



Sustrans' Manifesto for UK Government

Sustrans' Vision

Imagine living in a place where everything you need is within a 20-minute walk. Schools, shops, recreation and work is on your doorstep. Streets prioritise people with wide pavements, seating and cycle parking.

Green space is ubiquitous in your neighbourhood. Cars are guests on residential streets and are the exception around schools. Children play out more now as it feels safer. They walk and cycle to school again. A series of protected cycleways along main roads ensures people can get around by cycle safely.

You choose to walk and cycle because it is the most obvious choice, the easiest choice, the cheapest choice. Public transport is easily accessible, cheap and frequent. There are some longer journeys you need to make by car but these are rare. And because you move every day, you are healthier. You see your neighbours and have a social connection to the place in which you live. It is a community.

Perhaps you live in a smaller village. Not everything is on your doorstep. But you have a traffic free set of paths for everyone that allows you to cycle to neighbouring towns where you visit the cinema or go to work. It's a beautiful route with great views of the countryside as part of the National Cycle Network. It is for people of all ages and is shared with people walking, scooting, and using mobility scooters.

This is the future Sustrans wants to see.

At present we face a climate change crisis in which emissions from cars is the primary source. And air pollution damages our health and the health of unborn children.

We have high levels of physical inactivity that costs our NHS billions every year and a life expectancy which is decreasing.

We live in an unequal society where not everyone has equal access to the things they need. Maybe because they can't afford to own a car or can't safely read the environment around them in order to get from their home to services. An environment dominated by cars.

We are currently building homes in places devoid of services. We are making people car dependent. We are making the issues we face worse.

But we can change this.

This manifesto sets out Sustrans' asks of the next government. If these asks are committed to we believe we can get from where we are now to the vision of where we want to be.

We need to invest in our future and this means investing in happier, healthier ways of getting from A to B. It means decarbonising our transport and investing in places that connect us to each other and what we need.

Sustrans wants a society where the way we travel creates healthier places and happier lives for everyone. A future where people are more active and better connected to friends and neighbours. Where the climate crisis is under control and air pollution is a thing of the past. Where people want to live and businesses want to invest.

It's all achievable. We just need the right leadership.

**Xavier Brice,
CEO, Sustrans**

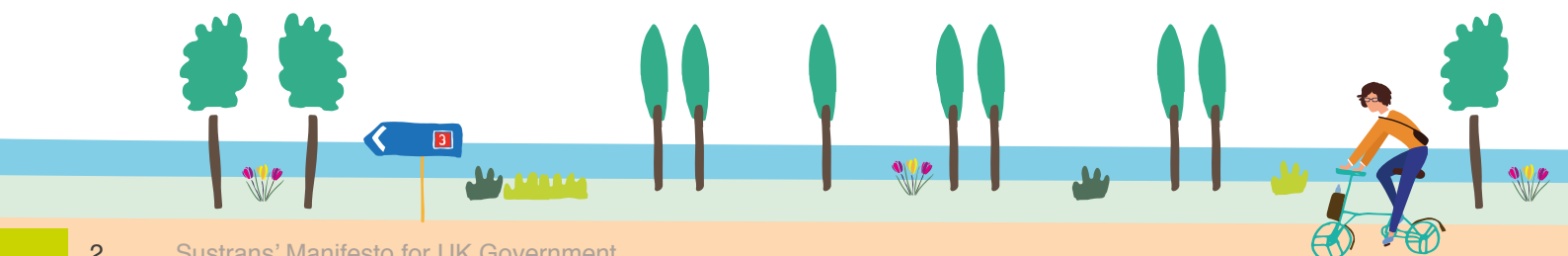




Photo: Jonathan Bewley





Summary

Sustrans and our supporters believe in our vision but in order to achieve it we call upon the next government to:

Provide sustained long-term investment in walking and cycling, to support an updated Cycling and Walking Investment Strategy, and the National Cycle Network:

- 1. Ask 1:** 5% of the transport budget to be spent on walking and cycling in 2020/21, rising to 10% by 2024/25.
- 2. Ask 2:** £72 million investment per year in the National Cycle Network from UK Government, to contribute towards the £5 billion annual economic benefit in England by 2040.

Commit to a 20-minute neighbourhood planning principle for all cities and towns. This is designed **so all people living in cities and towns are within a 20-minute walk from their everyday services** and needs:

- 3. Ask 3:** Update the National Planning Policy Framework to incorporate 20-minute neighbourhoods as a central principle.



4. **Ask 4:** Help local authorities unlock sites for 20-minute neighbourhoods.
5. **Ask 5:** Develop new Planning Practice Guidance on walking and cycling.
6. **Ask 6:** Introduce a Transforming Places Fund to support 20-minute neighbourhoods.

Transform the journey to school to help children travel safely and independently by foot, scooter or cycle:

7. **Ask 7:** Roll-out School Zones to reduce motor traffic in local neighbourhoods around schools.
8. **Ask 8:** Make it easier for local authorities outside London to run School Streets.
9. **Ask 9:** Provide on-road cycle training for all school children.

Ensure places are accessible for everyone:

10. **Ask 10:** Implement and enforce inclusive and accessible design guidance for walking and cycling.
11. **Ask 11:** Implement a 20mph default speed limit in all built-up areas to make everyone's journey safer.
12. **Ask 12:** Implement an England-wide ban on pavement parking.
13. **Ask 13:** Deliver programmes to diversify and increase participation in walking and cycling.
14. **Ask 14:** Subsidies to land owners who increase access for walking, cycling and horse riding.

Greenways:

15. **Ask 15:** Establish a UK-wide Greenways Taskforce and Greenways Citizen's Assembly so that communities can develop a vision for, and put in place a Greenways Programme.

Sustained investment in walking and cycling

We want to see 10% of transport spending on walking and cycling by 2024/25

As a society, the way we travel underpins our prosperity, health and environment.

Our vision is of a society where the way we travel creates healthier places and happier lives for everyone

By making it easier for people to walk and cycle, we will open up access to job opportunities; build more exercise into our daily lives; and help to address the climate crisis and air pollution by reducing car use.

At the heart of our vision are two key funding asks:

1. 5% of the transport budget to be spent on walking and cycling in 2020/21 (£17 per head), rising to 10% by 2024/25 (£34 per head), allocated to local infrastructure and programmes encouraging everyday walking and cycling trips.
2. £72 million investment per year in the National Cycle Network from UK Government, to contribute towards the £5 billion annual economic benefit in England by 2040.

Why investment is needed

Our dependency on using motor vehicles to get around has driven the climate change crisis. It costs the economy £7.9 billion a year through traffic congestion¹. And is the major cause of air pollution in our towns and cities². It is also contributing to greater levels of physical inactivity than we have ever seen before, costing the NHS £1 billion a year³.

Social inequality is also an issue, with people living in more deprived communities most likely to suffer from road danger and pollution⁴, yet least likely to drive⁵.

We must reduce our dependency on cars. Making it easier for people to get around by foot and cycle improves the places we live in and produces incredible benefits:

- Reduces traffic congestion⁶: helping tackle the £7.9 billion annual cost to the economy.
- Slashes pollution in towns and cities: saving the economy £9.3 billion over 10 years⁷ if cycling ambitions are met in England and Scotland.



- Save the NHS money: if cycling trips were doubled every eight years across just seven major cities in the UK, 34,000 long-term health conditions would be averted, saving the NHS £319 million⁸. Regular cycling also reduces individual risk of developing cancer by 45% and heart disease by 46%⁹.

Boost workplace productivity: people who walk and cycle to work are more productive¹⁰ and take 20% fewer sick days than average¹¹.

- Revitalise retail: people who walk and cycle spend more money on high streets than people who drive, which can increase high street spending by 30%¹².

And there is huge potential to change journeys that are currently driven to active journeys. In England in 2018¹³:

- Almost 20% of journeys under one mile were made by car. These could be walked in 15 minutes or cycled in five.
- 70% of trips under five miles were made by car. These could be cycled in approximately 20-minutes.



Ask 1

5% of the transport budget to be spent on walking and cycling in 2020/21, rising to 10% by 2024/25.

An updated, better funded Cycling and Walking Investment Strategy is required for 2020-25 to meet the ambition to double cycling by 2025 in England. It must also set a more ambitious walking target of at least 365 stages per person per year. The Government has admitted that only one third of the target to double cycling levels by 2025 will be achieved under current funding levels¹⁴.

Some local authorities have received funding to produce Local Cycling and Walking Infrastructure Plans but there is no funding to roll these out or for other authorities to make plans. This means they are in danger of being left on a shelf rather than creating safer, accessible environments for walking and cycling on the ground.

Based on figures for 2016/17 transport spending in England (excluding London), 5% of transport spending would amount to £17 per person annually (for walking as well as cycling) in 2020/1, rising to £34 per person in 2024/5. This increase in funding would represent an initial doubling of current funding, rising to over four times current levels by 2024/25.

An equivalent funding increase has taken place in Edinburgh City, which boosted its cycling investment from 5% of transport spending in 2012 to 10% in 2017¹⁵.

Capital funding measures

Capital funding measures can best be spent:

- developing and implementing Local Cycling and Walking Infrastructure Plans
- creating walking and cycling links and reducing severance across or along major road and motorway corridors
- improving access to train stations and other public transport interchanges, along with cycle parking, hire and storage facilities at these locations
- support for the uptake of 'e-bikes', 'e-cargo bikes' and adapted cycles, which can cater for more people than conventional cycles.

Complementary revenue funding needed

Revenue funding to support capital funding should be spent on:

- targeted programmes in schools, workplaces and community group settings for people of all ages to discover the joys and benefits of walking and cycling
- driver awareness programmes on pedestrian and cycle safety, to complement the planned revision of the Highway Code to benefit pedestrian and cycle safety
- awareness raising and personal travel planning programmes that make people aware of new infrastructure they can use to get round by foot or cycle.

4.4 million

people used the Network in 2017-18

16,575 miles

of National Cycle network

£7.6 billion

potential economic benefit for UK by 2040



Ask 2

£72 million investment per year in the National Cycle Network from UK Government, to contribute towards the £5 billion annual economic benefit in England by 2040.

The National Cycle Network is 16,000 miles of paths for walking and cycling that come within a mile of where over half the UK population lives.

It is a local asset on a national scale that links communities, contributes to local economies, and enhances the social, physical and environmental wellbeing of those that come into contact with it.

Considering leisure and tourist trips, reduced traffic congestion and health benefits, the Network was worth £3.8 billion to the UK in 2017¹⁶. We estimate that this could rise to £7.6 billion by 2040. In England alone the Network's worth is estimated to rise from £2.5 billion in 2017 to £5 billion per year in 2040 with the right improvements.



Photo top: Jonathan Bewely

We want the Network to become a network of paths for everyone but at present the quality of the Network varies, limiting its potential. Whilst 54% is of good or very good quality, 46% of the routes are not of the quality we want.

To realise all the economic, social and environmental benefits that the Network could bring, we need to fix it. By 2040 we want to ensure that all of the Network is well surfaced and signed, traffic free or on very quiet roads. We want to ensure no barriers remain that prevent access for everyone.

Funding

In order to improve the Network and achieve the £5 billion economic benefit to the economy annually in England by 2040, Sustrans estimates that investment of £1.9 billion is required over the next 20 years, with 75% from UK Government. This will improve the Network and make it accessible to everyone in England.

We are calling for £22 million per annum rising to £71.6 million per annum by 2024/25 to be invested in the Network, based on current estimates of cost to improve it.

Figure One: Sustrans' funding ask for the National Cycle Network

		Required funding				
	Current confirmed Network funding	Spending Round	Spending Review			
Phase	*2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
DfT	£22.0m	£22.0m	£35.8m	£35.8m	£35.8m	£35.8m
** UK Gov total from all Gov Departments (incl DfT)	£22.0m	£22.0m	£35.8m	**£50.8m	**£60.8m	**£71.6m

*The first £2m was awarded in 2018/19 and £20m in 2019/20 **These figures relate to funding for the Network as a whole (rural and urban/peri-urban) and not just urban parts of the Network which are of more direct interest to the Department for Transport. This is only 75% of what is needed as we would look to gain 25% match funding for the Network.



Planning the 20-minute neighbourhood

We want to see planning focus on creating healthy, low carbon neighbourhoods, where people live within a 20-minute walk of everyday services and needs.

All people in cities and towns should live within a 20-minute walk from their everyday amenities like schools, shops, green space, and health services. Sustrans wants to see the 20-minute neighbourhood concept as a central principle of the planning system. This would support:

- vibrant, healthy and prosperous communities that engage citizens
- more journeys by foot, cycle and public transport because they are the most obvious and convenient option
- people living close to their place of work, shops and recreation; and children within walking, cycling or scooting distance of their school



- the most vulnerable members of society are easily able to access vital services, medical care and social spots.

Why planning reform is needed

The design and location of where people live has a large influence on how they travel. The way new developments are planned is critical to tackling poor air quality, physical inactivity and congestion locally.

Too many neighbourhoods have been planned around car travel at the expense of providing the local jobs and services that a community needs to thrive. People with cars are reliant on driving just for a pint of milk, and those without access to a vehicle are left with poor access to everyday items and services¹⁷.

It is worse for those in more deprived communities, who are at most risk of road danger¹⁸, air pollution¹⁹ and lack of access to services²⁰, despite being less likely to drive²¹.

As the UK population continues to rise, it is critical that we stop building out of town housing estates devoid of any services and dependent on the car, and start building neighbourhoods.

Planners need to work in collaboration with those working in transport, public health and developers to jointly plan and develop new settlements, and in wider urban regeneration. By building communities where housing, jobs and retail sit side by side, we can unlock productivity and connect people with places and with each other.



Case study

The “city of short distances”, Freiburg im Breisgau, Germany

In response to growing traffic congestion, planners in the German city of Freiburg made the decision to pedestrianise the historic city centre. It was the first city in Germany to close streets to cars and prioritise walking and cycling.

The local government recognised that increasing traffic was threatening the quality of life for those living in, and visiting the city centre. In response they began closing individual streets to traffic from the late 1940s onwards.

In 1973 all streets in the city centre were closed, and urban planning policies were adopted which ensured that housing was built alongside workplaces, schools and shops. These two policies combined to create a city where people can walk safely and conveniently between the everyday places they need to visit.

Today, 79% of journeys in the city are made by walking, cycling, or by public transport²².

How planning should be reformed

Ask 3

Update the National Planning Policy Framework to incorporate 20-minute neighbourhoods as a central principle.

The National Planning Policy Framework (NPPF) sets out the UK Government's planning policies for England and how these should be applied.

The current planning framework specifies that all new developments should promote walking, cycling, and facilitating access to high quality public transport. But these guidelines have failed to stop more out of town developments with few services being built. In these developments people are forced to rely on using a car to reach what they need.

The planning framework should be revised so that the principle of a 20-minute neighborhood is put at the heart of plans for new developments and the approval process.

In practice, this would mean that new communities would be made up of compact, mixed use developments, where workplaces, schools and shops are close to homes, and integrated with a robust public transport system.

Ask 4

Help local authorities unlock sites for 20-minute neighbourhoods.

Local authorities should be given more power to unlock local sites for sustainable development through lower land value costs and making it easier to buy brownfield sites.



Help local authorities purchase undeveloped land at its existing value

Sustrans would like to see fairer land value capture. Currently, when local government buys land, it pays what the land would be worth if developed into a settlement, rather than its cheaper existing value as an undeveloped site. If local authorities could purchase the land at its existing, undeveloped value, they could use the uplift in value once it is developed to spend on infrastructure which would make the developments more liveable. This would include provision such as cycling and walking infrastructure, public transport and green spaces.

An inquiry by the Housing, Communities and Local Government Committee found that local government could claim a greater proportion of increases in land value if the law was changed to give local authorities more power to purchase land at its undeveloped value²³.

We recommend that the committee's findings are adopted to make it easier and less expensive for local and central government to purchase land, whilst not losing safeguards for those affected.

Reform the buying of brownfield sites

Currently developers can buy brownfield sites but often don't do anything with the land. They just hold on to it for future possible projects, meaning that the local community can't make use of it. There should be a "use it or lose it" clause put in place in which local authorities can acquire the land if it is not used.

Ask 5

Develop new Planning Practice Guidance on walking and cycling.

Planning Practice Guidance supports the National Planning Policy Framework (NPPF) and provides specific guidance to planners on developing settlements. Currently, Planning Practice Guidance does not adequately include guidance on the need to implement cycling and walking infrastructure in new developments and should be reformed. There should also be specific Planning Practice Guidance on embedding walking and cycling infrastructure to aid planners.

Furthermore, the National Cycle Network connects to every major town and city and passes within one mile of half of the UK population. It should be regarded as a national asset in the NPPF and should be referenced as something planners should connect people to. Currently, the vast majority of new developments do not create convenient and safe links to existing routes which would enable more people to walk and cycle between and within settlements.

Scottish planning policy regards the National Cycle Network as a national priority, while Planning Policy Wales specifies that:

“development plans must identify and safeguard active travel routes and networks, and support their delivery. Planning authorities should also seek to assist in the completion of the National Cycle Network and key links to and from the network.”

A similar aim should be included in English planning guidelines.



Ask 6

Introduce a Transforming Places Fund to support 20-minute neighbourhoods.

The UK Government should develop a wide ranging ‘Transforming Places’ investment fund that supports the renewal, or development of, new neighbourhoods.

There is currently a £1.7 billion Transforming Cities fund for developments which make it easier for people to get around cities in healthy and sustainable ways. However, the money has only been allocated to specific urban areas which have submitted successful funding bids. The fund needs to be enhanced as a new Transforming Places fund so that 20-minute neighbourhoods can be funded and introduced in smaller cities and towns.

This should specifically deliver the integration of sustainable transport and mixed use development, including housing, schools, recreation and work. This would allow everyone to be able to reach the things they need by foot within 20-minutes.



Transform the journey to school

We want to see neighbourhoods transformed around schools so that children can walk or cycle to school independently.

Sustrans has a sustainable, fun and healthy vision to guide the transformation of the school journey:

- every child who can do so has the right to be able to safely walk, cycle, wheel or scoot to school
- playing from home to the school gate
- clean air inside and outside the classroom
- cars are guests, driven and parked safely and considerately
- children are alert and ready to learn.

Why is change needed?

The number of children being driven to primary school has been increasing each year since 1995²⁴, and now as many as one in four cars on the road during the morning peak are on the school run²⁵.

The result is that the proportion of children travelling independently to school in the UK is much lower than neighbouring European countries. Children are at risk of losing their independence and sense of adventure.

Traffic danger is the most common reason cited by parents for not allowing their children to walk or cycle to school. While children at more than 2,000 schools and nurseries across England and Wales are being exposed to illegal levels of damaging air pollution from motor vehicles²⁶.

We need to create conditions around schools which make walking and cycling safe and easy. We need to build infrastructure that children can use safely; reduce through traffic near schools; provide more children with cycle training; and incorporate active travel within schools' curricula and wider culture.

Regular physical activity is important from an early age to promote good physical and mental health and the school journey is the perfect opportunity to achieve this.

58% of children cycle to school in the Netherlands, and if this was replicated in England, physical activity associated with school would increase by 57%. Transport-related carbon emissions would fall by 81 kilotonnes per year²⁷.





What needs to be done

Ask 7

Roll out School Zones to reduce motor traffic in local neighbourhoods around schools.

The biggest concern of adults when it comes to children walking and cycling to school is traffic danger. We fundamentally need to address this issue to get more children making active journeys.

As a default in School Zones, the roads and streets surrounding schools should have 20mph speed limits, and reduce through traffic so that cars are guests. These streets should be designed to act as direct and high quality routes for children to walk, cycle or scoot to school. Where schools are located on busier, main roads, protected cycle paths should be installed.

Sustrans' work to transform local walking and cycling routes has increased children's annual usage by 117%, and delivered a 151% increase in children using the routes to get to school²⁸. The Department for Transport (DfT) analysis shows that such investment offers extremely high value for money, returning at least £10 (including congestion, physical activity, and safety benefits) for every £1 invested.

School Zones should include:

- Improving infrastructure. The most effective way to make walking and cycling safer for everyone²⁹. And the more that children are separated from traffic while cycling, the more likely their parents are to allow them to cycle³⁰.

- Introducing default national 20mph speed limits around schools. This would make journeys safer, and also make walking and cycling a more attractive option. We talk about this in more detail in the 'Access for Everyone' section.
- A cost effective method of reducing traffic, encouraging cycling, and improving air quality around schools is to "filter" streets with bollards or gates so that people cycling, pushing a pram or using a wheelchair can pass, but cars cannot. This can reduce traffic so only residents use the streets for driving. Because residential streets are often used as rat runs, 58% of people are reluctant to cycle on them with children, and 75% of 12 year olds are reluctant to use them³¹. Conversely, 92% of people would cycle with children on a residential street which limits traffic, along with 89% of 12 year olds. Sustrans helped Lambeth Council implement a trial bollard scheme in Streatham, which reduced traffic by over 75%, reduced car usage for local journeys by 40%, and reduced nitrogen dioxide pollution³².





Ask 8

Make it easier for local authorities outside London to run School Streets.

School Streets is a programme to tackle the congestion, poor air quality and road safety concerns that many schools experience during drop-off and pick-up times. School Streets involves timed traffic restrictions on the road directly outside the school gates.

90% of parents want traffic-free roads outside schools³³. But at the moment, the law outside of London doesn't give enough support to local authorities and schools who want to put School Streets in place.



The Government needs to give local authorities outside London the powers they need to enforce School Street closures during drop-off and pick-up times. Local authorities need access to cameras to prosecute moving driving offences which is currently the responsibility of the police. If local authorities had this they could recover costs associated with school streets through fines³⁴. This would make the environment around schools safer and more pleasant for children to walk and cycle.



Removing traffic outside schools during the school run improves safety.



Case study

Sustrans Big Pedal road closures

The Big Pedal is the UK's largest inter-school cycling, walking and scooting challenge. Each year it inspires hundreds of thousands of pupils, staff and parents to walk, cycle or scoot to school for two weeks. For the 2019 Big Pedal, Sustrans worked with schools and local authorities to close roads at drop-off and pick-up time outside 40 schools across England, Scotland and Wales.

This helped to tackle the congestion, poor air quality and road safety concerns that schools experience, and created a safe environment for pupils to play in after leaving lessons.

By demonstrating that closing roads outside schools is achievable, measuring the impact and sharing our findings, we aim to encourage more regular street closures and inspire more schools to try this approach.

Ultimately, we want to see a permanent change in the way children travel to school.



Ask 9

Provide on-road cycle training for all school children.

All 9 and 10-year-old children should be offered on-road cycle training in school or community settings. In the Netherlands, where 58% of children cycle to school, cycle training is introduced at an early age for virtually all children.

Research shows that nearly all children who had taken part in Bikeability cycle training reported an improvement in their ability to judge risks, signal and to keep a safe distance from parked cars, with most parents agreeing with the findings³⁵.

70% of parents/guardians of children who received training allowed their children to ride on roads, compared to 58% of parents of children who had not taken part in the course³⁶.

The Government currently funds some cycle training and in 2018 over 300,000 children received cycle training in just under half of all primary schools. **However, 50% of children do not receive training. There must be enough funding for cycle training in all primary schools.** Local authorities also need more resource to organise training locally. Cycle training must be supported by safe infrastructure outside schools for walking and cycling and reduced traffic.

This is why School Zones, School Streets and on-road cycle training should be delivered together to ensure children put their cycle training into practice in environments that are safe for them to cycle.

Ensure places are accessible for everyone

We want to see neighbourhoods that everyone can access and that encourage everyone to walk or cycle

Sustrans believes that walking, cycling and public transport infrastructure should be accessible for everyone, regardless of their physical ability, ethnicity or age. Our vision for mobility is one that:

- removes physical barriers to walking and cycling, such as gates, bollards or infrastructure that can't accommodate wheelchairs or adapted cycles
- makes everyone feel welcome regardless of their gender, ability, age or ethnicity
- ensures walking and cycling are seen as "normal" activities by everyone in society.

Why is action needed?

Many people in society are currently unable to travel actively. This is often due to physical barriers on the transport network and in our towns and cities. It can also be because of not being able to access a cycle.

For disabled people, many transport options are difficult or inaccessible. This reduces travel choice and may include public transport, but also walking and cycling. Pavements and cycle routes are often littered with barriers, such as gates, bollards, bins and other 'street furniture'. This can prevent wheelchairs, pushchairs or adapted cycles passing. Many groups including women, older people, and in particular, disabled people are often being failed during planning for cycling infrastructure^{37 38}.

We need to make the road environment less intimidating and provide high quality infrastructure³⁹ for cycling. Fear of traffic is the most common reason for not cycling. In many areas only the more assertive, confident person on a cycle feels comfortable cycling in traffic. This often leads to more young men than any other group of people feeling confident cycling⁴⁰. We want cycling to be something everyone feels safe and comfortable to do⁴¹.



In the **Netherlands** where cycling is safer

55% of cycling trips are made by women

Vs around **30%** of cycling trips in the UK are made by women



Often, people do not think about conditions for walking in their local area. However, many people within a community (such as those who are blind and partially sighted, use wheelchairs, or have young children in pushchairs,) can struggle to get around safely due to cars blocking pavements. In London, parking on the pavement is illegal, and this is soon to be the case in Scotland. However, in the rest of the England, it is allowed. We need to prioritise pavements for use by people.

It is not just poor infrastructure that can be a barrier to more people walking and cycling. In some communities, cultural reasons can mean that some people, such as women, are discouraged from cycling. For many people from ethnic minorities, the lack of visible representation from their community means that they don't consider walking or cycling to be "for them". Many people also consider walking and cycling a symbol of lower social status⁴².



What needs to be done

Ask 10

Implement and enforce inclusive and accessible design guidance for walking and cycling.

We need to raise our ambition and commit to creating streets designed for all people, with infrastructure that protects the most vulnerable road users: people walking and cycling.

Pavements should be wide enough to accommodate double pushchairs and wheelchairs. They should be easily readable for those with different disabilities so they can move around independently wherever possible.

There is not currently a national standard for walking infrastructure, meaning that quality and accessibility varies from place to place. We need better guidance and standards for walking infrastructure.

All cycling infrastructure must adhere to a standard which makes it accessible for all people, including those using adapted cycles.



Ask 11

Implement a 20mph default speed limit in all built-up areas to make everyone's journey safer.

We believe speed limits should be set in favour of safety rather than speed, and that 20mph should be the default speed limit in all built-up areas across the UK. The chance of being killed is five times higher if hit at 30mph in comparison to 20mph⁴³. Slower speeds will increase safety and improve accessibility to services for everyone in neighbourhoods however they choose to travel.



The majority of pedestrian and cycling injuries occur in built-up areas as a result of collisions with motor vehicles. In Bristol, 20mph streets have resulted in 40% fewer road casualties, with the greatest reduction found in the numbers of young children killed and injured⁴⁴.

Many local authorities in the UK have implemented 20 mph speed limits to improve road safety, with Transport for London recently putting 20 mph limits on all roads under their control in central London.

However, the situation is still a postcode lottery and most people live in built-up areas where 30 mph is still normal. We need to ensure that everyone can make safer journeys in our urban areas.



Ask 12

Implement an England-wide ban on pavement parking.

Space in many urban places is becoming more and more constrained as car ownership rises, with many people choosing to park on pavements and other public space off the carriageway, such as grass verges.

Vehicles parked on pavements make it difficult for people to use the footway. This includes people who are blind or partially sighted, older people, children, and people with reduced mobility, prams or pushchairs, who can be forced into the road and put at greater risk of collision and injury.

Sustrans believes that action is now required to ban pavement parking in England outside of London. The Transport Committee recently recommended that parking on the pavement should be prohibited⁴⁵, with London having already done so and Scotland passing legislation to follow suit.



Ask 13

Deliver programmes to diversify and increase participation in walking and cycling.

We know that the way people choose to travel is influenced by many factors. This might mean for instance, that they don't feel comfortable, prepared or willing to try out a new way of getting to work. This can be the case even if new, useful connecting cycle routes are built nearby.

Travel choices can be influenced by:

- habits – someone has always commuted by car so they stick to that habit
- attitudes – someone might think that cycling or walking is for poorer people
- knowledge, awareness and confidence – some people might not be aware of safe walking and cycling routes available to them locally, or feel confident on a cycle
- social and cultural reasons – in some communities, women especially might not have a tradition of cycling or see visual representation of people like them cycling.

In London, for example, only around 1 in 4 people who cycle is of a non-white background, while the proportion of non-white people in London is 37%⁴⁶.

A reason given for this is that some people do not want to be in the 'social minority' in their community, or do not want to try something new on their own. By working with local community groups and running taster sessions or social rides for groups of people, fear of standing out as different can be tackled.

Sustrans has a long history of successfully working in communities, workplaces and schools, to equip people with the skills, knowledge and confidence that they need to discover the joy of walking and cycling in their local area, and get out and about more healthily.

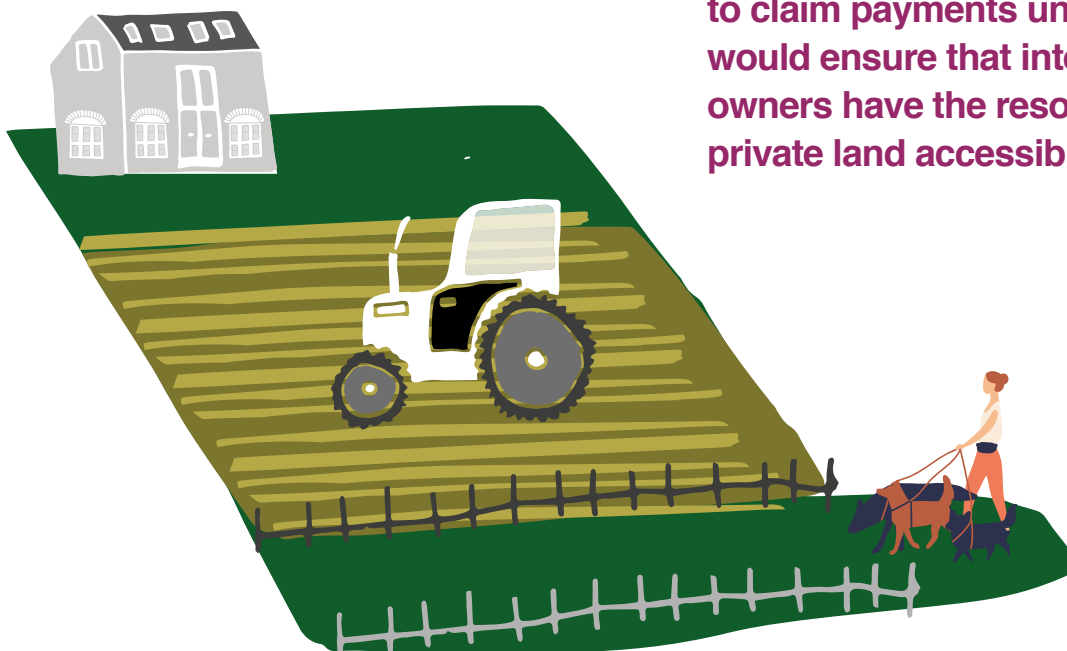
In London, our team have worked with the residents at Queen Mary homeless women's hostel in Westminster to set up a women's cycling group with fantastic results for the women who stay there.

“I now am able to explore our city's parks and green spaces on my bike. Cycling helps me relax, stimulates my mind. It also makes me a bit tired in the evening, which means I can get a good night's sleep.”

A resident, Queen Mary Hostel

Often, the most positive impacts in terms of health and gaining independence are felt by the most vulnerable in society, for whom gaining the confidence to cycle can mean the difference between a 20-minute cycle to work or a two hour bus journey, or maybe not being able to access work at all.

UK Government must ensure that programmes are in place to help improve people's independence and access to their neighbourhoods through walking and cycling. These should include supporting more people to access or own a cycle; awareness raising programmes of new routes being built; training to help more people cycle; and better representation in cycle literature or women and ethnic minorities to show it is for everyone.



UK Government should also support more cities and towns to roll-out public cycle-share schemes. Public cycle-share schemes run in partnership with the local authority are often far cheaper than the cost of a car or the use of public transport. Shared cycle schemes with public/private cooperation and funding are likely to be more inclusive overall and can complement the wider public transport offer.

Ask 14

Subsidies to land owners who increase access for walking, cycling and horse riding.

At present, it can be time consuming and expensive for land owners to maintain and improve access paths, with volunteers filling in the gaps. We need to make it more attractive for land owners to provide and maintain access to walking, cycling and horse riding on their land. We believe that there is an opportunity to do so through the Agriculture Bill.

The new Agricultural Bill proposes the introduction of a 25 year Environmental Plan that will provide public money for land owners to protect and enhance environmental value, through an Environmental Land Managements scheme (ELMs).

We propose that during the ELMs trial period, providing access to and maintaining the National Cycle Network which is a path for walkers as well, should be a qualifying method for land owners to claim payments under ELMs. This would ensure that interested land owners have the resources to make private land accessible to the public.

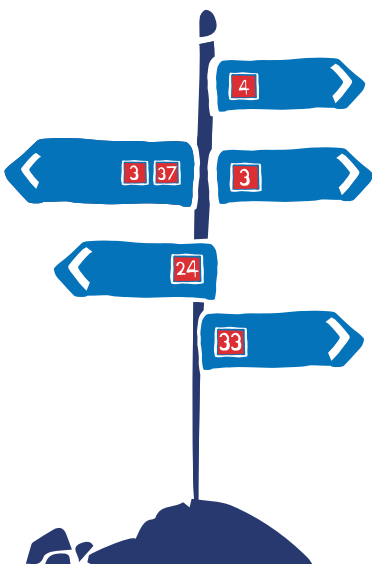
Greenways

We want everyone to have equal access to the natural environment.

A greenways programme that links towns and cities to green and blue space around them and provides direct, safe and attractive traffic-free walking and cycling routes, planned by the local community will help to achieve this.

Whether it is the local playing field or a national park, we want everyone in the UK to enjoy equal access to green and blue space. The natural environment can play an important role in tackling the climate crisis; reducing health inequalities; and promoting public health, both mental and physical.

Access to green and blue space is an essential human need. It improves our mental and emotional wellbeing, enables stronger social connections, and promotes physical activity. From providing a spot for our children to play, a place to walk the dog, or chance to escape everyday stress, green and blue spaces help us all live happier lives.



Why is action needed?

As our planet warms, we must do all we can to lower urban temperatures to help the most vulnerable. Trees absorb and store greenhouse gas emissions from cars, improve air quality, tackle noise pollution and provide shade in heat-waves. Good quality green and blue infrastructure, including measures like Sustainable Urban Drainage Systems will better enable our towns and cities to cope with increased flood risks as our weather changes.

In 1977, Sustrans laid the first mile of the National Cycle Network (the Network). Today that Network runs for 16,000 miles across the UK connecting every major town and city and passes within one mile of half of the UK population. We want to improve access, safety and quality on the existing Network to create paths for everyone. However, we want the next UK Government to work with partners to go even further. Already across the UK, communities are improving the environment in which they live for themselves. From the urban forest movement to campaigns for National Park Cities, there is a groundswell of communities who want to enhance and expand green and blue spaces.



Working together, governments, communities and organisations like Sustrans, can shape a National Greenways Programme.

This programme will:

- enhance existing green and blue corridors like the National Cycle Network
- expand green corridors within and between our towns and cities
- improve access to quality green and blue space in urban areas such as planting trees and providing seating along rivers so no one in the UK is more than a 20-minute walk away from the great outdoors
- bolster local economies and boost local skill levels in sectors like construction and horticulture
- involve the energy sector to maximise renewable energy generation opportunities
- increase biodiversity.



Case study

Superkilen public park, Copenhagen

Superkilen park is an open public space in central Copenhagen which provides shelter from city life but also acts as a route for walking and cycling from A to B.

The park is split into three sectors:

- The Red Square supports cafés, music and sports.
- The Black Market provides a classic square for meeting friends, eating lunch and people watching with fountains and benches.
- The Green Park replicates a grassy area for picnicking, sports and walking the dog.



Importantly, the park maintains its functionality as a piece of infrastructure with a visible two way cycle track and separate pedestrian walkway so that people can make trips in a traffic free and relaxed environment. It shows that city centre life can be peaceful and still functional.



What needs to be done

Ask 15

Establish a UK-wide Greenways Taskforce and Greenways Citizen's Assembly so that communities can develop a vision for, and put in place a greenways programme.

We want the next UK government to establish a UK-wide Greenways Taskforce. This should build on existing work already underway in Northern Ireland and bring together governments, partners and communities from across the UK to oversee a radical step-change in access to green and blue infrastructure.

Working with the Taskforce, a Greenways Citizen's Assembly should be convened so that communities can develop a vision for the National Greenways Programme.

The Taskforce should commit to developing an action plan to implement the proposals of the Taskforce and Citizen's Assembly. Funding should be structured so that local communities can also access resources to put the Greenways in place.



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About Sustrans

Sustrans is the charity making it easier for people to walk and cycle.

We are engineers and educators, experts and advocates. We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

Sustrans works in partnership, bringing people together to find the right solutions. We make the case for walking and cycling by using robust evidence and showing what can be done.

We are grounded in communities and believe that grassroots support combined with political leadership drives real change, fast.

Join us on our journey. www.sustrans.org.uk

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