



Department
for Transport

Cycling and Walking Investment Strategy Report to Parliament 2022

July 2022



Cycling and Walking Investment Strategy Report to Parliament 2022

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

July 2022



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Foreword

The virtuous circles of walking, wheeling¹ and cycling help us tackle environmental issues whilst boosting our health and wellbeing. Expanding active forms of travel is also vital to achieving net-zero ambitions in our great towns and cities. It means cutting carbon, cleaning up our air, reducing congestion on our roads, and making our communities better places to work and live.

But we know it is not always easy for people to make more active choices. That's why we have created programmes to make our ambitions a practical reality. Since the first-ever statutory Cycling and Walking Investment Strategy (CWIS1) in 2017, the government has made huge strides. We've invested over £3 billion in delivering safe and accessible walking and cycling infrastructure and providing training that gives people the skills and confidence to walk and cycle for more of their everyday journeys.

The publication of CWIS1 marked the starting post of a journey to make walking and cycling the natural choice for short trips. And we've made significant progress in those efforts. Our flagship Cycle Ambition Cities programme saw £191 million invested in key routes across eight cities, increasing cycling levels by up to 79%.² Between 2016 and 2021, we've trained more than 1.7 million children to cycle safely on England's roads through our Bikeability training programme. We've supplied local authorities with an £80 million Access Fund to enable more people to walk or cycle to places of work and education. And we've provided a £2 million package of support to help local authorities create town and city-wide cycling and walking network plans and prioritise projects for investment.

In our second Report to Parliament, we are providing an update on our progress up until the end of the CWIS1 period (March 2021). This report covers a challenging time, with the pandemic causing significant disruption to our lives and our ability to travel. Nevertheless, many of us found simple pleasure in walking, wheeling and cycling during this time. The Prime Minister's ambitious Gear Change plan, published in 2020, brought additional focus and funding for active travel to make England a great walking and cycling nation. This

¹ Wheeling includes people who use wheelchairs and mobility scooters who may not identify with walking. Throughout the remainder of this document, where walking is used, it also refers to wheeling.

² <https://www.gov.uk/government/publications/cycle-city-ambition-programme-2013-to-2018-review>

included over £200 million of funding to help councils to bring in new schemes to enable walking and cycling.

The statistics show us that we're a country prepared to seize that opportunity. At the height of the pandemic, 2020 saw the proportion of short journeys walked or cycled in towns and cities increase from 41% to 48%. Walking for everyday journeys may have decreased during the pandemic, but our latest data shows that the CWIS1 walking aim was consistently achieved from 2015 to 2019. One in every two primary school children was walking to school in 2020, not far short of the CWIS1 target of 55% by 2025. And when it comes to cycling, although levels have increased by 45% since 2013, we need to secure further increases across the board to achieve our aims.

This Report shows the direction in which we're heading. With the renewed action plan published in Gear Change, the formation of Active Travel England and a further £710 million boost to active travel investment announced in the 2021 Spending Review, we will continue to work towards becoming a nation where active travel is easy, safe and accessible to all.

A handwritten signature in black ink, appearing to read 'M/10' with a flourish extending to the right.

Trudy Harrison MP
Parliamentary Under Secretary of State with responsibility for active travel

1. Introduction

Cycling and Walking Investment Strategy

- 1.1 The Infrastructure Act 2015 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 2015.³
- 1.2 The Infrastructure Act states that the Cycling and Walking Investment Strategy⁴ 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 second Report to Parliament on the progress made towards achieving the aims, targets and objectives set out in the first Cycling and Walking Investment Strategy (CWIS1) and it covers the period April 2016 to March 2021.
- 1.4 The second CWIS (CWIS2) was due to be published in 2021, but because of the Coronavirus (COVID-19) pandemic (referred to hereafter as ‘the pandemic’) the multi-year Spending Review planned for Autumn 2020 was postponed. A written statement to Parliament was published in March 2021⁵ to explain that CWIS2 would therefore be published as soon as possible following the 2021 Spending Review. CWIS2 is published alongside this second Report to Parliament.

³ <http://www.legislation.gov.uk/ukpga/2015/7/contents/enacted>

⁴ <https://www.gov.uk/government/publications/cycling-and-walking-investment-strategy>

⁵ <https://www.gov.uk/government/speeches/cycling-and-walking-investment-strategy-2>

Aims and objectives

1.5 The Government's long-term ambition is to make walking and cycling the natural choices for shorter journeys, or as part of a longer journey, by 2040. Increasing walking, wheeling⁶ and cycling will have significant environmental benefits, both helping to reduce carbon emissions from transport and improving air quality, whilst reducing congestion and noise pollution on our roads. A range of short and long-term objectives were set out in CWIS1, 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% in 2014 to 55% of children aged 5 to 10 in 2025.

Gear Change

1.6 The Prime Minister's Gear Change plan to boost walking and cycling in England was launched in 2020. It set out a vision that England will be a great walking and cycling nation, with **half of all journeys in towns and cities being cycled or walked by 2030**.

Contribution to wider government objectives

1.7 CWIS1 has helped deliver a range of linked strategies and policies which were published between April 2016 and March 2021:

- **Clean Growth Strategy**, as part of wider policies to increase the number of journeys by cycling, walking and public transport.⁷

⁶ Wheeling includes people who use wheelchairs and mobility scooters who may not identify with walking. Throughout the remainder of this document, where walking is used, it also refers to wheeling.

⁷ <https://www.gov.uk/government/publications/clean-growth-strategy>

- **Future of Mobility: Urban Strategy**, which said that walking, cycling and active travel must remain the best options for short urban journeys 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 creating high-quality jobs.⁸
- **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.⁹
- **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 2035.¹⁰
- **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 and accessible ways of keeping active.¹¹
- **Childhood Obesity Plan Chapter 1 and 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.^{12 13}

⁸ <https://www.gov.uk/government/publications/future-of-mobility-urban-strategy>

⁹ <https://www.gov.uk/government/publications/clean-air-strategy-2019>

¹⁰ <https://www.gov.uk/government/publications/prevention-is-better-than-cure-our-vision-to-help-you-live-well-for-longer>

¹¹ <https://www.sportengland.org/active-nation/our-strategy/>

¹² <https://www.gov.uk/government/publications/childhood-obesity-a-plan-for-action>

¹³ <https://www.gov.uk/government/publications/childhood-obesity-a-plan-for-action-chapter-2>

2. Achievements

Overall progress

- 2.1 CWIS1 set out an action plan to March 2021, outlining key short-term interventions to support delivery of the aims and targets. Of the 26 actions outlined in CWIS1, almost all are now complete, or are being delivered following delays arising from the pandemic. Many of the remaining actions are long-term interventions that are continuing beyond the end of the CWIS1 period such as Bikeability, Cycle Rail and third sector behaviour change initiatives.
- 2.2 From March 2020 onwards, delivery and monitoring of some actions was impacted by the pandemic. Some programmes were delayed whilst others were adapted to enable them to continue delivery during 2020/21. The publication of Gear Change in 2020 responded to the challenges of the pandemic by setting a bold vision and further actions for walking and cycling, which are summarised in 2.5.

Action plan

- 2.3 This report sets out the progress made against delivering the CWIS1 actions, which are divided across four themes: financial investment, behaviour change, safety and partnership. Appendix A provides details of progress, key outputs delivered and outcomes achieved over the period April 2016 to March 2019, as included in the previous Report to Parliament. It then provides a further update for the period April 2019 to March 2021. Where information on outputs and outcomes is available, this is included, but where the pandemic has affected delivery or monitoring of actions, a narrative update is provided.

Additional actions

- 2.4 The CWIS1 actions have been supplemented by additional actions agreed by Ministers to help deliver the outcomes of the Strategy, including delivering on the CWIS Safety Review Action Plan. The Government's Response to the CWIS Safety Review¹⁴ was published in November 2018 and set out fifty actions to be delivered over two years. Many of the actions have been completed, whilst others have

¹⁴ <https://www.gov.uk/government/consultations/cycling-and-walking-investment-strategy-cwis-safety-review>

informed the Prime Minister's Gear Change plan (see 2.5). Completed actions include:

- Updated Cycle Infrastructure Design Guidance was published in July 2020.
- A review of The Highway Code to improve safety for pedestrians, cyclists and horse riders was undertaken during 2020 and 2021, and the changes came into effect in January 2022.
- Local authorities were given powers to use cameras to enforce parking restrictions in mandatory cycle lanes in June 2020.
- Guidance on the Cycle to Work Scheme was updated in June 2019.

2.5 Further commitments have also been set out in the Prime Minister's Gear Change plan in 2020, including to:

- **Create better streets for cycling and people** by delivering safe walking and cycling routes, low-traffic neighbourhoods, School Streets, zero-emission cities and improving the National Cycle Network (NCN).
- **Put cycling and walking at the heart of transport, place-making, and health policy** by ensuring schemes cater for walking and cycling, providing better integration with trains and buses, embedding walking and cycling in the planning system.
- **Empower and encourage local authorities** by increasing funding, capacity and support, allowing local authorities to enforce against moving traffic offences, setting standards and introducing a new commissioning body and inspectorate, Active Travel England.
- **Enable people to cycle and protect them when they cycle** by ensuring that every adult and child who wants it receives cycle training, working with GPs to prescribe cycling, tackling cycle theft, updating The Highway Code and establishing an e-cycle support programme.

An update on progress on these commitments can be found in Gear Change: One Year On (2021).¹⁵ Achievements in 2020/21 include the delivery of:

- Hundreds of School Streets, enabling children to walk and cycle safely by removing motor traffic at peak times.
- At least 150 Low Traffic Neighbourhoods, where side streets are closed to through traffic to prevent rat running.
- More than 100 miles of new segregated cycle lanes.

¹⁵ <https://www.gov.uk/government/publications/gear-change-one-year-on-review>

- 2.6 Active Travel England will be fully established in 2022 and will work closely with Government to ensure future investment in walking and cycling infrastructure is delivered to a high standard and supported by evidence-led behaviour change programmes. It will develop a strategy setting out how it will contribute to the Department's priorities and objectives and annual business plan, which will include key objectives, performance indicators and delivery plans. The strategy will touch on each of the three main functions of Active Travel England: highways design reviews, spatial planning and investment management.

3. Funding

Allocations and expenditure

- 3.1 The Infrastructure Act 2015, which established the Strategy, requires the setting out of the financial resources available, which are aligned with each Spending Review period, the first being from April 2016 to March 2021. The Department has worked closely with other government departments to ensure that relevant place-based funds can be used to support walking and cycling, as well as assisting with assessing bids for funding to ensure proper consideration is given to these elements of the bids.
- 3.2 CWIS1 originally projected £1.2 billion of investment in walking and cycling (outside of London) over the five years to March 2021 when it was published. This projection was updated in the first Report to Parliament published in February 2020 to £2.4 billion, taking average spend to over £10 per head per year over the Spending Review period.¹⁶
- 3.3 The projected investment in walking and cycling over the CWIS1 period has been further revised in light of the increased funding for walking and cycling as part of the Prime Minister's Gear Change plan. In addition, higher than originally estimated proportions of funding have been allocated to walking and cycling from other funds. These funds include the Transforming Cities Fund, Future High Streets Fund and Towns Fund, as well as new funding streams such as the Getting Building Fund. Details of the range of funds from across Government were included in the previous Report to Parliament published in February 2020.
- 3.4 It is now estimated that around £3.245 billion has been invested in walking and cycling over the CWIS1 period. The majority of the funding covers England, outside of London, but the Department also provided funding to Transport for London for active travel through the Emergency Active Travel Fund and as part of the package of support provided due to the pandemic.
- 3.5 Further work to increase the robustness of investment estimates for the CWIS1 period will be undertaken ahead of the next Report to Parliament as more evidence

¹⁶ <https://www.gov.uk/government/publications/cycling-and-walking-investment-strategy-cwis-report-to-parliament>

becomes available on final investment decisions using fund-specific monitoring and evaluation data.

- 3.6 The tables below show direct investment in walking and cycling from the Department for Transport from April 2016 to March 2021, as well as investment from wider government funds over this period. A detailed breakdown of funds and where they have been allocated up to March 2019 was provided in the CWIS investment schedule¹⁷ published in February 2020. Details of the allocations of the two tranches of funding through the Active Travel Fund, which was announced after March 2019, can be viewed on the Department for Transport website.¹⁸

Funding Source	Projected investment from April 2016 to March 2021
Access Fund	£80 million
Bikeability	£63 million
Cycle Ambition Cities	£99 million ¹⁹
Cycle Safety Fund	£7 million
Cycle Rail	£14 million
Highways England Designated Funds	£84 million
National Cycle Network	£22 million
National Outreach Projects and Innovation ²⁰	£20.3 million
Active Travel Fund	£200 million
Cycle Repair Vouchers	£25 million
Total ring-fenced	£614 million

Table 1 Department for Transport funding for walking and cycling

¹⁷ <https://www.gov.uk/government/publications/investment-schedule-in-cycling-and-walking-interventions>

¹⁸ <https://www.gov.uk/government/publications/emergency-active-travel-fund-local-transport-authority-allocations>

¹⁹ £191 million provided in total 2013-17. Total funding £210 million, including National Parks funding from 2013 to 2019.

²⁰ 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, National Cycle Network development projects and e-cycle pilots.

Funding Source	Projected investment from April 2016 to March 2021
Local Growth Fund	£683 million
Integrated Transport Block	£114 million
Highways Maintenance Fund ²¹	£283m million
National Productivity Investment Fund	£77 million
Highways Maintenance Challenge Fund	£8 million
Transforming Cities Fund	£783 million
Cross-government Infrastructure Funds ²²	£683 million
Total non-ringfenced	£2,6314 million
Total	£3,2458 million

Table 2 Wider government funding that is projected or allocated to walking and cycling

²¹ Estimates assume 5% on walking and cycling before 2018, 9% from 2018 onwards.

²² Includes estimates of the proportion of spend on walking and cycling from other Central Government funding sources including the £5.5 billion [Housing Infrastructure Fund](#), £1billion [Sport England Sports Strategy](#) (including Local Delivery Pilots), £220 million [Clean Air Fund](#), £30 million [HS2 Environment and Safety Fund](#), £675 million [High Streets Fund](#), £3.6 billion [Towns Fund](#) and the £900 million [Getting Building Fund](#). The proportion will vary across different types of infrastructure funding, from around 5% to 44% of fund allocation.

4. Progress towards CWIS1 and Gear Change aims, targets, and ambitions

- 4.1 Data from the Department for Transport's National Travel Survey (NTS) is used to monitor the CWIS1 aims and targets.
- 4.2 These statistics cover the latest walking and cycling figures up to and including 2020, during which several travel restrictions were in place due to the pandemic. This significantly impacted travel patterns across the country, with effects differing by area depending on the level of local restrictions in place.
- 4.3 Caution is needed when interpreting results for 2020 using NTS data as they are based on a smaller sample size compared to previous years. Further details can be found in the impact of the pandemic on walking and cycling 2020 statistical report.²³
- 4.4 Detailed analysis of walking and cycling trends, including breakdowns by demographic groups such as age, sex and ethnicity can be found in the latest publication (2020) of Walking and Cycling statistics.²⁴

Walking activity

- 4.5 CWIS1 set out the following aim for walking stages²⁵:

To 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.

- 4.6 The latest statistics show that in 2020, the number of walking stages per person fell to 281 stages (16% decrease from 2019) following the impacts of the pandemic.

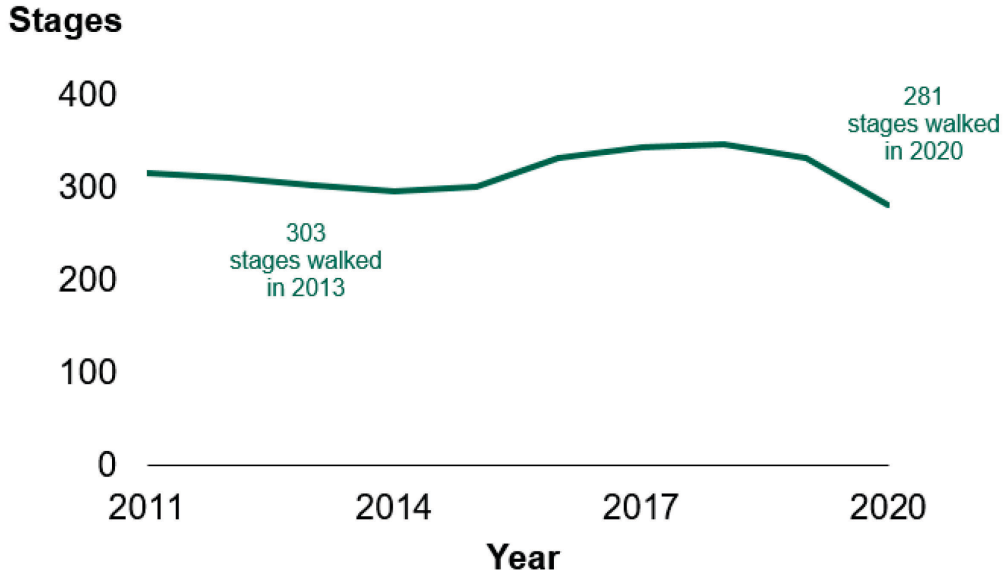
²³ <https://www.gov.uk/government/statistics/walking-and-cycling-statistics-england-2020/the-impact-of-the-coronavirus-pandemic-on-walking-and-cycling-statistics-england-2020>

²⁴ <https://www.gov.uk/government/collections/walking-and-cycling-statistics>

²⁵ Trips consist of one or more stages. A new stage is defined when there is a change in the mode of transport or when there is a change of vehicle requiring a separate ticket.

However, the aim had consistently been achieved from 2015 to 2019, with a 4-year average of 331 stages per person per year²⁶.

Chart 1: Walking stages per person per year, 2011-2020



Walking to school

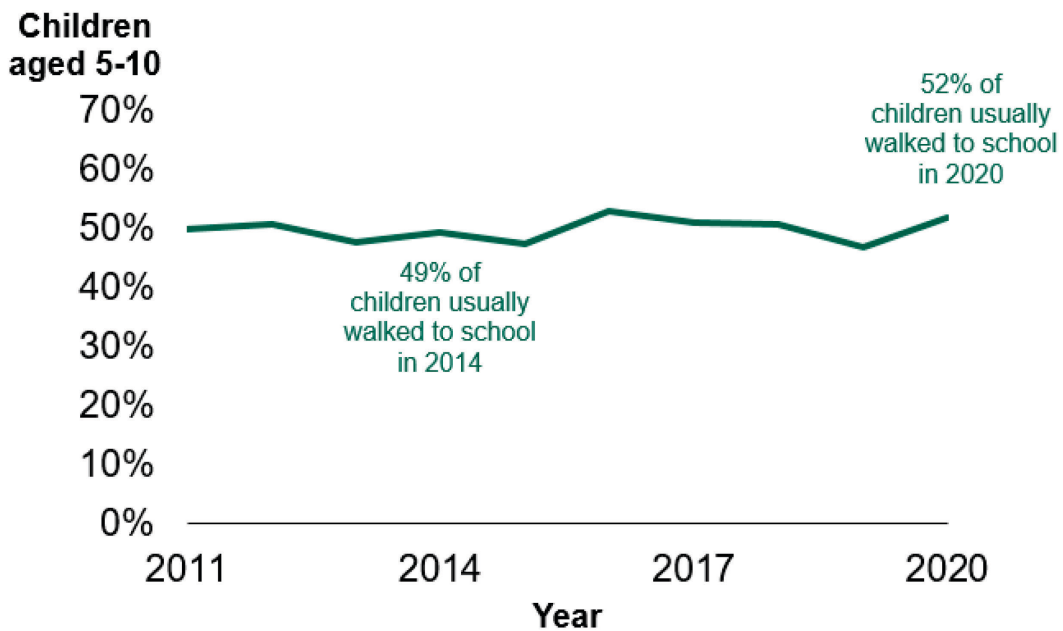
4.7 CWIS1 set out the following target for walking to school:

We will increase the percentage of children aged 5 to 10 that usually walk to school from 49% in 2014 to 55% in 2025.

In 2020, 52% of primary school children (aged 5-10) usually walked to school. This compares to 47% of all children (aged 5-16) and 42% of secondary school children (aged 11-16). The percentage of children aged 5-10 who usually walk to school has fluctuated, although levels have generally been higher in recent years, when compared to 2014 levels. Further increases are required to meet the target of 55% by 2025.

²⁶ Historically, in the NTS, short walks (walks of more than 50 yards and less than 1 mile) were only recorded on the seventh day of the travel diary and weighted to account for underreporting. Since 2017, a methodological improvement was made to record short walks on day one of the diary for the whole sample. Figures for 2002 to 2015 have also been reweighted based on the new methodology. More information on the weighting of short walks is available in the National Travel Survey technical report: <https://www.gov.uk/government/statistics/national-travel-survey-2020>

Chart 2: Percentage of children aged 5-10 that usually walk to school, 2011-2020



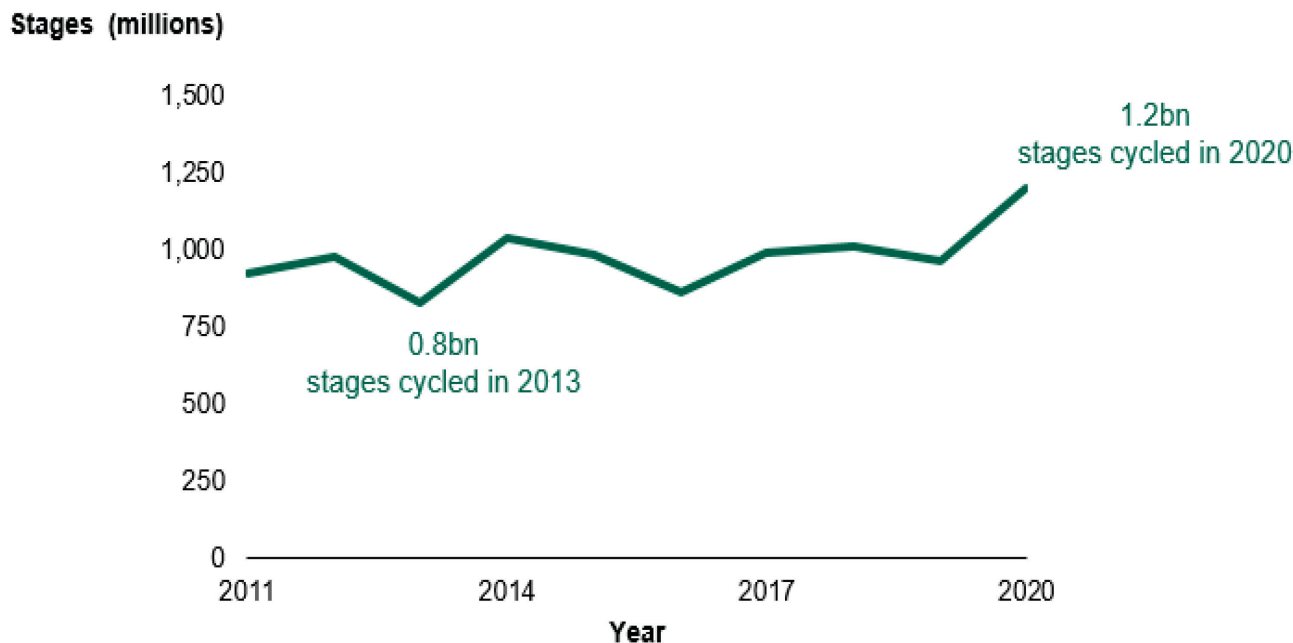
4.8 Data on travel to school was impacted by changes in travel behaviour due to the pandemic. During both national and local lockdowns, many schools stopped face-to-face teaching and lessons were taught virtually, which meant that children were not travelling to school for large periods of the year. Data for 2020 and changes from previous years should be interpreted accordingly.

Cycling activity

4.9 CWIS1 set out the following aim for cycling stages:

To 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.

In 2020, people cycled an estimated total of 1.2 billion stages - an increase of around 0.4 billion stages, or 45%, since 2013 (CWIS1 baseline). Since 2014, total cycling stages have consistently been higher than 2013 levels, but trends have fluctuated each year. Further increases of 0.4bn cycling stages per year are required to achieve the aim of 1.6 billion stages by 2025.

Chart 3: Total cycling stages per year, 2011-2020

Gear Change vision

- 4.10 The Prime Minister's Gear Change plan (2020) outlines a vision that cycling and walking will be the natural first choice for many journeys, with half of all journeys in towns and cities being cycled or walked by 2030.²⁷
- 4.11 This vision will be monitored using annual NTS data, by looking at the proportion of all trips under 5 miles - 'short journeys' - that are walked and cycled within towns and cities. More than half of trips by cars are currently under 5 miles²⁸ and it is these trips that have the greatest potential to be converted to walking and cycling.
- 4.12 NTS data shows that in 2018 to 2019, 41% of short journeys within towns and cities were walked or cycled. This figure is broadly similar to the proportion seen in previous years. However, in 2020 48% of short journeys were walked or cycled within towns and cities. This large increase was due to decreases in trip rates amongst all modes of transport in 2020 compared to 2019, apart from cycling and walks of over a mile. This was during the unusual circumstances of the pandemic and is therefore not expected to be indicative of the current level or trend.

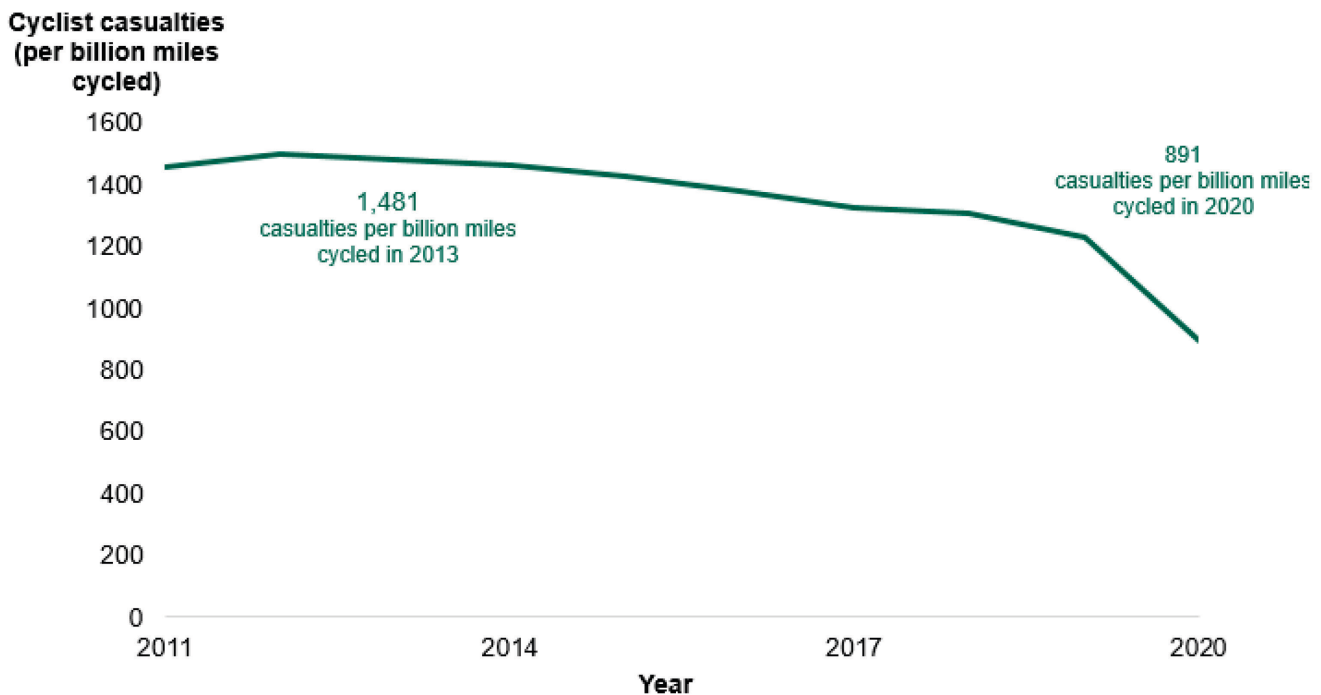
²⁷ For the purposes of this metric, 'journeys in towns and cities' refers to trips (A one-way course of travel with a single main purpose. A 'cycling trip' is one where the greatest part was cycled.) of less than 5 miles, which start and end within a town or city. This definition is used to focus the measure on short trips within towns and cities, that could potentially be walked or cycled. 'Towns and cities' are defined using the official census rural-urban classification of residence and include Urban Conurbations, Urban Towns and Cities and Rural Town and Fringe.

²⁸ NTS0308: Average number of trips by trip length and main mode: England (online). Available at: <https://www.gov.uk/government/statistical-data-sets/nts03-modal-comparisons>

Road safety

- 4.13 Alongside the 2025 targets, an objective was included in CWIS1 to reduce the rate of cyclists killed or seriously injured on England's roads by 2020.
- 4.14 Data from the Department for Transport on reported personal injury road incidents (Stats19) are used to monitor safety trends for pedestrians and cyclists for the CWIS. Further detail can be found in the latest road accidents and safety statistics.²⁹
- 4.15 The latest data up until 2020 shows that this objective has been met, with a consistent downward trend in the number of people cycling killed or seriously injured (KSI) per billion miles cycled since 2017. The adjusted KSI per billion miles cycled has decreased annually in this time, falling from 1,326 in 2017 to 891 in 2020 (33% decrease).
- 4.16 The latest road accidents and safety statistics show an increase in the absolute number of pedal cyclist fatalities compared to previous years. However, we still see a reduction in the pedal cycle casualty rate between 2019 and 2020, as casualties did not increase by as much as the increase seen in cycle traffic over the same period.³⁰

Chart 4: Adjusted casualty rates (KSI) of pedal cycles per billion vehicle miles travelled, England: 2011 to 2020



²⁹ <https://www.gov.uk/government/collections/road-accidents-and-safety-statistics>

³⁰ <https://www.gov.uk/government/statistical-data-sets/road-traffic-statistics-tra>

Forecasts for walking and cycling

- 4.17 Since the 2020 report, further analysis has been undertaken to assess the likelihood of meeting the aims, targets and ambitions set out in CWIS1 and Gear Change. The Department's CWIS Investment Model³¹ has been used to estimate the impact of anticipated active travel spending on cycling, walking and walking to school. This analysis was undertaken in January 2022 informed by various evidence including the outcome of the 2021 Spending Review and National Travel Survey data from 2020.
- 4.18 Given uncertainties about the long-term impact of the pandemic on travel behaviour and non-ringfenced active travel spending, forecasts are presented as a range.
- 4.19 There were significant changes in walking and cycling between 2019 and 2020 due to the pandemic, with cycling stages increasing from 1.0 billion to 1.2 billion³² while walking stages fell from 19 billion to 16 billion. There is a high degree of uncertainty over what the long-term impact of the pandemic will be on walking and cycling stages. They may increase as people return to work and revert to using public transport, but this may be partially offset due to increased home working and online shopping. It is also unclear to what extent the significant increase in leisure cycling that took place in 2020 will persist.
- 4.20 Our high and low scenarios therefore differ in terms of how walking and cycling stages are expected to change over time, in the absence of further Government spending. In the high scenario we have assumed that cycling stages will remain at 1.2 billion stages while walking stages will rise back to pre-pandemic levels by 2025 (19 billion). In the low scenario we assume cycling stages fall back to 1.0 billion by 2025 while walking stages remain at 16 billion. In both scenarios we have then added on the forecast increase in walking and cycling stages due to expected spending.
- 4.21 The key results from the analysis are as follows:
- Total cycling stages in England are forecast to increase from 1.2 billion stages in 2020 to between 1.2-1.6 billion stages by 2025.
 - Walking stages per person per year are forecast to increase to between 285-347 stages by 2025, suggesting that the CWIS1 aim of 300 stages is achievable. Forecasts for walking are particularly uncertain, given stages per person per year have oscillated between 300 and 350 since the early 2000s, falling to 281 stages in 2020.³³

³¹ <https://www.gov.uk/government/publications/cycling-and-walking-investment-strategy-active-travel-investment-models>

³² CW0403: Total stages cycled, with 3 year average: England (online). Available at: <https://www.gov.uk/government/statistical-data-sets/walking-and-cycling-statistics-cw>

³³ NTS0303: Average number of trips, stages, miles and time spent travelling by main mode: England (online). Available at: <https://www.gov.uk/government/statistical-data-sets/nts03-modal-comparisons>

- The percentage of children aged 5-10 who usually walk to school is forecast to increase from 52% in 2020³⁴ to 53-54% by 2025.
- The percentage of short journeys in towns and cities which are walked or cycled is forecast to increase from 41% in 2018 to 2019 to 41-47% by 2030. The percentage was substantially higher (48%) in 2020, but this may be an anomaly due to the pandemic lockdowns.

4.22 There are various other uncertainties which could result in walking and cycling levels being higher than our high scenario. These include greater spending on bus services which leads to more walking, and the potentially significant impact of the new executive agency, Active Travel England.

³⁴ NTS0615: Usual mode of travel to school by age group: England (online). Available at <https://www.gov.uk/government/statistical-data-sets/nts03-modal-comparisons>

5. Impact of programmes

Theory of change

5.1 A Theory of Change was published in the previous Report³⁵ and sets out how CWIS1 as a whole is designed to achieve the aims and targets. This can be summarised as follows:

- CWIS1 sets out an action plan, outlining key short-term interventions to support delivery of the strategy's aims and targets. Section 2 of this Report highlights 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 summarises the key outputs delivered to March 2021.
- Short, medium and long-term outcomes, such as changing perceptions of walking and 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 (Section 4) and monitoring and evaluation of projects and programmes (Section 5).
- Higher levels of active travel will result in a range of positive economic, health, social and environmental impacts, upon which the business case for CWIS1 is based.

Monitoring and evaluation

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

5.3 Although the pandemic has had an impact on the delivery and evaluation of schemes, a range of evaluations have been completed or are in progress, including;

³⁵ <https://www.gov.uk/government/publications/cycling-and-walking-investment-strategy-cwis-report-to-parliament>

Cycle Ambition Cities; Bikeability; Access Fund; Active Travel Fund; Cornwall E-cycles Pilot; cross-cutting E-cycles evaluation; Fix your bike voucher scheme; Transforming Cities Fund and the Local Cycling and Walking Infrastructure Plans (LCWIPs). Section 2 provides further details of progress on these evaluations. Additional monitoring and evaluation plans are being developed for new funding streams.

- 5.4 Over the past year, the Department has increased its focus on monitoring and evaluation. This includes increasing social research and evaluation expertise and capacity, providing guidance and frameworks for monitoring and evaluating schemes, improving the consistency of data collected and designing evaluation activity to provide timely access to robust and reliable evidence.
- 5.5 The Department is looking to take a more thematic approach to evaluation, by focusing on the anticipated outcomes and understanding whether they have been achieved and how. This will enable a better understanding of what activities are contributing towards meeting walking and cycling targets. The Active Travel Fund has taken this approach, focusing on Low Traffic Neighbourhoods (LTNs) and segregated cycle lanes to understand the impact across different areas.

Case studies

- 5.6 The walking and cycling interventions covered in this Report have had a broadly positive impact on the places where they have been delivered. To show the impact these projects have had on local communities, in 2020 the Department published case studies covering a range of walking and cycling interventions, including Bikeability, Walk to School Outreach, Access Fund and TfL's mini-Holland scheme.³⁶ Further case studies can be found in Gear Change: One Year On (2021).³⁷

³⁶ <https://www.gov.uk/government/collections/cycling-and-walking#cycling-infrastructure:-case-studies>

³⁷ <https://www.gov.uk/government/publications/gear-change-one-year-on-review>

6. Appendix A – Progress on CWIS1 action plan

Financial Investment

Access Fund

The Access Fund³⁸ enables 25 local authorities to deliver behaviour change projects that encourage cycling and walking.

Progress to March 2019

Since 2016, £80 million 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 2021.³⁹

Outputs and outcomes delivered to March 2019

- 147 workplaces and 9 schools benefitting from cycling improvements (access and security).
- 13,724 campaigns and events.
- Public behavioural change campaigns and events delivered (digital and physical, including led rides) engaging 1,922,574 people.
- 10,338 businesses, workplaces and organisations engaged.
- 6,931 schools engaged.
- 3,624 events and courses delivered.
- 84,672 people trained (including maintenance and proficiency).

Further progress from April 2019 to March 2021

Due to the impact of the pandemic on delivery of local initiatives, a large proportion of programmes have been adapted or extended into 2021 to 2022 to deliver key outputs.

³⁸ <https://www.gov.uk/government/publications/access-fund-funding-decisions-2017-to-2020>

³⁹ The Access Fund will also be extended into 2020 to 2021 alongside an additional £20 million of investment.

Cycling and Walking to Work Fund

Deliver the Cycling and Walking to Work Fund⁴⁰ to connect people with employment and apprenticeships.

Progress to March 2019

The Cycling and Walking to Work Fund invested £5.6 million in 3 city regions, Greater Manchester Combined Authority, Liverpool City Region and West Yorkshire Combined Authority.

Outputs and outcomes delivered to March 2019

Pilot projects delivered in 2017 targeting job seekers, employees and businesses.

Further progress from April 2019 to March 2021

Action complete - no further updates

Cycle Ambition Cities programme

Deliver Cycle Ambition Cities programme in eight cities: Birmingham, Cambridge, Greater Manchester, Newcastle, Norwich, Oxford, West of England, West Yorkshire.

Progress to March 2019

£191 million⁴¹ of funding has been provided from 2013 to 2017 to eight groups of cities. 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.

Outputs and outcomes delivered to March 2019

- 12-69% increase in cycling volumes on key routes.
- 155.3 miles of new segregated cycle routes.
- 186.4 miles of new on and off-road routes for cyclists and pedestrians.
- 136 miles of off-road cycling signage and resurfacing improvements.
- 77 miles of quality road improvements for cyclists and pedestrians.
- 300 new and upgraded cyclists and pedestrian crossings.
- 3,380 new and upgraded cycle parking places.
- 25 stations benefitting from cycle improvements and facilities.
- 780 workplaces and schools benefitting from new infrastructure.

Further progress from April 2019 to March 2021

A final evaluation report was published in July 2021.⁴² According to automatic cycle counts, city-wide cycling levels increased between 4% and 79% since the start of the programme, with an unweighted mean of 37%. Part of this can be attributed to this investment. Five of the 12 schemes for which robust evidence was available showed

⁴⁰ <https://www.gov.uk/government/news/64-million-government-funding-to-encourage-more-cycling-and-walking-to-work>

⁴¹ £191m provided in total 2013 to 2017. Total funding £210 million from 2013 to 2019, including National Parks funding.

⁴² <https://www.gov.uk/government/publications/cycle-city-ambition-programme-2013-to-2018-review>

increases in cycling levels that are highly likely to be attributable to the Cycle Ambition Cities investment, with potential for further growth in future years.

Bikeability

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.⁴³

Progress to March 2019

This period has seen continued growth in the £63 million 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.

Outputs and outcomes delivered to March 2019

- 355,756 training places were delivered between April 2016 and March 2017.
- 404,791 training places were delivered between April 2017 and March 2018.
- 411,000 training places were delivered between April 2018 and March 2019.

Further progress from April 2019 to March 2021

- 420,407 training places were delivered between April 2019 and March 2020.
- 140,390 training places were delivered between April 2020 and March 2021.⁴⁴

This period saw initial increases in the number of training places delivered, as well as the number of areas offering the programme, new products in the suite of Bikeability training and improvements to the learning and quality assurance regime for Registered Bikeability Cycle Instructors.

Cycle to Work Scheme

Update the 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.⁴⁵

Progress to March 2019

In June 2019 the Department published refreshed Cycle to Work Scheme Guidance for employers to support hire of more expensive cycles, included e-cycles and adapted cycles.

Outputs and outcomes delivered to March 2019

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.

⁴³ <https://bikeability.org.uk/support/publications/>

⁴⁴ Due to the nature of the programme delivery in schools, the pandemic had a major negative impact on delivery figures during this period.

⁴⁵ <https://www.gov.uk/government/publications/cycle-to-work-scheme-implementation-guidance>

Further progress from April 2019 to March 2021

The Cycle to Work Scheme saw increased participation during the pandemic due to people preferring to avoid public transport, stay safe and increase fitness on their commute. According to data from the stakeholder group, Cycle to Work Alliance, between March and September 2020, Alliance members saw an increase of nearly 60% in new scheme joiners compared to the same period in 2019 across the UK.

Behaviour Change

Big Bike Revival

Deliver the Big Bike Revival social marketing campaign by Cycling UK, which aims to get people who own a cycle, 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.⁴⁶

Progress to March 2019

Almost £3 million 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 cycle but who don't cycle.

Outputs and outcomes delivered to March 2019

- 13,061 cycling trips generated.
- 40,036 people reached.
- 76% people reached now encouraged to cycle.
- 1,077 free events delivered.
- 125 volunteer and bike recycling centres helped deliver events.
- 7,504 bikes fixed.
- 9,025 people cycling more.
- 3,163 people became regular cyclists.

Further progress from April 2019 to March 2021

£1 million was invested in the Big Bike Revival between April 2019 and March 2020, which reached over 58,000 people (45% were from the most deprived deciles in England), delivered across 1,341 events in 150 locations.

A further £2 million of funding was provided for the programme in 2020/21, which has enabled over 2,500 Dr Bike events to be delivered, with 13,000 cycles fixed.

Due to the pandemic restrictions, the majority of community events could not take place, with some workstreams extended to be delivered into 2021 to 2022. Early delivery in 2020 shifted focus to support key workers to cycle for essential journeys, later moving to supporting widespread delivery of Dr Bike events nationwide.

⁴⁶ <https://www.cyclinguk.org/bigbikerevival>

The Department provided an additional £1 million to Cycling UK to deliver Dr Bike events in workplaces and communities to act as a 'triage' service for cycle repairs to complement the Fix Your Bike voucher scheme and support the Secretary of State's commitment that the Department for Transport would help fix up to half a million cycles.

Electric Bicycles

Promote Electric Bicycles, including e-cycles and e-cargo cycles.⁴⁷

Progress to March 2019

On 1st April 2019, the Government launched a £2 million e-cargo cycle grant programme which is being delivered by the Energy Saving Trust, with the support of the Bicycle Association and UK Cycle Logistics Federation. The fund was split into two delivery programmes: the local authority fund, allowing English authorities to bid for up to £200,000 each to purchase e-cargo cycles for use by local businesses or deployment within their own fleets; and the national e-cargo fund, which offered businesses up to 20% grant funding towards e-cargo cycles.

The Government also provided £100,000 for capacity building in the industry to support the sharing of good practice from the UK and overseas.

Outputs and outcomes delivered to March 2019

- E-cargo cycle grant programme ongoing.
- Updated Cycle to Work Scheme guidance has been published which enables hiring of e-cycles for commuting.

Further progress from April 2019 to March 2021

18 local authorities were funded to support the uptake of e-cargo cycles locally. These projects purchased a total of 273 e-cargo cycles and nine e-cargo cycle trailers, enabling more businesses to benefit from access. A further 409 e-cargo cycles have been grant-funded direct to 146 organisations through the national element of the programme.

Walk to School Outreach

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 2025.⁴⁸

Progress to March 2019

Almost £3 million has been invested into the Walk to School Outreach (WTSO) programme, run by the charity Living Streets, since 2015. The programme is delivered in partnership with local and combined transport authorities.

Outputs and outcomes delivered to March 2019

- WOW - year-round walk to school challenge, covering 207 schools and supporting 55,000 children in each of the last 3 years.

⁴⁷ <https://www.energysavingtrust.org.uk/transport/freight-and-retrofit/ecargo-bike-grant-fund>

⁴⁸ <https://www.livingstreets.org.uk/walk-to-school>

- 84% of journeys to school were walked all or part of the way, a 47% increase on the baseline walking rate of 57%.
- 50% increase in number of walking trips recorded (via Travel Tracker app) each day from September to October 2018.

Further progress from April 2019 to March 2021

Between April 2019 and March 2020 and also April 2020 and March 2021, £1 million each year was invested in to the WTSO programme and a further £1 million provided to support the Walk Back to School project, which had a focus on getting more children walking to school as schools returned from lockdown in September 2020.

WTSO 2019 to 2020 involved 413 schools and saw walking to school rates increase by 40% for new schools that took part, with increased walking rates sustained for existing project schools.

Investment in 2020 to 2021 enabled the WTSO programme to continue to help hundreds of schools to get more pupils walking to school and expand its reach to new areas. The work programme was adapted to take into account the impact of the pandemic, and delivery of initiatives that were put on hold due to the national lockdown were extended into 2021 to 2022.

Behavioural Insights Trials

Conduct Behavioural Insights Trials to design and evaluate low-cost, scalable interventions aimed at increasing the sustainable travel of employees.⁴⁹

Progress to March 2019

The outcomes of the Behaviour Insight Trial at Heathrow were published in 2017.

Outputs and outcomes delivered to March 2019

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 cycle on us.

Further progress from April 2019 to March 2021

Action complete - no further updates

PlusBike

Develop PlusBike and provide clear and easy-to-understand guidance on taking cycles on trains, train carriage rules, cycle parking at stations and nearby cycle hire as you plan your rail journey.⁵⁰

⁴⁹ <https://www.gov.uk/government/publications/evaluating-low-cost-interventions-to-encourage-the-use-of-sustainable-transport>

⁵⁰ <http://www.nationalrail.co.uk/plusbike>

Progress to March 2019

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.

PlusBike is available via the National Rail website and app through journey planner.

Outputs and outcomes delivered to March 2019

Website and app updated with details of facilities at stations such as the number of cycle parking spaces, rules about taking cycles on trains, whether reservations are available or required, and even links to local cycle-hire businesses.

PlusBike website received over 110,000 views last year.

Further progress from April 2019 to March 2021

Action complete - no further updates

Cycle Rail

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.

Progress to March 2019

Three funding rounds delivered since April 2016, providing £15.6 million of funding. Of this, £6.8 million is being invested between April 2019 and March 2020 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 cycle securely. This funding is also supporting construction of two new station community link projects at Chatham and Cambridge.

4,000 new cycle parking spaces created since April 2016.

Outputs and outcomes delivered to March 2019

- Improved cycle storage and safety through 15 secure cycle hubs since April 2016.
- 4km pedestrian and cycling path opened linking Aylesbury Vale Parkway with the village of Waddesdon and Waddesdon Manor.
- Updated Cycle Rail Toolkit, guidance document.

Further progress from April 2019 to March 2021

Since 2019, £7.5 million has been invested in delivering a further 2800 cycle parking spaces at 75 stations. This investment delivers:

- Improved cycle access to stations from the local road network (Legrave and Cambridge).
- 18 cycle hubs with access control for enhanced security.
- Improved security at other station cycle parking facilities.
- E-cycle hire (Cranbrook and Honiton).
- Cycle parking design standards (published June 2021)⁵¹.
- Community cycling facilities at Winchester and Doncaster.

⁵¹ <https://www.bicycleassociation.org.uk/parkingstandard/>

Modeshift STARS

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.⁵²

Progress to March 2019

Since 2016, £60,000 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 to 1,600 schools in 2019 to 2020.

Outputs and outcomes delivered to March 2019

69 organisations now signed up to deliver STARS locally with their schools, with almost 4,000 individual schools registered on the Modeshift STARS website. 1,200 schools nationally have achieved STARS accreditation.

Further progress from April 2019 to March 2021

Investment of £60,000 in 2019 to 2020 and £70,000 in 2020 to 2021. Over two thirds of authorities in England now use the scheme to engage schools in their areas to deliver effective Travel Plans to increase levels of walking and cycling to school. 1,400 schools nationally have achieved STARS accreditation.

Safety

Road Safety Statement 2015

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.⁵³

Progress to March 2019

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.

Outputs and outcomes delivered to March 2019

Progress report published in June 2018.

Further progress from April 2019 to March 2021

The Road Safety Statement 2019⁵⁴ was published in July 2019 and included a two-year action plan. There are 74 actions being undertaken by the Department for Transport and its agencies.

⁵² <https://www.modeshiftstars.org/>

⁵³ <https://www.gov.uk/government/speeches/road-safety-recent-progress-and-future-work>

⁵⁴ <https://www.gov.uk/government/publications/road-safety-statement-2019-a-lifetime-of-road-safety>

Strategic Road Network

Deliver enhancements to the Strategic Road Network through Highways England's Cycling, Safety and Integration Designated Fund Programme.⁵⁵

Progress to March 2019

Highways England (now National Highways) is committed to supporting active travel and making the Strategic Road Network accessible and safer for cyclists, and made strong progress on its commitment to deliver 200 new cycling facilities and improved crossing points by 2021.

Outputs and outcomes delivered to March 2019

- 101 cycle schemes.
- 120 new crossings for cyclists, pedestrians and/or horse-riders.
- 286 upgrades to existing crossings.

Further progress from April 2019 to March 2021

- An additional 59 cycle schemes delivered, giving a total of 160 cycle schemes (against a target of 150).
- Crossings for cyclists, pedestrians and/or horse-riders.
- A total of 438 new or upgraded crossings delivered (211 new and 227 upgraded).

While not targeted in the Road Investment Strategy 2 (2020 to 2025), National Highways is committed to improving the strategic road network's impact on people walking and cycling and other vulnerable users.

HS2 Road Safety Fund

Support cycling and walking projects on HS2 routes through HS2 Road Safety Fund.⁵⁶

Progress to March 2019

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.

The Department and HS2 officials meet on a regular basis to continually review opportunities for both cycling and walking that HS2 can deliver.

Outputs and outcomes delivered to March 2019

The additional £20 million funding provided for Sustrans in 2019 to deliver a range of activation projects to upgrade the National Cycle Network (NCN) across England will also include routes around the HS2 route to improve connectivity of the NCN.

Further progress from April 2019 to March 2021

Scheme delivery underway.

⁵⁵ <https://www.gov.uk/government/publications/highways-england-delivery-plan-update-2019-to-2020>

⁵⁶ <https://www.gov.uk/government/news/30-million-to-improve-road-safety-for-communities-along-hs2-route>

Traffic Regulation Orders

Complete an internal review of Traffic Regulation Orders (TROs) 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.⁵⁷

Progress to March 2019

Work on an impact assessment and a public consultation document was planned for 2019.

Ministers will consider future legislative options arising from the Department's policy review, alongside the outcome of the Transport Select Committee's inquiry in the coming months.

Outputs and outcomes delivered to March 2019

The internal review work completed in early 2019, just prior to the Transport Select Committee's launch of its inquiry into pavement parking in April. The Committee published its conclusions in September.

Further progress from April 2019 to March 2021

A public consultation on pavement parking took place in Autumn 2020. In the light of the consultation findings, Ministers are actively considering the options for addressing pavement parking. The formal consultation response is due to be published shortly, alongside next steps.

20mph speed limits

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.⁵⁸

Progress to March 2019

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.

Research was completed and reports published in November 2018. 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.

Outputs and outcomes delivered to March 2019

The drivers' and residents' views were self-reported and not tested. The headline findings are:

- 20mph limits are supported by the majority of residents and drivers.
- There has been a small reduction in median speed (less than 1mph).
- Vehicles travelling at higher speeds before the introduction of the 20mph limit have reduced their speed more than those already travelling at lower speeds.

⁵⁷ <https://www.parliament.uk/business/committees/committees-a-z/commons-select/transport-committee/inquiries/parliament-2017/pavement-parking-17-19/>

⁵⁸ <https://www.gov.uk/government/publications/20-mph-speed-limits-on-roads>

Further progress from April 2019 to March 2021

Action complete - no further updates

Tactile paving guidance

Update guidance on tactile paving, including guidance on the use of tactile paving and broader guidance on accessibility related design, known as inclusive mobility.

Progress to March 2019

Research was underway to inform the updates. Announcement of plans for updating guidance, late 2019.

Further progress from April 2019 to March 2021

A report of findings from research to inform updates to the 'Inclusive Mobility' and 'Guidance on the use of tactile paving surfaces' documents was published in February 2020.⁵⁹

Although outside the CWIS1 reporting period, these documents were published in January 2022.^{60 61}

Cycle design guidance

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.

Progress to March 2019

In August 2018, the Department announced that the Minister had commissioned the then Cycle Proofing Working Group (now Cycling and Walking Infrastructure Group) to develop national guidance and best practice for cycling and walking infrastructure, so that all road users can benefit from the best facilities.

Outputs and outcomes delivered to March 2019

Draft report has been developed with publication planned for autumn 2019.

Further progress from April 2019 to March 2021

Local Transport Note (LTN) 1/20 – Cycle Infrastructure Design guidance was published in July 2020 alongside the Prime Minister's Gear Change plan for cycling and walking. This provides best practice, tools and guidance on implementing good quality, accessible and safe cycle infrastructure. Local authorities must follow this guidance to secure government funding for building cycling infrastructure schemes.

⁵⁹ <https://www.gov.uk/government/publications/accessible-public-realm-updating-guidance-and-further-research>

⁶⁰ <https://www.gov.uk/government/publications/inclusive-mobility-making-transport-accessible-for-passengers-and-pedestrians>

⁶¹ <https://www.gov.uk/government/publications/inclusive-mobility-using-tactile-paving-surfaces>

Cycle Safety Fund

Deliver Cycle Safety Fund to improve road safety, helping create more cycle-friendly areas.⁶²

Progress to March 2019

Successful projects announced in February 2018 as part of the Cycle Safety Review. £7 million safety improvement schemes delivered in the 6 Cycle Ambition Cities, Bristol, Leeds, Cambridge, Birmingham, Norwich, Manchester.

Outputs and outcomes delivered to March 2019

7 roundabout and junction improvement schemes underway. Schemes involve significant improvements for people who walk or cycle, in delivery.

Further progress from April 2019 to March 2021

Scheme delivery either complete or underway.

Partnership

Local Cycling and Walking Infrastructure Plans (LCWIPs) and technical support for local bodies

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.⁶³

Progress to March 2019

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 £2 million package of strategic and technical support.

Outputs and outcomes delivered to March 2019

All 46 local authorities expected to substantially complete LCWIPs by March 2020. Over half of these are complete as of December 2019.

Further progress from April 2019 to March 2021

44 out of 46 LCWIPs were submitted to the Department by the end of the programme.

The Department has built upon the LCWIP pilot programme from 2018 to 2020, and the Scheme Development pilot of 2020 to 2021 by providing local authorities with continued hands-on technical and strategic support, specifically focused on those authorities who have developed LCWIPs by agreeing Project Initiation Documents, outputs and outline designs.

⁶² <https://www.gov.uk/government/news/multimillion-pound-government-funding-boost-for-cycle-safety>

⁶³ <https://www.gov.uk/government/publications/local-cycling-and-walking-infrastructure-plans-technical-guidance-and-tools>

The Department has provided guidance to authorities who have produced independent LCWIPs and offered further technical support to those looking to develop an LCWIP.

Although outside the CWIS1 reporting period, the Department is aware of at least 75 LCWIPs that have been completed either with support or independently.

Propensity to Cycle Tool (PCT)

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.⁶⁴

Progress to March 2019

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 and Tropical Medicine.

Outputs and outcomes delivered to March 2019

A "schools layer" was added to incorporate data on school travel alongside enhanced integration with the WebTAG appraisal framework.

Propensity to Cycle Tool (PCT) has also helped local authorities develop LCWIPs.

Further progress from April 2019 to March 2021

We continue to support the use of the PCT tool, which is available on a web-based platform to local authorities and other users.

National Air Quality Plan for Nitrogen Dioxide

Deliver cycling and walking schemes through National Air Quality Plan for Nitrogen Dioxide. Early Measures Fund 2017 was precursor to Clean Air Fund.⁶⁵

Progress to March 2019

Development of Clean Air Fund.

21 schemes across 8 areas, including Basildon Council and 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 and New Forest District Council.

Outputs and outcomes delivered to March 2019

Delivery of 21 projects underway to improve infrastructure and encourage increased cycling and walking activity.

⁶⁴ <https://www.pct.bike/>

⁶⁵ <https://www.gov.uk/government/consultations/air-quality-additional-measures-to-support-individuals-and-businesses-affected-by-local-no2-plans>

Further progress from April 2019 to March 2021

Delivery underway

Bus Services Bill

Changes to Bus Services Bill to enable greater levels of cycling and walking.⁶⁶

Progress to March 2019

The main points of the Bus Services Act are:

- 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.

Outputs and outcomes delivered to March 2019

Bus Services Act was passed by Parliament in 2017.

Further progress from April 2019 to March 2021

Action complete - no further updates

Working with the third sector

Progress to March 2019

Creation of Cycling and Walking Investment Strategy Stakeholder Advisory Group.

Outputs and outcomes delivered to March 2019

Stakeholder Advisory Group continues to meet formally four times per year, alongside a range of policy specific working group meetings.

Further progress from April 2019 to March 2021

Stakeholder Advisory Group continues to meet formally four times per year, alongside a range of policy specific working group meetings.

⁶⁶ <http://www.legislation.gov.uk/ukpga/2017/21/contents/enacted>

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