

## Budget 2020: A Briefing from the Walking and Cycling Alliance

- Boosting cycling and walking in line with the Cycling and Walking Investment Strategy (CWIS) targets would support a range of government health and transport objectives. Going beyond them would do even more to tackle the rising climate change, pollution and inactivity-related health crises.
- Yet we have had insufficient investment and patchy delivery, resulting in still low historic levels of walking and cycling.
- To achieve the CWIS targets we need a step-change in investment in three ways:
  - Prioritised investment in areas with the political will and proven capability to deliver, and ideally plans awaiting investment (i.e. with strong Local Cycling and Walking Infrastructure Plans, LCWIPs).
  - Sustained, secure, long-term investment of £6-8bn over a 5 year period and an end to stop-start funding. £8 billion would spread benefits more equitably, investing in a wider range of places and demographic groups.
  - Measures to ensure the investment sticks, including capacity-building within local authorities and communities, a new Cycling and Walking England to allocate funds and enforce quality, and new design standards.
- This should be backed by action to re-allocate road space towards walking and cycling.

### The contribution of active travel to UK policy outcomes

- In 2018, 60% of trips in England between 1-2 miles, and 80% of trips between 2-5 miles, were made by car. Enabling people to switch some of these journeys to walking and cycling could play a major role in tackling (a) congestion (which costs the UK £30bn a year); (b) pollution (which contributes to around 40,000 early deaths annually), and (c) physical inactivity (which costs the UK £7.4bn a year – the Government's 'Prevention' public health White Paper aims to reduce this).
- Cycling and walking could also contribute significantly to the Government's forthcoming transport decarbonisation plan. Whilst the UK was the first major economy to pass a zero emissions target into law, transport continues to be the largest emitting sector (33%) and this is still rising.
- Most of these emissions are from cars. Electrification of our vehicle fleet is not the whole answer - depending on the speed of conversion to electric, a 20%-60% reduction in car mileage would still be needed by 2030 to meet net zero targets.
- The public recognises the need to reduce car use by switching to cleaner, healthier alternatives. 43% of people are willing to reduce car journeys to reduce their climate impact. 42% are willing to switch shorter car journeys to walking / 37% to cycling.

### The current picture

- There is strong public support for investment in walking and cycling - 75% of city residents back this. Schemes deliver great value for money too, with estimated benefit to cost ratios (BCRs) of at least 5.6:1 (DfT).
- Yet investment in walking and cycling represented just 2% of transport spending in 2016-21 in England (excluding London) - or £7 per head.
- Fewer than 2% of journeys in England are made by cycle. The CWIS aims to double the number of cycling trips by 2025 (based on 2013 levels); however Ministers have recognised that this will require substantially increased funding. Even then, cycle use



would be well below continental levels (e.g. it accounts for 10% of trips in Sweden and Germany, 19% in Denmark and 26% in the Netherlands).

- The Government has also acknowledged the need for a strengthened walking target. The current CWIS target is to increase walking trips to 300 per person annually by 2025 – we believe this should be raised to 365 trips. 51% of journeys to school are currently walked to school - up from 49% but still short of the CWIS target of 55%.
- Like rail and roads, active travel needs secure long-term funding. Yet the Government has so far earmarked no capital funding for cycling and walking beyond April 2020.

### A plan for the future: a step change in investment

- **A long-term funding plan and end to stop-start funding, with funding between £6-8bn over five years.** £6bn would deliver investment in certain towns and cities and other background funding equivalent to £50 per head in some authorities, ramped up over five years. This would meet the CWIS targets. £8bn would spread the benefits more equitably across towns and cities, reaching different places and people, with investment reaching £60 per head in large cities. This would deliver greater benefits in health inequalities, air quality and CO2 reduction.
- **High quality infrastructure – do it properly or not at all.** Examples include:
  - Protected cycle lanes to enable mode shift on commuting trips;
  - Low-traffic neighbourhood treatments – so that local streets are for people, not cars, with more local walking and cycling trips.
  - Other public realm improvements benefiting both walking and cycling, including junction safety improvements, road crossings, green routes.
  - Improvements to walking and cycling routes to bus and rail stations including cycle-rail improvements, hire bike schemes and e-bike grants.
- **Revenue programmes to complement capital schemes, increasing their impact and spreading the benefits more equitably,** including:
  - Walk and cycle programmes for schools, workplaces and community settings;
  - Build a cycling and walking culture among under-represented groups (e.g. older people, people with disabilities) who are less likely to walk and cycle but have most to gain from doing so (e.g. health and/or independent mobility);
  - Cycle training for all;
  - Support for hire bike schemes in disadvantaged areas;
  - A 70/30 capital/revenue balance is ideal, moving to 80/20 as spending rises.
- **Measures to reallocate road space** in favour of walking and cycling will increase the impact and value of investment by driving mode-shift.
- **Local authorities should be prioritised to ensure investment is concentrated in areas that can spend most effectively over the course of the next five years.**
- **A plan is also needed to ensure investment sticks including:**
  - **A Network of Local Authority Cycling and Walking Champions** to overcome lack of political will;
  - **New high-quality design guidance** for cycling and walking, and green infrastructure standards;
  - **Building of capability, capacity & skills in local authorities and the supply chain** through a support package and professional training programme;
  - **A new 'Cycling & Walking England'** empowered to oversee value for money and withhold funding from local authorities who mis-spend it, whilst providing consistency for large scale behaviour change over time.