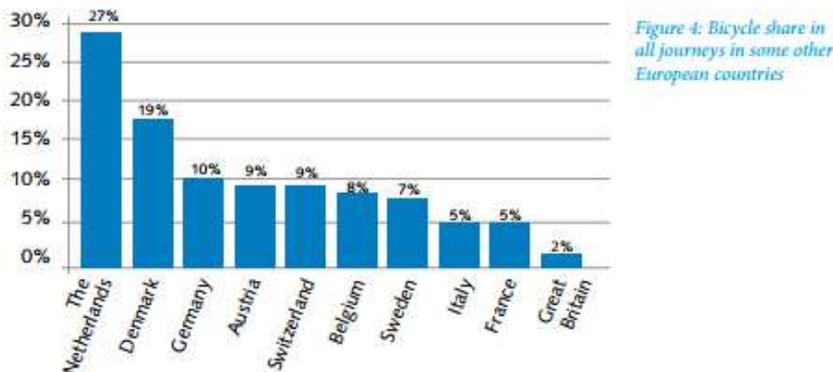


**Promoting cycling as a safe means of transport**  
**Lords Debate, Wednesday 10<sup>th</sup> February, led by Lord Young of Cookham**

**Briefing from CTC, the national cycling charity**

**The Government's level of ambition**

- The 2013 report [Get Britain Cycling](#), by the All Party Parliamentary Group, called for action to increase cycle use in Britain from below 2% to 10% by 2025 (i.e. to reach German levels within 12 years) and to 25% (i.e. Dutch levels) by 2050. In a subsequent debate in the Commons chamber, it received an [unopposed vote of support](#) from around 100 MPs.



- The Government has responded with a [vision statement](#), paving the way towards the adoption of a Cycling and Walking Investment Strategy (CWIS). A duty to adopt a CWIS was written into the [Infrastructure Act 2015](#) following [campaigning by CTC and its allies](#). The Government's vision includes the aim "to make Britain a cycling nation", with cycling and walking becoming "the natural choice for shorter journeys, regardless of age, gender, fitness or income".
- Unfortunately the government's specific objectives for the CWIS fall far short of this aim, as does the funding so far allocated to it (see below). The vision document proposes to double the absolute number of cycling trips by 2025. However this figure includes the quintupling of cycle use which London is likely to achieve by then, and the increased cycle use that would naturally happen due to population growth. After excluding these factors, the Government's target amounts to just a 74% increase in trips per person in England outside London – i.e. significantly less than a doubling – and would still leave cycle use at about 3.5% of trips. At this rate, it will be almost the start of the 23<sup>rd</sup> century before we reach Dutch levels of cycle use.

**Cycling and Walking Investment Strategy (CWIS)**

- The Government's agreement to adopt a Cycling and Walking Investment Strategy (CWIS) was intended to complement the Roads Investment Strategy (RIS) which had already been written into the Infrastructure Bill. The Act as passed requires the CWIS to set out objectives to be achieved (which may include activities to be performed, results to be achieved and standards to be met) and the funding needed to deliver these. The Government is due to consult on a draft CWIS in the Spring. It aims to adopt a final version in the summer.
- In support of its proposed targets (see above), the Get Britain Cycling (GBC) report called for sustained annual investment in cycling amounting to £10 per person (which comes to around £450m per annum for England excluding London), rising to £20. The [Prime Minister has supported calls to reach the £10 per head figure](#), as has [cycling minister Robert Goodwill MP](#). However there are little signs that the Government will reach it within the current Parliament.

- The Department for Transport (DfT) has so far allocated [£300m of central Government funding](#) to the Cycling & Walking Investment Strategy (CWIS) over the 5-year period April 2016-21. It includes £101m to continue the 8 Cycle City Ambition Grant projects to 2018 (the programme was first announced in 2013), £50m for Bikeability cycle training and £100m for Highways England to improve cycle/pedestrian access along or across its network of motorways and trunk roads.
- There will doubtless be additional funds to be secured from local funding streams (Local Transport Plan funding, Access Funds, highway maintenance funds and the Local Growth Funds controlled by Local Enterprise Partnerships. However the £300m announced so far amounts to annual spending of just £1.39 per person outside London, and it is intended to cover walking as well as cycling.
- The Mayor of London has a long-term commitment to invest £12.50 per person annually in cycling over the 10-year period, while Dutch annual spending is around £24 per person.
- Securing the GBC report's minimum annual investment of £10 per person for cycling would amount to £450m annually for England outside London, or £2.25bn over the 5 year period of the CWIS. CTC believes that a figure of at least £3bn, and preferably nearer £4bn, needs to be secured if CWIS is to cover walking as well as cycling, and to start growing beyond the £10-per-head minimum called for in the GBC report.
- CTC therefore urges ministers to consider reallocating some of the £15bn currently earmarked for roads investment, recognising the aspiration of ministers for the CWIS and RIS to have equivalent status.
- The Department for Transport has conservatively estimated that cycling and walking schemes and projects typically yield [over £5 in benefits for every £1 invested](#), while a Department for Health evidence review came up with a [benefit-to-cost ratio of £13:1](#). Either way, it is clearly above £4:1 and therefore represents "very good value" according to the Government's own evaluation criteria, significantly higher than most road schemes.
- For more on the value-for-money of cycling investment, see CTC's [briefing on cycling and the economy](#).

## Design standards



*Some of the UK's all-too-common examples of worse than useless cycle facilities*

- As well as increasing the budgets for cycling, it is important to ensure that funding for cycling is well spent, and that all highways and traffic schemes have cycle-friendliness designed-in at the outset. DfT has agreed to this aim, referring to it as “cycle-proofing”.
- However official cycling design guidance comes from several weak and contradictory sources. Hence the persistence of poorly-designed and even dangerous infrastructure.
- In general terms, cycle provision along route sections should take one of three forms:
  - *Quiet routes*: Urban streets or rural lanes where traffic volumes and speeds are low enough to be cycled safely by people of all ages and abilities, including children, older people and people with disabilities. Specifically CTC advocates 20mph as the normal speed limit for city streets and 40mph or less for rural lanes.
  - *Protected cycle lanes*: cycle provision that is physically separate from both the roadway and the footway (i.e. the pavement). There are various ways in which this can be done. However, it is vital to ensure a good level of cycle priority and safety at junctions.
  - *Routes free of motor traffic*: well-designed routes through parks and open spaces, alongside water-courses or using the rights of way network can be highly attractive as safe alternatives to the road network, particularly where they are also quicker and more direct than the equivalent on-road route. However they should be seen as complementary to a cycle-friendly road network – not a substitute for it – given that the start and end points for most journeys begin and end at buildings on the road network.
- Junction design is also crucial, given that 75% of cyclists’ collision injuries occur at or near junctions. The UK Government has recently made several helpful amendments to traffic regulations, further measures are needed to ensure that segregated cycle tracks in the UK work as well as those in countries like Denmark and the Netherlands. Cyclists and pedestrians going straight ahead at uncontrolled junctions should be given clear priority over other traffic which is turning across their path, and traffic engineers should be able to design traffic-light junctions where pedestrians and cyclists share a green phase while motor vehicles are stopped in all directions. The Dutch have shown how this can be done in ways that respect pedestrians’ safety.



- CTC calls for a single consistent set of design standards, based on the excellent standards already adopted by Transport for London (the 2<sup>nd</sup> edition of the [London Cycling Design Standards, LCDS2](#)) or the Welsh Government’s [Active Travel \(Wales\) Act design guidance](#).
- The concept of “cycle-proofing” also needs to cover cycle parking standards, cycle provision in new developments, highway maintenance standards/procedures and the management of cycle safety at roadworks and streetworks. There are also opportunities to deliver improvements to cycling conditions very cost-effectively when roads are being resurfaced. These should be systematically exploited.

## Lorry safety

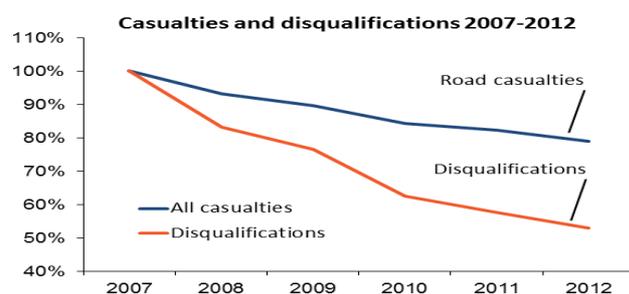
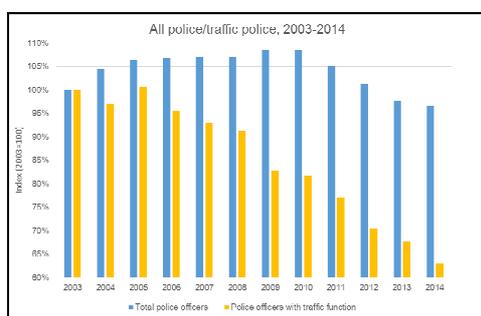
- Lorries make up just 5% of the traffic on Britain's roads, yet they are involved in around a fifth of cyclists' fatalities, rising to over 50% in London.
- Transport for London has led the way in promoting cycle-lorry safety, through the Fleet Operators Recognition Scheme (FORS) and the Construction Logistics and Cycle Safety (CLOCS) initiative, as well as the London Freight Enforcement Partnership (which strengthens the links between the police, Traffic Commissioners, Driver and Vehicle Standards Agency (DVSA) and Health and Safety Executive (HSE) to ensure unsafe operators are taken off the roads). The Government now needs to step in to roll these initiatives out nationally.
- Specifically the Government needs to encourage the widespread adoption of "direct vision" lorry cabs which allow the driver to see pedestrians and cyclists as easily as bus drivers can. CTC has held constructive dialogues with HS2 Ltd (the Government-backed company behind the HS2 Rail Bill) and Highways England about making these cabs the norm for their construction work. We seek Government backing for these initiatives, and more generally to make them the norm for new developments and publicly-funded contracts involving lorries.



"Direct vision" lorry cabs, in which drivers can see what is around them as easily as a bus driver can, with the driver seated down low and surrounded by as much window as possible.

## Traffic law and enforcement

- For cyclists aged 25 over who are involved in a collision with a motor vehicle, the police are more than [3 times as likely to attribute responsibility to the driver as to the cyclist](#). CTC therefore strongly supports investment in road traffic law and enforcement, given that cyclists are a lot more likely to be the victims than the culprits of irresponsible behaviour on our roads. Our Road Justice campaign has voiced concern at a 37% drop in roads police officers while total police numbers have remained largely unchanged.



- The Government now plans to consult later this year on a long-awaited [review of road traffic offences and sentencing](#). We hope the Government will take the opportunity to clarify or, if need be, amend the distinction between 'careless' and 'dangerous' driving, while encouraging the courts to make greater use of driving bans. We believe this will improve road safety in a way that will be acceptable to juries and public opinion, while reducing dependence on our overcrowded prisons as a sentencing option.