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JOIN THE MOVEMENT
Cycling, Sustainability and Health: 
Making the Big Leap Forward
All four Chief Medical Officers

“For most people, the easiest and most acceptable forms of physical activity are those that can be incorporated into everyday life. Examples include walking or cycling instead of travelling by car, bus or train”

Department of Health, 2011 Start Active, Stay Active
Active travel is central to tackling obesity

“The top five policy responses assessed as having the greatest average impact on levels of obesity [include]:
- increasing walkability / cyclability of the built environment…..”

Foresight Tackling Obesities report, Government Office for Science
Co-benefits: climate and health

“... governments, companies and other organisations should ... create transport policies designed to reduce carbon emissions, increase active travel (distances walked and cycled) and prioritise pedestrians and cyclists – to increase physical activity and address type 2 diabetes”
Department for Transport ‘gets it’

“... OECD countries are facing declining levels of physical activity together with a range of public health impacts, influenced in part by car dependency and sedentary lifestyles... support for walking and cycling is growing.

“There is a need to work across organisational boundaries to promote personal and public health and reduce the costs of physical inactivity, particularly among older people and women.”

Guidance on Applications for Cycle City Ambition Grants
Support from the whole sector

Age Concern  
Arrhythmia Alliance  
Association of Directors of Public Health  
Blood Pressure Association  
British Association for Cardiac Rehabilitation  
British Association of Nursing in Cardiovascular Care  
British Association of Sport and Exercise Sciences  
British Cardiovascular Society  
British Dietetic Association  
British Heart Foundation  
BHF Health Promotion Research Group  
BHF National Centre for Physical Activity & Health  
British Hypertension Society  
British Lung Foundation  
BMA Public Health Medicine Committee  
British Nutrition Foundation  
British Trust for Conservation Volunteers  
Campaign for Better Transport  
Campaign to Protect Rural England  
Cancer Research UK  
Centre for Health Information, Research and Evaluation, Swansea University  
CCPR  
Chartered Institute of Environmental Health  
Child Growth Foundation  
Children in Northern Ireland  
Commission for Architecture and the Built Environment  
CTC the national cyclists' organisation  
Cycle Campaign Network  
Cyclingsinstructor.com  
Cycling Projects  
Cycling Scotland  
Environmental Association for Universities & Colleges  
Environmental Protection UK  
Faculty of Public Health  
Forum for the Future  
Friends of the Earth (England, Wales and Northern Ireland)  
Gloucestershire Hospitals NHS Foundation Trust  
Corporate Citizenship Committee  
Greater Manchester Cycling Campaign  
Healthcare Commission  
Heart Care Partnership (UK)  
Heart of Mersey  
HITRANS Active Travel Group  
Institute of Highway Incorporated Engineers  
Institution of Mechanical Engineers  
Lifeshare.com  
Living Streets  
Living Streets Scotland  
London Cycling Campaign  
Men's Health Forum  
Mental Health Foundation  
National Children's Bureau  
National Coalition for Active Ageing  
National Federation of Women's Institutes  
NHS Sustainable Development Unit  
National Heart Forum  
National NGO Forum  
National Obesity Forum  
Northern Ireland Cycling Initiative  
Northern Ireland Environment Link  
Parliamentary Advisory Council for Transport Safety  
Paths for All Partnership  
PharmacyHealthLink  
Play England  
Play Wales  
Ramblers’ Association  
Ramblers Cymru  
Ramblers Scotland  
RoadPeace  
Royal College of Nursing  
Royal College of Physicians  
Royal Institute of British Architects  
Royal Society for Public Health  
Sandwell PCT  
Socialist Health Association  
South Asian Health Foundation  
Spokes, the Lothian Cycle Campaign  
Strathclyde Partnership for Transport  
Sustainable Development Commission  
Sustrans  
Three Rivers Way Association  
Town & Country Planning Association  
Transform Scotland  
Transport & Health Study Group  
University of Bristol Department of Exercise, Nutrition & Health Sciences  
UK Public Health Association  
Walkit.com  
Walk21  
Walk to School Campaign (National Steering Group)  
Warrington Cycle Campaign  
Weight Concern  
Wheels for Wellbeing  
Whizzgo - pay-by-the-hour cars  
WWF Northern Ireland  
20's plenty for us

Cross-governmental support (DfT / DH)

Active Travel: The Miracle Cure?
A guide for the NHS on raising physical activity levels through your local transport plan

'We have put walking and cycling at the heart of our transport and health strategies.'
Sadiq Khan MP – Minister of State for Transport
Gillian Merron MP – Minister of State for Public Health.
(Active Travel Strategy, Department for Transport & Department of Health, February 2010)

'The potential benefits of physical activity to health are huge. If a medication existed which had a similar effect, it would be regarded as a “wonder drug” or “miracle cure”.'
Sir Liam Donaldson – Chief Medical Officer
(Annual Report of the Chief Medical Officer 2009, Department of Health, March 2010)
The British Medical Association

- ambitious growth targets for walking and cycling
- funding and resources proportional to targets
- reduce the need to travel
- accessibility over mobility
- reallocation of road space
- restricting motor vehicle access
- road-user charging
- area-wide 20 mph limits
- comprehensive network of walking and cycling routes

British Medical Association, 2012 Healthy transport = healthy lives
In comparison to Great Britain, some other European countries have a much higher proportion of trips made by bicycle.

Estimated share of journeys (trips) made by bicycle:

<table>
<thead>
<tr>
<th>Country</th>
<th>Share</th>
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<tbody>
<tr>
<td>The Netherlands</td>
<td>26%</td>
</tr>
<tr>
<td>Denmark</td>
<td>19%</td>
</tr>
<tr>
<td>Germany</td>
<td>10%</td>
</tr>
<tr>
<td>Austria</td>
<td>9%</td>
</tr>
<tr>
<td>Switzerland</td>
<td>9%</td>
</tr>
<tr>
<td>Belgium</td>
<td>8%</td>
</tr>
<tr>
<td>Sweden</td>
<td>7%</td>
</tr>
<tr>
<td>France</td>
<td>5%</td>
</tr>
<tr>
<td>Italy</td>
<td>5%</td>
</tr>
<tr>
<td>Czech Republic</td>
<td>3%</td>
</tr>
<tr>
<td>Ireland</td>
<td>3%</td>
</tr>
<tr>
<td>Great Britain</td>
<td>2%</td>
</tr>
</tbody>
</table>

Cycling in the UK:

- 1952: 23bn Kms, 13% Modal Share
- 1970: 5bn Kms, 1% Modal Share
What are the key ingredients for a strong cycling culture

• Political leadership
  – National and local
  – Cross-party
  – Cross-departmental

• Consistent investment over many years

• Investment levels appropriate to the level of ambition

• Blend of infrastructure and “encouragement”

• Creativity
Growth in Cyclists
- 173% growth in cycling since 2001
- Target to double in 10 years

Expenditure on Cycling
- Doubling budgets to 2015
  - £145m pa - £18 per head pa
- £913m over the next 10 years

Innovative Ideas
- Tube for cyclists
- Mini Hollands
- Quietways throughout Greater London
February 2013

World’s first ever Active Travel Bill published
Active Travel (Wales) Bill

Local Authorities in Wales will have a duty:

- Identify and map the routes within their areas that are safe and appropriate for walking and cycling
- Identify and map the enhancements that would be required to create a fully integrated network for walking and cycling
- Consider the potential for enhancing walking and cycling provision in the development of new road schemes
- Work to continuously improve existing and develop new networks
Scotland

- 2% trips by bike
- 7% commuting journeys in Edinburgh by bike
- £20m pa Scottish Government spend on Active Travel
- Cycling Action Plan for Scotland 10% by bike by 2020
- Edinburgh 15% target commuting trips by 2020
- National Cycle Network carries 35m trips in Scotland
- Leisure and touring cycling generates £240m to the Scottish Economy
Northern Ireland announces Active Travel Strategy backed by £4.3 million of funding
Cycling Initiatives in England

2004–2008  Sustainable Transport Demonstration Towns
2005–2010  Cycling England
  – £60m pa Cycling Towns/Cycling City
  – plus other Demonstration Projects
2011–2015  Local Sustainable Transport Fund
  – £600m over 4 years

Cycle Safety Fund  £20m
City Ambition Challenge Fund  £30m
National Parks  £12m
Change in incident numbers (KSI)

DfT

Pedal Cyclists

Pedestrians

All road users
The key issue: speed?

Source: Ashton and Mackay (1979)
Implementing 20mph Commitment to 20mph

Towns & Cities supporting the 20mph limits

Percentage of Scottish population within areas supporting 20mph

78.8%

Percentage of English population within areas supporting 20mph

78.8%

Implementing 20mph
Commitment to 20mph
the National Cycle Network in 2012

485 million journeys made by over 3 million people - 257 million by bike, 228 million by foot

total health benefit of £461 million

potential carbon saving 884,000 tonnes CO2 valued at £51 million

44% of users said the route helped them to access work – 1 in 5 journeys are to work

a quarter of those walking and cycling for their journey could have used a car but chose not to

32% of those walking and cycling had no car available to make the journey
Connect2 in Worcester

1 mile

Main roads

river
Diglis Bridge, Worcester Connect2
Sustrans Connect2
Cheshunt
Bradford
Derry/Londonderry
Cardiff
Get Britain Cycling – April 2013
Key Recommendations

A new priority for investing public funds
- £10 per head rising to £20 per head
- Local funding in proportion to journeys by bike

Redesigning our roads, streets and communities
- Cyclists’ needs identified at planning stage
- Highways Agency provision for cyclists
- Local Authorities retro-fit our existing roads for cycling

Safe Cycling
- 20 mph
- Cycling Training for all schools

Political Leadership
- Cross-Departmental Cycle Action Plan
- Set Targets – 10% by 2025
Spending Review – 2015/16

Department for Transport

- 20% increase in Capital Budget

“biggest investment in rail since the Victorian era”

“biggest road building programme for 50 years”

Local Sustainable Transport Fund extension:

- £100m for 2015/16

No further reference to cycling
"It's no secret anymore that for every nine barrels of oil we consume, we are only discovering one."

BP Statistical Review of World Energy
November 11th, 2009
Policy Actions Required

• Clear statement of support for cycling
• Funding: £10 per head pa rising to £20 pa
• Committed long-term funding
• Cross Government Departmental Cycling Action Plan
  – Transport, Health, Education, Communities etc (including commitment to funding)
Transport capital (£70bn)

- HS2 and HA funding up, others static at current levels
- HA to become public-owned corporation with long-term funding settlements for major upgrades and public guarantees for private investment
- “Biggest roads programme since the 70s” includes previously announced schemes + studies + HA majors + unfunded commitments, all subject to value for money and deliverability
Single Local Growth Fund (SLGF)

• £2bn (£1.5 capital) in 2015-16 and “at least” that in future years
• LSTF secured 2015-16 and implied beyond that
• Mostly existing pots at current levels (except majors)
• Subject to LEP-govt agreed Growth Deal but currently unclear how process, bids and ringfencing will work
• Levels of funding, autonomy and new money fall far short of Heseltine proposals

**Table 9.A: Funding announced at Spending Round for the Single Local Growth Fund**

<table>
<thead>
<tr>
<th></th>
<th>£ million</th>
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<tbody>
<tr>
<td>2015-16</td>
<td></td>
</tr>
<tr>
<td>Local Authority Transport Majors</td>
<td>819</td>
</tr>
<tr>
<td>Local Sustainable Transport Fund</td>
<td>100</td>
</tr>
<tr>
<td>Integrated Transport Block</td>
<td>200</td>
</tr>
<tr>
<td>Further Education capital</td>
<td>330</td>
</tr>
<tr>
<td>ESF skills match funding</td>
<td>170</td>
</tr>
<tr>
<td>New Homes Bonus</td>
<td>400</td>
</tr>
<tr>
<td>Total</td>
<td>2,019</td>
</tr>
<tr>
<td>Of which, capital</td>
<td>1,449</td>
</tr>
</tbody>
</table>
Potential for sustainable travel modes
% trips per person: Sustainable Travel Demonstration Towns

- Actual usage (walking, cycling, public transport) - 35%
- No adequate alternative - 27%
- Only subjective reasons against walking, cycling, public transport - 29%
- Circumstances enforce car use - 9%
Potential for sustainable travel modes without significant environmental intervention

- No adequate alternative: 27%
- Circumstances enforce car use: 9%
- Potential walking, cycling, public transport: 64%