



Department
for Transport

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Appendix 2 to Proof

Cycling and Walking Investment Strategy

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

1. The Strategy

Introduction

- 1.1 It is our ambition that cycling and walking are the natural choices for shorter journeys, or as part of a longer journey. This Government's approach to delivering our ambition for cycling and walking is one of partnership. We believe that by working closely with our partners in local bodies, the third sector, and the wider public and private sector, we can develop a strong basis for achieving our ambition for walking and cycling.
- 1.2 This partnership approach builds on existing successful partnerships with local bodies through the delivery of funding programmes such as Cycle Ambition Cities, Bikeability and the Access Fund.
- 1.3 The Department ran a public consultation on the draft Cycling and Walking Investment Strategy between 27th March and 23rd May 2016. The consultation invited respondents to provide answers on five questions around our proposed activities, and these comments have been taken into account in the development of the final Strategy.
- 1.4 This Strategy has been set out in three chapters, the first detailing our ambition for walking and cycling and the objectives to move us closer to this ambition. Chapter 2 sets out the financial resources available to support these objectives, as well as governance and performance monitoring arrangements. The final chapter describes the specific actions planned to support delivery of the ambition and objectives during the first phase of the Cycling and Walking Investment Strategy.
- 1.5 In addition to publishing the Strategy we have also published the following accompanying documents:
 - Government response to the consultation on the draft Strategy
 - Cycling and Walking Investment Strategy: Investment Inputs, Outputs and Outcomes
 - Cycling and Walking Investment Strategy: Information leaflet for members of the public

The Government's ambition for cycling and walking in England

Our ambition for England

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

- 1.6 The Government wants walking and cycling to be a normal part of everyday life, and the natural choices for shorter journeys such as going to school, college or work, travelling to the station, and for simple enjoyment. As part of our aim to build a society that works for all, we want more people to have access to safe, attractive routes for cycling and walking by 2040.
- 1.7 We want to support the transformation of local areas through our ambition: change which will tackle congestion; change which will extend opportunity to improved physical and mental health; and change which will support local economies. Delivery of our ambition will see employers benefit from a healthier workforce and thriving high streets supporting local employment, whilst at the same time creating more opportunities by delivering streets which are accessible for people with reduced mobility or visual impairments.
- 1.8 Walking and cycling for just 10 minutes a day can contribute towards the 150 minutes of physical activity for adults per week, as recommended by the UK Chief Medical Officers¹. Physical activity helps to prevent and manage more than 20 chronic health conditions, including cardiovascular disease, stroke, type 2 diabetes, dementia, obesity and a variety of cancers. It is also linked to overall health benefits, such as reduced injury risk, improved quality of life, increased productivity and reduced absenteeism at work^{2 3}.
- 1.9 Realising our ambition will take sustained investment in cycling and walking infrastructure. It will take long-term transport planning and it will take a change in attitudes – amongst central Government, local bodies, businesses, communities and individuals. Walking and cycling should be seen as transport modes in their own right and an integral part of the transport network, rather than as niche interests or town-planning afterthoughts. We need to build a local commitment together to support this national Strategy.
- 1.10 If we get it right, we will increase walking and cycling overall and encourage more children to walk or cycle to school. We will have streets that are safer for walking and cycling, and a healthier country. We will be a place where cycling and walking are the norm.

¹ Start active, stay active (2011) A report on physical activity for health from the four home countries' Chief Medical Officers. London: DH.

² Claiming the Health Dividend: A summary and discussion of value for money estimates from studies of investment in walking and cycling (2014), London, DfT

³ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/523460/Working_Together_to_Promote_Active_Travel_A_briefing_for_local_authorities.pdf

1.11 This ambition needs to involve us all, engage us all, and we have a shared responsibility to make it happen.

By 2040 our ambition is to deliver:

BETTER SAFETY

'A safe and reliable way to travel for short journeys'

- streets where cyclists and walkers feel they belong, and are safe
 - better connected communities
 - safer traffic speeds, with lower speed limits where appropriate to the local area
 - cycle training opportunities for all children
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BETTER MOBILITY

'More people cycling and walking - easy, normal and enjoyable'

- more high quality cycling facilities
 - more urban areas that are considered walkable
 - rural roads which provide improved safety for walking and cycling
 - more networks of routes around public transport hubs and town centres, with safe paths along busy roads
 - better links to schools and workplaces
 - technological innovations that can promote more and safer walking and cycling
 - behaviour change opportunities to support increased walking and cycling
 - better integrated routes for those with disabilities or health conditions
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BETTER STREETS

'Places that have cycling and walking at their heart'

- places designed for people of all abilities and ages so they can choose to walk or cycle with ease
 - improved public realm
 - better planning for walking and cycling
 - more community-based activities, such as led rides and play streets where local places want them
 - a wider green network of paths, routes and open spaces
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