



Department
for Transport

Cycling and Walking Investment Strategy

Government response to the
consultation on the draft Strategy

The Department for Transport has actively considered the needs of blind and partially sighted people in accessing this document. The text will be made available in full on the Department's website. The text may be freely downloaded and translated by individuals or organisations for conversion into other accessible formats. If you have other needs in this regard please contact the Department.

Department for Transport
Great Minster House
33 Horseferry Road
London SW1P 4DR
Telephone 0300 330 3000
Website www.gov.uk/dft
General enquiries: <https://forms.dft.gov.uk>



© Crown copyright 2017

Copyright in the typographical arrangement rests with the Crown.

You may re-use this information (not including logos or third-party material) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence, visit <http://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/> or write to the Information Policy Team, The National Archives, Kew, London TW9 4DU, or e-mail: psi@nationalarchives.gsi.gov.uk

Where we have identified any third-party copyright information you will need to obtain permission from the copyright holders concerned.

Contents

1. Introduction	4
Overview of respondents	5
2. General issues	6
Introduction	6
General comments	6
3. Summary of responses to Question 1	9
4. Summary of responses to Question 2	13
5. Summary of responses to Question 3	15
6. Summary of responses to Question 4	17
7. Summary of responses to Question 5	19

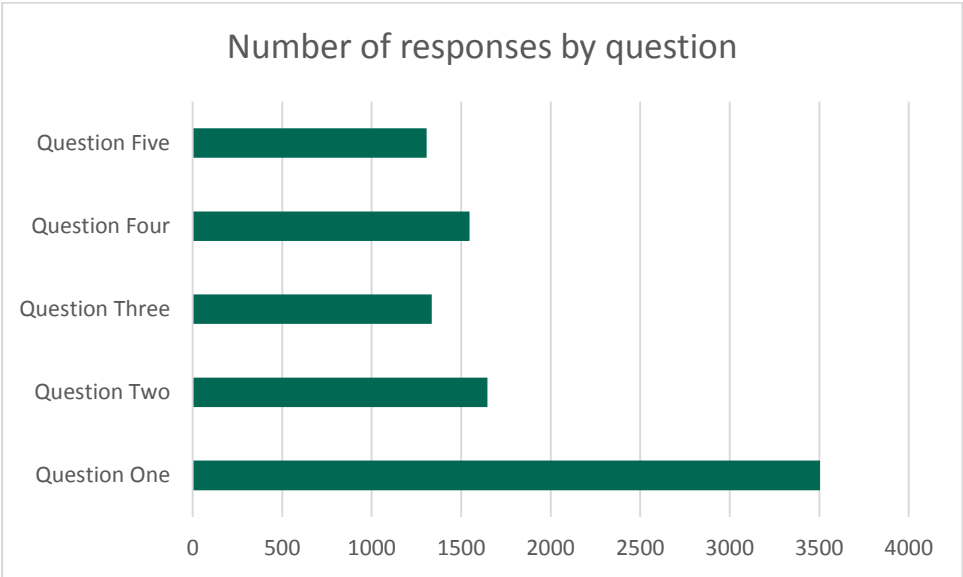
1. Introduction

- 1.1 The Department for Transport (the Department) ran a consultation on the draft Cycling and Walking Investment Strategy (the Strategy) between 27th March and 23rd May 2016. The consultation invited respondents to provide answers to some or all of the following five questions:
- The Government would be interested to hear views on the approach and actions set out in section 8 of this strategy;
 - The Government would be interested to hear views on the potential roles of national government departments, local government, other public bodies, businesses and the voluntary sector in delivering the strategy and what arrangements could best support partnership working between them;
 - The Government would be interested to hear views on what type of assistance Local Authorities and Local Enterprise Partnerships would find beneficial to support development of ambitious and high standard Local Cycling and Walking Infrastructure Plans;
 - The Government would be interested to hear your views on how to increase cycling and walking in typically under-represented groups (for example women, older people, or those from black, Asian or minority ethnic backgrounds);
 - The Government would be interested to hear views on what type of assistance Local Authorities and Local Enterprise Partnerships would find beneficial to support development of ambitious and high standard Local Cycling and Walking Infrastructure Plans.
- 1.2 Responses were received via letter, email and through an online response form. In addition, eight consultation events were held across England again seeking responses to the five questions above. In total, around 3,600 responses were received and over 400 individuals attended consultation events.
- 1.3 This document summarises the points raised in the consultation and sets out the Government's response to each point.

Overview of respondents

- 1.4 Those responding to the consultation were asked to identify how they categorised their response. The vast majority of online and hard copy responses (around 3,400) were from those categorising themselves as private individuals, with around 90 responses from local public sector bodies and a further 100 from regional or national third sector organisations. The remaining responses came from the private sector, Local Access Forums, professional organisations and industry or trade bodies.
- 1.5 The majority of submissions received responded to question one, with other questions receiving around half as many responses. This may be because question one was used as a “catch all” response (Figure One).

Figure 1 Breakdown of consultation responses by question



2. General issues

Introduction

- 2.1 The Department set five specific consultation questions and respondents were asked to focus on these points. However, a number of comments were received that did not fit under the headings of any of the five consultation questions; these points have been analysed and are presented in this section. A summary of responses is provided below, along with the action Government intends to take in response to the points raised.

General comments

Summary of responses

- 2.2 A common theme was that there was a lack of long term funding streams to deliver the ambition as set out in the Strategy. In particular, a common theme amongst local authority respondents highlighted concerns regarding decreases in local funding and the lack of ring fencing for walking and cycling projects through the Local Growth Fund. The need to secure both support and resources from other government departments and agencies was also a recurrent theme in relation to funding; in particular the need for a cross-government approach which includes transport, health, education and planning in order to make the most of opportunities including the Sports Strategy and the Childhood Obesity Strategy.
- 2.3 There was support for the Government's ambition to encourage walking and cycling in England through the Strategy whilst local bodies and third sector responses particularly supported the creation of the Expert Committee. However, a common theme was that the remit of working groups such as the Cycle Proofing Working Group should be reviewed.
- 2.4 There was a strong view that there should be quantifiable walking targets for the whole population and for children walking to school – in particular restating the Government's ambition for 55% of children aged 5-10 walking to school by 2025 that was set out in the Coalition Government's Cycling Delivery Plan.
- 2.5 In terms of delivering the Strategy, respondents highlighted that they felt there was a need for clear quantifiable targets for both walking and cycling with regular milestones and the inclusion of Key Performance Indicators similar to the Road Investment Strategy. Other views included a need to set targets at the local level and that the objective to reduce the rate of cyclists killed or seriously injured on England's roads should be a 'vision zero' target. There were also concerns from local bodies that the Strategy was too urban focussed.
- 2.6 A recurring response requested that routes being developed for walking and cycling be made available for equestrian use in order to provide safe local routes for equestrians and that equestrian use is fully included in the strategy and in its title.

Government response

- 2.7 The final Strategy outlines the funding available to deliver the Government's ambition for walking and cycling over the Spending Review 2015 period. The Department has published guidance on producing Local Cycling and Walking Infrastructure Plans and a programme of support through the Sustainable Transport Delivery Excellence Programme. The Department will continue to work in co-operation with a range of Departments including the Department of Health and the Department for Culture Media and Sport in addition to bodies such as Sport England and Public Health England to make the most of opportunities such as the Sports Strategy and Childhood Obesity Strategy.
- 2.8 The Government's commitment to establishing an Expert Committee is reiterated in the final Strategy. Furthermore, the remit of a range of working groups will be reviewed once the Expert Committee is established.
- 2.9 Government recognises the strong support for quantifiable walking targets for the whole population and for children walking to school. As such the final Strategy now includes a target and an aim on walking.
- 2.10 It is essential to monitor progress towards the objectives of the Strategy, and the monitoring process is set out in the Strategy. As part of the development of the second phase of the Strategy detailed work will be carried out to identify how the delivery of specific actions directly contributes towards the achievement of objectives. The guidance on producing Local Cycling and Walking Infrastructure Plans will also help local bodies to set local targets for walking and cycling, should they wish to do so.
- 2.11 The objective regarding cycle safety relates to reducing the rate of cyclists killed or seriously injured on England's roads, measured as the number of fatalities and serious injuries per billion miles cycled. This is part of the Road Safety Statement which adopts a 'safe systems' approach.
- 2.12 The final Strategy includes increased reference to rural issues in response to concerns that the draft Strategy was too urban focussed. The Government has taken steps to identify the impacts of proposals and plans in the Strategy on rural areas, assessed the scale of the impacts of plans in rural areas and has taken steps to tailor the Strategy to enhance consideration of rural areas. In the future, government will monitor progress through its performance monitoring regime and will evaluate proposals and plans and adapt where necessary.
- 2.13 Government recognises the important role of the horse industry in delivering leisure, economic and health benefits for equestrians and local communities across England. However, the decision to upgrade specific footpaths to bridleways, or to create new bridleways should be made locally and as such there are no plans to change legislation in order to upgrade all footpaths to bridleways. This would result in costs for authorities due to insufficient width of routes for cyclists and equestrians, and the need to replace structures such as stiles and kissing gates.
- 2.14 In 2015 the Department launched the "*have some horse sense on the road*" campaign as part of the Department's wider THINK! road safety campaign. The TV and radio filler, leaflet and poster campaign reminded motorists of the need to be patient when they encounter horses on the road and supplemented the advice already given in the Highway Code. Details can be viewed online at: <http://think.direct.gov.uk/horses.html>. To help make drivers more aware of horse riders, the theory test question bank contains a large number of questions about vulnerable road users. The screen-based theory test allows the use of digitised

video clips to help test hazard perception with moving images, which include horse riders. We will continue, through the Official Highway Code and other relevant publications, publicity campaigns, and in conjunction with the British Horse Society, to ensure that motorists and horse riders are made aware of each other's needs on the road.

2.15 Part 2 of the Infrastructure Act 2015 (Cycling and Walking Investment Strategies) states that the Secretary of State for Transport must set a Cycling and Walking Investment Strategy in England. Government has no plans to amend primary legislation to include equestrian use in the Strategy's title.

3. Summary of responses to Question 1

Question 1:

The Government would be interested to hear views on the approach and actions set out in Section 8 of this Strategy

- 3.1 Section 8 of the draft Strategy set out a range of activities that Government will undertake in order to support the achievement of the Strategy's objectives. Respondents were asked to provide their views on the approach and actions set out in Section 8. Responses were disaggregated according to which action they related to, and analysed accordingly. Given the number of actions set out in Section 8, this consultation question was wide ranging, and responses were varied.

Summary of responses

- 3.2 A common view from respondents was that highway infrastructure was not designed locally to support walking and cycling despite the revision of the Traffic Signs Regulations and General Directions (TSRGD). Indeed, a common theme from local authority respondents was the need for support to implement and better understand the changes to TSRGD. A strong desire was for Local Authorities to ensure controlled pedestrian crossings allow more time to cross, especially with an ageing population.
- 3.3 Local authority respondents highlighted the need for support to better understand Manual for Streets (MfS) and how it supports Local Cycling and Walking Infrastructure Plans. Respondents also felt there was a need to review the guidance regarding shared space schemes. The introduction of a 20mph default national speed limit in built up urban areas was a prominent request from respondents, including from third sector organisations, as was a desire for a national approach to control pavement parking.
- 3.4 A prominent view across respondents was the need for support through central guidance and best practice, whilst local authority respondents highlighted the need for support to build officer capacity in order to develop Local Cycling and Walking Infrastructure Plans. The need to provide segregated cycleways was a recurring theme as was support for national design standards for cycling and walking infrastructure. However, the importance of ensuring walking and cycling infrastructure is maintained was also a concern.
- 3.5 A common theme regarding the role of the planning system from respondents was that planning controls should ensure new developments are less car dependent. Other respondents noted the importance of the National Planning Policy Framework linking to the Strategy and Local Cycling and Walking Infrastructure Plans and vice

versa. The need for better cycle facilities in public buildings and within new developments was also highlighted.

- 3.6 The general view was that the funding allocated by Highways England to support walking and cycling was welcome.
- 3.7 The role of marketing and promotion to facilitate behaviour change to walking and cycling, in tandem with investment in walking and cycling infrastructure, was a consistent view from respondents. The role of local policies such as the Workplace Parking Levy in Nottingham were highlighted as playing a key role in reducing car usage. Behaviour change techniques were also viewed as important in terms of encouraging respect between people who drive, cycle or walk. Respondents supported the objectives of Bikeability and welcomed the ongoing funding for the programme. However, local authority respondents tended to recommend that the programme should be expanded to adults and to children at both pre-school and secondary levels of education. Furthermore, it was remarked that Bikeability alone will not increase levels of cycling unless good quality cycling infrastructure was also in place.
- 3.8 Respondents tended to highlight the role of national and local government and private sector organisations in promoting cycling and walking through improved facilities for employees and promoting schemes such as cycle to work.
- 3.9 Strong support for cycle rail schemes was a recurring theme from respondents. Specific points regarding the integration between cycling and the rail network concerned the need to make it easier to take cycles on trains through improved booking systems, and a desire for cycle design standards to allow more cycles on trains. Another broader point was the need to better integrate end to end journeys.
- 3.10 The benefits of Electrically Assisted Pedal Cycles (EAPCs) and the importance of their promotion was a recurrent view amongst local authority respondents. A common theme which emerged from respondents regarding mobility was the need to investigate the issues arising from infrastructure design or regulations when using cycles, trikes and scooters as mobility aids.
- 3.11 The use of air quality targets and Clean Air Zones in order to improve air quality were a recurring theme from local authority respondents.
- 3.12 Respondents highlighted that they felt there was a need to change the behaviour of those driving motor vehicles through either changes to legislation or stricter enforcement of traffic offences. It was also felt that pedestrian safety did not receive adequate prominence in the draft Strategy.

Government response

- 3.13 Following the consultation, section 8 of the draft strategy has been revised into a new action plan chapter within the Strategy (chapter 3) which outlines actions that have already been taken, as well as actions planned for the future, that will support the Strategy's ambition.
- 3.14 Since publication of the draft Cycling and Walking Investment Strategy in March 2016 we have begun work on the four key areas below which support the delivery of our ambition for cycling and walking:
 - We are recruiting a new Cycling and Walking Expert Committee and have begun to develop a terms of reference for that Committee.

- To help local bodies develop strategic plans to improve conditions for cycling and walking we have published guidance on the preparation of Local Cycling and Walking Infrastructure Plans.
 - The Department has also launched a package of technical support to local bodies that wish to develop a Local Cycling and Walking Infrastructure Plan. The support available to local bodies also includes the Propensity to Cycle Tool that has been developed to allow local bodies to identify areas of high cycling propensity and a directory of guidance for transport planners and engineers.
 - We have delivered a Sustainable Transport Delivery Excellence Programme which looked to assist Local Enterprise Partnerships develop cycling and walking plans. In its first year (2015-16), 28 out of 38 LEPs were supported; in the second year (2016-17) 36 out of 38 LEPs were supported.
 - Work is also underway to establish effective way of harnessing and sharing knowledge and lessons learned by the eight Cycling Ambition Cities, five Walking Cities and others so that all authorities can benefit from their experience and learning.
- 3.15 This Government acknowledges that behaviour change programmes are a key element to increase walking and cycling coupled with good quality infrastructure. The Government enables local bodies to deliver such programmes through funding schemes such as the Sustainable Transport Transition Year Fund whilst the Department's THINK! campaign encourages people to think about their actions as a motorist, cyclist or pedestrian. Local bodies have a range of powers to implement local policies to reduce congestion through charging mechanisms if they are supported by local communities.
- 3.16 The setting of timings on traffic signals and pedestrian crossings is a matter for local authorities, as is choice of crossing type. They can choose to use longer timings if they wish, either for individual sites or as a local policy for all crossings. The Traffic Signs Regulations and General Directions (TSRGD) 2016 removed the pelican crossing as an option for any new crossings. We expect that this will further encourage the adoption of modern crossings such as the puffin and pedex that can use detectors to monitor the crossing area and automatically extend the crossing time if needed. This technology is widespread, and where properly installed and maintained will ensure those who need it get extra time to cross the road.
- 3.17 Local authorities can already implement 20mph zones and speed limits in communities and around schools. These speed restrictions can be useful in the right locations but they are local decisions which should be made in consultation with local communities.
- 3.18 The Government recognises the importance of making the local environment convenient, safe and attractive to walk in, and of keeping pavements in good order. Local authorities already have the powers to introduce pavement parking restrictions where they consider it appropriate and the Department has taken steps to simplify this with a standard traffic sign. Following a roundtable meeting in March 2016 to consider the practicalities (including the financial and legal implications) of how to improve pavement parking controls, the Department is now considering how to address the need for general improvement of the Traffic Regulation Order making process.
- 3.19 The Government acknowledges that Bikeability is only one strand of the strategy to increase the number of people cycling and must be supported by measures to support local areas in the creation of good quality infrastructure. The Department has

committed £50 million for Bikeability training up to 2020, which will give schoolchildren the skills and confidence they need to make safe independent journeys by bike. However, Bikeability is not just for children. There is a range of training available to suit all requirements from the complete beginner wanting to boost their confidence to those wanting to develop more advanced skills.

- 3.20 The Government believes public, private and third sector organisations have a key role in increasing the number of employees walking and cycling to work. Government will work with employers and local bodies to enable the delivery of such behaviour change programmes through the Access Fund. This also includes promotion of the Cycle to Work Scheme.
- 3.21 This Government recognises the strong support for cycle rail schemes and since 2010 the Department has provided almost £30 million to train operating companies for new and improved cycle facilities at stations to make it easier and more convenient for people to cycle to and from the station. A seamless transition from public transport to and from walking and cycling routes and networks is key to increasing the number of walking and cycling stages to train stations and other transport interchanges.
- 3.22 Electric cycles can encourage cycling by groups that may otherwise find it challenging to take up cycling. In 2016 the Department supported a pilot cycle sharing scheme which provided the opportunity to trial electric cycles in eleven hotspots in cities, rural and tourist areas shortly. Government will continue to promote the use of Electronically Assisted Pedal Cycles, building on the lessons of the pilot for use by workplaces and educational facilities.
- 3.23 Air quality has improved significantly over recent decades and the UK currently meets the limit values for almost all pollutants. But we know there is still more to do and the UK faces significant challenges in meeting limit values for nitrogen dioxide. We are committed to improving the UK's air quality, reducing health impacts, and fulfilling our legal obligations. The 2015 national air quality plan for nitrogen dioxide introduces the concept of a Clean Air Zone, a key element in the Government's plans to reduce emissions from transport, mandating five cities (Birmingham, Derby, Leeds, Nottingham and Southampton) to implement these zones.
- 3.24 The Government believes that driving offences should not be taken in isolation and need to be considered within the context of the wider sentencing framework. The Government has commenced a consultation looking at driving offences and penalties relating to causing death or serious injury. The enforcement of road traffic offences is an operational matter for individual chief officers of police.
- 3.25 The objective regarding cycle safety sets out to reduce the rate of cyclists killed or seriously injured on England's roads, measured as the number of fatalities and serious injuries per billion miles cycled. This is part of the Road Safety Statement which adopts a 'safe systems' approach.

4. Summary of responses to Question 2

Question 2:

The Government would be interested to hear views on the potential roles of national government departments, local government, other public bodies, businesses and the voluntary sector in delivering the Strategy and what arrangements could best support partnership working between them

- 4.1 The Government realises that delivering its ambition will take sustained investment, long-term transport planning and a change in attitudes – amongst central government, local bodies, businesses, communities and individuals. We are keen to understand how respondents feel we could better interact with others in order to deliver the Strategy.
- 4.2 The responses received to this question replicated a number of points raised under the general comments in section 2. However, for completeness the points raised and the action the Government intends to take in response to the points raised are included below.

Summary of responses

- 4.3 A common theme was that there was a lack of long term funding streams to deliver the ambition as set out in the Strategy. In particular, a common theme amongst local authority respondents highlighted concerns regarding decreases in local funding and the lack of ring fencing for walking and cycling projects through the Local Growth Fund. The need to secure both support and resources from other government departments and agencies was also a recurrent theme in relation to funding; in particular the need for a cross-government approach which includes transport, health, education and planning in order to make the most of opportunities including the Sports Strategy and the Childhood Obesity Strategy.
- 4.4 A recurring response requested that routes being developed for walking and cyclists be made available for equestrian use in order to provide safe local routes for equestrians.

Government response

- 4.5 The final Strategy outlines the funding available to deliver the Government's ambition for walking and cycling over the Spending Review 2015 period. As part of the package of support for the Cycling and Walking Investment Strategy, the Department is helping local bodies that are serious about increasing cycling and walking in their local areas, to take a more strategic approach to improving conditions for cycling and walking, and has published guidelines on the preparation of Local Cycling and Walking Infrastructure Plans. The Department has also launched a package of technical support to local bodies that wish to develop a Local Cycling and Walking Infrastructure Plan. The support available to local bodies also includes the Propensity

to Cycle Tool that has been developed to allow local bodies to identify areas of high cycling propensity and a directory of guidance for transport planners and engineers. The Department will engage with Local Enterprise Partnerships, building on our existing successful Sustainable Transport Delivery Excellence Programme in order to build capability and understanding.

- 4.6 The Department will continue to work in co-operation with a range of Departments including the Department of Health and the Department for Culture, Media and Sport in addition to bodies such as Sport England and Public Health England to make the most of opportunities such as the Sports Strategy and Childhood Obesity Strategy.
- 4.7 Government recognises the important role of the horse industry in delivering leisure, economic and health benefits for equestrians and local communities across England. However, the decision to upgrade specific footpaths to bridleways, or to create new bridleways should be made locally and as such there are no plans to change legislation in order to upgrade all footpaths to bridleways. This would result in costs for authorities due to insufficient width of routes for cyclists and equestrians, and the need to replace structures such as stiles and kissing gates.
- 4.8 In 2015 the Department launched the “*have some horse sense on the road*” campaign was launched as part of the Department's wider THINK! road safety campaign. The TV and radio filler, leaflet and poster campaign reminded motorists of the need to be patient when they encounter horses on the road and supplemented the advice already given in the Highway Code. Details can be viewed online at: <http://think.direct.gov.uk/horses.html>. To help make drivers more aware of horse riders, the theory test question bank contains a large number of questions about vulnerable road users. The screen-based theory test allows the use of digitised video clips to help test hazard perception with moving images, which include horse riders. We will continue, through the Official Highway Code and other relevant publications, publicity campaigns, and in conjunction with the British Horse Society, to ensure that motorists and horse riders are made aware of each other's needs on the road.

5. Summary of responses to Question 3

Question 3:

The Government would be interested to hear suggestions and evidence of innovative projects and programmes which could be developed to deliver the objectives outlined in Section 4

- 5.1 Section 4 of the draft Strategy set out the four objectives for 2020 that Government is working towards. Respondents were asked to provide suggestions for innovative approaches that could be taken to deliver the objectives, and a wide range of suggestions were made.

Summary of responses

- 5.2 Respondents highlighted a wide range of innovative projects and programmes currently being delivered in England and internationally which have increased the number of people walking and cycling.
- 5.3 Respondents repeatedly highlighted best practice examples of infrastructure from other countries such as the Netherlands, Denmark and innovative approaches to improving walking and cycling infrastructure from New York and Camden in London. Similarly a number of examples were cited from England which had led to improvements in cycling networks including the Mini Holland competition in London and the Department's Cycle City Ambition Grant Programme which was highlighted as a conduit for cities to share experience, best practise and learn from each other.
- 5.4 A wide-range of innovative behaviour projects were also highlighted by respondents. A substantial number of respondents to this question, suggested looking to the charity, Living Streets for ideas on innovative and effective behaviour change programmes which they have been running over the past 20 years including the Walk to School programme.
- 5.5 The importance of led cycle rides and walks run throughout the year at a variety of venues and times, both on traffic-free routes and quiet roads was a common response. For example, the 'Pedal Away' project organises a regular programme of led cycle rides throughout the year at a variety of venues and times, both on traffic-free routes and quiet roads. Rides are of varying distances to cater for a progression in ability from total beginner to being confidently able to cycle independently. Physical and virtual cycling and walking hubs or forums to support walking and cycling were also highlighted. These included Cycling UK's Big Bike Revival programme through to mobile or static walking and cycling hubs located either on street or in purpose built venues accessible to nearby communities, surrounded by clearly marked routes which provide opportunities for training all abilities to learn how to cycle and build confidence.

5.6 A range of innovative cycle parking and storage solutions were highlighted by respondents. Examples included the Eco Cycle automated cycle parking system that can store 204 bikes either below or above the ground, and has an average retrieval time of just 13 seconds. Users can track availability of spaces in real time, and can pre-book a space in advance. The Urbancycleparking.com website is dedicated to identifying existing and potential locations of cycle parking. The site enables cycle users to find out where cycle parking is located at their destination and also allows them to highlight where they think cycle parking could usefully be installed. London local authorities are able to use the site to determine where to locate additional parking stands.

Government response

5.7 The projects and programmes submitted will be reviewed and where appropriate developed into a knowledge sharing resource of good practice during the course of the first phase of the Cycling and Walking Investment Strategy.

5.8 A range of actions planned which focus on behaviour change and innovation are included in the action plan chapter of the Strategy (chapter 3). These programmes include the Big bike Revival, Cycle to Work Scheme, Walk to School Project and the DfT Innovation Challenge Fund.

6. Summary of responses to Question 4

Question 4:

The Government would be interested to hear your views on how to increase cycling and walking in typically under-represented groups (for example women, older people, or those from black, Asian or minority ethnic backgrounds)

- 6.1 The Government recognises that in order to deliver its objective of making walking and cycling the natural choice for shorter journeys, these modes need to be accessible to all. However, traditionally certain groups have been under-represented and the Strategy would like to address this gap. Respondents were asked for their views on how cycling and walking can be increased amongst these groups. A summary of responses is provided below, along with the action Government intends to take in response to the points raised.
- 6.2 The Government has assessed the potential impact of the Strategy on equality and did not identify any potential for discrimination, adverse impact on opportunities to advance equality or to adversely impact on the fostering of good relations between different people. As such a formal equalities impact assessment is not required.

Summary of responses

- 6.3 Respondents highlighted a range of approaches to increase cycling and walking in typically under-represented groups. However, a common theme from respondents was that rather than focussing on measures to increase cycling in under-represented groups Government should focus on the provision of safe, high quality segregated cycle routes which benefit all. There was also a strong view from respondents that more research was required to understand the barriers to cycling and walking in certain under-represented groups.

Government response

- 6.4 During the delivery of the first phase of the Cycling and Walking Investment Strategy the Department will engage with those organisations delivering projects to increase walking and cycling in under-represented groups. Through this, mechanisms will be identified to disseminate good practice and roll out such approaches on a national basis in order to enable local authorities to deliver effective programmes through Local Cycling and Walking Infrastructure Plans.
- 6.5 Government recognises the need to provide safe, high quality segregated cycle routes which benefit all and supports this through a range of funding streams. As part of the package of support for the Cycling and Walking Investment Strategy, the Department is helping local bodies that are serious about increasing cycling and walking in their local areas to take a more strategic approach to improving conditions for cycling and walking, and has published guidelines on the preparation of Local Cycling and Walking Infrastructure Plans. The Department has also launched a

package of technical support to local bodies that wish to develop a Local Cycling and Walking Infrastructure Plan. The support available to local bodies also includes the Propensity to Cycle Tool that has been developed to allow local bodies to identify areas of high cycling propensity and a directory of guidance for transport planners and engineers. The Department will engage with Local Enterprise Partnerships, building on our existing successful Sustainable Transport Delivery Excellence Programme in order to build capability and understanding.

- 6.6 However, it is important to understand and break down the barriers to walking and cycling for under-represented groups. During the course of the first phase of the Cycling and Walking Investment Strategy the Department will work with academia and stakeholders to identify research gaps relating to under-represented groups.

7. Summary of responses to Question 5

Question 5:

The Government would be interested to hear views on what type of assistance Local Authorities and Local Enterprise Partnerships would find beneficial to support development of ambitious and high standard Local Cycling and Walking Infrastructure Plans

- 7.1 The Government has produced guidance to support local areas in the development of Local Cycling and Walking Infrastructure Plans alongside the Strategy. While there is no obligation for any area to produce a Local Cycling and Walking Infrastructure Plan, Government is keen that as many areas as possible do so, and recognises that for that to happen there is a need for central support and advice. Consultation respondents were asked to provide suggestions on how this assistance could be provided, and a summary of responses is provided below, along with the action Government intends to take in response to the points raised.

Summary of responses

- 7.2 A consistent view from respondents to both questions one and five was the need for central government support to local authorities to produce high quality and consistent Local Cycling and Walking Infrastructure Plans. Furthermore, there was strong support for the production of central guidance and national design standards for both walking and cycling infrastructure.
- 7.3 The role of Government in facilitating the sharing of knowledge to support joint working between local authorities and Local Economic Partnerships was a recurrent theme from respondents in order to ensure work is not duplicated and lessons are learnt.
- 7.4 The importance of effective monitoring and evaluation of projects was highlighted, in particular the role of the Department in providing a clear and consistent approach for local bodies to use.
- 7.5 A recurrent view of respondents was that the Department should provide a range of evidence which highlights the economic and health benefits of walking and cycling.

Government response

- 7.6 The Department is helping local bodies that are serious about increasing cycling and walking in their local areas to take a more strategic approach to improving conditions for cycling and walking, and has published guidelines on the preparation of Local Cycling and Walking Infrastructure Plans. The Department has also launched a package of technical support to local bodies that wish to develop Local Cycling and Walking Infrastructure Plans. The support available to local bodies also includes the Propensity to Cycle Tool that has been developed to allow local bodies to identify areas of high cycling propensity and a directory of guidance for transport planners

and engineers. The Department will engage with Local Enterprise Partnerships, building on our existing successful Sustainable Transport Delivery Excellence Programme in order to build capability and understanding.

- 7.7 Good quality monitoring and evaluation evidence is important for helping make and communicate decisions about where best to target public spending. We have developed a performance monitoring system for the Strategy which is set out in the Strategy.
- 7.8 Alongside the Strategy a Rapid Evidence Assessment has been published which outlines the cost and effectiveness of a range of interventions to increase walking and cycling and the physical activity, health and local economic impact of these interventions.