



Department
for Transport

The Cycling and Walking Programme

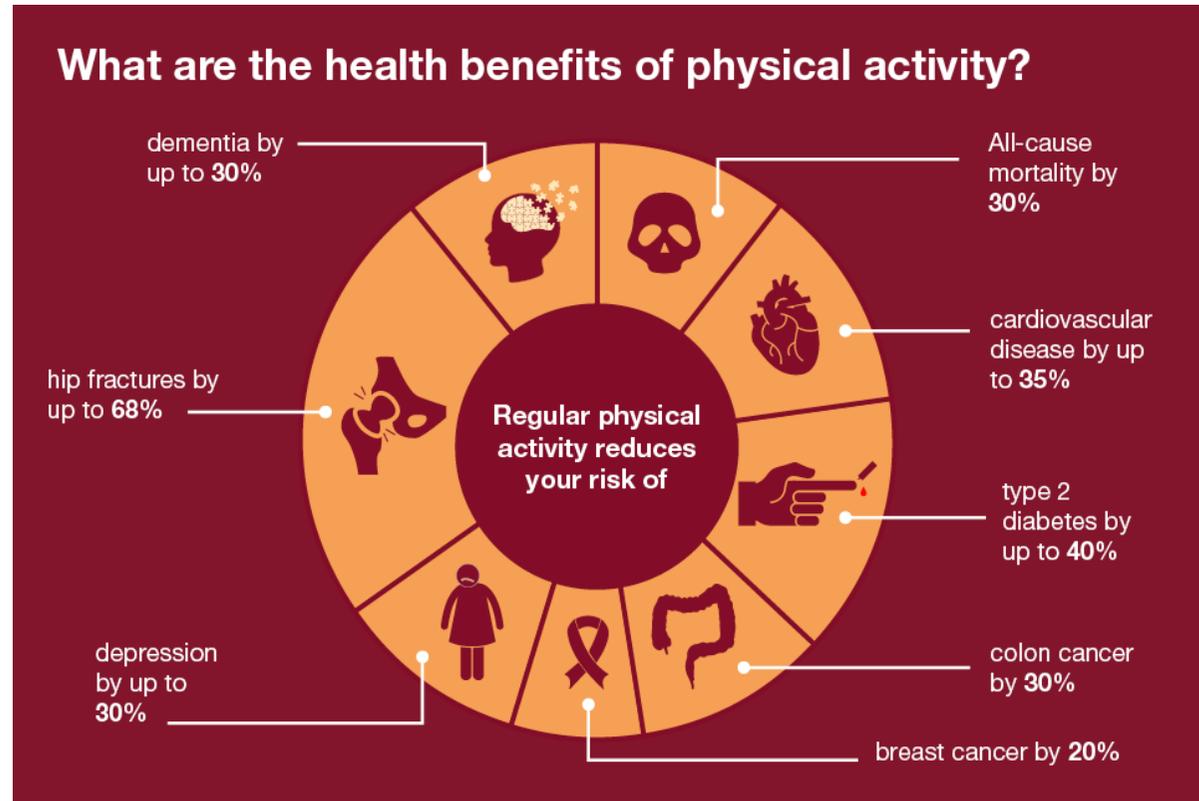
Act TravelWise Annual Conference
(28 Jan 2021)

connecting
people &
places

There is a strong public policy rationale for promoting cycling and walking

Key benefits include:

- Improved health and wellbeing
- Increased productivity
- Environmental benefits
- Stronger local high streets
- A stronger national economy



The 2015 Infrastructure Act requires the Government to have a **Cycling and Walking Investment Strategy (CWIS)**

The first **Cycling and Walking Investment Strategy** was published in 2017 and was followed by a long-term cycling and walking plan (“**Gear Change**”) in July 2020:

Short-term aims and targets (by 2025)



Double cycling (aim)

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



Increase walking activity (aim)

To 300 walking stages per person per year in 2025.



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

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

A long-term vision (by 2030)

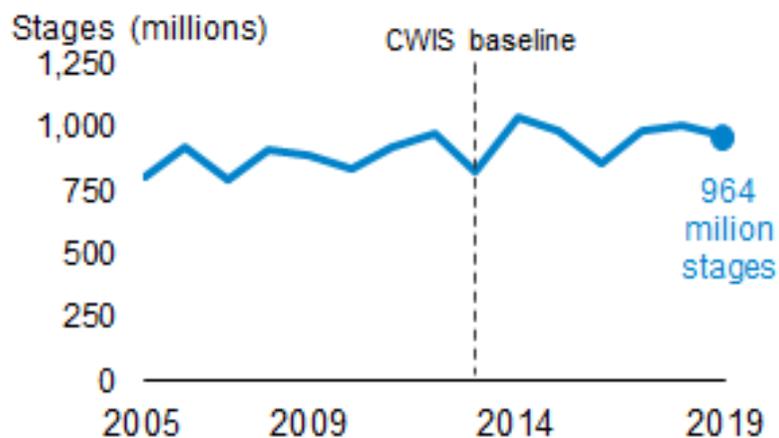
England will be a great cycling and walking nation

Cycling and walking will be the natural first choice with half of all journeys in towns and cities being cycled or walked.

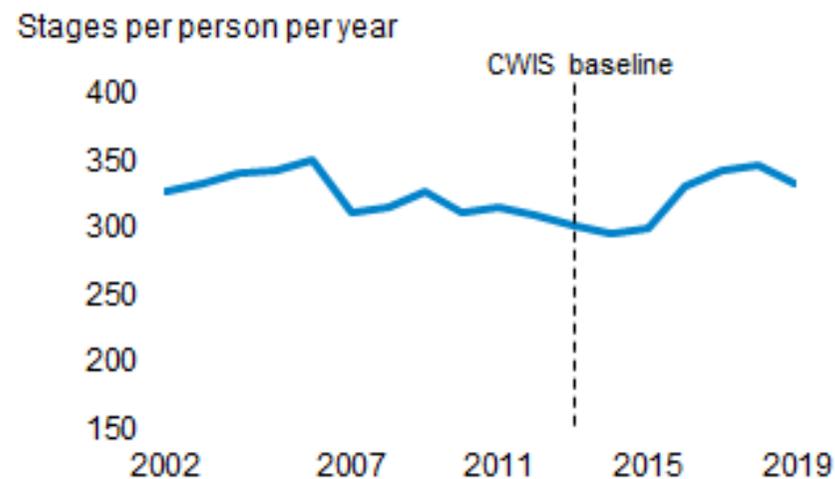
Progress in meeting the aims and targets in the statutory Cycling and Walking Investment Strategy is mixed



Total stages cycled per year in millions, England, 2005 to 2019

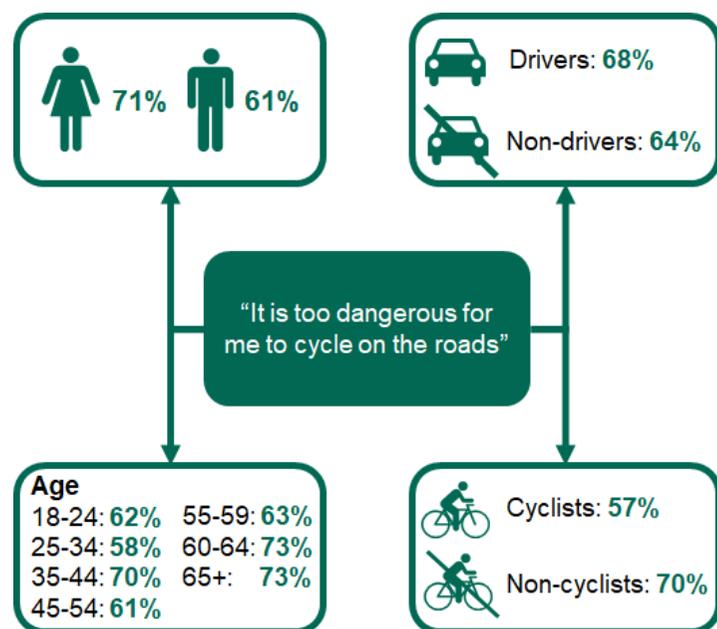


Walking stages per person per year 2002-2019



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

% of different groups that believe cycling is dangerous



Barriers to cycling more, proportion of people citing each barrier (all aged 5 and over, England, 2019)



Over £2bn of dedicated investment is being provided over the next five years to tackle these barriers

The long term cycling and walking plan (“Gear Change”) of July 2020 set out 33 actions, including on infrastructure and planning:

Better streets for cycling and people

- Delivering infrastructure investment, including segregated cycleways, cycle parking, low traffic areas and school streets
- Supporting Mini-Holland schemes in 12 LA areas
- Consulting on rights to close streets
- Delivering zero transport emission city pilot
- Upgrading National Cycle Network
- Setting minimum standards for infrastructure (via LTN1/20)



Putting cycling and walking at the heart of transport, place making and health policy

- Ensuring new road schemes have better provision for cycling and walking
- Improving Cycle-Rail integration
- Enabling bikes on buses
- Securing statutory consultee planning powers for housing & retail developments
- Undertaking road space audits
- Freight consolidation pilots & e-cargo bike support



Over £2bn of dedicated investment is being provided over the next five years to tackle these barriers

The long term cycling and walking plan (“Gear Change”) of July 2020 set out 33 actions, including on building capability and behaviour change:

Empowering and encouraging local authorities

- Increasing capacity & providing assistance to LAs
- Increasing powers for metro mayors
- Strengthening enforcement (via Traffic Management Act, Part 6)
- Appoint a national Cycling and Walking Commissioner
- Setting up a new body (“Active Travel England”) to audit and enforce design standards and manage investment



Enabling people to cycle and protecting them when they cycle

- Extending Bikeability training to all children and adults
- Combatting bike theft
- Introducing new offences and sanctions for careless and dangerous driving offences
- Strengthening the Highway Code
- Improving lorry safety standards
- Delivering a national e-bike support scheme



Immediate priorities for responding to Covid-19 and supporting a green recovery

1. Delivering £180m of Active Travel Fund Tranche 2 schemes
2. Learning from earlier emergency schemes, including concerns from some stakeholder groups
3. Releasing further Cycle Maintenance Vouchers
4. Stabilising the Bikeability scheme and preparing for its expansion
5. Developing options for Active Travel England and the national e-bike support scheme
6. Preparing for a further £257m of infrastructure and revenue investment in 2021/22

