



Department
for Transport

The Cycling and Walking Investment Strategy (CWIS)

Success or Impossibility?



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Is this the future of urban mobility?



To make cycling and walking the natural choices for shorter journeys, or as part of a longer journey





The majority of journeys include at least some element of walking or cycling, either as the main mode of transport for short journeys, or as a connecting part of a longer journey.

Cycling and walking are important elements of an effective, integrated transport system which connects people with employment, education and opportunities.

Benefits from local cycling and walking investment are significant and well documented: cycling and walking projects tend to have high benefit to cost ratios.

It is estimated that British cyclists contribute £5.4bn per annum to the economy and support 64,000 jobs.



Health

Obesity costs the NHS £6.1 billion per year with costs to society overall estimated at £27 billion per year. Related, indirect costs of physical inactivity are calculated at £8.2bn per year. People who regularly cycled to work significantly decreased their risks of heart disease, cancer and depression. We work closely with DH and Public Health England, as well as with DCMS and Sport England.



Air Quality

Around 23,500 deaths a year are associated with poor air quality. Local authorities can bid for funding for cycling and walking schemes via a £230m Clean Air Fund, announced in the Autumn Budget 2017. We work closely with DEFRA on this.



Urban Congestion

Congestion costs UK households over £30 billion every year. By 2040 traffic on England's roads is forecast to increase by between 19% and 55%. Two out of three car trips are under five miles - an achievable distance to cycle for most people, and many more trips are shorter, making them walkable. Highways England has a Cycling Delivery Plan and designated funding to improve the network for cyclists.



Housing and the Economy

The location and design of new housing is important. We work closely with MHCLG colleagues to ensure that it is planned and designed in such a way as to be as accessible as possible to cyclists.



Cycle-proofing

We work with colleagues in other parts of DfT to ensure their policies are "cycle-proofed". The HS2 programme, for example, has made funding available for a range of environmental and safety projects, including cycling schemes.





We have a statutory Cycling and Walking Investment Strategy.

The first statutory Cycling and Walking Investment Strategy was published in April 2017.

The ambition for England by 2040

To make cycling and walking the natural choices for shorter journeys, or as part of a longer journey

Better Safety



A safe and reliable way to travel for short journeys

Better Mobility



More people cycling and walking - easy, normal and enjoyable

Better Streets



Places that have cycling and walking at their heart.

Ambition



Objectives



Indicators



Governance



Action Plan



Financial Resources

Objectives (by 2020)



Increase cycling activity

Where cycling activity is measured as the total number of cycle stages made in England.



Increase walking activity

Where walking activity is measured as the total number of walking stages per person.



Reduce the rate of cyclists killed or seriously injured on England's roads

Measured as the number of fatalities and serious injuries per billion miles cycled.



Increase the percentage of children aged 5 to 10 that usually walk to school

Aims and Targets (by 2025)



We aim to double cycling

From 0.8 billion cycling stages in 2013 to 1.6 billion stages in 2025.



We aim to increase walking activity

To 300 walking stages per person per year in 2025.



We will increase the percentage of children aged 5 to 10 that usually walk to school

From 49% of children in 2014 to 55% in 2025.





What are the biggest barriers to cycling?

1. Lack of fitness / confidence on a bike
2. Poor infrastructure, eg road surfaces and cycle lanes
3. Safety and the perceptions of safety





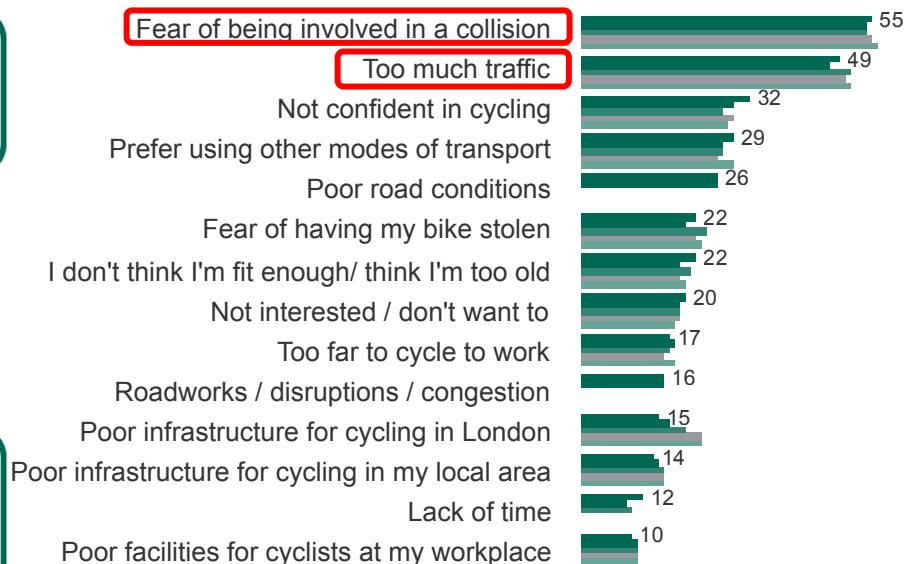
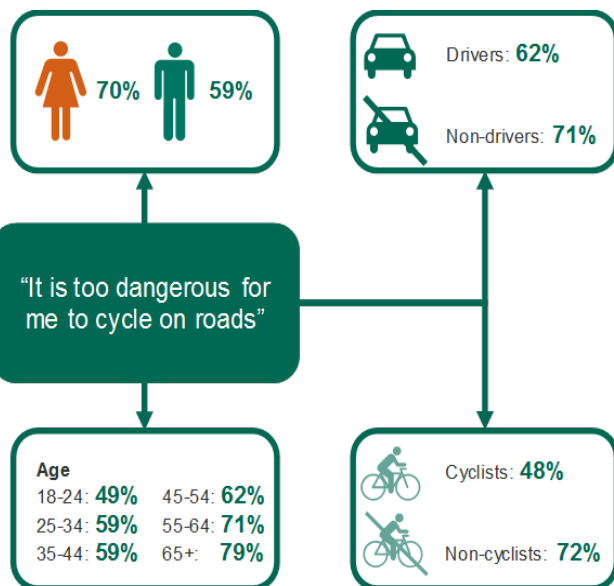
There are well-established barriers to cycling, particularly safety.

Per mile travelled, a cyclist was no more likely to be killed than a pedestrian, however, safety fears are the main reasons given for not cycling. The number of cyclists killed or seriously injured has been following a downward trend since the 1980s although it has increased slightly in the last few years as cycling distances increase.

Despite the relative safety of cycling, there is a negative public perception of safety.

Safety fears are the main deterrent to cycling but people cite many other reasons.

However, more people want to and would cycle if these were addressed



Attitudes to cycling are overwhelmingly positive

- 73% of people agreed** that things would be better if people in general rode bikes more
- 67% of people agreed** that more people riding bikes would make the area a better place to live and work
- 61% of people agreed** that things would be better if friends and family rode bikes more
- 54% of people agreed** that they themselves should ride a bike more

Source: ICM Bike Life Household Research 2015 on behalf of Sustrans. Representative sample of 10,615 respondents 16+, conducted by telephone 8 May - 14 June 2015

There is strong evidence that protection from general traffic is key to improving safety and getting more people onto bikes. In particular, with the harder to reach groups, such as women and families.





Department for Transport **The Strategy identified £1.2bn of funding for cycling and walking**

In total £1.2bn has been identified which may be invested in cycling and walking, between 2016/17 – 2020/21.

The five main sources of funding for cycling and walking are:

- ▶ DfT cycling and walking specific programmes
- ▶ DfT local transport programmes
- ▶ Other government programmes
- ▶ Local authority programmes
- ▶ Initiatives led by business and the third sector

Decisions on the allocation of these funds are generally made by the relevant local body.

Funding source	Amount	Period
Bikeability	£50m	2016/17-2019/20
Cycle City Ambition	£101m	2016/17-2017/18
Highway England	£85m	2016/17-2020/21
Access Fund	£80m	2016/17-2019/20
Local Growth Fund	£476m	2016/17-2020/21
Integrated Transport Block	£194m	2016/17-2020/21
Highways Maintenance Fund	£196m	2016/17-2020/21

The £1.2bn does not include: TfL and dedicated health and sporting initiatives that include active travel

In addition to the £1.2bn some further funding has been announced, of which a significant part is likely to be spent on cycling and walking, including:

- An expanded £2.4bn Transforming Cities Fund
- An expanded £5.5bn Housing Infrastructure Fund
- A new £675 million Future High Streets Fund
- A new £230m Clean Air Fund for local authorities with the worst air pollution problems
- A £4m top-up for the cycle rail grant programme

Spending in England has doubled from £3.50 per head to almost £7 per head over the current Spending Review period, where almost £2bn has now been allocated to cycling and walking projects





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We are supporting high quality infrastructure in cities and towns. Some examples:

The Cycle City Ambition grant programme provides support for eight Cycling Ambition Cities.

Manchester
Newcastle
Norwich
Oxford

Bristol
Birmingham
Cambridge
Leeds

- ▶ Investment has been used to help each city deliver high quality infrastructure.
- ▶ This forms part of a 10 year ambition to significantly increase levels of cycling
- ▶ Phase 1 of the programme completed in 2016 (£77m).
- ▶ Phase 2 currently being delivered with funding transferred by March 2018 (£114m).



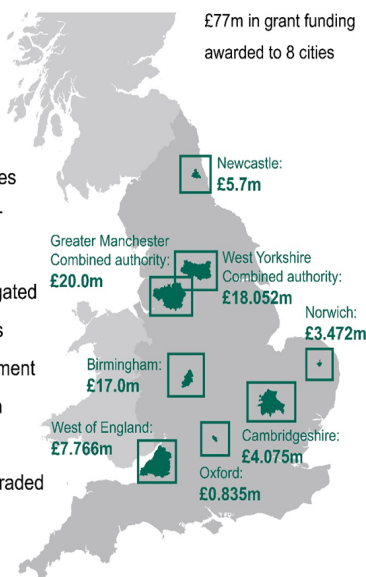
Cycling Cities Ambition Grant Phase 1 Local authority outputs



Investment has been used to help each city deliver plans to get more people cycling by improving and expanding cycle infrastructure between the city centres, local communities and key employment and retail sites.

Key outputs

- Nearly **2,800** new and upgraded cycle parking places
- Over **200km** of new routes (both off and on road) for cyclists and pedestrians
- Around **250km** of segregated cycle routes and facilities
- **45km** of quality improvement to cycling and pedestrian routes
- Nearly **300** new and upgraded cyclist and pedestrian crossings
- **15** stations benefitting from new infrastructure
- More than **760** workplaces and schools benefitting from new infrastructure



£ DfT expenditure

- Total DfT funding (excluding walking contribution): **Over £77m**
- Total local contribution: Over £30m (35% of total project costs)
- **£77m** expended up to March 2016

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Cycle Rail is delivering new and improved cycle facilities to make it more convenient to cycle to the station through provision of new, high quality cycle parking and access

- ▶ £5m committed in 2017/18 and £4m in 2018/19 for next phase of delivery.
- ▶ £1m for a first phase of the Station Community Links Programme



Trebled the number of cycle parking spaces at stations since 2010 to over 75,000.

Journeys to the station by bike have increased by nearly 40%.

- ▶ In total £36m funding since 2012
- ▶ Attracted funding contributions from train operating companies, local authorities and private developers
- ▶ Managed by the Cycle Rail Working Group (CRWG).





We are providing safe training for children and behaviour change support for workplaces and communities



Bikeability is helping to kick start young people into a lifetime's habit of cycling

- ▶ Funding is currently committed until end March 2020
- ▶ Training is provided to 300,000 school children per year and costs £12m per year.

86% of parents feel that their child's confidence for cycling on-road is higher after their training

82% of children feel more confident about riding their bike more often after Bikeability training



2.5 million
Children trained to date

Access Funding is helping to promote increased levels of physical activity through walking and cycling

- ▶ Funding is currently committed until end March 2020
- ▶ A three year revenue programme supporting 25 Transport Authorities across England
- ▶ The Access Fund money will deliver:
 - ▶ safety training for cyclists
 - ▶ extra secure cycle storage
 - ▶ road safety measures
 - ▶ Workplace support
 - ▶ Schools support

Cycle and Walking to Work Funding is supporting access to new and existing employment, education and training by active modes

- ▶ One year pilot
- ▶ Funding has recently been extended to 2019
- ▶ Supporting 3 Combined Authorities
- ▶ Focused on directly connecting jobseekers with employment and apprenticeships through affordable transport





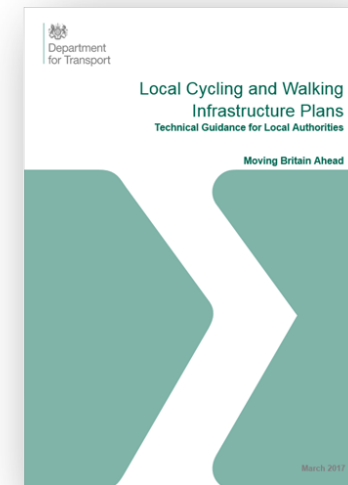
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We are helping local authorities to deliver cycling and walking plans and improving design guidance

The ambitions in the Cycling and Walking Investment Strategy will be delivered only by bringing people together in local places, including local government, businesses, charities, and the public.

- ▶ Developing long-term plans to improve cycling and walking conditions at the local level will be critical to delivering the strategy.
- ▶ **Local Cycling and Walking Infrastructure Plans (LCWIPs)** help local authorities to take a more strategic approach by:
 - ▶ Identifying cycling and walking infrastructure improvements for future investment in the short, medium and long term
 - ▶ Ensuring consideration is given to cycling and walking within local planning and transport policies and strategies
 - ▶ Making the case for future funding for walking and cycling infrastructure
- ▶ To help local authorities, we published guidance in April 2017 on the preparation of their LCWIPs, and we are also providing £1.5m of support to local authorities to help them prepare their plans.

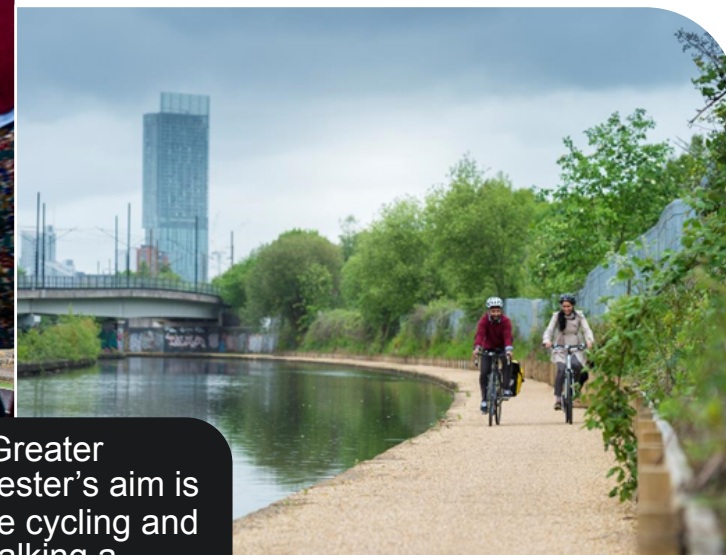
A **Local Cycling and Walking Infrastructure Plan (LCWIP)** is a long-term approach to developing comprehensive local cycling and walking networks, ideally over a 10 year period.





Making it happen – Greater Manchester

- ▶ In June 2018 the Mayor of Manchester announced that £160m of their Transforming Cities Fund allocation (£250m) would go towards the Beelines programme to support cycling and walking.
- ▶ Represents the first step in the planned £1.5 billion, 10 year investment
- ▶ Plan to create a city-region-wide cycling and walking network made up of more than 1,000 miles of routes, including 75 miles of Dutch-style segregated bike lanes.
- ▶ 1,400 safer road crossings on the majority of routes and 25 'filtered neighbourhoods', where priority will be given to the movement of people and where more public spaces to sit
- ▶ Programme aiming to increase cycling and walking to schools and workplaces. 75% of people want to see more money invested in cycling.



Greater Manchester's aim is to make cycling and walking a mainstream, every day and aspirational form of transport





Are people cycling and walking more?

1. Yes, well done everybody!
2. No real change – habits can't be changed overnight
3. No, it's getting worse!

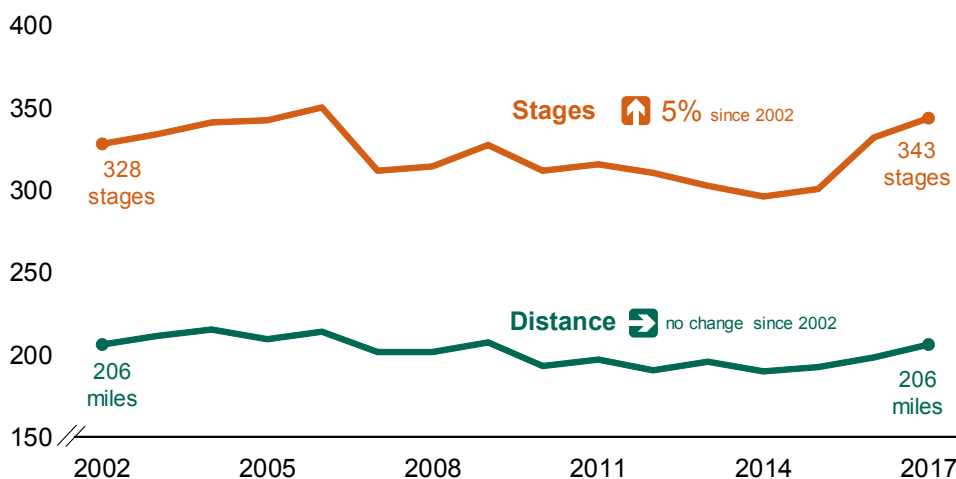




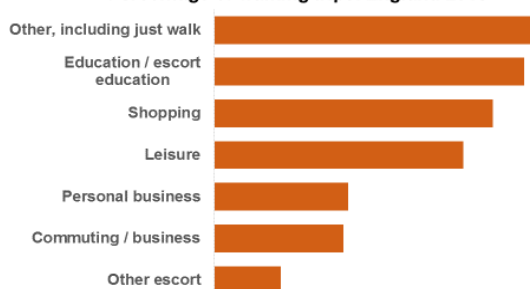
Since 2006, walking has shown no real change despite yearly fluctuations...

- ▶ The proportion of children walking to school in England is decreasing.
- ▶ 62% of adults walk for at least ten minutes three times a week.

Total number of walking stages per person (adult) per year 2002-2017



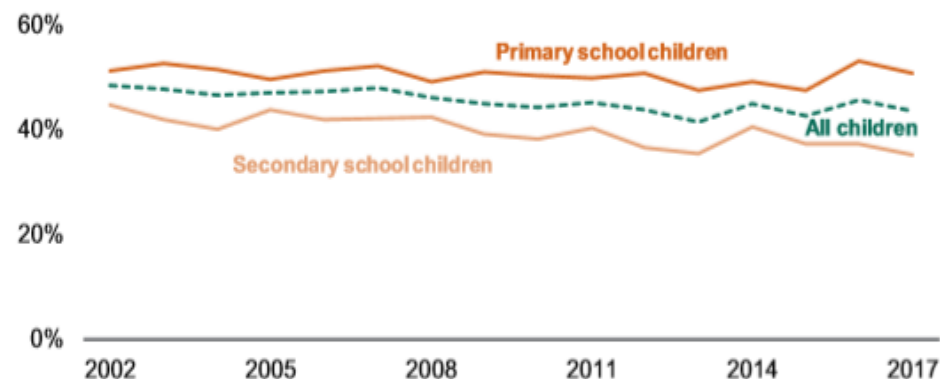
Percentage of walking trips: England 2015



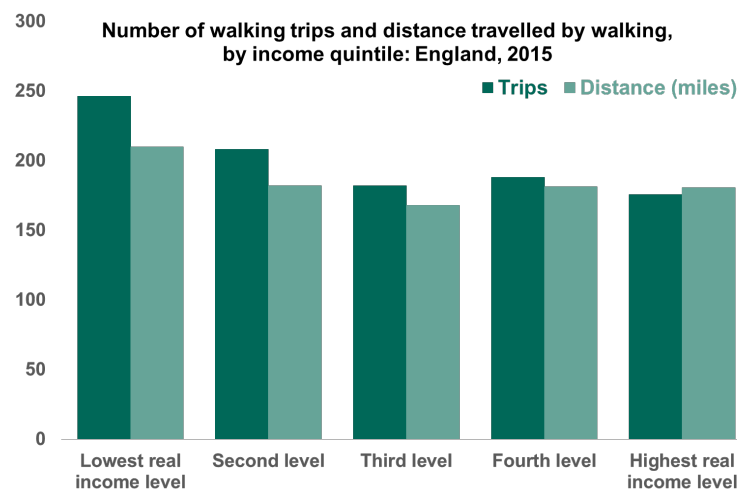
Under 16s make the most walking trips.

Women walk more trips than men.

Chart 20: Proportion of children who usually walk to school, by age band, England, 2002 to 2017 [NTS0615]



Households in the lowest income quintile walk the furthest and make the most walking trips.



Walking is the main mode of transport to school for all ages, though it decreases for secondary school pupils.

The proportion of children walking to school decreased by 7 percentage points between 1995/97 and 2015.





The percentage of cycling trips in England has remained constant at around 2%, but the distance travelled has been increasing.

- ▶ 3% of school aged children usually cycled to school in 2017.
- ▶ There have been big increases in cycling in areas that have invested in good quality cycling provision (e.g. London).
- ▶ Only 35% of adults said they cycle at least once a year.

Who cycles the most?

In 2015:

Gender:



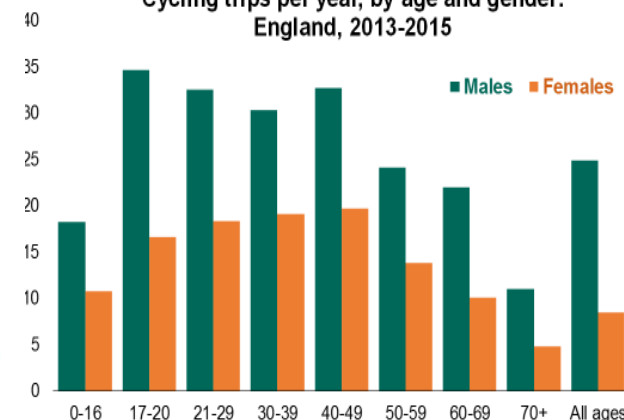
25 Trips



9 Trips

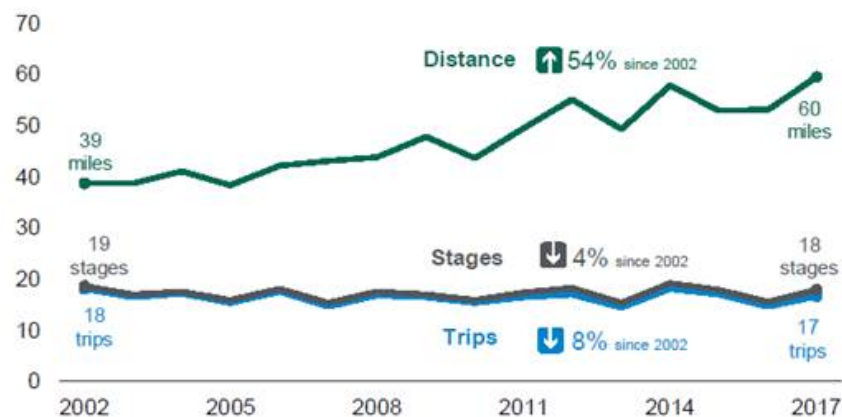
On average, men cycled more than double the trips of women and around four times the distance.²

Cycling trips per year, by age and gender:
England, 2013-2015



Estimated total number of cycle stages made per year - 2002-2017

Chart 8: Average number of trips, stages and miles cycled per person per year, England, 2002 to 2017 [NTS0303]



At the local authority level there is much greater variation; the proportion of adults who cycle at least once per week ranges from 3% to 52%.

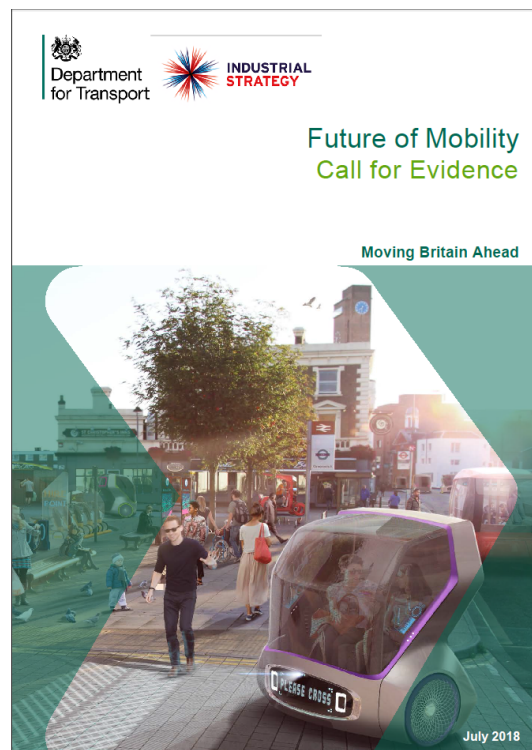
Range of local authorities (9% is England average)	% of adults who cycle at least once per week
Cambridge	52
Oxford	34
York	27
Barnsley	4.3
Burnley	2.7

Areas with high cycling rates often have good cycling infrastructure and a flat local landscape.





- ▶ Delivery programmes underway but too early to say if the Strategy is making a substantive impact as it has only been in place for 18 months.
- ▶ We **recognise that our aims and targets are challenging**, particularly doubling cycling activity by 2025 and reducing cycling and walking casualties.
- ▶ Achieving our ambitions **requires coordination of a complex delivery chain** comprising five core Government departments, dozens of agencies, public and non-Government organisations and hundreds of Local Authorities.
- ▶ We have made progress in **integrating active transport into wider Government objectives**, such as place-making, house building, local regeneration, air quality, health and well-being – but there is more to do
- ▶ Given the clear benefits of cycling and walking, the Government is committed to further investment in active travel over the next Spending Review period.



Future of Mobility

- ▶ Active, sustainable travel is one of the four strategic priorities guiding the future of mobility approach
- ▶ Cycling and walking, accessibility & road safety is integral to the four options for future missions in this area – safer streets, improved access to transport, cleaner freight, liveable cities
- ▶ E-bikes have been identified as one of the important new modes of transportation





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