



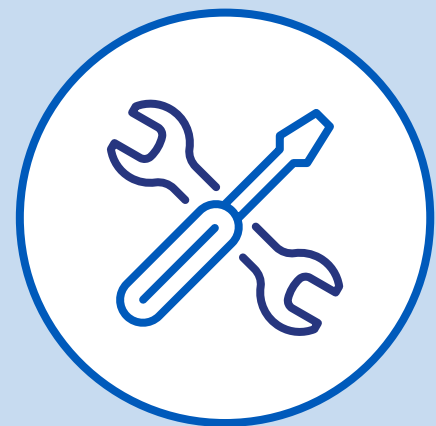
Cycle City Ambition Programme evaluation 2013-2018



Department for Transport

£191M to eight English cities for cycling infrastructure:

- cycle 'superhighways'
- city centre schemes
- mixed strategic cycle routes that combine quiet roads, paths through green space, lightly segregated paths and unsegregated cycle lanes
- improvements to canal towpaths
- and a junction treatment.



Methodology



Impact evaluation of 14 schemes (~25-70% of each city's grant).



Control sites for each scheme: similar route and distance from city centre.



Automatic cycle counters and manual count data to analyse:

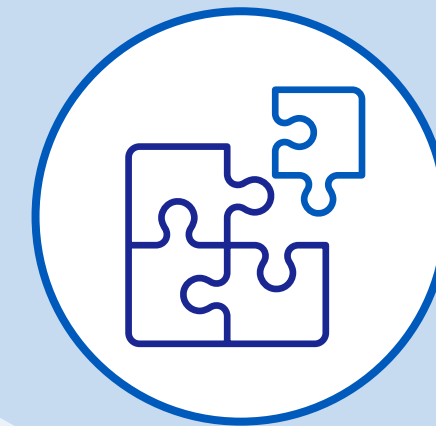
- Change over time in cycle counts at scheme sites
- Change compared to control sites



Analysed city-wide changes in how many people and what type of people cycle (Active Lives Survey).



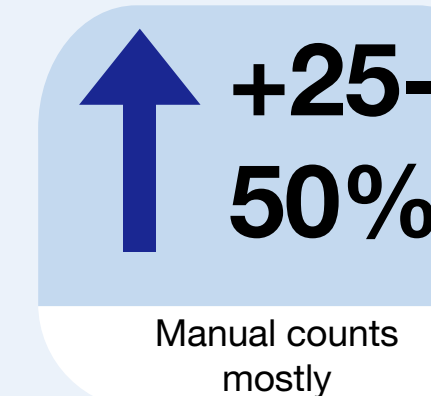
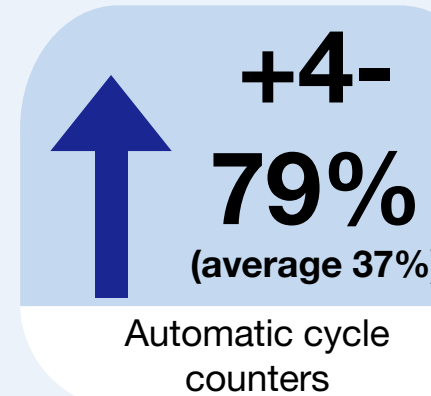
Surveys of cyclists on new routes asked about physical activity and health, and how long they had been cycling.



Findings

- **5 schemes:** increase highly likely attributable to new infrastructure. Increases mostly **+14% to +40%** vs control sites.
- **3 schemes:** increase likely attributable to new infrastructure. Large increases (**+42% to +72%**) but unclear control site data.
- **3 schemes:** conflicting evidence across data sources and route.
- **1 scheme:** small increase, slightly less than at control site.
- Cycling levels continued to grow up to 5 years after new infrastructure was complete.

Cycling increased in all 8 cities between 2012-2019



BUT survey did not show more people cycling

Improvements in inequalities in cycling. New cyclists more often:

- female (**42% vs 33%** existing cyclists)
- non-white (**16% vs 7%** existing cyclists)

Differences in physical activity and health:

- New cyclists less physically active than existing cyclists
- New cyclists more likely to say the new cycle scheme increased their physical activity

- New cyclists more likely to say the new cycle scheme had improved their health

Increase in cycling saved at least:

1 million car trips per year
6 million car km per year
1.7 kT CO2 per year



Impacts



- Shaping future cycling policy
- Fed into spending review bid for more cycling infrastructure
- Underpin message that cycle routes should be high quality segregated facilities
- Informing future active travel monitoring and evaluation
- Informed Transport Decarbonisation Plan



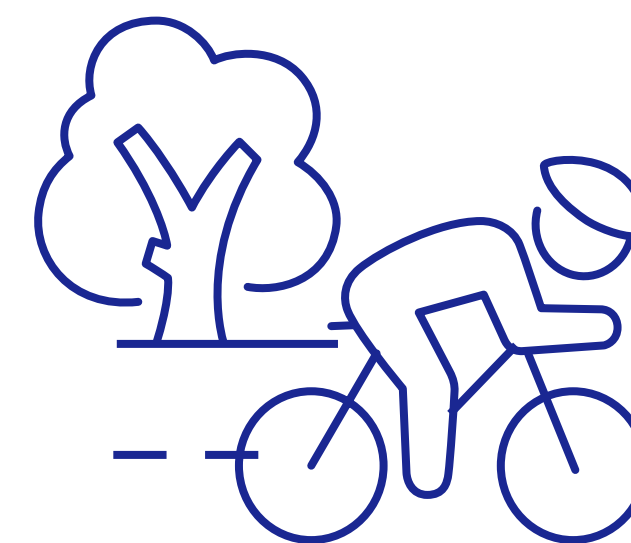
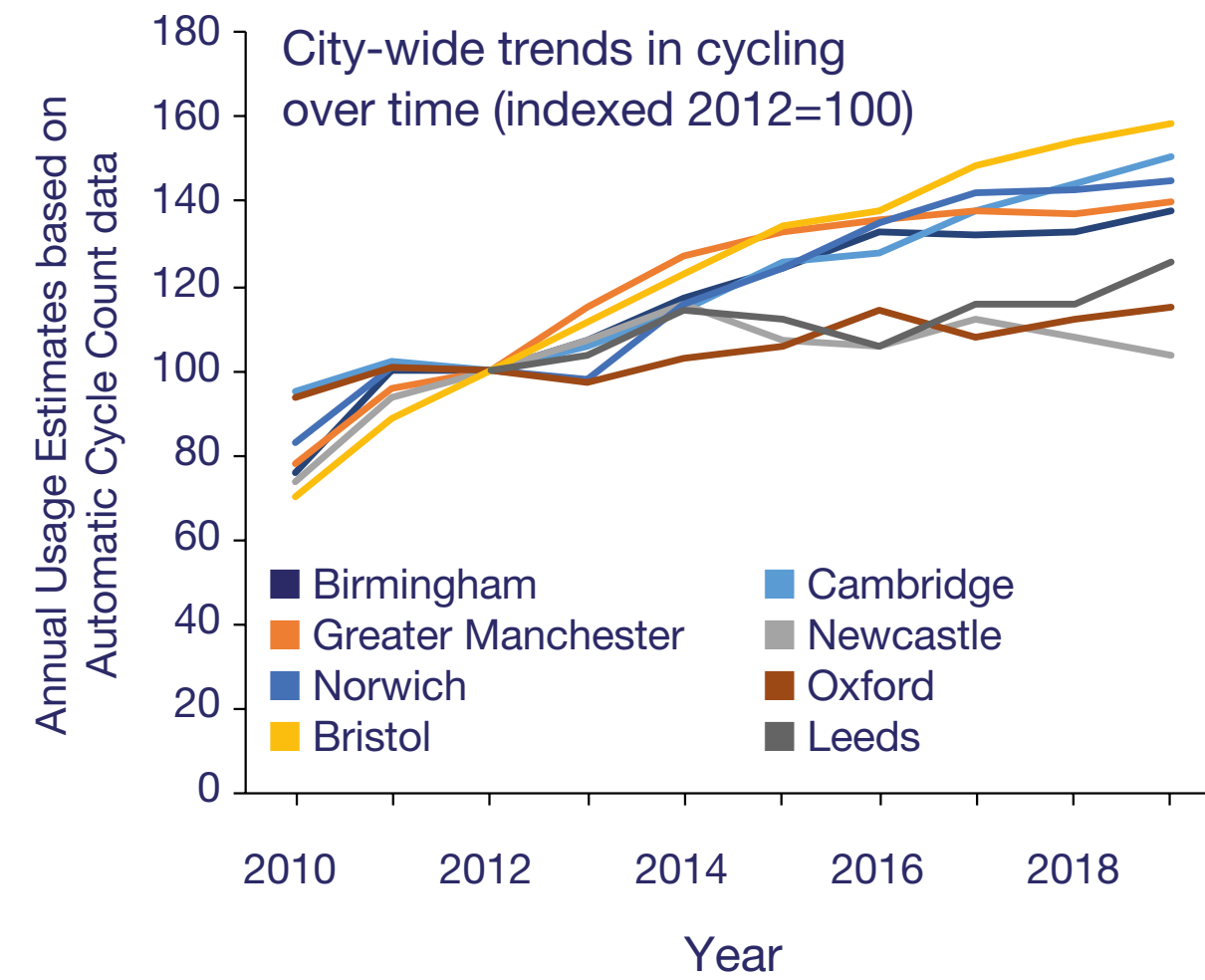
Links



Final evaluation summary report



Technical and costings reports available upon request.



Before



After

