessed 12.07.19.