



BRIEFING PAPER

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Active travel: Trends, policy and funding

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Summary

Active travel means making journeys by physically active means, like walking or cycling. The [Cycling and Walking Investment Strategy](#), published in 2017, is the Government's strategy to promote walking and cycling in England. Given active travel is a devolved policy area, this briefing relates primarily to active travel policies in England.

Benefits of Active travel

Investing in active travel can bring environmental, health and economic benefits:

- Promoting active travel can result in reduced emissions of Nitrogen Dioxide (NO₂), Particulate matter (PM) and CO₂ helping to tackle climate change and improve air quality.
- Active travel can contribute towards the recommended 150 minutes of physical activity for adults each week, which are hugely important for maintaining health.
- Walking and cycling can contribute towards economic performance by reducing congestion, supporting local businesses and more. The benefit to cost ratio of investments in walking and cycling are estimated at 5.62:1 (or 'very high' value for money).

Facilitating active travel

Not all towns and cities are designed to be conducive to active travel. Some 62% of adults aged 18+ in England agreed that "it is too dangerous for me to cycle on the roads" while busy roads may deter parents from letting their children walk to school. Thoughtful urban design, and creating integrated transport systems that promote walking and cycling, could encourage people to choose active means of travel. Such design decisions can impact different groups in different ways prioritising the needs of certain users over others.

Government policy:

- **The Government published [Gear Change: A bold vision for cycling and walking for 2020-25](#)** in July 2020. This plan was described by the Prime Minister as "most ambitious plans yet to boost cycling and walking". Some of the key policies to deliver on this ambition are:
 - £2bn of ringfenced funding for walking and cycling overseen and administered by Active Travel England a new inspectorate, which will ensure projects meet new design standards, and be delivered on time.
 - The creation of a 'national e-Bike programme' – this will enable the elderly, or those who travel far to take to bikes as part of journeys.
 - A new approach on health will be piloted in selected places with poor health rates to encourage GPs to prescribe cycling, with patients able to access bikes through their local surgery.
 - Improvements to the National Cycle Network
 - Making streets safer by consulting to strengthen the Highway Code to better protect pedestrians and cyclists; improving legal protections for vulnerable road users; raising safety standards on lorries; and working with the police and retailers to tackle bike theft.
- **The Government published its [Cycling and Walking Investment Strategy for 2016-20](#)** in April 2017. This Strategy set out the Government's "ambition that cycling and walking are the natural choices for shorter journeys, or as part of a longer journey." The Strategy set an objective to double cycling rates and to

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increase the number of children aged 5 to 10 that usually walk to school from 49% to 55% by 2025. It also committed £316m of ringfenced for cycling and walking. A February 2020 review found almost £1.2bn had been spent and was set to increase to £2.4bn in the period 2016-21 – almost double the original forecasts.

The Strategy also introduced Local Cycling and Walking Infrastructure Plans (LCWIPs) which Local Authorities have been encouraged to develop to identify and prioritise investment for cycling and walking schemes (using the financial resources set out in the Strategy). The ambitions in the Strategy were broadly welcomed by walking and cycling charities.

Covid-19 green transport recovery

The covid-enforced lockdown across Great Britain has seen increased rates of walking and cycling. This pattern has been repeated worldwide with city authorities acting rapidly to expand space for cycling and walking.

In May 2020, the UK Government announced a [£250 million emergency active travel fund](#), which is the “first stage of a £2 billion investment, and part of the £5 billion in new funding announced for cycling and buses in February.” the Government also published [fast-tracked statutory guidance for local authorities](#) to “make significant changes to their road layouts to give more space to cyclists and pedestrians”.

Devolved active travel policies

The Scottish Parliament and Welsh Assembly have legislative competence for active travel. The Scottish Government has published its [Long-Term Vision for Active Travel in Scotland 2030](#) and is investing £80m on active travel in 2019-20. The Welsh Government passed the [Active Travel \(Wales\) Act 2013](#) published its [Active Travel Action Plan for Wales](#) in 2016.

1. Active travel

Active travel means making journeys by physically active means, like walking or cycling. These are usually short journeys: walking to the shops, walking the kids to school, cycling to work, or cycling to the station to catch a commuter train.

1.1 Current rates of walking and cycling

The majority of people in England do not cycle and while walking is common for short journeys, the rates of walking drop off when journeys are greater than a mile. The [2017 National transport survey](#) showed that almost two thirds of the population in England cycled less than once a year or never and just 14% of people cycled at least once a week.¹

The Department for Transport (DfT) publish an [annual statistical overview of walking and cycling rates in England](#). This publication draws on both the National Travel Survey and the Active Lives Survey. The 2019 figures show:

- Cycling made up just to 3% of all trips while walking made up 26%;
- 71% of adults in England walked at least once a week and nearly all (98%) local authorities had at least 60% of their adult population walking at least once a week;
- The number of walking trips and the reasons for walking differ between men and women (women on average made 15% more walking trips than men), and people of different ages;
- 11% of adults cycled at least once per week but a small number (4%) of local authorities had more than 20% of adults cycling at least once per week, with Cambridge and Oxford having the highest rates;
- For those people who do cycle, they made on average 326 trips per year (about 6 trips a week) and travelled around 1,064 miles per year, 55% further than in 2002;
- Men cycle more often and further than women, and adults in their forties cycle the most;
- Just two fifths of people have access to a bicycle, while two thirds of adults feel that it is too dangerous to cycle on the roads.²

Importantly, two out of every three personal trips are within five miles, the government considers this “an achievable distance to cycle for most people, with many shorter journeys also suitable for walking.”³ This would suggest that there is considerable scope to increase the number of people choosing active means of travel, particularly when comparing walking and cycling rates in other European countries.

¹ DfT, [National travel Survey: England 2017](#), July 2018

² DfT, [Walking and Cycling Statistics, England: 2019](#), Aug 2020

³ DfT, [Cycling and Walking Investment Strategy](#), April 2017, para 1.16

A [2013 report for European Commission](#) shows that the UK ranked 11th (out of 28) for rates of daily walking and 24th for daily cycling.⁴ The Netherlands and Denmark regularly rank as the two most cycle-friendly countries with cycling rates far in excess of those in the UK. The 2013 report shows that almost three quarters (71%) of the Dutch population cycle at once a week and over half of Danes (56%). In contrast, just 14% of people in the UK reported cycling on a weekly basis.⁵

1.2 Benefits of active travel

Health and active travel

The benefits of physical activity are well-known. The former Chief Medical Officer has described it as a “wonder drug”, which can help to reduce obesity, diabetes and other illnesses.

Even small increases in activity levels can have marked health benefits. According to Public Health England (PHE), half of all women and a third of men in England are damaging their health due to a lack of physical activity.⁶ See box 1 for guidelines on physical activity. Over a quarter of adults in England are getting less than 30 minutes activity per week. Further, PHE highlights the wide differences across the country; some 38% of people in Bradford are living dangerously sedentary lifestyles compared with 17% in Cambridge.⁷ Active travel – walking and cycling – for 10 minutes a day can contribute towards the recommended 150 minutes of physical activity for adults each week.

Box 1: Public Health England physical activity guidelines

The chief medical officer recommends:

- all adults should aim to be active daily. Over a week, activity should add up to at least 150 minutes (2½ hours) of moderate intensity activity in bouts of ten minutes or more
- all adults should undertake physical activity to improve muscle strength on at least two days a week and, for those at risk of falls, two sessions of balance and coordination exercise a week
- all children from age 5 and young people should engage in moderate to vigorous intensity physical activity for at least 60 minutes, and up to several hours every day
- all children under 5 should be physically active daily for at least 180 minutes (3 hours), spread throughout the day
- everyone should minimise the amount of time spent being sedentary (sitting) for extended periods⁸

Promoting active travel can also have environmental health benefits. Emissions of (Nitrogen Dioxide) NO₂ and Particulate matter (PM) from vehicles on the road have been linked with a range of health conditions

⁴ European Commission, [Attitudes of Europeans towards urban mobility](#), Dec 2013

⁵ European Commission, [Attitudes of Europeans towards urban mobility](#), Dec 2013

⁶ PHE, [Working Together to Promote Active Travel: A briefing for local authorities](#), 2016

⁷ Department of Health, [Start Active, Stay Active: A report on physical activity from the four home countries' Chief Medical Officers](#), 2011

⁸ Department of Health, [Start Active, Stay Active: A report on physical activity from the four home countries' Chief Medical Officers](#), 2011

including respiratory failure, strokes, heart attacks, dementia and premature death. Getting people to travel by foot and bike rather than by car can also reduce CO2 emissions and improve air quality. UK levels of NO2 in some areas have breached European legal limits. Further, the UK's continuing failure to meet air quality targets has led to ClientEarth, a UK charity, taking the Government to court successfully several times since 2014 over the lack of an effective plan to reduce NO2 levels.⁹

The economy and active travel

The Department for Transport (DfT) has previously assessed spending on walking and cycling to be very good value for money. A [2014 DfT-commissioned report](#) found that for the UK the benefit to cost ratio of such investments was 5.62:1.¹⁰ Most of these benefits come from the positive health outcomes of active travel and the associated lower costs to the National Health Service (NHS). The DfT considers investments with a 4:1 cost: benefit ratio as being 'very high' value for money.

There is also evidence to suggest that walking and cycling can have broader positive economic impacts. Sustrans (a walking and cycling charity) says "walking and cycling contribute towards economic performance by reducing congestion, supporting local businesses and high streets, direct job creation and supporting the leisure and tourism industry."¹¹ These benefits were explored further in a report published by the Urban Transport Group (which represents the UK's largest urban transport authorities) in October 2016. The [report examined the economic case for investing in active travel](#)¹² and found five key economic benefits of investing in active travel:

- Health costs: physical inactivity is estimated to cost the NHS of £1.06 billion per year.
- Economic value of trips: ten billion annual journeys are undertaken in England every year by bicycle and on foot with an economic value of £14 billion.
- Economic benefits of an improved urban realm: city centres with an improved urban realm have been associated with as much as a 40% uplift in retail takings.
- Promoting inclusive growth: in England, 48% of households in the lowest income quintile do not have access to a car.
- Direct employment and spend: the UK market for cycling equipment and goods alone is now worth an estimated £3 billion a year.¹³

Transport for London (TfL) have also found active travel is good for business. [Research commissioned by TfL](#) in 2016 found that people

⁹ Client Earth, [UK Government loses third air pollution case as judge rules air pollution plans 'unlawful'](#), 21 Feb 2018

¹⁰ DfT, [Claiming the Health Dividend: A summary and discussion of value for money estimates from studies of investment in walking and cycling](#), 2014, para. 3

¹¹ Sustrans, [Making the economic case for active travel](#) [accessed: 2 Jul 2019]

¹² Urban Transport Group, [The Case for Active Travel: How walking and cycling can support more vibrant urban economies](#), Oct 2016

¹³ Urban Transport Group press release: [New report identifies fivefold economic benefits of investing in active travel](#), 18 Nov 2016

walking (£370) spend almost a third more in town centres over the course of a month than car drivers (£283).¹⁴

1.3 Facilitating active travel

Inclusive approaches to active travel

As Sustrans points out, “In the UK you are less likely to see a woman, a disabled person, a person over the age of 65, a person from a minority ethnic group or a person at risk of deprivation, cycling.”¹⁵ Their [report on inclusive cycling](#) published in July 2020 highlights how the socio-economic context can impact people’s travel choices. For example, the report explains:

“Women’s journeys around cities are typically shorter. Women are more likely to use different modes of transport and involve ‘trip-chaining’ (multistop journeys) which tend to be for a balance of child care, work and household responsibilities. Men, on the other hand, are more likely to have a fairly simple twice-daily commute into and out of the city centre. In London, women are more likely than men to be travelling with buggies and/or shopping and 25% more likely to trip-chain.¹⁶

The report also draws on findings from Sustrans’ 2019 Bike Life survey, which found, “Whilst safety is a significant barrier, people from ethnic minority groups experience other barriers far more than other people”. It says:

- 33% of people from ethnic minority groups are not confident in their cycling skills (in comparison to only 24% from ethnic majorities), and the cost of a suitable cycle is a barrier for 20% of people from ethnic minority groups (in comparison to 15% from ethnic majorities).
- 32% of people from Arabic ethnic groups stated ‘cycling is not for people like me’ was a barrier to them cycling.¹⁷

The report presents recommendations for local and national government to make cycling more inclusive, and to help address inequity in society under three themes:

- Improving governance, planning and decision making
- Creating better places for everyone to cycle in
- Welcoming and supporting all people to cycle¹⁸

Active travel and the built environment

The physical or built environment plays an important role in facilitating physical activity for many people. However, not all our towns and cities are designed to be conducive to active travel. Cyclists may have to share

¹⁴ Accent Report, [Town Centres: Final Report](#), April 2016, p. 68 (prepared for TfL)

¹⁵ Sustrans/Arup, [Cycling for everyone A guide for inclusive cycling in cities and towns](#), July 2020

¹⁶ Sustrans/Arup, [Cycling for everyone A guide for inclusive cycling in cities and towns](#), July 2020, p. 21

¹⁷ Sustrans/Arup, [Cycling for everyone A guide for inclusive cycling in cities and towns](#), July 2020, p. 33

¹⁸ Sustrans/Arup, [Cycling for everyone A guide for inclusive cycling in cities and towns](#), July 2020

the roads with Heavy Goods Vehicles (HGVs) and fast-moving traffic. While, busy roads may deter parents from letting their children walk to school.

Thoughtful urban design, and creating integrated transport systems that promote walking and cycling, could encourage people to choose active means of travel. The decisions taken by local authorities when making their local plans and approving new developments are important in this regard. The Government's planning policies shape how these decisions are taken. There are several references to active travel in these policies (see box 2).

Such decisions over these designs could "facilitate some and inhibit others in their movement around a city or place" according to Sustrans. In their [report on gender and sustainable travel](#), Sustrans notes

Although, there are commonalities in terms of barriers to active travel, such as environmental determinants e.g. weather, many barriers are specific to women. We found that women in our study echoed the findings in our literature review, where lack of time and complex schedules coupled with fears of personal safety compounded to prevent women from walking or cycling as part of their daily routine. In addition, women highlighted concerns over road safety, but rather than focussing on changing women's behaviour this paper discussed some interesting findings that suggest high quality infrastructure could alleviate many of the barriers women experience, and act as leveller in terms of active travel.¹⁹

There is good evidence that separated cycle infrastructure can encourage more people to cycle. The Netherlands and Denmark are often held up as good examples to follow, because of the widespread protected cycle infrastructure and road safety measures. A 2008 research paper by academics John Pucher and Ralph Buehler show how the Netherlands, Denmark and Germany have made bicycling a safe, convenient, and practical way to get around their cities.²⁰ The paper shows among other things that the establishment of separate cycling facilities – cycling paths – along roads and at intersections, combined with traffic calming are ways to achieve higher levels of cycling. The paper also shows how extensive bike parking, integration with public transport, comprehensive traffic education, promotional cycling events generates enthusiasm and wide public support.²¹

Box 2: National Planning Policy framework (NPPF)

The [National Planning Policy framework \(NPPF\)](#) sets out the Government's planning policies for England and how these should be applied. It has several policies linked to active travel.

¹⁹ Sustrans, "[Are we nearly there yet?](#)" [Exploring gender and active travel](#), February 2018

²⁰ John Pucher and Ralph Buehler, [Making Cycling Irresistible: Lessons from The Netherlands, Denmark and Germany](#), *Transport Reviews*, Vol 28: 4, 2008

²¹ John Pucher and Ralph Buehler, [Making Cycling Irresistible: Lessons from The Netherlands, Denmark and Germany](#), *Transport Reviews*, Vol 28: 4, 2008

- Para 81 states planning policies and decisions should aim to achieve healthy, inclusive and safe places which (amongst other things) encourage walking and cycling.²²
- Para 102 states “transport issues should be considered from the earliest stages of plan-making and development proposals, so that [amongst other things] opportunities to promote walking, cycling and public transport use are identified and pursued.”²³
- Para 104 encourages local authorities to draw on Local Cycling and Walking Infrastructure Plans (see section 2.2 below) to “provide for high quality walking and cycling networks and supporting facilities such as cycle parking.”²⁴

Safety concerns

Safety concerns may be deterring people from walking and cycling. In 2017, 62% of adults aged 18+ in England perceived that “it is too dangerous for me to cycle on the roads.”²⁵ Interestingly, cyclists themselves were less likely to think it was too dangerous (48%).²⁶ Further, the actual numbers of cycling casualties are falling. Since 1984 the number of cycling casualties each year has decreased from 345 to 102 in 2016 (a fall of 70 per cent).²⁷ DfT statistics from 2017 showed that Pedal cyclists accounted for an average of 2 fatalities and 62 serious injuries per week between 2011 and 2016.²⁸

Whether the number of casualties and injuries reported capture all of those fears are questioned by the ‘near miss project’. A study by academic Dr Rachel Aldred, who led the ‘near miss research project’, found near misses are an everyday experience for cyclists in the UK. In this study, over half the cyclists surveyed suggested that of the reported near misses most could have been prevented, particularly through separation from motorised traffic.²⁹ In June 2018, the DfT announced £1m of funding to help police forces across the UK crack down on close passing of cyclists by drivers, and to improve driving instructor training around cycling safety.³⁰

Shared spaces for walking and cycling

Active travel policy interventions may have prioritised improvements to cycle infrastructure over walking. For instance, Transport for London (TfL) told the Commons Transport Committee that while cycling in London had increased by 131% since 2000, walking trips have only increased in line with population growth, and mode share has remained

²² Ministry of Housing, Communities and Local Government, [National Planning Policy framework](#), Feb 2019, para 81

²³ Ministry of Housing, Communities and Local Government, [National Planning Policy framework](#), Feb 2019, para. 102

²⁴ Ministry of Housing, Communities and Local Government, [National Planning Policy framework](#), Feb 2019, para. 104

²⁵ DfT, [Walking and Cycling Statistics, England: 2017](#), Aug 2018, p. 16

²⁶ DfT, [Walking and Cycling Statistics, England: 2017](#), Aug 2018, p. 16

²⁷ DfT, [Pedal Cycling Road Safety Factsheet](#), March 2018

²⁸ DfT, [Pedal Cycling Road Safety Factsheet](#), March 2018

²⁹ Rachel Aldred, [Cycling near misses: Their frequency, impact, and prevention](#), *Transportation Research Part A: Policy and Practice*, Vol 90, Aug 2016, pp.69-83

³⁰ DfT, [Government focus on cycling awareness and training in boost to cycle safety](#), 29 Jun 2018

largely static for the past twenty years.³¹ Further, improvements to cycle infrastructure may be creating difficulties for people with visual impairments.³² The Integrated Transport planning Group also told the Transport Committee that “a significant number of urban and inter-urban cycle routes continue to be shared between walkers and cyclists” which they describe as “sub-optimal” for both cyclists and walkers.³³

Some groups are advocating for a [shared space design approach](#) that prioritises people over traffic and encourages different road users to interact with one another.³⁴ The charity Sustrans has called for an approach “that moves beyond shared space [into one] that creates people-prioritised streets and places.”³⁵ Sustrans says:

Streets and places designed to prioritise people should be inclusive and consider the needs of more vulnerable users above motor traffic. This may or may not use elements of shared space design or separate people and vehicles, depending on what best creates the most inclusive environment for people on foot, on cycles and vulnerable groups in particular.³⁶

Integrating active travel and public transport

Active travel can be incorporated into the wider transport network as a first mile/last mile solution. This requires towns and cities to be designed in such a way as to facilitate easy access to public transport. Researchers at Imperial College London on the [PASTA project](#) (Physical Activity through Sustainable Transport Approaches) told the Transport Committee:

Local authorities face big challenges in providing affordable, convenient and attractive public transport compared to private car use, while ensuring multi-modal mobility options to their citizens. Good quality and well-maintained access routes to public transport stops and transport hubs encourage people to “walk or cycle the last mile”, thus contributing to reaching those minimum levels of physical activity per day, reducing car traffic congestion and harmful pollutants emission.³⁷

Docked and dockless bike hire schemes may be one way of the ways to promote this first/last mile active travel. Lime bikes, an e-bike hire scheme, believe there is a huge potential for e-bikes to provide such a service. They argue that the electric-assisted bicycles they offer riders a more comfortable cycling experience and can be used by people of all ages, fitness levels and physical builds.³⁸ However, there have been issues in several cities with dockless bike hire schemes littering pavements causing a nuisance.³⁹

³¹ Written submitted by evidence Transport for London ([ATR0098](#)), Nov 2018, paras 3.2 and 3.7

³² Written evidence submitted by Ellen Watson ([ATR0103](#)), Dec 2018

³³ Written evidence submitted by Integrated Transport Planning Ltd ([ATR0038](#)), Oct 2018

³⁴ Living Streets, [Shared Spaces](#) [accessed: 2 Jul 2019]

³⁵ Sustrans, [Our position on shared space and people-prioritised streets and places](#), Jun 2018

³⁶ Sustrans, [Our position on shared space and people-prioritised streets and places](#), Jun 2018

³⁷ Written evidence submitted by EU PASTA Project 2013-1017 ([ATR0073](#)), Oct 2018

³⁸ Written evidence submitted by Lime ([ATR0142](#)), Jun 2019

³⁹ [Life cycle: is it the end for Britain's dockless bike schemes?](#), *Guardian*, 22 Feb 2019

2. Government policy

In July 2020, the Prime Minister launched the Government's "most ambitious plans yet to boost cycling and walking".⁴⁰ This follows on from the publication of its [Cycling and Walking Investment Strategy](#) in 2017, which set out the Government's "ambition that cycling and walking are the natural choices for shorter journeys, or as part of a longer journey".

2.1 Gear Change: A bold vision for cycling and walking, 2020

In February 2020, the [Prime Minister announced](#) new funding "to overhaul bus and cycle links for every region outside London".⁴¹ Of this £5bn, £350m was earmarked for the Cycle Infrastructure Fund, which was announced in the Conservative Party Manifesto. Further, as part of its Covid emergency active travel funding announcement in May 2020, the Government said it would publish an updated Cycling and Walking Investment Strategy "in the summer" that would include:

- the creation of a national cycling and walking commissioner and inspectorate
- higher standards for permanent infrastructure across England
- getting GPs to prescribe cycling and exercise
- creating a long-term budget for cycling and walking similar to what happens for roads⁴²

On 28 July 2020, the DfT published [Gear Change: A bold vision for cycling and walking](#).

Vision for a "great walking and cycling nation":

The Government's "bold vision" is:

- For England to be a "great walking and cycling nation";
- For cycling and walking to be the "natural first choice" for many journeys; and
- for half of all journeys in towns and cities being cycled or walked by 2030.⁴³

The Government said, the new plan aims to "build on the significant increase in the number of people cycling during the pandemic", as well as "all the good progress" achieved through the 2017 cycling and walking investment strategy. The Strategy lists four headings for its vision:

- **"Healthier, happier and greener communities":**

⁴⁰ Prime Minister's Office, [PM kickstarts £2bn cycling and walking revolution](#), 28 July 2020

⁴¹ Gov.uk Press release: [Major boost for bus services as PM outlines new vision for local transport](#), 10 Feb 2020

⁴² DfT, [£2 billion package to create new era for cycling and walking](#), 9 May 2020

⁴³ DfT, [Gear Change: A bold vision for cycling and walking](#), 28 July 2020, p. 12

Peoples' health and quality of life is improved by more people walking and cycling; the number of short journeys made by car is vastly reduced, meaning people from all parts of our communities around the country can enjoy the benefits of cleaner, healthier, safer and quieter streets.

- **“Safer streets”:**

Nobody is afraid to cycle; every child is confident and safe walking or cycling to school; all road users treat each other with mutual respect.

- **“Convenient and accessible travel”:**

Cycling and walking are recognised as the most convenient, desirable and affordable way to travel in our local areas; more women and disadvantaged groups enjoy walking and cycling as part of their daily journeys; everybody has opportunities to take up walking and cycling.

- **“At the heart of transport decision-making”:**

Better cycling and walking infrastructure has allowed more efficient use of road space, to the benefit of all road users; cycling and walking routes are well connected with wider public transport services; cycling and walking measures are no longer seen as an afterthought but have moved to the very heart of considerations for all transport policy and planning, at all levels of leadership.⁴⁴

There was broad support for the Plan from walking, cycling and road transport charities and industry bodies.

Government actions

The Government's bold vision says it needs “actions, not just words” to make England an active travel nation. It presents actions to achieve this vision under four themes.

- Theme 1: “Better streets for cycling and people”,
- Theme 2 “Putting cycling and walking at the heart of transport, place-making, and health policy”
- Theme 3: Empowering and encouraging local authorities
- Theme 4: We will enable people to cycle and protect them when they cycle

Building and maintaining streets fit for cycling and people

The plan details actions to build “first hundreds, then thousands of miles” of segregated cycle lanes. All of these new cycle lanes will have to meet new [Cycle infrastructure design guidance](#) (published alongside the plan), which sets out “much higher standards” (see box 3 for the key design principles). The new standards will be enforced by a new inspectorate, Active Travel England (see box 4). The Government will also set time limits for the delivery of schemes with all future funding being “conditional on work starting and finishing by specified dates”.⁴⁵ Additionally, the plan commits to improving the National Cycle

⁴⁴ DfT, [Gear Change: A bold vision for cycling and walking](#), 28 July 2020, p. 12

⁴⁵ DfT, [Gear Change: A bold vision for cycling and walking](#), 28 July 2020, p. 33

Network; a 2018 audit by Sustrans found just over half of this network was in “good” or “very good” condition.⁴⁶

Box 3: Cycle infrastructure key design principles

The cycling and walking plan says: “Cycling is or will become mass transit and must be treated as such. Routes must be designed for larger numbers of cyclists, for users of all abilities and disabilities.” It lists the key design principles for cycle infrastructure as follows:

- Cyclists must be separated from volume traffic, both at junctions and on the stretches of road between them.
- Cyclists must be separated from pedestrians.
- Cyclists must be treated as vehicles, not pedestrians.
- Routes must join together; isolated stretches of good provision are of little value.
- Routes must feel direct, logical and be intuitively understandable by all road users;
- Routes and schemes must take account of how users actually behave;
- Purely cosmetic alterations should be avoided.
- Barriers, such as chicane barriers and dismount signs, should be avoided
- Routes should be designed only by those who have experienced the road on a cycle.⁴⁷

The plan also details actions under theme 1 to reduce traffic in certain areas, through:

- Creating cycle, bus and walking corridors by closing a limited number of main roads to through traffic;
- Creating more low-traffic neighbourhoods to reduce rat-running;
- Increasing the number of “school streets” to protect children;
- Creating more “Mini-Hollands” in up to 12 willing local authority areas; and
- Creating at least one zero-emission city.

Responding to the announcements in the Plan, Jenni Wiggle, Interim CEO of Living Streets said:

This announcement is fantastic news for walking and cycling. Investing in safe, convenient and attractive conditions for walking and cycling brings a range of benefits that will help deliver the Government’s priorities around obesity and climate change.

Walking is the most accessible form of exercise and can help people maintain a healthy weight. Yet our streets don’t support walking. Placing walking and cycling at the heart of our transport system will allow us to emerge from the COVID-19 pandemic stronger and is essential for transport decarbonisation.

Low traffic neighbourhoods, better crossings, 20mph limits, School Streets and segregated cycle lanes can all help reshape our streets into ones that promote healthier travel choices. Measures to reduce traffic in neighbourhoods and provide local authorities

⁴⁶ DfT, [Gear Change: A bold vision for cycling and walking](#), 28 July 2020, p. 20

⁴⁷ DfT, [Gear Change: A bold vision for cycling and walking](#), 28 July 2020, p. 21

with new powers to enforce new schemes will further boost their effectiveness.⁴⁸

Funding through Active Travel England

The walking and cycling plan says it will “significantly increase spending” on walking and cycling: £2bn will be spent over the next five years to 2025.⁴⁹

This budget will be directed by a “long-term cycling and walking programme and budget, like the roads programme and budget”. Further, the budget will be held by a new commissioning body and inspectorate, Active Travel England, led by a new national cycling and walking commissioner. Commenting on these plans, Xavier Brice CEO of Sustrans said:

“Sustrans welcomes the creation of Active Travel England, which will have a key role in supporting local authorities to deliver this important agenda, ensuring public money is invested wisely and design standards are enforced.

“Making sure cycling and walking is at the heart of all planned new developments from the start, including properly linking routes to public transport, is a big part of realising the potential of healthy, liveable neighbourhoods for generations to come and opening up access to vital services on foot or by cycle for everyone.”⁵⁰

Box 4: Active Travel England

The cycling and walking plan says Active Travel England, to be led by a national cycling and walking commissioner will be “established in the next few months”. Briefly, the scope of this body will be to:

- hold the cycling and walking budget
- approve and inspect schemes
- provide training, good practice, knowledge sharing
- inspect highway authorities
- review major planning applications⁵¹

The Government says this money is a six-fold increase on the previous spending period. The Cycling and Walking Investment Strategy provided £316m of ringfenced spending on cycling and walking. However, additional funds took the average annual spend between 2016 and 2020 to £500m a year. Unless, the £2bn is accompanied by additional funding, this £2bn will simply continue funding at the same level as the previous five years.

Government analysis of spending up to 2020 recognised funding for walking and cycling must increase. In its [2020 Review of the Cycling and Walking Investment Strategy](#), the Government said current funded policy “would fill around 40% of the gap towards doubling cycling by

⁴⁸ As quoted in Mark Sutton, [Active Travel England created to oversee UK Gov’s £2Bn cycling and walking investment](#), Cycling Industry News, 27 July 2020

⁴⁹ DfT, [Gear Change: A bold vision for cycling and walking](#), 28 July 2020, p. 24

⁵⁰ Sustrans, [Big step forward: Sustrans reaction to government’s walking and cycling announcement](#), 28 July 2020

⁵¹ DfT, [Gear Change: A bold vision for cycling and walking](#), 28 July 2020, p. 33

2025.” The Government therefore recognised the need for “substantial further investment” over the next five-year period.

Safety

Safety is frequently cited as the single biggest cause of people choosing not to cycle. The Plan sets out several actions to strengthen and improve safety for all road users, including:

- Consulting on updates to The Highway Code. The [consultation was published alongside the Plan](#) and sets out proposed alterations to: introduce a hierarchy of road users which protects the most vulnerable road users, provide greater clarity on pedestrian and cyclist priority at junctions and introduce safe passing speeds and distances.
- Making legal changes to protect vulnerable road users. The Plan says the Government will “introduce the offence of causing serious injury by careless, or inconsiderate driving; and increase the maximum sentence for causing death by dangerous driving or careless driving when under the influence of drink and drugs”.
- Mandating higher safety standards on lorries to address the fact that a “highly disproportionate number of cyclists are killed and seriously injured by lorries”. This will include amending domestic regulations in 2021 to require sideguards fitted to HGVs when new are retained and adequately maintained and encouraging HGV designs which are safer for vulnerable road users.

President of the AA, Edmund King welcomed the moves to establish a better balance between road users, commenting:

Getting road space balance for all forms of travel is essential so that deliveries, emergency services, disabled drivers, shoppers and buses are not hindered from conducting their crucial roles as well as promoting active travel.

A commitment to Bikeability training for both children and adults is a step in the right direction although we would still like to see road safety on the school curriculum.”⁵²

Powers for local authorities

Local Authorities and cycle campaigners have long called for Part 6 of the Traffic Management Act 2004 to be commenced. This would allow local authorities, rather than the police, to enforce against moving traffic offences such as disregarding one-way systems or entering mandatory cycle lanes. The walking and cycling plan says the Government will commence these remaining elements of the Act, but does not give a timeframe.

This Plan also says the Government wants to revisit the network management duty in the 2004 Act. It highlights the [recent changes to this guidance](#) set out in response to the Covid-19 pandemic and drive to achieving a green recovery (See [section 3](#) for more on this). But, the

⁵² As quoted in Mark Sutton, [Active Travel England created to oversee UK Gov's £2Bn cycling and walking investment](#), Cycling Industry News, 27 July 2020

Government says it now wants to go further so that it “reflects much more clearly the current imperatives of decarbonisation, encouraging healthier forms for transport and emphasis on technology”.⁵³

Getting people cycling

The Government wants everyone to be able to cycle, and to realise the health benefits. Accordingly, the plan says it will pilot ways to “incentivise GPs to prescribe cycling wherever appropriate”. It also says the Government will build cycle facilities in towns with poor health so that people can feel safe and incentivised to start cycling and get more active. Further, cycle training will be made available to anyone who wants it.⁵⁴

However, not everyone can ride a bike comfortably. The Government says for some an electrically assisted pedal cycle (EAPC or an e-bike) can be “particularly useful” for people who may “need to ride in business clothes without breaking sweat, or to ride up hills, or to travel long distances, who are older or less fit, or who are otherwise put off by the physical effort of an ordinary bike”.⁵⁵ Accordingly, the cycling and walking plan says it will “establish a national e-bike support programme, which could include loans, subsidies, or other financial incentives”.⁵⁶ Darren Shirley, Chief Executive of Campaign for Better Transport, particularly welcomed these plans, commenting: “A national scheme to support people to buy an ebike is a welcome move which should help overcome some of the barriers that currently exist to a wider uptake of cycling, especially for longer journeys.”⁵⁷

2.2 Cycling and Walking Investment Strategy (CWIS), 2017-2021

In line with Part 2 of the *Infrastructure Act 2015* (Cycling and Walking Investment Strategies), the [Government consulted](#)⁵⁸ on (March to May 2016) and then published a [Cycling and Walking Investment Strategy \(CWIS\)](#) in 2017.⁵⁹

This strategy set out the Government’s “ambition that cycling and walking are the natural choices for shorter journeys, or as part of a longer journey.” The Government set four objectives it wants to achieve by 2020. These were to:

- 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

⁵³ DfT, [Gear Change: A bold vision for cycling and walking](#), 28 July 2020, p. 31

⁵⁴ DfT, [Gear Change: A bold vision for cycling and walking](#), 28 July 2020, p. 36

⁵⁵ DfT, [Gear Change: A bold vision for cycling and walking](#), 28 July 2020, p. 39

⁵⁶ DfT, [Gear Change: A bold vision for cycling and walking](#), 28 July 2020, p. 39

⁵⁷ Campaign for Better Transport, [Government's 'ambitious' cycling and walking plans published - Campaign for Better Transport responds](#), 27 July 2020

⁵⁸ DfT, [Cycling and Walking Investment Strategy: Consultation document](#), March 2016

⁵⁹ DfT, [Cycling and Walking Investment Strategy](#), April 2017, para 1.1

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- 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 school⁶⁰

Further to this, by 2025 the Government set itself several aims and a target:

- 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, and will work towards developing the evidence base over the next year.
- 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, and will work towards developing the evidence base over the next year.
- We will increase the percentage of children aged 5 to 10 that usually walk to school from 49% in 2014 to 55% in 2025.⁶¹

It is not possible to fully assess these aims and objectives as much of the data on cycling and walking is not yet available, and won't be until 2021.

Funding

The CWIS originally outlined five main funding sources worth £1.2bn that "may" be spent on cycling and walking in the period 2016-21 – £316m of this was ringfenced for cycling and walking.⁶² The [Government's 2020 review of the CWIS](#) reported that this sum was set to increase to £2.4bn in the period 2016-21, almost double the original forecasts in the 2017 [CWIS](#).⁶³ In this review the Government highlighted:

- total funding available for walking and cycling was projected to increase in the period 2016-21;
- £1.2bn had already been invested by the end of 2018/19; and
- spending on cycling and walking, outside of London, is expected to more than double from around £3.50 per head to over £10 per head.⁶⁴

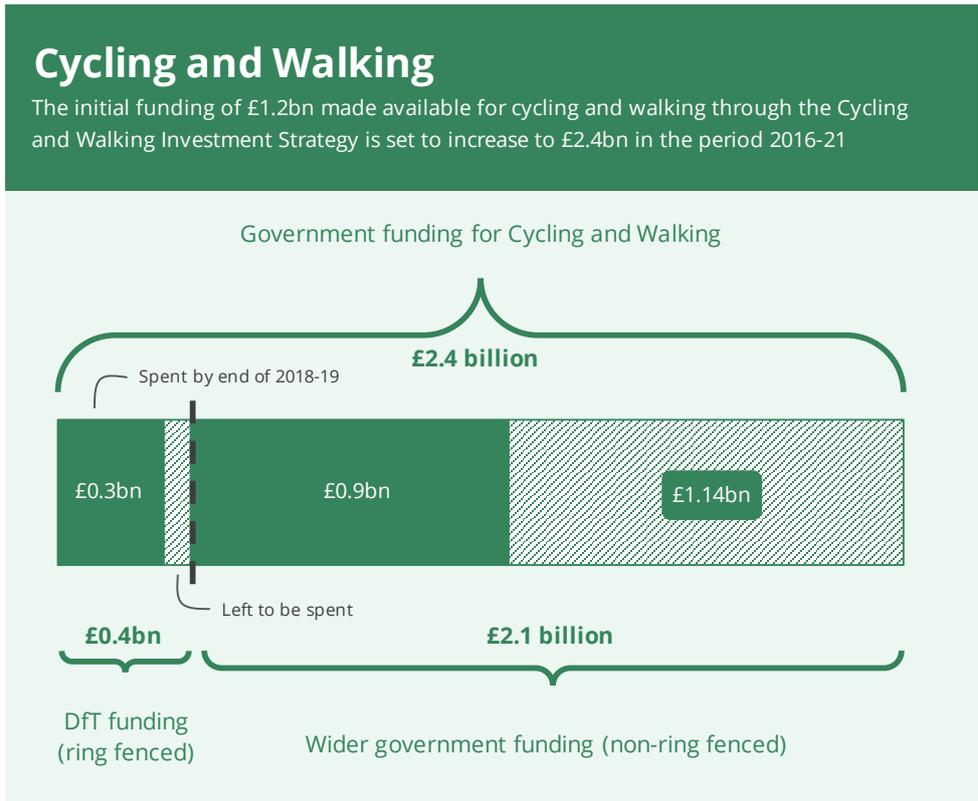
⁶⁰ DfT, [Cycling and Walking Investment Strategy](#), April 2017, para 1.14

⁶¹ DfT, [Cycling and Walking Investment Strategy](#), April 2017, para 1.15

⁶² DfT, [Cycling and Walking Investment Strategy](#), April 2017, para 2.5

⁶³ DfT, [Cycling & Walking Investment Strategy Report to Parliament](#), Feb 2020

⁶⁴ DfT, [Cycling & Walking Investment Strategy Report to Parliament](#), Feb 2020



Local Cycling and Walking Infrastructure Plans (LCWIPs)

The strategy also introduced Local Cycling and Walking Infrastructure Plans (LCWIPs).⁶⁵ LCWIPs are used by Local Authorities (LAs) to identify and prioritise investment for cycling and walking schemes from local funds and relevant national funding streams.

To help local bodies interested in increasing cycling and walking in their local areas, DfT published [guidance on the preparation of LCWIPs](#).⁶⁶ Adoption of these plans is not mandatory, but the [Government has said](#) that it is “keen that as many areas as possible do so”.⁶⁷

The DfT supported 46 LAs to produce their plans. According to Transport Minister, Jesse Norman, “the majority of [LAs were] on track to meet the deadline of November 2019” to produce a plan. This support includes spending £2m to support the development of the plans.⁶⁸

Box 5: Investment in cycling and walking in London and Manchester

Both London and Manchester’s Mayors have appointed walking and cycling commissioners with responsibilities to lead, deliver and promote active travel in their respective cities. Mayor of London, Sadiq Khan, [appointed Will Norman](#) as the city’s commissioner. Mayor of greater Manchester, Andy

⁶⁵ DfT, [Cycling and Walking Investment Strategy](#), April 2017, para 3.32

⁶⁶ DfT, [Local Cycling and Walking Infrastructure Plans: Technical Guidance for Local Authorities](#), 2017

⁶⁷ DfT, [Cycling and Walking Investment Strategy](#), April 2017, para 7.1

⁶⁸ [PO 232649](#) [Cycling and Walking: Infrastructure] 20 Mar 2019

Burnham, appointed former Olympic gold medal winning cyclist [Chris Boardman](#).

In Manchester, the [commissioner has called for £1.5bn](#) to be invested in cycling and walking initiatives over the next 10 years. Boardman has earmarked this money for more than 700 miles of safe cycle lanes and claims that the investment will result in a return of at least £8.3bn in public benefits.

In London, the walking and cycling commissioner has worked with the Mayor and TfL to commit a record £2.3bn to his [“healthy streets”](#) initiative. This initiative aims to increase the proportion of people walking, cycling and taking public transport to 80% by 2041, and cut the damaging impact of air pollution in the capital.

Implementing LCWIPs

A number of local transport authorities have complained that support for developing LCWIPs has been insufficient (see for instance [Kent County Council's evidence](#) submitted to the Transport Select Committee active travel inquiry).⁶⁹ Further, there have been concerns raised that without specified funding for implementation, the plans risked gathering dust on a shelf.

The Transport Committee welcomed the development of LCWIPs in its [active travel inquiry report](#).⁷⁰ The Committee was also impressed by the level of ambition several local authorities have shown for increasing levels of walking and cycling in their areas. They therefore recommended the Government, first, assess how successful the LCWIP pilot has been and second, to commit to providing technical support to help all local authorities in England develop, if the from the initial assessment is positive.

The [Government response said](#) that its next CWIS would “build on local authority engagement to understand how to best promote active travel at the local level.”⁷¹

Responses to the CWIS

Many of the responses to the Government’s CWIS welcomed its intent. Roger Geffen, Policy Director at Cycling UK said:

Cycling UK has spent years campaigning for a strong and well-funded Cycling and Walking Investment Strategy, so we’re pleased to see it finally published two years after it was initially announced. A big ‘thank you’ is due to the DfT officials who have put a huge amount of effort into it.

“Now the hard work begins. With national as well as local elections now looming, Cycling UK will be doing all we can to build the cross-party support needed to strengthen this investment strategy over time, while supporting councils in making best use of the resources available, as they start bringing this vision to life.”⁷²

⁶⁹ Written evidence submitted by Kent County Council ([ATR0030](#)), Oct 2018

⁷⁰ Transport Committee, Eleventh Report of Session 2017–19, [Active travel: increasing levels of walking and cycling in England](#), **HC 1487**, para 43

⁷¹ Transport Committee, Ninth Special Report of Session 2017–19, [Active travel: Government Response to the Committee’s Eleventh Report](#), **HC 2662**, para 5

⁷² [“Cycle strategy vision welcome, now the hard work begins”, says Cycling UK](#), Cycling UK, 21 April 2017

However, there were also concerns that the funding would not be sufficient to achieve the ambitions and targets set. The Transport and Health Study Group commented suggested the levels of investment are “wholly inadequate.”⁷³ Further, in June 2019, six city cycling commissioners wrote to the Secretary of State criticising the Government for wasting money painting “pointless white lines” on busy roads and calling them cycle lanes.⁷⁴

There are also issues about the way funding has been provided. Dr Rachel Aldred, an academic researching issues around active travel, told the Committee that

“We need to know what will happen once authorities have produced LCWIPs. An obvious next step would be for DfT to make dedicated (match) ongoing funding available for plans reaching a certain quality standard. This will involve a substantial uplift in investment in active travel.”⁷⁵

2.3 Safety review

The Cycling and Walking Investment Strategy identifies improving the safety of cyclists, pedestrians and other vulnerable road users as key to delivering its broader aims and objectives. Since the strategy launched, the Government has held two consultations; one on [how to improve cyclist and pedestrian safety](#)⁷⁶ and a second [new cycling offences](#).⁷⁷

Consultation on improving cyclist and pedestrian safety

From 9 March to 1 June 2018, the DfT invited individuals and organisations to submit ideas and evidence on how to improve cyclist and pedestrian safety.⁷⁸ As part of this Safety Review Call for Evidence, the DfT received over 14,000 responses from members of the public, local authorities, cycling and walking organisations, police forces and more.⁷⁹

The Government’s response was published on 22 November 2018. The response sets out “several new measures and ideas, covering such areas as infrastructure design, law and guidance, enforcement, education, risk reduction and planning policy.” Some of the key interventions include:

- Reviewing guidance in The Highway Code to improve safety for cyclists and pedestrians;
- Encouraging local councils to invest around 15 per cent of their local transport infrastructure funding over time on safe and efficient cycling and walking infrastructure;

⁷³ Transport and Health Study Group, [Comments on DfT Cycling and Walking Investment Strategy](#), May 2016

⁷⁴ Helen Pidd, [‘Painted bike lanes are waste of money, say cycling commissioners’](#), *Guardian*, 17 Jun 2019

⁷⁵ Written evidence submitted by Dr Rachel Aldred (ATR0096), Nov 2018

⁷⁶ DfT, [Call for Evidence Cycling and Walking Investment Strategy: Safety Review](#), 2018

⁷⁷ DfT, [Cycling and Walking Investment Strategy safety review: proposals for new cycling offences](#), Aug 2018

⁷⁸ DfT, [Call for Evidence Cycling and Walking Investment Strategy: Safety Review](#), 2018

⁷⁹ [HCWS1099](#) [Government’s response to the Cycling & Walking Investment Strategy: Safety Review] 22 Nov 2018

- Investing £100,000 to support the police to improve enforcement by developing a national back office function to handle footage provided through dash-cam evidence;
- Enforcement against parking in mandatory cycle lanes;
- Appointing a cycling and walking champion to raise the profile of Active Travel; and
- Engaging with key cycling and walking organisations to develop a behaviour change campaign fully aligned with our Action Plan.⁸⁰

Consultation on proposals for new cycling offences

In September 2017, the DfT appointed independent legal expert, Laura Thomas to conduct an “urgent review into cycle safety, following a series of high profile⁸¹ incidents involving cyclists.” The review looked at whether a new offence equivalent to causing death by careless or dangerous driving should be introduced for cyclists, as well as wider improvements for cycling road safety issues.⁸²

Her report and findings were published in March 2018.⁸³ In this report, Laura Thomas concluded that in order to bring cycling into line with driving offences “there is a persuasive case for legislative change to tackle the issue of dangerous and careless cycling that causes serious injury or death.”⁸⁴

The Government consulted on how to make these changes from 12 August to 5 November 2018.⁸⁵ The consultation (amongst other things) proposed that there should be an offence of causing death by dangerous cycling and what the sentencing for such offences should be. The Department noted that it was conducting further work to understand the context of the law in relation to Scotland. A [supplementary report](#) was published on this in August 2018.

When the consultation was launched, Cycling UK told the BBC that both cyclists and pedestrians are regularly being failed by existing road safety legislation. Duncan Dollimore, Cycling UK's head of campaigns, said:

“Adding one or two new offences specific to cyclists would be merely tinkering around the edges.

[...]

The way the justice system deals with mistakes, carelessness, recklessness and deliberately dangerous behaviour by all road users hasn't been fit for purpose for years.”⁸⁶

⁸⁰ DfT, [Government Response to Call for Evidence Cycling and Walking Investment Strategy: Safety Review](#), Nov 2018, para 1.13

⁸¹ See for instance this September 2017 [BBC article](#)

⁸² DfT, [Government launches urgent review into cycle safety](#), 21 Sept 2017

⁸³ Laura Thomas, [Cycle safety review independent legal report](#), Feb 2018 (prepared for the DfT)

⁸⁴ Laura Thomas, [Cycle safety review independent legal report](#), Feb 2018 (prepared for the DfT), para 17.2

⁸⁵ DfT, [Cycling and Walking Investment Strategy safety review: proposals for new cycling offences](#), Aug 2018, para 1.3

⁸⁶ ['Death by dangerous cycling' law considered](#), BBC, 12 Aug 2018

As of August 2020, the Government had not issued its response to this consultation. On 2 April 2019, [Transport Minister Baroness Sugg said](#):

The Department for Transport consulted on new cycling offences last year. The consultation period closed on 5 November and the Department is currently analysing the responses.

The specific purpose of the consultation was to consider the case for new offences of causing death or serious injury by dangerous or careless cycling, bringing such cycling behaviour more in line with those for driving.⁸⁷

⁸⁷ [HL14898](#) [Cycling: Road Traffic Offences] 2 Apr 2019

3. Covid-19: Green transport recovery

On 21 April 2020, the [World Health Organisation \(WHO\) issued technical guidance](#) which encouraged people to consider cycling or walking “whenever feasible”, because:

“[walking and cycling] provides physical distancing while helping to meet the minimum requirement for daily physical activity, which may be more difficult due to increased teleworking, and limited access to sport and other recreational activities.”⁸⁸

In Great Britain, lockdown has seen increased rates of walking and cycling; by the end of May, the Government reported that rates of cycling had increased by almost 200% as compared to the first week in March.⁸⁹ This pattern has been repeated worldwide and resulted in city authorities acting rapidly to expand space for cycling and walking.^{90,91}

Looking to transport after lockdown, Senior Policy and partnerships advisor at the cycling and walking charity Sustrans wrote:

As people switch from public transport to the car the number of journeys by private cars could be even greater than before the COVID-19 crisis.

This will lead to significant congestion and gridlock in urban areas, whilst increasing greenhouse gas emissions, air pollution and other health issues and put many people off walking and cycling.

Cities and towns must do everything they can to avoid gridlock and ensure people do not drive more.

This means taking action to better prioritise modes of travel that are more efficient than private car use and still allow for social distancing – walking and cycling.

Getting as many people as possible to walk or cycle who can, frees up road space for those that cannot and benefits everyone.⁹²

Similarly, the [Campaign for Better Transport says](#) a transport-led recovery from covid-19 should deliver “Permanent improvements to sustain greater levels of walking and cycling” among things.⁹³

3.1 Covid active travel emergency fund

In May 2020, the Government announced a [£250 million emergency active travel fund](#), which is the “first stage of a £2 billion investment,

⁸⁸ WHO, [Moving around during the COVID-19 outbreak](#), 21 Apr 2020

⁸⁹ HM Government, [Slides to accompany coronavirus press conference: 4 June 2020](#), 4 June 2020

⁹⁰ Sarah Wray, [Bogotá expands bike lanes to curb coronavirus spread](#), *Smart Cities World*, 18 March 2020

⁹¹ Carlton Reid, [Paris To Create 650 Kilometers Of Post-Lockdown Cycleways](#), *Forbes*, 22 April 2020

⁹² Tim Burns, [Transport in the UK will never be the same, it must be better](#), *Sustrans*, 26 May 2020

⁹³ Campaign for Better Transport, [Covid-19 Recovery: Renewing the transport system](#), July 2020, p.24

and part of the [£5 billion in new funding announced for cycling and buses in February](#).⁹⁴

In February, the [Prime Minister](#) said he wanted this £5 billion investment to “overhaul bus and cycle links for every region outside London.”⁹⁵ And in May 2020 said he hoped the increase in active travel during the Covid lockdown period would herald [“new golden age for cycling.”](#)

Allocations under the emergency active travel fund

You can see more details of [how this funding has been allocated at this link](#).

3.2 Updated guidance to local authorities

On 9 May 2020, the Government published fast-tracked [statutory guidance](#) for local authorities to “make significant changes to their road layouts to give more space to cyclists and pedestrians”.⁹⁶ This guidance took immediate effect.

The DfT said the guidance had been introduced following the “unprecedented levels” of walking and cycling across the UK during the coronavirus pandemic.⁹⁷

The new guidance was made under [section 18 of the Traffic Management Act 2004](#). It tells local authorities to reallocate roadspace for significantly increased numbers of cyclists and pedestrians by:

- Installing ‘pop-up’ cycle facilities with a minimum level of physical separation from volume traffic.
- Using cones and barriers to widen footways along lengths of road, particularly outside shops and transport hubs.
- Encouraging walking and cycling to school, for example through the introduction of more ‘school streets’.
- Reducing speed limits in order to create a more attractive and safer environment for walking and cycling.
- Introducing pedestrian and cycle zones which restrict access for motor vehicles at certain times (or at all times) to specific streets, or networks of streets.
- Closing roads to motor traffic, for example by using planters or large barriers.
- Providing additional cycle parking facilities at key locations.
- Changes to junction design to accommodate more cyclists.
- ‘Whole-route’ approaches to create corridors for buses, cycles and access only on key routes into town and city centres.

⁹⁴ DfT, [£2 billion package to create new era for cycling and walking](#), 9 May 2020

⁹⁵ [Major boost for bus services as PM outlines new vision for local transport](#), 10 Feb 2020

⁹⁶ DfT, [Traffic Management Act 2004: network management in response to COVID-19](#), 23 May 2020

⁹⁷ DfT, [£2 billion package to create new era for cycling and walking](#), 9 May 2020

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- Identifying and bringing forward permanent schemes already planned, for example under Local Cycling and Walking Infrastructure Plans, and that can be constructed relatively quickly.

Some interventions, including new lightly-segregated cycle lanes, will not require Traffic Regulation Orders (TROs). Others will require TROs, of which there are different types.

You can read more about what TROs are, how they are made and the various uses to which they can be put in the Commons Library Briefing Paper: [Traffic Regulation Orders \(TROs\)](#).

4. Active travel in the rest of the UK

4.1 Scotland: Active travel policy

The Scottish Parliament has legislative competence for cycling. In 2014, the Scottish Government published its [Long-Term Vision for Active Travel in Scotland 2030](#). This vision foresees:

Scotland's communities are shaped around people, with walking or cycling the most popular choice for shorter everyday journeys.

This helps people make healthy living choices and assists in delivering places that are happier, more inclusive and equal, and more prosperous. Travelling by foot or cycle, or with a personal mobility aid such as a mobility scooter, is a realistic option for all local journeys as individuals.

People are confident to walk and cycle more often and they value and use their local transport networks (streets, roads and path networks), which offer safe, high quality, realistic and predictable journey options for active travel.⁹⁸

Linked to the long term vision are the [National Walking Strategy](#) and [Cycling Action Plan for Scotland 2017-2020](#) and the [Active Travel Task Force report](#) which makes recommendations for overcoming barriers to the delivery of innovative and new walking and cycling infrastructure. Further, in December 2018 Scotland's first Active Nation Commissioner, Lee Craigie was appointed (see box)

Box 4: Active Nation Commissioner

Scotland's Active Nation Commissioner works independently of government to help ensure that walking and cycling are accessible and inclusive for all. As a national advocate for Active Travel across the country, her aim is to raise the profile of these inclusive and sustainable modes of travel while promoting their health, environmental, social and economic benefits to everyone who lives, works in, or visits Scotland.

Lee Craigie was appointed Active Nation Commissioner in December 2018. Lee Craigie is a former professional mountain bike rider and co-founder of the Adventure Syndicate. She reports to the Cabinet Secretary for Transport, Infrastructure and Connectivity, Michael Matheson.⁹⁹

To enact its vision for active travel, the Scottish Government has allocated funding for walking and cycling investments. Much of this budget is allocated to the Scottish Government's active travel delivery partners "who work across Scotland to deliver projects that will get more people walking and cycling for shorter everyday journeys."¹⁰⁰ The 2019-20 budget for active travel is £80m, matching the 2018-19 budget which was double £39.2m budget for 2017-18.¹⁰¹ £51m of the

⁹⁸ Transport for Scotland, [Long-Term Vision for Active Travel in Scotland 2030](#), 2014

⁹⁹ Transport for Scotland, [Active Nation Commissioner](#), [accessed: 5 July 2019]

¹⁰⁰ Transport for Scotland, [Active Travel investment in 2018 – 2019](#), [accessed: 5 July 2019]

¹⁰¹ Transport for Scotland, [Active Travel investment in 2018 – 2019](#), [accessed: 5 July 2019]

2019-20 budget has been provided for travel infrastructure.¹⁰² A [full breakdown of this expenditure](#) is provided by Transport for Scotland.

4.2 Wales: Active travel policy

Active travel is a devolved competence for the Welsh Assembly and policy in Wales is guided by the [Active Travel \(Wales\) Act 2013](#) (see box 5) and the [Active Travel Action Plan for Wales](#).¹⁰³

This Action Plan creates a vision for active travel: “For people in Wales, we want walking and cycling to become the preferred ways of getting around over shorter distances.”¹⁰⁴ Further, the Welsh Government has published [statutory Design Guidance](#) to supplement on the planning, design, construction and maintenance of active travel networks and infrastructure.

Box 6: Active travel (Wales) Act 2013

The [Active Travel \(Wales\) Act 2013](#) requires local authorities to continuously improve facilities and routes for pedestrians and cyclists and to prepare maps identifying current and potential future routes for their use. It also requires new road schemes (including road improvement schemes) to consider the needs of pedestrians and cyclists at design stage. The Act focuses on walking and cycling as a mode of transport, i.e. for purposeful journeys. Purely recreational walking and cycling were not covered by the Act.

In terms of funding, in May 2018, Cabinet Secretary for Finance announced £60million to support active travel schemes as part of The Wales Infrastructure Plan Mid-Point Review. Transport Secretary, Ken Skates announced £10.36m to Local Authorities across Wales for schemes to promote Active Travel. Grant awards are detailed [here](#).

¹⁰² Transport for Scotland, [£51 million for active travel infrastructure in 2019](#), 18 Jun 2019

¹⁰³ Welsh Government, [An Active Travel Action Plan for Wales](#), 2016

¹⁰⁴ Welsh Government, [An Active Travel Action Plan for Wales](#), 2016, p. 6

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