



Department
for Transport

Cycling and Walking Investment Strategy & Local Cycling and Walking Infrastructure Plans

Ambition for cycling and walking to be the natural choice for shorter journeys, or as part of a longer journey



Investing in cycling and walking contributes to a broad range of cross-cutting policy objectives

- Cycling and walking are critical elements of an effective, integrated transport system which connects people with employment, education and opportunities.
- Benefits from local cycling and walking investment include:
 - Health
 - Environment
 - Economy
 - Reducing urban congestion
- Historically, cycling and walking have not always received the same level of support or attention as other transport “modes”





- The percentage of cycling trips in England as a whole has remained constant at around 2%, although the distance travelled has been steadily increasing.
- Cycling to school has decreased while cycling to work has remained stable: only 1% of primary age and 2% of secondary school aged children cycled to school in 2015.
- There have been big increases in cycling in areas that have invested in good quality cycling provision.
- Only 35% of adults said they cycle at least once a year.





- Since 2006, walking has shown a downward trend despite yearly fluctuations.
- The proportion of children walking to school decreased by 7 percentage points between 1995/97 and 2015 (but increased to 53% in 2016).
- Only 62% of adults walk for at least ten minutes three times a week.





- The Infrastructure Act 2015 placed a new duty on the Secretary of State to set Cycling and Walking Investment Strategies
- The first CWIS was published in April 2017, following a consultation in 2016
- It sets out an ambition, underpinned by objectives, aims and targets; and describes the financial resources that the Government is making available



Cycling and Walking Investment Strategy

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





Our ambition for England...

We want 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

By
2040





Objectives



Increase cycling activity

where cycling activity is measured as the estimated total number of cycle stages made



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

By
2020





Aims and Targets



We aim 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



We aim 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



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

from 49% in 2014 to 55% in 2025

By
2025





- Guide to the amount of Government funding that may be invested in cycling and walking between 2016/17 – 2020/21
- Linked to Spending Review 2015
- Recognised that many of the decisions on the allocation of these funds will be made by the relevant local body
- In total £1.2 billion has been identified which may be invested in cycling and walking during the period

Funding source	Amount (£m)
Bikeability	£50m
Cycle Ambition Cities	£101m
Highways England	£85m
Access Fund	£80m
Local Growth Fund (Rounds 1&2)	£476m
Integrated Transport Block	£194m
Highways Maintenance Fund	£196m





- The Department will report to Parliament regularly on the delivery of the strategy
- Progress towards the CWIS targets will be measured through the annual National Travel Survey
- The strategy also said that an independent Cycling and Walking Expert Committee would be established to review the Strategy and its implementation, facilitate partnerships and advise on subsequent phases of the Strategy

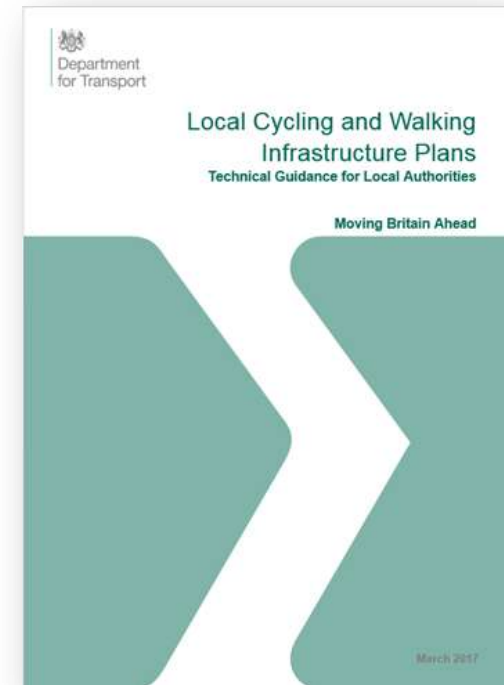




A Local Cycling and Walking Infrastructure Plan (LCWIP) is a long-term approach to developing comprehensive local cycling and walking networks, ideally over a 10 year period.

Preparing LCWIPs will help local authorities to:

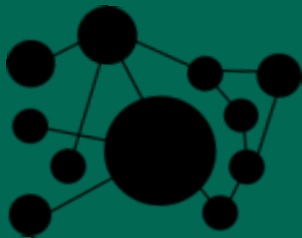
- Identify cycling and walking infrastructure improvements for future investment in the short, medium and long term
- Ensure consideration is given to cycling and walking within local planning and transport policies and strategies
- Make the case for future funding for walking and cycling infrastructure





The key outputs of LCWIPs are:

A network plan for walking and cycling which identifies preferred routes and core zones for further development



A prioritised programme of infrastructure improvements for future investment



A report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements



...and the Department will be helping local authorities prepare their plans.





- The Cycle Ambition City grant programme provides support for eight Cycling Ambition Cities
- Investment has been used to help each city deliver high quality infrastructure
- It forms part of a 10 year ambition to significantly increase levels of cycling in each of the eight cities
- Phase 1 of the programme was completed in 2016 (£77m).
- Phase 2 is currently being delivered with funding concluding in March 2018 (£114m).





Other ways in which the DfT is supporting cycling and walking



2 million

Children trained
to date

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

The Department provides around £12m per annum of support for it, and this funding is committed to 2020.





Other ways in which the DfT is supporting cycling and walking

Other support includes:

- Access funding: a 3-year programme supporting 25 transport authorities in England to promote increased levels of walking and cycling
- Cycle and walk to work funding, supporting 3 combined authorities with schemes to improve access by bike and on foot to new and existing employment, education and training sites
- Cycle Rail funding, delivering new and improved cycle facilities at stations





- The publication of the Cycling and Walking Investment Strategy in April 2017 was a major milestone and shows that the Government is serious about promoting active travel
- The challenge now moves to delivery
- The Department for Transport will work closely with local authorities and others to ensure that we make good progress towards the Strategy's aim, objectives and targets





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