

A submission from Cycling UK's to the  
**COMPREHENSIVE SPENDING REVIEW 2020**

## INTRODUCTION

Cycling UK was founded in 1878 and has 72,000 members and supporters. Historically known as 'CTC' or the 'Cyclists' Touring Club', Cycling UK's central charitable mission is to make cycling a safe, accessible, enjoyable and 'normal' activity for people of all ages and abilities. Our interests cover cycling both as a form of day-to-day transport and as a leisure activity, which can deliver health, economic, environmental, safety and quality of life benefits, both for individuals and for society.

The Department for Transport (DfT) is set to publish a Transport Decarbonisation Plan (TDP) by the end of this year. A recently-concluded consultation on the TDP was launched by the publication of [Decarbonising Transport: setting the challenge](#), issued in March 2020. Cycling UK strongly welcomed this document, and particularly the opening aim of the 6-point 'vision' for a net-zero transport future set out in Transport Secretary Grant Shapps's Foreword:

*"Public transport and active travel will be the natural first choice for our daily activities. We will use our cars less..."*

We strongly urge that the transport elements of the Comprehensive Spending Review (CSR) should now support this admirable ambition.

We have also given our strong backing to the Government's recently published '[Gear Change](#)' vision for cycling and walking, issued along with a new Local Transport Note LTN 1/20 on [Cycling Infrastructure Design](#), and a [consultation on revisions to the Highway Code](#) to improve cycling and pedestrian safety. The core of this submission focuses on the spending that will need to be embedded in the Government's second 'Cycling and Walking Investment Strategy' (CWIS2), in order to deliver the vision set out in 'Gear Change'. DfT is expected to publish CWIS2 in the aftermath of the CSR.

Part 1 of this submission outlines the case for a significant shift of transport funding towards active travel and other sustainable transport options, not least to support the aims of the TDP, but also to tackle other dependence of over-dependence on motor vehicles, including congestion, air pollution, road danger and inactivity-related ill-health, with all its associated health costs for individuals, employers and the NHS

Parts 2 and 3 then consider the measures needed to achieve the Government's 'Gear Change' vision. Part 2 looks at measures that need would require capital and revenue funding respectively, as part of CWIS2. Part 3 then considers wider measures, including those whose funding would not be covered by CWIS2 itself, including measures to restrain road traffic demand, and to improve road safety. Part 4 considers the funding sources that contribute to CWIS2 (including the traffic demand measures discussed in Part 3), while Part 5 looks at the levels of funding required to meet the CWIS targets.

## SUMMARY OF KEY POINTS

Cycling UK has welcomed the Transport's Secretary's vision for a ['net zero' future](#) in which:

*"Public transport and active travel will be the natural first choice for our daily activities. We will use our cars less..."*

Cycling UK also welcomes the Government's ['Gear Change'](#) vision for cycling and walking, together with the [Cycling Infrastructure Design guidance](#) (Local Transport Note LTN 1/20) and the [consultation on revisions to the Highway Code](#) which accompanied its publication.

We now urge that the transport spending plans set out in the Comprehensive Spending Review (CSR) are in line with this 'vision', and with the targets to double cycling trips and increase walking by 2025, as set out in its [first Cycling and Walking Investment Strategy \(CWIS1\)](#). This would enable the Department for Transport (DfT) to adopt a second Cycling and Walking Investment Strategy (CWIS2) which truly contributes to the above 'vision'.

This need not require an overall increase in transport spending. Increased investment in cycling and walking (and other sustainable transport options) can be achieved by:

- Rebalancing transport spending, away from large road and other major infrastructure projects, and towards clean, healthy and low-carbon alternatives. The latter are generally much better value for money, providing far greater benefits and far fewer disbenefits. These benefits include tackling urban congestion and pollution; creating safer, more efficient and more vibrant streets and communities, promoting healthy living and a better quality of life, as well as tackling the climate crisis.
- Using fuel duty and other pricing measures, both to reduce demand for road travel and also as an income stream to invest in healthy and sustainable alternatives.

The majority of investment in cycling and walking needs to be capital spending, earmarked for local authorities to implement their [Local Cycling and Walking Infrastructure Plans \(LCWIPs\)](#). These should include protected cycle lanes, 20mph schemes, 'low traffic neighbourhoods', 'mini-Hollands' and 'school streets' schemes (all of which are advocated in 'Gear Change'), as well as urban realm improvements.

Further capital investment should be earmarked for: cycling and walking improvements along and across the corridors of the [Strategic](#) and [Major Road Networks](#) (the SRN and the MRN) and the [HS2 rail scheme](#); the [National Cycle Network \(NCN\)](#); for improved provision for combining [cycling and rail](#) or [bus](#) travel; and to support the introduction of [bike share schemes](#). We also highlight the opportunities to use post-Brexit agricultural subsidies to invest in improvements to the quality and extent of the [rights of way network](#), particularly by filling gaps in the network (or the parts of the network that are available for cycling), and by improving the lighting and surfacing of parts of the network which are most useful for day-to-day (as well as recreational) cycling and walking.

This capital investment should be complemented by revenue investment, to support: [cycle training](#) for people of all ages and abilities; programmes to promote cycling and walking in [schools](#), [workplaces](#) and [community settings](#) (including ['social prescribing' schemes](#) under which GPs 'prescribe' cycling or walking for patients needing increased physical activity); purchase subsidies for electrically assisted pedal cycles (or ['e-bikes'](#)), [cargo-bikes](#), bikes for school pupils on free school meals, and [non-standard cycles for people with disabilities](#); and support for [bike share schemes particularly in more disadvantaged areas](#).

Additional revenue funding should be available to provide support and capacity-building for local authorities, to help them deliver high-quality LCWIPs. This should initially be through the existing LCWIP support programme (provided by Cycling UK and other partners). However it should be taken over as soon as possible by Active Travel England, the arms-length body proposed in 'Gear Change' to act as an 'Ofsted for cycling and walking'. Investing relatively small sums in Active Travel England now will substantially enhance the ability of local authorities to spend the funding needed to meet the CWIS targets, and to spend it well, in accordance with DfT's new 'Cycle Infrastructure Design' guidance.

The earmarking of [£2bn for investment in cycling and walking](#) over the next 5 years (2020/1 to 2024/5) is a welcome 6-fold increase in the amount of ringfenced funding compared with the past 5 years (2016/7 to 2020/1). However, we understand that unpublished research, [commissioned by DfT](#), shows that it is still only about 1/4 to 1/3 of the amount needed to meet the CWIS1 targets by 2025 (n.b. we regret that this remains unpublished [despite repeated promises](#), as this has impaired our ability and that of other stakeholders to provide a fully-informed response to this consultation). Moreover, £2bn would amount to a reduction in total spending on cycling and walking compared with the [£2.4bn of total funding](#) (including non-ringfenced funding) that was eventually secured for cycling and walking during the past 5 years. Hence it would contravene the Government's 'Gear Change' commitment to "significantly increase spending" on cycling and walking.

Therefore, although we have proposed a breakdown of how £2bn could best be spent to progress towards the CWIS1 targets, we stress that this sum would not come close to meeting those targets. Moreover, funding at this level would inevitably need to be concentrated in urban areas which already have relatively high cycling and walking levels, and which are therefore best placed to spend additional cycling and walking funding effectively. Hence it would not contribute to the Government's aims of 'levelling up' (by investing in areas of economic deprivation and poor health). Nor would it maximise the climate benefits of boosting cycling in more rural areas.

We therefore put forward two spending scenarios:

- *A £6bn scenario.* This has the potential to meet the CWIS1 target, but would still do so by targeting growth of cycling and walking in areas whose populations are already relatively affluent and healthy, with relatively high existing levels of cycling and walking. It therefore still lacks the 'levelling up' and health benefits that would come from investing in more disadvantaged areas, or the climate benefits of investing in more rural areas.
- *An £8bn scenario.* This would meet and possibly exceed the CWIS1 target, but in a way that would yield much greater health, social and climate benefits than the £6bn scenario, by investing more of the available funding in more disadvantaged and rural areas. This is therefore our preferred scenario.

As well as traffic restraint through pricing, any cycling and walking investment package should also be accompanied by traffic restraint through the planning system, and by a package of measures to [improve safety for cycling and walking](#). These include: [lowering speed limits](#); proceeding with the [Highway Code revisions](#) that are now subject to consultation; strengthening [driver education and training](#); reviewing [road traffic offences and penalties](#); and promoting [lorry safety](#) through [safer lorry cab designs](#) and through transshipment depots; as well as by promoting cargo-bikes for 'last mile' deliveries.

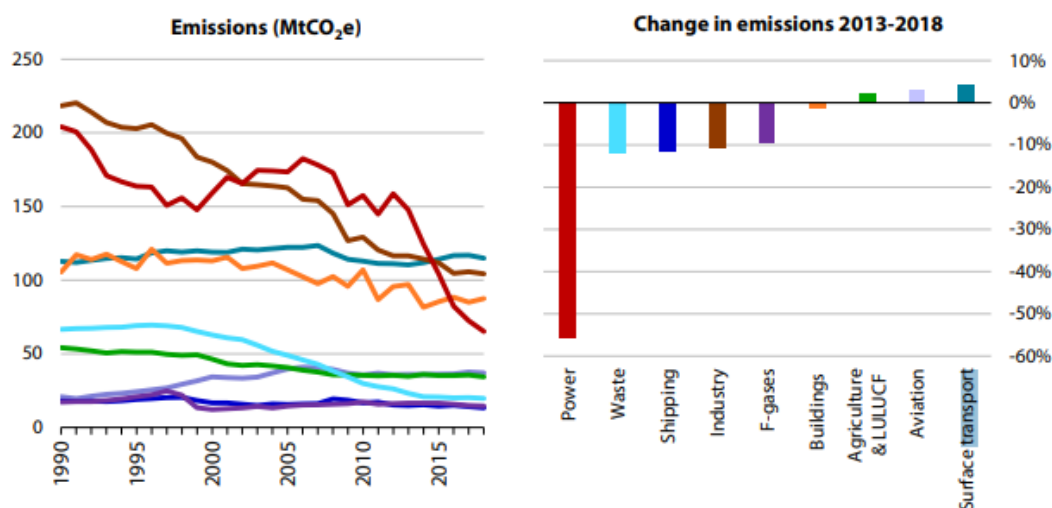
# 1. SHIFTING TRANSPORT SPENDING TO HEALTHY, LOW-EMISSIONS TRAVEL

## Moving to a 'net zero' transport future

The Secretary of State's 'Foreword' to [Decarbonising Transport: setting the challenge](#) contained this very welcome statement of his vision for a 'net zero' transport future:

*“Public transport and active travel will be the natural first choice for our daily activities. We will use our cars less...”*

The UK's territorial emissions of greenhouse gases (i.e. excluding international aviation and shipping) have fallen steeply since 1990, largely thanks to sharp emissions reductions from the power and waste sectors (red and brown lines below). By contrast, transport's emissions (light blue line) have hardly changed over this period. Improvements up to 2016 in the average vehicle efficiency of new cars have been largely offset by increases in road mileage. Hence transport share of total greenhouse gas emissions have grown sharply – from 19% in 1990 to 31% in 2018 - becoming the economy's largest emitting sector.



**Source:** BEIS (2019) 2018 UK Greenhouse Gas Emissions, Provisional Figures; BEIS (2019) 2017 UK Greenhouse Gas Emissions, Final Figures; CCC calculations.

**Notes:** The chart on the right-hand side shows changes in sectoral emissions between 2013 and 2018 for all sectors except for Agriculture, LULUCF, Waste and F-Gases which cover the period 2013-2017; buildings emissions in this chart are temperature-adjusted.

The Committee on Climate Change (CCC, the Government's statutory advisor on meeting its carbon budgets under the Climate Change Act 2008) has strongly [criticised the lack of progress](#) on reducing transport emissions.

The Transport Decarbonisation Plan (TDP) therefore needs to set out policies aimed at:

- Reducing travel overall – e.g. investing in broadband to reduce the need to travel for business meetings etc; and...
- Reducing the lengths of journeys – e.g. by planning and locating new developments such that housing, employment and retail opportunities are closer to one another (i.e. “destination shifting”); as well as...
- Enabling people to switch from car travel to healthier and more sustainable alternatives (i.e. “mode shifting”).

In a [briefing for Friends of the Earth](#), consultancy Transport for Quality of Life (TQL) has estimated that, to be on course for a 'net zero' economy by 2045 (i.e. 5 years before the Government's subsequently-adopted target date), motor traffic will need to be reduced by 2030 by at least 20% – and by up to 60% under more pessimistic assumptions about how quickly we can decarbonise our vehicles and their power supply.

The TDP therefore needs to set targets for how quickly we will halt and then reverse the growth of motor traffic, ensuring that road transport is on track to meet its share of the Government's 'net zero' target and carbon budgets. Longer-term targets could then be set for increased cycling and other sustainable transport options (including not travelling at all for some trips), in a way that "follows the science".

### Other reasons to reduce car dependence

Besides climate change, over-dependence on private motor vehicles imposes other significant costs on society:

- *Congestion*: This is estimated to cost the UK economy [£30 billion a year](#).
- *Air pollution*: Pollution is estimated to hasten [between 28,000 and 36,000 deaths annually](#) in the UK, at an economic cost of [£20bn or more](#). The UK Government has [lost three court cases](#) over its failure to keep pollution within legal limits.
- *Road danger*: The cost of [road deaths and injuries in 2018](#) was estimated to be [£35bn](#).
- *Physical inactivity*: [Inactivity-related ill health](#) costs the UK around [£7.4bn](#) annually.

### Value for money

The Government's 'Gear change' vision recognises the exceptional economic and other benefits of investment in cycling and walking, for tackling congestion, pollution and greenhouse gas emissions, and for improving health and wellbeing (see infographic in [Gear Change](#), page 9).

[Research by Leeds University](#), commissioned in 2015 by Cycling UK, found that if cycle use in England increased from less than 2% of all journeys (current levels) to 10% by 2025, and to 25% by 2050 (as recommended by the All Party Parliamentary Cycling Group's ['Get Britain Cycling' report](#)), the cumulative benefits would be worth £248bn between 2015 and 2050. This would yield annual benefits in 2050 worth £42bn at 2015 prices (i.e. even allowing for 'discounting', to reflect the fact that long term benefits are worth less than those achieved in the shorter term).

Authoritative estimates of the average benefit:cost ratios (BCRs) of investing in cycling and walking range from [5.6:1](#) (DfT) to [13:1](#) (Bristol City Council and NHS Bristol). This is substantially higher than for other large transport infrastructure projects – DfT's [guidance on assessing the value-for-money of transport investments](#) regards BCRs above 2:1 as 'high' value for money, and ratios above 4:1 as 'very high'.

Further overviews of the evidence on the cost-effectiveness of cycling and walking investment are provided by [DfT](#) and [Cycling UK](#). The latter spells out evidence on the specific economic benefits of cycling in terms of tackling congestion, improving the efficiency of 'last mile' urban deliveries, reducing absenteeism, reducing NHS costs, boosting retail vitality, increasing the attractiveness of residential areas, strengthening the leisure and tourism economies, and creating jobs in cycling-related businesses. The



Cycling UK briefing also compares this evidence with the substantially lower value-for-money of road investment. A [2012 study](#) (updated in 2015) concluded that it was very difficult to find evidence to support the theory that roads investment improves GDP in any EU country. It was much easier to identify negative outcomes, or those where the disbenefits cancelled out the benefits (e.g. a new road might attract shoppers from a poor region to better shopping opportunities in wealthier areas). These conclusions echoed the findings of a [review](#), conducted by Sir Rod Eddington on behalf of DfT, on the value of transport investment (his review found that small-scale investments delivered much better value for money); and a [1999 report from the Standing Advisory Committee on Trunk Road Assessment \(SACTRA\)](#).

In January 2013, 32 transport professors from around the UK wrote an [open letter](#) to former Transport Secretary Patrick McLoughlin MP, expressing their considered doubts about the ability of new, major investment in transport projects (e.g. road building) to make a positive contribution to the economy and employment. They suggested that it is more sensible to make the best use of existing infrastructure and pointed out that: *“There is substantial recent evidence [...] on the success of travel behaviour change programmes, underscoring demand management potential.”*

Cycling UK therefore believes that increased investment in cycling and walking does not need to amount to a call for additional transport investment. It could be achieved by shifting the balance of transport from roads and other large infrastructure projects towards local transport schemes that enable people to make day-to-day short journeys in ways that are beneficial to our health, our wealth, our wellbeing and our environment.

#### The Government’s first Cycling and Walking Investment Strategy (CWIS1)

In 2015, Cycling UK [strongly welcomed](#) the adoption (in the Infrastructure Act 2015) of a legally binding commitment for the Secretary of State to adopt and periodically update a Cycling and Walking Investment Strategy.

The [first Cycling and Walking Investment Strategy \(CWIS1\)](#) was adopted in CWIS1, with the ambition *“to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey.”* It also set the following targets for 2025:

- Double cycling from 0.8 billion stages in 2013 to 1.6 billion stages in 2025;
- Increase walking stages per person per year, to 300 stages per person per year in 2025;
- Increase the percentage of children aged 5 to 10 that usually walk to school from 49% in 2014 to 55% in 2025 and;
- Reduce the number of cycling casualties

It set out a budget of £314m of earmarked funding for cycling and walking over the 5-year period 2016/7 to 2020/21, while asserting that this formed only part of a total of around £1.2bn that it hoped would be available over that period. It made the assumption that the remaining c£900m would be secured from local sources (e.g. Local Transport Plan funding, Local Growth Funds etc).

Cycling UK welcomed the ambition but, from the outset, [voiced concern](#) that the funding available was not remotely sufficient to meet the stated targets. Our concerns were in due course partially acknowledged in DfT’s [feedback report](#) following consultation on its Cycling and Walking Investment Strategy: safety review. This noted that:

*“Current policy is projected to fill around one third of the gap towards 1.6 billion cycle stages.”<sup>1</sup>*

The then Transport Minister Jesse Norman MP later acknowledged, in [evidence to the Commons Transport Committee](#), that meeting the target to double cycling stages would *“require major further intervention.”*<sup>2</sup>

DfT had by this time [commissioned research](#) from consultancy Transport for Quality of Life, to assess the resources needed to meet its CWIS1 targets. Much of this work was published in January 2020, along with DfT’s [first CWIS progress report to Parliament](#). However the assessment of funding required is contained in the ‘Cycling Insights’ report from this project, which remains unpublished, despite repeated public commitments to do so (e.g. in [February](#) and in [June](#) 2020). Cycling UK regrets that the Government’s failure to publish this report is impeding our own and other stakeholders’ ability to provide informed responses to the current consultation on the Comprehensive Spending Review.

### ‘Gear Change’

The Government’s publication ‘Gear change’ is subtitled “A bold vision for cycling and walking”. Cycling UK agrees. Prefaced by a Foreword from the Prime Minister, its proposals are presented under 4 themes:

- *“Better streets for cycling and people”*: including “first hundreds, then thousands of miles of safe, continuous, direct routes for cycling in towns and cities”, as well as “cycle, bus and walking corridors”; “low-traffic neighbourhoods”; “school streets” and “Mini-Hollands”. Cycling UK believes these can all be delivered through investment in the [Local Cycling and Walking Infrastructure Plan](#) (LCWIP) process – see section 2.1. It also promises increased investment in the National Cycle Network, and at least one zero-emission city, proposals which Cycling UK also strongly supports. All new transport projects are to incorporate DfT’s new [Cycle Infrastructure Design standards](#), issued on the same day as ‘Gear Change’. Again, Cycling UK strongly supports these.
- *“Putting cycling and walking at the heart of transport, place-making and health policy”*: including “significantly increase[d] spending” with “a long-term cycling and walking programme and budget, like the roads programme and budget”. It also proposes: improved provision for cycling along and across the strategic and major A road networks; better integration of cycling with both rail and bus travel; promotion of cycling for deliveries and reductions in unnecessary freight traffic; increased cycle parking; incorporating cycling and walking into new housing and business developments; and new tools for auditing roads and for assessing the value of transport projects.
- *“Empowering and encouraging local authorities”*: providing them with “significantly increased funding” and support for capacity-building; both of which are to be delivered through Active Travel England, which is to be “a new funding body and inspectorate to enforce the [cycling infrastructure design] standards and time limits [for delivering schemes]. Active Travel England will report on local authorities’ performance (with these reports being used to influence their wider transport funding allocations), and will be a statutory consultee on larger new developments. Councils will also gain new powers under the Traffic Management Act to implement cycling and walking improvements.

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<sup>1</sup> See [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/758519/cycling-walking-investment-strategy-safety-review.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/758519/cycling-walking-investment-strategy-safety-review.pdf) para 2.8.

<sup>2</sup> <http://data.parliament.uk/writtenevidence/committeeevidence.svc/evidencedocument/transport-committee/active-travel/oral/101555.pdf>. See Q304.

- “Enabl[ing] people to cycle and protect[ing] them when they cycle”: including increased cycle training provision for adults as well as children, a ‘social prescribing’ scheme in which GPs are incentivised to ‘prescribe’ cycling (alongside improved cycling infrastructure provision) in places with poor health; support for the uptake of electrically assisted pedal cycles (or ‘e-bikes’); action to reduce cycle theft; new road traffic offences; and a review of the Highway Code.

Cycling UK supports these plans and has reflected them in our proposals for CWIS2 spending allocations and complementary measures, as set out in Parts 2 and 3 of this submission respectively. Besides traffic reduction targets (as set out in Part 1), our proposals additionally call for:

- A commitment to *lower the ‘default’ speed limits* for built-up streets and for non-built-up single-carriageway roads respectively.
- Enhancements to the *extent and quality of the rights of way network* for walking and (particularly) for cycling, improving its connections to (more urban-focused) LCWIP networks, thereby enabling its use for active travel between towns and homes or key journey attractors in more rural surrounding areas.
- Action to *improve driver awareness of cycle safety* (through strengthening of driver testing and training, and through promotion of the Highway Code, including the changes now being proposed), backed by measures to *strengthen road traffic law and its enforcement*.
- Policies and funding allocations to *boost the diversity of people taking up cycling* (as well as their numbers), e.g. by supporting cycling projects for women, older people, people with disabilities and people from other disadvantaged groups or backgrounds.
- Support for *bike sharing schemes*.

Parts 2 and 3 of this submission reflect the Gear Change’ plans, together with the additional proposals outlined above.

## 2. MEASURES TO BE FUNDED THROUGH CWIS2

This part of our submission outlines the proposals for which funding should be provided through CWIS2 itself. We have subdivided it into capital and revenue programmes, each of which is in turn broken down into programmes to be delivered by local authorities, and those which will require national coordination.

### 2.1. Capital programmes for local authority delivery

#### Local Cycling & Walking Infrastructure Plan implementation (‘Gear Change’ pp 16-19)

The aspect of CWIS1 that Cycling UK backed most strongly was the introduction of [‘Local Cycling and Walking Infrastructure Plans’ \(LCWIPs\)](#). The LCWIP process aimed to encourage local highway authorities to draw up local cycling and walking *networks*, as distinct from individual cycling and walking facilities which were often poorly linked to one another, or to the places where people wanted to go. DfT also produced some excellent [guidance on the LCWIP network-planning process](#), together with tools such as the [Propensity to Cycle Tool](#). These are helping councils not only to plan their LCWIP networks but also to prioritise the most cost-effective links in the network for earlier delivery.

DfT also provided support for 46 authorities (or groups of authorities) to help them draw up their LCWIP networks, with Cycling UK and its partners (Sustrans and Living Streets) playing roles in delivering this support.



However, apart from 8 cities which received [‘Cycle City Ambition Grant’ funding](#), CWIS1 provided no earmarked funding for local authorities to implement these network plans. Instead, councils had to make do with seeking funds from their own [Local Transport Plan](#) funding, [local growth funds](#), and from sources such as the [Transforming Cities Fund](#), [Housing Infrastructure Fund](#) and [Future High Streets Fund](#). Although very welcome, these shorter-term funding sources did not give councils the certainty or confidence to plan and prioritise their LCWIPs strategically.

The single most important spending item now needed in CWIS2 is therefore a budget line to enable local authorities to deliver their LCWIP networks. This could incorporate most of the proposals set out under Theme 1 of ‘Gear Change’, including:

- *Safe and continuous cycle routes*, and the creation of *cycle, bus and walking corridors* (*‘Gear Change’ pp16-17*).
- *‘Mini Hollands’* and *‘Low Traffic Neighbourhoods’* – LTNs are local street networks from which rat-running through traffic is filtered out by sensitively-located road closures, with the streets designed keep the remaining traffic to low traffic, to create a safe and attractive environment for residents, and to support walking and cycling for local journeys. Mini Holland schemes complement LTNs by including protected cycle lanes alongside the adjoining main roads (*‘Gear Change’ pp18-19*).
- *‘School streets’* – streets where motor vehicles may not be driven or parked at school arrival and departure times (*‘Gear Change’ pp18-19*).

It could also cover urban realm improvements (n.b. these are not covered in ‘Gear Change’).

#### Major Road Network (*‘Gear Change’ p24*)

The Major Road Network (MRN) is a network of relatively important non-trunk A roads which are managed by local authorities (n.b. trunk roads form part of the Strategic Road Network, SRN, along with motorways – see section 2.2 below). MRN roads are to receive £3.5bn of funding from the National Roads Fund created by former Chancellor George Osborne’s decision to hypothecate fuel duty revenues for roads investment.

‘Gear Change’ includes a commitment to “ensure that new local and strategic A road schemes include appropriate provision for cycling”. This is very welcome, however we believe further action is needed to provide separate cycle facilities alongside existing MRN roads. MRN roads often provide the most direct connection between neighbouring towns. They rarely have separate cycle facilities, yet their traffic volumes and speeds are usually such that, if they were new roads, they would require separate cycle provision in order to conform to the new [Cycle Infrastructure Design standards \(LTN 1/20\)](#). Moreover, they typically have road widths that encourage drivers to overtake very closely at speed (they are often 7.3m wide, comprising two 3.65m carriageways, which is precisely the wrong width for cyclists to share the carriageway – see LTN 1/20 paragraph 7.2.5). They can also be very difficult for both pedestrians and cyclists to cross, creating barriers for walking and cycling journeys between start and end-points on either side of them.

In order to facilitate cycling between towns which are within cycling distance of each other, or between towns and homes or other destinations in their surrounding areas, Cycling UK proposes that funding should be earmarked for cycling improvements along and across MRN corridors. This would be drawn from the National Roads Fund.

### Rights of Way Improvement Plans (RoWIPs) (not covered in 'Gear Change')

Historically, the Rights of Way (RoW) network (i.e. footpaths, bridleways and byways) was used for day-to-day travel, e.g. to work in the fields, to take goods to market etc. In the 21<sup>st</sup> century, its uses are more recreational, enabling people to enjoy healthy outdoor activity and to connect with nature. The Covid lockdown has reminded us of these benefits, while a recent [report from the Environment Agency](#) has documented the huge economic value of the health benefits people gain from outdoor access, but also the need to 'level up' access to these benefits. These points have also been recognised in the [25 Year Environment Plan](#), produced by the Department for the Environment (DEFRA).

The RoW network still also plays a valuable role in enabling people to make day-to-day journeys on foot or by cycling, however this could be greatly strengthened. At present, there are rights to cycle (or ride horses) on just 22% of England's rights of way network (i.e. the bridleways and byways). This network is generally badly fragmented and is often far less suitable than footpaths, which can often be wider and more firmly surfaced. The RoW network is poorly signed, surfaced and maintained, making it unsuitable for day-to-day journeys other than in daylight and good weather.

Local authorities outside London are under a duty to maintain a Rights of Way Improvement Plan (RoWIP), but not to implement that plan, nor is any earmarked funding available for them to do so. An opportunity to rectify this currently exists, as the UK prepares to exit the EU's funding arrangements including the Common Agriculture Policy (CAP). Former Environment Secretary Michael Gove spoke about using post-Brexit agricultural subsidies to provide "[public money for public goods](#)". [Clause 1 of the Agriculture Bill](#) already cites "public access to and enjoyment of the countryside" as one of the public goods for which subsidy payments can be made. Yet DEFRA's [draft Environmental Land Management \(ELM\) scheme guidance](#) (which will in practice provide the basis for allocating post-Brexit agricultural subsidies) says virtually nothing about increasing access.

We urge that this should be rectified, with funding prioritised for missing links in the RoW network, and sections that can most beneficially play a dual role in enabling day-to-day journeys as well as recreational walking and cycling. These are typically in 'urban fringe' areas, where improvements to surfacing and lighting could enable rights of way to be used (for instance) by children in rural areas to reach schools in nearby towns, as well as by families in those towns to enjoy recreational walks or cycle rides at the weekend without having to jump in their cars.

Cycling UK therefore urges that amendments are made to the proposed scope of the ELM funding scheme, so that funding can be made available to connect LCWIP and RoWIP networks, enabling the latter to extend out into the countryside.

### Cycle-bus integration ('Gear Change' p25)

Supporting the combination of cycling and public transport could provide significant benefits for travellers, for public transport operators and for the wider public good:

- *For passengers*, the combination is a healthy and convenient door-to-door alternative to driving, particularly for those who cannot do so.
- *For public transport operators*, it boosts the catchment area for public transport services 16-fold, increasing their economic viability. It also reduces the costs of providing car parking, releasing valuable land for other uses.
- *For society*, it reduces the environmental and other impacts of car-dependence, while strengthening local economies (and their public transport services) in rural areas.

Cycle-bus improvements can support the installation either of cycle racks on the outside of buses (as is common in [Switzerland](#) or the [USA](#)), or cycle storage inside buses (as is available on services in the [Lake District](#) and [East Yorkshire](#)).

N.B. We cover cycle-rail integration measures in part 2.2, as these will need nationally co-ordinated funding.

### Bike share schemes (not covered in 'Gear Change')

Bike hire schemes, whether staffed (e.g. at stations), docked (such as London's Santander Cycles) or dockless (such as those run by companies like Ofo and Mobike) can provide excellent 'try-before-you-buy' opportunities for people considering cycling. Schemes which offer opportunities to try out electrically-assisted pedal cycles (or 'e-bikes') or non-standard cycles (e.g. tricycles, which may be needed for people with some disabilities) can be particularly valuable for disabled people, health patients or others from disadvantaged groups, who could not otherwise afford the risk of buying an e-bike or non-standard cycle, without first deciding whether they will benefit from it.

Bike share schemes have been found to be highly effective at attracting people to switch to cycling from car travel. A [recent survey](#) found that on-street bike hire schemes are widely used in combination with public transport; that they attract a high proportion of female users; and that they are effective at persuading people to switch from car travel. A [business case](#) for the Brighton & Hove e-bike share scheme found that it would yield an excellent benefit-to-cost ratio (BCR) of 7.5 :1 over 15 years. The Brighton & Hove scheme was subsequently [found](#) to have reduced participants' car use by an average of 20%.

However, the demise of most of the 'dockless' bike share operators has highlighted the need for some public funding to procure economically viable bike share schemes. In more disadvantaged areas (where vandalism and theft are more common), some revenue funding will also be needed to provide healthy mobility for people facing multiple disadvantages.

Cycling UK therefore urges that CWIS2 should provide capital funding to enable councils to set up bike share schemes in towns and cities, and in recreational areas. In section 2.4, we also call for some additional revenue funding support to maintain such schemes, particularly in more disadvantaged areas, where their operational costs are likely to be greater but where they could provide particularly valuable benefits in terms of overcoming both transport poverty and health inequalities.

## **2.2. Capital funding: national delivery**

### Strategic Road Network (SRN) ('Gear Change' p24)

In section 2.1, we noted that the Major Road Network can present significant barriers to cycling (and indeed to walking) journeys along and across the network, often preventing cycling from being used for journeys across it. The same is true, if not more so, for the Strategic Road Network, i.e. England's motorways and trunk roads, managed by Highways England (HE).

Between 2015 and 2020, HE has delivered a £100m programme of improvements to cycle, pedestrian and equestrian access along and across SRN corridors, mainly through its £175m 'Designated Fund' for 'Cycling Safety and Integration' (this being one of HE's 5 [designated funds](#) that was operational during the period of the 1<sup>st</sup> Roads Investment Strategy, RIS1). For the 2<sup>nd</sup> Roads Investment Strategy period (RIS2, 2020-25), there is

no longer a designated fund specifically covering cycling, however cycling improvements along and across the SRN corridors are expected to be eligible for funding from the new designated fund for 'Users and Communities' (though they could also attract funding from the DFs for 'Safety and Congestion' or for 'Environment and Wellbeing').

We therefore propose that CWIS2 should set out what funding the Government anticipates Highways England will invest in improved cycling and walking provision from its designated funds or other sources.

### High Speed 2

Cycling UK petitioned against the parliamentary Bills to allow the building of both 'Phase 1' and 'Phase 2a' of the HS2 rail scheme (i.e. the sections from London to the West Midlands, and from the West Midlands to Crewe respectively). Cycling UK is not opposed to HS2 per se but do want to ensure that new or altered highways (including rights of way) running along or across the HS2 corridor reflect best practice in cycle-friendly design (as well as high standards of lorry safety for construction vehicles, operators and drivers associated with the scheme).

Although HS2 provided Cycling UK with a legally-binding 'assurance' to "have due regard to" best practice design guidance, our experience (and that of local authorities along the route) has been a marked reluctance to do so. This resistance to best practice has continued even following the publication of DfT's LTN 1/20 Cycle Infrastructure Design guidance. We fear that this could impose huge long-term costs, as it will result in tunnels and bridges being built that prevent the construction of cycle facilities.

We acknowledge that DfT has previously provided a [£30m road safety fund](#) for such improvements associated with Phase 1. We therefore propose the inclusion in CWIS2 of a budget line for cycling and walking provision along and across the HS2 corridor, on a similar basis to that provided for Highways England

### National Cycle Network ('Gear Change' p20)

The National Cycle Network (NCN) is an important national asset. It enables walking and cycling for a whole range of purposes, from day-to-day journeys to school through to multi-day holidays (e.g. using routes such as the Coast 2 Coast trails). It is managed (though mostly not owned) by the sustainable transport charity Sustrans, who are one of Cycling UK's partners in the Walking and Cycling Alliance.

In 2018, Sustrans published its ['Paths for Everyone' review of the NCN](#), identifying improvements needed to bring the NCN up to standard, while dropping some sections of the network (at least for the time being), so as to meet its strengthened quality thresholds. Cycling UK strongly supports Sustrans's calls for earmarked funding to improve the NCN.

### Cycle-rail integration

We have already highlighted (in part 2.1) the benefits of combining of cycling and buses. We now discuss the cycle-rail combination.

In the Netherlands, [42% of rail trips involve cycling at the 'home end' of the journey](#), while [11% of rail trips are completed by bike at the non-home end](#). By contrast, just 2.8% of rail trips in Britain in 2015 also involved cycling (48 million cycle-rail trips out of a total of 1.718 billion rail trips). Yet this figure represents a very encouraging increase of 40% in the number of cycle-rail trips being made in Britain compared with 2010. Much (though

by no means all) of this growth has been achieved through investment in cycle parking at rail stations. Cycle parking provision at Britain's rail stations has more than trebled over that period, to 77,000 spaces, while the number of rail journeys involving a cycle being parked at a station almost doubled (from around 16m to 28m). However rail journeys involving cycles (including folding bikes) being carried on trains has also grown, from around 17m to around 20m.<sup>3</sup>

The key measures for increasing the combination of cycling and public transport are:

- *Access to and facilities at stations and interchanges.* This needs to include:
  - Ample secure cycle parking, which needs to be conveniently located, clearly signed, sheltered and secure.
  - Cycle storage and hire facilities at larger stations – ideally including ‘docking stations’ for a local bike-hire scheme.
  - Access to, from, within and through the station. This includes convenient and well-signed links with the surrounding cycle network, as well as lifts or, failing that, well-designed wheeling ramps to assist cycle users in dealing with flights of steps.
- *Cycle carriage provision on new and refurbished public transport vehicles.* This should be designed to be easily useable by cycle users of all abilities, including those who use non-standard pedal cycles as mobility aids.
- *Customer information and services:* e.g. user-friendly cycle reservation systems, information about what services can and cannot carry cycles, and where to stand on the platform to load a cycle onto the train without delaying it.
- *Stakeholder engagement and monitoring.* This should include:
  - Collection of data on the use of cycle parking, storage, hire and carriage facilities;
  - Engagement with cycle-rail user forums.

Cycle parking is a particularly cost-effective solution for boosting cycle use, attracting new passengers to travel by train, and reducing car use for journeys to stations.

- Under the DfT-funded [Bike'n'Ride programme](#), 4 train operators installed 2,800 ‘standard’ parking spaces, 1,161 secure cycle spaces (e.g. in lockable areas), 48 cycle lockers, 310 hire bikes and three cycle hub or cycle hire facilities. This led to an overall doubling in the proportion of rail passengers cycling to the stations in question: from 6% to 12%. It also increased the frequency of their rail journeys (the proportion who travelled 5 times a week increased from 47% to 57%).
- A 2004 Transport for London [survey of cycle parking provision at Surbiton station](#) (which was then newly installed) found that a quarter of the users had only started cycling since the cycle parking had been introduced, with a third saying they would be unlikely to cycle if the cycle parking wasn't there. 13% of cycle users had switched from travelling to the station by car, freeing up car parking spaces for other users.

Anecdotal evidence of several other cycle parking installations shows that they are quickly filled – for instance, the recently-provided new cycle parking at Chelmsford station was full within a month. This has been particularly true though for cycle parking provision at terminus stations (e.g. Waterloo, which has grown hugely over the past decade).

Cycling UK therefore calls for a funding line in CWIS2 to support cycle-rail and cycle-bus initiatives. The cycle-rail programme should at least continue to support the provision of cycle parking at rail stations, though the funding for other cycle-rail improvements will depend on the arrangements now being put in place to replace rail franchising.

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<sup>3</sup> Unpublished reports to the Government's Cycle Rail Working Group (CRWG).



Purchase subsidies for electrically assisted pedal cycles, cargo bikes. ('Gear Change' pp26-27 and p39)

The European market for e-bikes [grew nearly 12-fold](#) from 2006 to 2014 (from 98K to 1,139K units annually). Yet the UK's [e-bike market](#) is very under-developed, compared with countries like the Netherlands (where e-bikes account for 21% of bike sales) or Belgium (50% of sales). Hence there is a very strong case for the Government to support increased use of e-bikes as part of its Industrial, Clean Growth and Clean Air strategies.

Projects to promote e-bike use have been shown not only to increase cycle use but also to reduce car use, and hence pollutant emissions. Initial feedback from [demonstration projects](#) run by the charity CoMoUK (previously known as Carplus Bikeplus) found that 46% of participants were using e-bikes for regular trips that they had previously made by car or taxi. A separate [e-bike hire project in Brighton](#) found that participants reduced their car use by an average of 20% during the project. These results match findings of reduced car-use from other e-bike projects in the [UK and the Netherlands](#), [Norway](#), [Switzerland](#), [Australia](#) and [California](#).

Taken together these studies also indicate that:

- People are willing to use e-bikes for longer and/or hillier trips than they would be willing to make using conventional bicycles;
- Their additional speed means they can compete with cars on journey times over longer distances than conventional bicycles can;
- For drivers wishing to reduce their car use, e-bikes are in many ways a preferable alternative to e-cars. They cost less to operate, they provide additional health and (in many cases) time-saving benefits, they are easier to store (avoiding the need to find and pay for parking spaces), and their batteries are easier to charge.
- 'Try-before-you-buy' schemes are highly effective for boosting cycle use, especially among groups who would otherwise not consider cycling, e.g older people, health patients and people with disabilities.

The Government's Office for Low Emissions Vehicles (OLEV) provides generous subsidies for the uptake of electric cars and vans, but no support for e-bikes other than cargo-bikes. This is despite evidence that subsidising e-bike purchases is [twice as cost-effective as electric car subsidies](#) as a way to reduce CO<sub>2</sub> emissions. It would also deliver reductions in congestion, road danger and physical inactivity that cannot be achieved by supporting electric cars.

Cargo-bikes, particularly electric-assisted cargo-bikes also have the potential to replace vans, particularly for 'last-mile' goods deliveries in urban areas. The EU-wide [Cyclelogistics project](#) (to which Cycling UK contributed) found that [51% of motor-vehicle trips](#) in EU towns involving the transport of goods could be accomplished by cargo bikes. We therefore strongly urge the Government to reconsider OLEV's remit and direct it to support e-bikes as well as electric cars and vans.

Subsidies for non-standard pedal cycles, and bicycles for children on free school meals (not in 'Gear Change')

Notwithstanding the case made above, we suggest the most valuable cycle purchase subsidies would be:

- Subsidising non-standard pedal cycles (including electrically assisted cycles) for disabled people;
- Providing cycle purchase vouchers for children on free school meals.

We cannot point to evidence in support of these proposals, However we believe they would strongly support the Government's "levelling up agenda".

### **2.3. Revenue funded programmes: local delivery**

#### Cycle training for both adults and children ('Gear Change' p36)

Cycling UK strongly welcomes the commitments in the 'Gear Change' vision document to extend the provision of cycle training for adults and children of all ages, including disabled people using adapted cycles.

The three levels of the Government-backed [National Standard for cycle training](#) are intended to offer a progression through from basic cycle control skills (level 1) to having the confidence to handle busy roads and junctions (level 3). Yet at present, cycle training is currently offered to just 50% of primary school age pupils, most of whom only get offered cycle training to level 2. Few pupils are offered level 3 cycle training at secondary school, at a time when their journey distances are increasing, as is their independence. We hope this will now be addressed, alongside widespread provision of cycle training for adults.

There is [good evidence](#) that adult cycle training is highly cost-effective in encouraging new people to cycle, to cycle more often and for longer journeys, and to feel more confident when doing so. For younger children the evidence is less strong, suggesting that cycle training may be necessary but not sufficient to give parents the confidence to allow their children to cycle independently. Nonetheless, international best practice still supports its inclusion as a vital component of any wider strategy to promote more and safer cycling.

#### Cycling programmes in schools and workplaces (not covered in 'Gear Change')

There is also evidence of benefits from programmes in [schools](#) and in [workplaces](#) which go beyond simply providing cycle training. In schools, these can include bike to school days, or the inclusion of discussions of cycling as part of the wider curriculum (e.g. planning local cycle routes in geography classes, or discussing its environmental and health benefits during PHSE (personal, social, health and economics) classes). In workplaces, these can include 'bike breakfasts' and [workplace cycle challenges](#), which incentivise employees to take up cycling during a targeted period (typically a fortnight), with positive feedback and rewards for the calories they have burned, the carbon and pollutant emissions they have saved.

#### Social prescribing and other community programmes ('Gear Change' p36)

Cycling UK welcomes the plans in 'Gear Change' to pilot schemes in which GPs prescribe cycling for people with inactivity-related health conditions. Nonetheless, we believe more could be done to boost the diversity (as well as the number) of people taking up cycling.

There is good evidence that such [behaviour-change programmes](#) can be highly cost-effective ways to boost cycle use, particularly among groups such as women, older people, BAME communities, health patients and people with disabilities. For instance, Cycling UK's [Cycling for Health programme](#) could be a model for the Government's social prescribing programme. It has very high take up among women, people from black and minority ethnic groups and other under-represented communities – as do our [Big Bike Revival](#) (BBR) and [Community Cycle Clubs](#) programmes.

### Bike share schemes (not covered in 'Gear Change')

In section 2.1, we cited evidence for the value of bike share schemes as a highly cost-effective way for people to 'try before you buy' as a route into taking up cycling. This can be particularly valuable for older or disabled people, people with health conditions or people from lower income and ethnic minority groups. These are often people who are least likely to take up cycling, or to think that "cycling is something for people like me", or to be able to afford the non-standard pedal cycles they need (e.g. e-bikes and/or adapted pedal cycles), yet they are also those who potentially have the most to gain from doing so.

Yet there is an additional difficulty, in that bike share programmes are least economically viable in areas of disadvantage, partly due to the lower rates of take-up, partly because of the increased risks of vandalism or theft. On the other hand, where revenue support is available to help cover these costs, schemes of this kind have proved highly successful. This is especially true where they also provide additional benefits for the local community, e.g. by employing people from disadvantaged backgrounds (including young offenders etc) and training them to maintain the bikes. Schemes run in [Glasgow](#) and [Cardiff](#) provide excellent examples.

We urge the inclusion of sufficient revenue funding in CWIS2 to support these programmes, in accordance with the Government's 'levelling up' agenda.

#### **2.4. Revenue funding: national delivery**

##### Active Travel England ('Gear Change' p33, also references on pp20, 26 and 30)

We have previously noted our strong support for DfT's new Cycle Infrastructure Design guidance and for the Local Cycle and Walking Infrastructure Plan (LCWIP) process. Yet, after many years of cycling and walking being underfunded and under-prioritised, many councils lack the staff resources needed to plan and implement good cycle networks.

We therefore strongly support the proposals in 'Gear Change' to set up a new body, to be called Active Travel England. Its role will be partly to support local authorities in developing their plans, partly to assess their performance in implementing cycling and walking schemes, and partly to determine whether or not they should receive funding (based on their performance). It will also be a consultee on major developments. Cycling UK urges that Active Travel England is set up to fulfil these roles as soon as possible, and that it has adequate resources to fulfil the roles that are expected of it.

##### LCWIP support (see 'Gear Change' p30)

Even with the best will in the world, it will inevitably take several months to set up Active Travel England. In the meantime, we urge the Government to continue and increase its funding for an existing local authority support programme provided by a consortium comprising Sustrans, Living Streets and Cycling UK. This could be used (among other things) to build awareness and understanding of the new design guidance, among councillors, senior managers and practitioners alike.

### 3. COMPLEMENTARY MEASURES

#### 3.1. Traffic restraint through financial measures

A [2011 report from University College London](#), commissioned by the Department for Transport, investigated the relationship between transport and health. Its stark conclusion was:

*“The key relationship is between car use and physical activity. In order to increase levels of physical activity, it is necessary to reduce use of the car.”*

It should be borne in mind though that there is a reciprocal relationship between traffic restraint policies and the use of active travel. There is a need to reduce road traffic in order to free up road-space, or reduce traffic volumes, to the point where far more people will feel it is safe to cycle, or to allow their children to do so. Conversely, the creation of good cycling conditions is a means by which people’s need to own and use cars can be reduced.

There are a number of policy levers involving financial charges or levies which can reduce the demand for travel. Each has different effects, and a combination of measures is needed to tackle the full range of transport’s adverse impacts:

- Fuel duty is the measure most closely related to fuel use, and hence to reducing CO<sub>2</sub> emissions;
- Road user charging schemes, based either on levels of congestion (i.e. the time of day of travel) or pollution (i.e. to the emissions of the vehicle used), are best suited to tackling the problems of urban journeys. However, as these are generally shorter journeys, these mechanisms have less impact on CO<sub>2</sub> emissions.
- Charges for on-street parking are most appropriate in urban areas, and can therefore also tackle urban congestion and pollution.
- Private non-residential or Workplace Parking levies can tackle travel demand in both urban and rural areas, by deterring travel to out-of-town destinations (e.g. retail and business parks).
- Vehicle excise duty is levied on the purchase of a motor vehicle. It can therefore be varied to incentivise the purchase of cleaner vehicles, but cannot affect how much those vehicles are used.

It is important that funding from these sources is allocated to the provision of alternative transport, and not simply seen as a way of raising revenue from motorists. Motorists themselves benefit can then benefit, either from the opportunity to switch to those alternatives, or to benefits of reduced congestion due to other drivers switching to those alternatives.

We therefore discuss further under Part 4 the kinds of sums that these charging mechanisms might yield for investment in sustainable transport alternatives.

#### 3.2. Traffic restraint through planning

For decades, planning policies both nationally and locally have paid lip-service to the aims of supporting sustainable transport objectives. Yet a [report by Transport for New Homes](#) found that :

- Most housing developments are linked with road improvements – with locations often being chosen specifically to provide developer funding for roads. Road access is often seen as more important than proximity to town centre facilities or public transport.
- Large areas of land in new developments are given over to road and car parking, with little space left for tree planting, green space or an attractive public realm.
- As a result, residential densities are often as low as 20 dwellings per hectare. This worsens car dependence, by increasing the walking or cycling distances to key destinations, and by making demand for public transport services less concentrated.
- Conversely, walking and cycling routes, where they exist, are often out of the way, unlit and poorly surfaced. Good walking, cycling and public transport connections to other nearby destinations are even rarer.

There are notable exceptions, such as Leeds's [Climate Innovation District](#), which show what can be done. Yet the fact is that they are exceptional. They need to become the norm.

The [Planning White Paper](#), now out for consultation, is an opportunity to bring about the necessary changes. Cycling UK urges the adoption of planning policies to ensure that:

- Decisions about development sites should take full account of the CO<sub>2</sub> and other anticipated impacts of travel (environmental, health etc) arising from the development. Planning authorities should be mandated to refuse planning applications in locations that are likely to end up being car-dependent.
- The process for securing developer contributions should fully capture the increased value of the land to be developed. It should secure the funding for whatever sustainable transport provision is needed to prevent the development becoming car-dependent.
- The planning and design of road and other infrastructure within the development should seek to maximise the use of walking, cycling, public transport and car-sharing or ride-sharing arrangements. Provision for parking of private cars should be minimised accordingly.
- New developments should incorporate cycling and walking networks, planned and designed according to the Government's new Cycling Infrastructure Design guidance. Local streets should be designed on the assumption of a 20mph speed limit.
- Ample cycle parking provision should be made at all developments (including residential developments), for both their occupants (e.g. residents or employees, as appropriate) and for visitors.

### 3.3. Safety

#### Speed limits

Lowering speed limits can reduce both the risk and severity of road casualties, enabling young, old and disabled people alike to walk and cycle in safety. It can also [cut CO<sub>2</sub> and pollutant emissions](#), both by reducing stop-start driving and by [boosting walking and cycling](#).

The [Welsh Government](#) and [Senedd](#) have recently agreed to progress towards replacing 30mph with 20mph as the 'default' limit in Wales for built-up streets – i.e. it will become the applicable limit unless road signs indicate otherwise (e.g. a limit of 30mph or higher).

Cycling UK believes that adopting a similar policy in England would strongly complement the Government's enthusiasm for Low Traffic Neighbourhood schemes (as expressed in its 'Gear Change' vision), which we wholeheartedly share. It would also be popular: [72% of the public supports 20mph limits for residential streets](#), with just 14% against.



We also advocate a similar approach to lowering speed limits on non-built-up single carriageways. This would, if anything, have even larger CO<sub>2</sub> reduction benefits, given the relationship between CO<sub>2</sub> emissions and speeds.

For both built-up and non-built-up speed limits, we support the use of average-speed camera systems to facilitate enforcement.

### Highway maintenance

Cyclists are disproportionately affected by potholes and other highway maintenance defects. To drivers, these can cause damage, but to cyclists (and indeed to pedestrians), such defects can result in [serious injuries and even some fatalities](#).

For these reasons, pay-outs to cyclists for successful damages claims are, on average, [13 times higher than those made to drivers](#).

Yet local roads and streets, where walking and cycling is concentrated, have [borne the brunt](#) of recent highway maintenance cuts – even though cuts to local road maintenance have a [substantially higher economic cost](#) than cuts to trunk road maintenance.

As well as shifting transport funding from national roads towards local active and sustainable transport projects, a corresponding shift is needed towards the maintenance of existing (rather than new) provision, particularly more local roads and paths.

Meanwhile the Code of Practice on '[Well Managed Highway Infrastructure](#)' should be revised to better reflect the risks cyclists face from potholes, e.g.: (i) their position relative to the edge of the road; (ii) whether their size, shape and alignment is likely to cause a cyclists' wheels to get trapped in them; (iii) whether they are at or near junctions; and (iv) whether they are on gradients. Highway inspectors should be trained in these issues. Instrumented bicycles should be used to assess the evenness of road surfaces.

The safety of cycling should also be taken into account in setting up temporary traffic management arrangements when carrying out road and street works.

When Councils are carrying out carriageway resurfacing or similar planned maintenance work, they should look for cost-effective opportunities to introduce cycling and walking improvements (e.g. light-segregated cycle facilities, coloured surfacing) at the same time.

For more on these issues, see Cycling UK's [briefing on highway maintenance](#) and its [submission to the Commons Transport Committee's inquiry on Local Roads Funding](#).

### Lorry safety (see 'Gear Change' p39)

Although heavy goods vehicles (HGVs) are involved in relatively few cyclist collisions, these are [much more likely to prove fatal](#).

Compared with buses, lorry cabs typically make it far harder for lorry drivers to see cyclists or pedestrians alongside or in front of them. Yet 'direct vision' cabs are now becoming more common, reducing this potentially lethal risk.



We therefore welcome the 'Gear Change' vision document's commitment to explore the progressive adoption of direct vision lorries, following [Transport for London's lead](#).

Measures should also be taken to reduce urban lorry traffic, e.g. by making greater use of rail and water-borne transport. Another solution is edge of town 'trans-shipment depots', where HGVs or trains can transfer loads onto smaller, more street-friendly lorries or electric cargo bikes for delivery to their final destination. Again, we welcome the commitment in 'Gear Change' to explore this option.

Action is needed to maximise the [potential for cargo bikes](#) to make urban deliveries – see section 2.2 above.

#### Driver awareness and training (not in 'Gear Change')

Respect for the rules of the road, by all road users, is important to give people the confidence to take up cycling, and to prevent them from being intimidated into giving up.

Half a century's experience of tackling drink driving has taught us that securing respect for traffic rules requires a combination of education and enforcement, as has been shown by. Education is needed to raise awareness of the rules and why they matter. But those who continue to behave irresponsibly must be seen to face appropriate sanctions.

The driving theory test should examine candidates' awareness not only of the rules of the road but also the reasons behind them; while both the theory and hazard perception tests should examine their awareness of how to respect cyclists' safety.

Cycling UK supports the principle of 'graduated driver licencing'. This system sets a minimum period or a minimum amount of learning time before candidates can take their test, with provisional restrictions (e.g. on carrying passengers at night) for a period after passing.

The Government should also consider periodic driver retesting, including professionally administered sight tests, particularly for older drivers.

Disqualified drivers, those who have accumulated 12 penalty points, and those convicted of serious driving offences, should take a compulsory re-test linked to remedial training.

Finally, one way to boost cycle awareness among drivers, as well as to boost cycle use directly, is to make cycle training integral to the driver training and testing process – and indeed the re-training and re-testing process for convicted drivers at the end of a disqualification period. The Government should look to strengthen these links as part of its plans to expand the availability of teenage and adult cycle training (see section 2.2)

### Highway Code revision (Gear Change p39)

Cycling UK strongly welcomes the current consultation on revisions to the Highway Code, aimed at improving safety pedestrians and cyclists, particularly at junctions and crossing points. However, if and when these new rules are adopted, it will be essential to ensure drivers are made aware of them. The Government must therefore make provision for a significant public awareness campaign, covering the proposed new rules on:

- Pedestrian and cyclist safety and priority at junctions;
- Leaving ample space when overtaking cyclists and equestrians;
- Opening car doors safely using the ‘Dutch Reach’ – i.e. using the hand on your opposite side to the door you want to open (e.g. using your left hand to open a door on your right) – making you turn your head so that you are more likely to see an approaching cyclist;
- Why cyclists are trained to position themselves in the centre of their lane in certain situations (rather than near the left hand side of the road), and why is important for drivers to respect this.

### Enforcement of road traffic law (not in ‘Gear Change’)

Visible roads policing is a [highly effective road safety measure](#). It is important not just for deterring road crime but also for investigating it when it happens, and for supporting victims and their families. Yet roads policing has faced [disproportionate cuts in recent years](#). This may well explain why [road deaths are no longer falling](#), as they had done for several decades prior to 2010.

Roads policing should be prioritised in the ‘Strategic Policing Requirement’ for England and Wales. Police and Crime Commissioners and individual police forces would then be better resourced to recruit and train the skills needed.

There also needs to be better collaboration with other bodies with roles in traffic law enforcement and regulation, including the Traffic Commissioners, Health & Safety Executive and the Driver and Vehicle Standards Agency – following the model of the [London Freight Enforcement Partnership](#).

### Road traffic offences and penalties (Gear Change p37)

All too often, driving which has caused obvious ‘danger’ ends up being [dismissed in law as a ‘careless’](#) (rather than ‘dangerous’) offence, resulting in very lenient sentences. This concern was echoed by the [Commons Transport Select Committee](#) in 2016, and in a subsequent [Commons debate](#). Yet a comprehensive review of road traffic offences and penalties, [promised in 2014](#), was later reduced to the [much more limited set of proposals](#), as reiterated in the ‘Gear Change’ vision document. This is the one commitment made in ‘Gear Change’ which Cycling UK believes is misguided.

We [continue to call](#) for clearer, or amended, definitions and penalties for ‘careless’ and ‘dangerous’ driving, and their equivalents involving serious or fatal injury.

### A ‘safety first’ approach to regulating new transport technologies

New technologies, such as autonomous vehicles and ‘micromobility’ vehicles (e.g. e-scooters), offer the prospect of reduced car use as well as greater safety. However, they present risks as well as opportunities. To maximise the former while minimising the latter, Cycling UK advocates a precautionary approach to legalising both these vehicle types.

*Automated (or 'autonomous') vehicles (AVs)* could help people reduce the need to own private cars (they could summon an AV instead when needed), while improving access to cars for those who otherwise could not drive. However, if not regulated carefully, they could pose a real threat to pedestrians and cyclists. AV use may initially be acceptable on motorways, and perhaps on trunk roads with high-quality separate cycle tracks. However great care should be taken before allowing their use on roads that can also be shared with pedestrians and cyclists. For more, see Cycling UK's [response to the Law Commission's AV consultation](#).

Similarly, *electric scooters ('e-scooters') and other 'micromobility vehicles'* could provide a low-emissions alternative to driving, as well as boosting the case for protected cycle lanes and well-maintained road surfaces. However there is a balance to be struck between allowing their maximum speed and power to be high enough to attract people out of their cars, without making it so high that they undermine the health benefits of cycling (which involves physical activity), and the safety of pedestrians (particularly more vulnerable groups). See Cycling UK's [response to the Government's 'Future of Technology' consultation](#).

## 4. FUNDING SOURCES

This part shows how funding for CWIS2 could be boosted without necessarily requiring an increase in overall transport spending. As well as proposing a shift of transport funding from roads and other large infrastructure projects, it also outlines various pricing mechanisms which can help reduce the demand for travel and the lengths of people's journeys, while providing funding that can be invested in CWIS2 and other measures to enable and incentivise a switch to healthier and more sustainable of transport.

### Reallocating roads funding

Part 1 of this submission has already outlined the economic, environmental, health and well-being benefits of shifting transport funding from roads and other large infrastructure projects, towards schemes which enable people to make local day-to-day journeys by healthy and sustainable transport.

### Fuel duty

In terms of tackling greenhouse gas emissions, the most important policy tool is fuel duty, as it relates directly to fuel consumption and thus to CO<sub>2</sub> emissions.

Fuel duty has been frozen each year since 2011. As a result, pump prices were [estimated to be 13% lower in 2018](#) than they otherwise would have been. Road traffic was therefore 4% higher – resulting in an extra 4.5m tonnes of CO<sub>2</sub> emissions (as well as increased NO<sub>x</sub> and PM<sub>10s</sub>) – while public transport use was between 1.3% and 3.9% lower. It also cost the Treasury around £46bn in lost fuel duty revenue over that period.

Paradoxically though, success in decarbonising transport could worsen this loss of fuel duty revenue, by [between £9bn and £23bn](#) compared with the Treasury's projections.

### Private non-residential or workplace parking levies

Nottingham City Council has applied a workplace parking levy since 2012, which has [successfully restrained traffic](#), while also yielding funding for the city's tram system. However, a wider-ranging levy on all private non-residential parking (e.g. including out-of-town superstores as well as business parks) could be even more effective in reducing demand for travel to car-dependent locations, while also giving councils a means of

reviving their high streets. Incentivising people to make more local journeys would in turn boost walking, cycling and public transport use.

#### Other measures to restrain road traffic and raise funds for sustainable alternatives

A Transport for Quality of Life (TQL) [report for Friends of the Earth](#) found that:

- Charging an ‘[eco levy](#)’ for urban driving in Britain could raise £8bn annually;
- An ‘eco levy’ for driving on England’s Strategic Road Network (i.e. its motorways and trunk roads) could yield another £5bn;
- A distance-based HGV charge aimed at recouping the costs which HGVs impose on society could yield around £7bn annually;
- The adoption of Land Value Capture for housing (i.e. allowing local authorities to assemble land for housing by buying it at ‘existing use value’, rather than allowing landowners to gain windfall profits from the future increases in the value of their land once developed) would yield around £11bn annually;
- A local payroll levy (similar to the ‘Versement Transport’ levy in France) could yield up to £7bn annually;
- A visitor lodging levy in Britain, based on a flat rate of £2 per overnight stay, could yield £1bn a year;
- A land value uplift levy (i.e. allowing local authorities to raise funds for transport projects by taxing existing landowners based on the increase in the value of their land following the transport project) could yield substantial sums. For instance, a TfL study of the potential for land uplift relating to 8 proposed transport schemes in London worth £36bn could unlock land for development with £24bn, while adding £63bn to the value of existing properties nearby.

The Government should adopt a package of traffic restraint measures that seeks to reduce demand for both longer-distance and urban travel, thereby aiming both to reduce the number and the length of car journeys, while earmarking the proceeds to improve the provision of (and support the use of healthy and sustainable alternatives.

#### Non-ringfenced funding

We anticipate that CWIS2 will continue to rely on non-ringfenced funding sources, as has happened in past years with CWIS1. These include:

- Local Transport Plan funding
- Local Growth Funds
- Transforming Cities Fund
- Housing Infrastructure Fund
- Future High Streets Fund
- Earmarked funding for one or more Zero emissions cities (see ‘Gear Change’ p19).

However we caution against over-reliance on non-ringfenced funding, as it does not provide local authorities with the certainty they require to plan and prioritise their cycling and walking programmes, and particularly the implementation of their Local Cycling and Walking Infrastructure Plans (LCWIPs).

#### Environmental Land Management scheme funding

Finally, we reiterate the point, made in section 2.1, that funding for Rights of Way Improvement Plans (RoWIPs) could potentially be secured from the Environmental Land



Management scheme now being developed by DEFRA, in accordance with the principle of using public funding to deliver public goods – including public access to the natural environment. We urge that public access should be included in the ELM scheme, with the funding targeted particularly towards:

- ‘Missing links’ in local authorities’ RoWIP networks (and particularly the more limited networks that are available for cycling);
- Sections of the RoWIP network with the greatest potential to support day-to-day (as well as recreational) walking and cycling – these will tend to be in ‘urban fringe’ areas;
- ‘Designated routes’ (e.g. disused railway lines and/or National Cycle Network routes);
- Improved surfacing, lighting and maintenance for all of the above.

In this way, it would be possible to strengthen the connections between Local Cycling and Walking Infrastructure Plan (LCWIP) and Rights of Way Improvement Plan (RoWIP) networks, providing greater linkages between urban and rural areas, and thus enabling greater CO<sub>2</sub> savings through reductions in longer-distance journeys.

## 5. FUNDING SCENARIOS AND ALLOCATIONS

Cycling UK welcomes the commitments in ‘Gear Change’ to “significantly increase spending”, and to “create a long-term cycling and walking programme and budget, like the roads programme and budget” (see Gear Change p24).

In our submission to the consultation on DfT’s Transport Decarbonisation Plan (TDP), Cycling UK called for targets to reduce road traffic in line with the UK’s ‘net zero’ commitments, and for corresponding increases in sustainable alternatives. We then urged that transport funding should be allocated towards measures aimed at achieving these targets. We believe this would result in a significant shift in funding from the £27bn roads programme towards active and sustainable travel.

In the absence of such traffic reduction and mode shift targets, our proposals in this submission aim to meet the targets to double cycling and increase walking by 2025, as set out in [CWIS1](#). However we urge that such targets should be developed, so that they can inform longer-term settlements to achieve the longer-term CWIS ambition (namely “to make cycling and walking a natural choice for shorter journeys, or as part of longer journeys by 2040”), and the Transport Secretary’s [vision for a net-zero transport future](#) in which “Public transport and active travel will be the natural first choice for our daily activities. We will use our cars less...”

Meanwhile, DfT has commissioned research from consultants Transport for Quality of Life (TQL) to determine the funding and other measures needed to meet its CWIS targets. Unfortunately this research remains unpublished, despite [repeated commitments](#) to do so. Cycling UK regrets that this failure is hampering our ability to provide a fully informed response to the CSR consultation.

The Government’s £2bn allocation for active travel represents a 6-fold increase in ringfenced funding for cycling and walking over period 2020/1 to 2024/5, compared with 2016/7 to 2020/1 (n.b. there is a one-year overlap in the funding periods). Whilst this is clearly a positive development, we nonetheless expect the unpublished TQL research to show that this is still only about a quarter to a third of what is needed just to meet these 2025 targets, let alone the longer-term ambition and vision outlined above.

We are also concerned that, in the absence of additional funding, £2bn could end up being a reduction compared with the £2.4bn (including non-ringfenced funding) that was invested in the 5-year period up to next April.

Therefore, we have developed 3 funding scenarios, whose rationale is set out below.

### Outline of scenarios

- Scenario 1 considers how we believe the £2bn already allocated could best be deployed to boost cycling and walking up to 2025, if no more funding were available. It focuses funding primarily in urban areas, particularly those which have a high capacity to spend it effectively. Inevitably though, these tend to be urban areas which already have relatively high levels of active travel, and populations who are relatively affluent and healthy. However we stress that it would not come close to meeting the Government's LCWIP targets for 2025. It also performs poorly in terms of tackling economic and health inequalities.
- Scenario 2, amounting to £6bn, could be expected to meet the Government's targets, but its benefits are still concentrated in areas where active travel is already relatively high, and among relatively healthy and affluent population groups. Hence it still does not perform well in terms of 'levelling up' access to the health, environmental, well-being and economic benefits of active travel.
- Scenario 3, amounting to £8bn, would meet the Government's targets in a way that also distributes the benefits of active travel to more rural areas and to more areas of deprivation. It would therefore achieve significantly greater benefits for the health, wealth and well-being of disadvantaged areas, while achieving greater carbon reduction and other benefits by also boosting cycling in more rural areas.

The budget lines in all 3 scenarios are the same, with capital funding for local cycling and walking infrastructure attracting the lion's share of the budget in all cases. However, we have assumed that the £2bn in scenario 1 comprises ring-fenced money only. Therefore the budget for this scenario does not show any provision for funding from the National Roads Fund (either for the Strategic or Major Road Networks, SRN or MRN), for HS2, or for Rights of Way improvements funded via the Environmental Land Management (ELM) scheme. Otherwise, the proportions of the available budget vary between scenarios, as follows:

### Capital funding: local programmes

- *Implementation of LCWIPs* attracts the lion's share of capital investment for cycling and walking, e.g. for creating local cycling and walking networks, 20mph schemes and low traffic neighbourhoods. In scenario 1, the funding is heavily focussed in urban areas with a strong track record of delivery, thereby ensuring it is well spent. More rural and/or disadvantaged areas of the country are therefore wholly reliant on non-ringfenced funding in scenario 1, and consequently see very little funding in total. This geographical inequality is rectified as we progress through scenario 2 to scenario 3.
- *Major road network funding* is relatively high in all scenarios, as we are assuming this funding comes from the National Roads Fund rather than from earmarked active travel funding. Hence we have not shown it in the £2bn scenario.
- *Cycle-bus funding* is lacking in scenarios 1 and 2, but is available in scenario 3.
- *Bike share scheme funding* amounts to the same proportion of the total CWIS budget in all scenarios. However this is solely capital funding in scenario 1, whereas scenarios 2 and 3 see greater proportions of bike share funding being provided as revenue, to support the roll-out of bike share schemes in more disadvantaged areas.

### Capital funding: national programmes

- The *National Cycle Network* attracts a relatively low proportion of the available funding in scenario 1, but this grows in scenarios 2 and 3, reflecting their greater reach into more rural areas.
- The same comments apply to funding for the *Strategic Road Network* and for *HS2* as for the Major Road Network (above).
- *Cycle-rail* funding (in contrast to cycle-bus funding) is a relatively high proportion of the scenario 1 budget, as it can be spent relatively easily in urban areas, without depending on planning or delivery capacity from the relevant local authorities.

### Revenue funding: local programmes

- *Cycle training for children* is relatively concentrated in scenario 1. This reflects the fact that it is expected to be available for all children in all scenarios. However the higher-spending scenarios are expected to result in somewhat greater take-up of cycle training among *teenagers*, and significantly greater take-up among *adults*, due to the greater levels of investment in good cycling conditions.
- Funding for *programmes in schools and workplaces* is relatively concentrated in scenario 1, as these do not demand any great planning or delivery capacity from the relevant local authorities.
- Conversely, *health and community programmes* form a greater proportion of the budget in scenario 3, reflecting its greater focus on social equity.

### Revenue funding: national delivery

- *Purchase subsidies for e-bikes and non-standard pedal cycles, and for children on free school meals* are relatively low priorities in scenario 1 but grows as a proportion of budget towards scenario 3, where they contribute significant social equity benefits. Conversely, *cargo-bike purchase subsidies* are a greater priority in scenario 1.
- The budget for *Active Travel England* (or for LCWIP support, pending the setting-up of Active Travel England), is strongly concentrated in the early years, given the critical need for early capacity building in all 3 scenarios. However it grows more in the higher-spending scenarios, reflecting the greater workload of inspection and support that this will entail.

All funding allocations are provisional (and should therefore be regarded as indicative), given that we have not had the opportunity to see the unpublished 'Cycling Insights' report, which DfT commissioned to inform its understanding of the funding needed to meet its CWIS targets, and the best ways to allocate this funding.

## £2bn scenario

This scenario represents a reduction in funding over the next 5 years compared with the past 5 years. It would not meet the CWIS1 targets.

<b>£2BN SCENARIO</b> (£millions)	'20/'21	'21/'22	'22/'23	'23/'24	'24/'25	5-yr total
<b>CAPITAL: Local delivery</b>						
LCWIP implementation (incl. protected cycle lanes, low traffic neighbourhoods, mini-Hollands, school streets etc)	225	237	246	253	257	1,218
Major Road Network (MRN)*	0	0	0	0	0	0
Rights of Way Improvement Plan (RoWIP) funding through ELM scheme*	0	0	0	0	0	0
Cycle-bus measures	0	0	0	0	0	0
Bike share schemes	0	15	30	45	60	150
<b>CAPITAL: National delivery</b>						
Strategic Road Network (SRN) + HS2*	0	0	0	0	0	0
National Cycle Network (NCN)	20	20	20	20	20	100
Cycle-rail measures	7	8	9	10	11	45
<b>CAPITAL: TOTAL</b>	<b>252</b>	<b>280</b>	<b>305</b>	<b>328</b>	<b>348</b>	<b>1,513</b>
<b>REVENUE: Local delivery</b>						
Cycle training: adults and children	26	28	30	32	34	150
School and workplace programmes	3	7	10	14	17	50
Social prescribing / health & community programmes	2	3	4	5	6	20
Bike share scheme support	0	2	7	14	24	47
<b>REVENUE: National delivery</b>						<b>0</b>
E-bike / e-cargo-bike and inclusive cycle purchase subsidies	25	33	40	48	55	200
Active Travel England / LCWIP support	2	3	4	5	6	20
<b>REVENUE: TOTAL</b>	<b>58</b>	<b>75</b>	<b>95</b>	<b>117</b>	<b>142</b>	<b>487</b>
<b>TOTAL CWIS2</b>	<b>310</b>	<b>355</b>	<b>400</b>	<b>445</b>	<b>490</b>	<b>2,000</b>

\* We have assumed that the £2bn in this scenario represents only funding that is ringfenced for cycling and walking. Therefore we have shown no funding in this scenario for the Strategic or Major Road networks (SRN or MRN), as this is assumed to come from the National Roads Fund (NRF). Similarly we have not shown any funding for HS2, nor any rights of way funding from the Environmental Land Management (ELM) scheme. By contrast, we have shown these funding streams in scenarios 2 and 3, on the basis that the funding streams for these scenarios would not be limited to ringfenced funding.

## £6bn scenario

This scenario can be expected to meet the CWIS targets. However it entails concentrating the funding in more urban areas, which already have relatively high levels of active travel, and where the relevant local authorities already have reasonable capacity and experience of planning and implementing cycling and walking measures.

It is therefore a cost-effective way to meet the CWIS targets, however it does so in a way that fails to maximise the health and environmental benefits of cycling and walking. If anything, it would result in greater inequalities in provision, and in the capacity of the relevant local authorities to make further provision for cycling and walking in the future.

These pitfalls are addressed in our £8bn scenario, which yields significantly greater health and environmental benefits.

<b>£6BN SCENARIO</b> (£millions)	'20/'21	'21/'22	'22/'23	'23/'24	'24/'25	5-yr total
<b>CAPITAL: Local delivery</b>						
LCWIP implementation (incl. protected cycle lanes, low traffic neighbourhoods, mini-Hollands, school streets etc)	340	436	529	676	815	2,796
Major Road Network (MRN)	20	50	80	110	140	400
Rights of Way Improvement Plans (RoWIPs - funding through ELM scheme)	0	25	100	100	100	325
Cycle-bus measures	0	0	0	0	0	0
Bike share schemes	0	45	90	135	180	450
<b>CAPITAL: National delivery</b>						
Strategic Road Network (SRN)	50	75	100	125	150	500
HS2	0	10	10	10	10	40
National Cycle Network (NCN)	20	40	60	80	100	300
Cycle-rail measures	8	9	10	11	12	50
<b>CAPITAL: TOTAL</b>	438	690	979	1,247	1,507	4,861
<b>REVENUE: Local delivery</b>						
Cycle training: adults and children	30	45	60	75	90	300
School and workplace programmes	3	6	9	12	15	45
Social prescribing/ health & community programmes	2	3	4	5	6	20
Bike share scheme support	0	7	22	43	72	144
<b>REVENUE: National delivery</b>						0
E-bike / e-cargo-bike and inclusive cycle purchase subsidies	25	95	120	160	200	600
Active Travel England / LCWIP support	2	4	6	8	10	30
<b>REVENUE: TOTAL</b>	62	160	221	303	393	1,139
<b>TOTAL</b>	500	850	1,200	1,550	1,900	6,000



## £8bn scenario

In this scenario, the CWIS targets are expected to be met, but in a way that achieves significantly greater climate, health and economic benefits, particularly in more disadvantaged areas. This is because the funding is more optimally distributed, delivering benefits both in more disadvantaged and more rural areas. It is therefore our recommended scenario, as it delivers the best value for money.

<b>£8BN SCENARIO</b> (£millions)	'20/'21	'21/'22	'22/'23	'23/'24	'24/'25	5-yr total
<b>CAPITAL: Local delivery</b>						
LCWIP implementation (incl. protected cycle lanes, low traffic neighbourhoods, mini-Hollands, school streets etc)	338	454	594	774	947	3,107
Major Road Network (MRN)	20	60	100	140	180	500
Rights of Way Improvement Plans (RoWIPs: funding through ELM scheme)	0	25	100	125	150	400
Cycle-bus measures	0	2	4	6	8	20
Bike share schemes	0	60	120	180	240	600
<b>CAPITAL: National delivery</b>						
Strategic Road Network (SRN)	50	100	150	200	250	750
HS2	0	10	12	14	16	52
National Cycle Network (NCN)	24	52	80	108	136	400
Cycle-rail	8	10	12	14	16	60
<b>CAPITAL: TOTAL</b>	440	773	1,172	1,561	1,943	5,889
<b>REVENUE: Local delivery</b>						
Cycle training: adults and children	30	55	80	105	130	400
School and workplace programmes	3	8	13	18	23	65
Social prescribing/ health & community programmes	2	4	6	8	10	30
Bike share scheme support	0	10	29	58	94	191
<b>REVENUE: National delivery</b>						
E-bike / e-cargo-bike and inclusive cycle purchase subsidies	25	200	300	400	500	1,425
Active Travel England / LCWIP support	2	5	8	11	14	40
<b>REVENUE: TOTAL</b>	60	277	428	589	757	2,111
<b>TOTAL</b>	500	1,050	1,600	2,150	2,700	8,000

Roger Geffen  
Policy Director

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