

# Getting Britain cycling and walking

**This year Sustrans, with our many partners, completed 84 new walking and cycling networks extending the National Cycle Network into the heart of communities across the UK.**

In the last five years, with funding from the Big Lottery Fund, Sustrans has invested £50 million and leveraged an additional £115 million from local authority partners, to invest in transforming the way people travel for everyday, local journeys.

Our work has focused on creating new bridges and crossings for pedestrians and cyclists of major roads, busy railways, or rivers (which deter travel on foot and bike because of traffic danger or long detours), and linking these into networks of new and improved walking and cycling routes.

**Four million people now have safer, cleaner, smarter travel choices to work, school and the shops.**

Already 40% of local journeys are made by foot, bike and public transport. With 55% of all car journeys being shorter than five miles,<sup>1</sup> the evidence shows that by investing in walking, cycling and public transport, 9 in 10 local journeys could be made without the need to use a car.

It makes sound economic sense to give people smarter, greener, healthier and cleaner travel choices, and to de-congest our existing road network to ensure it is less busy for those journeys that do need to be made by road. Making better use of our extensive road network saves on new roads which are expensive, increase congestion, noise, pollution and accidents, and achieve only small time savings.

**What does this investment in walking and cycling bring?**

**Significant and quick return on investment:** nearly £500 million of economic benefit over 30 years – an average benefit to cost ratio of 3:1<sup>2</sup> – three times more than many road schemes, delivered twice as quickly.

**Real benefits to our economy:** over half the benefits of walking and cycling investment come from improved health and savings to our health budgets. More than 75% of benefit from road schemes is derived from individual journey time time-savings of just one to four minutes.<sup>3</sup>

**Jobs:** every £1 million invested in walking and cycling creates 11 jobs – five times more than the best major road scheme we've analysed per £1 million invested.<sup>4</sup> From this we estimate that this project has already generated over 1,800 jobs.

**Improved access:** apart from work, the new routes also improve access to other local destinations, including 2,800 schools, 800 supermarkets, 1,000 doctors' surgeries and 3,000 places of worship.

**Reduced congestion:** nearly a third of people using the new walking and cycling routes say they could have used a car for their journey but didn't, and at least one million car journeys will be removed from busy roads.

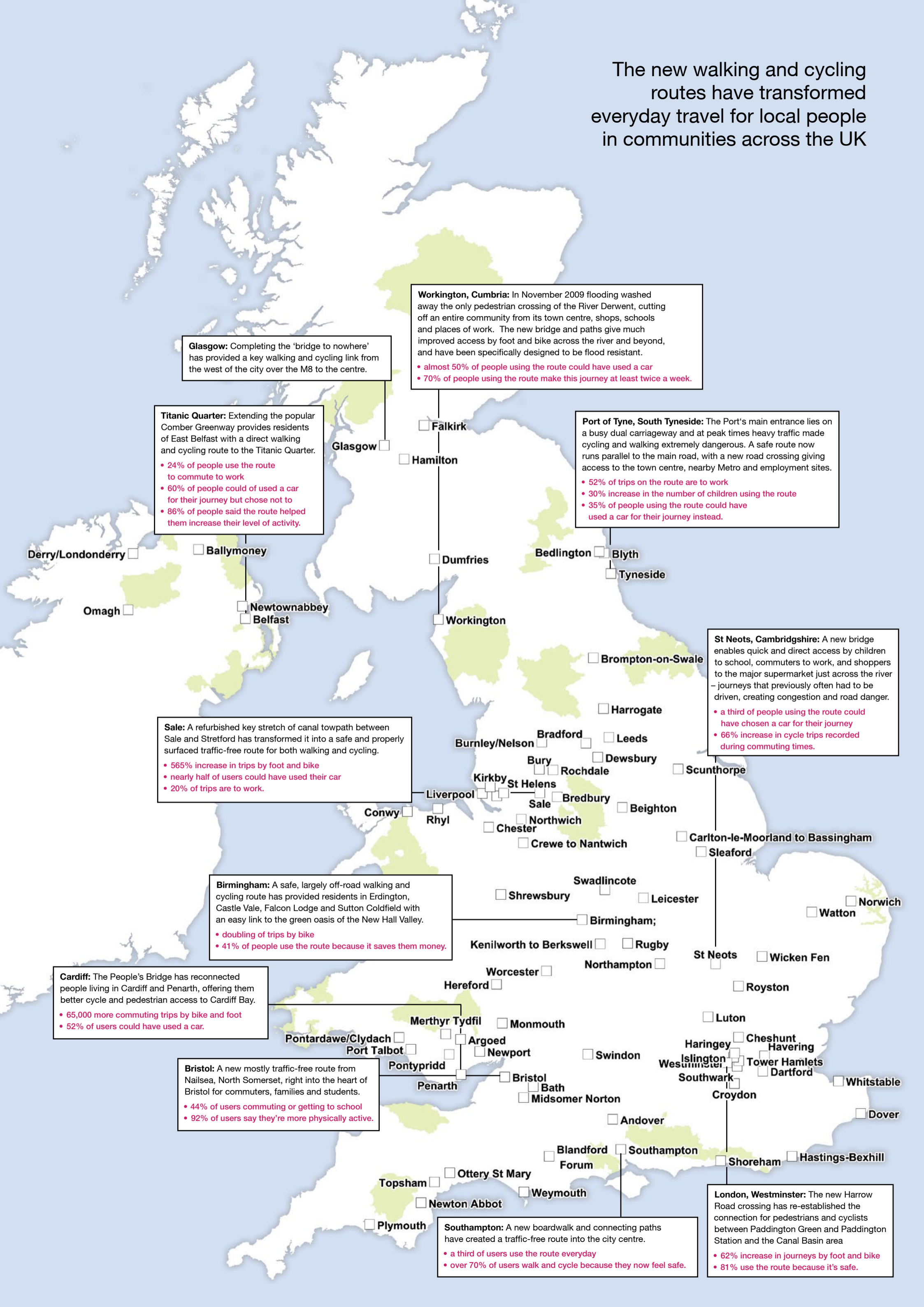
1 Department for Transport 2013, National Travel Survey 2012

2 Based on detailed analysis of 20 walking and cycling networks

3 Based on Highways Agency data: *Post Opening Project Evaluation, Meta-analysis: Traffic Impacts, May 2011*; and *Opening Project Evaluation, Meta-analysis: Economy Impacts, May 2011*

4 The benefits of investing in cycling and walking, Sustrans 2012

The new walking and cycling routes have transformed everyday travel for local people in communities across the UK



**Glasgow:** Completing the 'bridge to nowhere' has provided a key walking and cycling link from the west of the city over the M8 to the centre.

**Workington, Cumbria:** In November 2009 flooding washed away the only pedestrian crossing of the River Derwent, cutting off an entire community from its town centre, shops, schools and places of work. The new bridge and paths give much improved access by foot and bike across the river and beyond, and have been specifically designed to be flood resistant.

- almost 50% of people using the route could have used a car
- 70% of people using the route make this journey at least twice a week.

**Titanic Quarter:** Extending the popular Comber Greenway provides residents of East Belfast with a direct walking and cycling route to the Titanic Quarter.

- 24% of people use the route to commute to work
- 60% of people could of used a car for their journey but chose not to
- 86% of people said the route helped them increase their level of activity.

**Port of Tyne, South Tyneside:** The Port's main entrance lies on a busy dual carriageway and at peak times heavy traffic made cycling and walking extremely dangerous. A safe route now runs parallel to the main road, with a new road crossing giving access to the town centre, nearby Metro and employment sites.

- 52% of trips on the route are to work
- 30% increase in the number of children using the route
- 35% of people using the route could have used a car for their journey instead.

**St Neots, Cambridgeshire:** A new bridge enables quick and direct access by children to school, commuters to work, and shoppers to the major supermarket just across the river – journeys that previously often had to be driven, creating congestion and road danger.

- a third of people using the route could have chosen a car for their journey
- 66% increase in cycle trips recorded during commuting times.

**Sale:** A refurbished key stretch of canal towpath between Sale and Stretford has transformed it into a safe and properly surfaced traffic-free route for both walking and cycling.

- 565% increase in trips by foot and bike
- nearly half of users could have used their car
- 20% of trips are to work.

**Birmingham:** A safe, largely off-road walking and cycling route has provided residents in Erdington, Castle Vale, Falcon Lodge and Sutton Coldfield with an easy link to the green oasis of the New Hall Valley.

- doubling of trips by bike
- 41% of people use the route because it saves them money.

**Cardiff:** The People's Bridge has reconnected people living in Cardiff and Penarth, offering them better cycle and pedestrian access to Cardiff Bay.

- 65,000 more commuting trips by bike and foot
- 52% of users could have used a car.

**Bristol:** A new mostly traffic-free route from Nailsea, North Somerset, right into the heart of Bristol for commuters, families and students.

- 44% of users commuting or getting to school
- 92% of users say they're more physically active.

**Southampton:** A new boardwalk and connecting paths have created a traffic-free route into the city centre.

- a third of users use the route everyday
- over 70% of users walk and cycle because they now feel safe.

**London, Westminster:** The new Harrow Road crossing has re-established the connection for pedestrians and cyclists between Paddington Green and Paddington Station and the Canal Basin area

- 62% increase in journeys by foot and bike
- 81% use the route because it's safe.

Derry/Londonderry  
Omagh

Ballymoney  
Newtownabbey  
Belfast

Falkirk  
Hamilton

Dumfries  
Workington

Bedlington  
Blyth  
Tyneside

Brompton-on-Swale  
Harrogate

Burnley/Nelson  
Bradford  
Leeds  
Bury  
Rochdale  
Dewsbury  
Kirkby  
St Helens  
Sale  
Bredbury  
Beighton  
Liverpool  
Conwy  
Rhyl  
Chester  
Northwich  
Crewe to Nantwich

Carlton-le-Moorland to Bassingham  
Sleaford

Swadlincote  
Shrewsbury  
Leicester  
Birmingham;  
Kenilworth to Berkswell  
Rugby  
Worcester  
Northampton

St Neots  
Wicken Fen  
Royston

Pontardawe/Clydach  
Port Talbot  
Merthyr Tydfil  
Argoed  
Newport  
Pontrypridd  
Penarth  
Bristol  
Bath  
Midsomer Norton

Luton  
Haringey  
Cheshunt  
Havering  
Wesminster  
Islington  
Tower Hamlets  
Southwark  
Dartford  
Whitstable  
Croydon

Topsham  
Ottery St Mary  
Weymouth  
Newton Abbot  
Plymouth  
Andover  
Blandford Forum  
Southampton  
Shoreham  
Hastings-Bexhill



## The bigger picture

By 2020 Sustrans would like to see 8 out of 10 local journeys being made by foot, bike and public transport. All of our work, from influencing policy and practice, to working with communities, schools and workplaces, to extending the National Cycle Network so that everyone can travel under their own steam from their front door, has this ambition in mind. The following is just a selection of our work, and shows how far we've come in helping government's realise the importance of investing in healthier, cleaner and smarter ways of getting around our communities.

### Influencing policy and practice

Reducing road danger through the introduction of 20 miles per hour in residential and built-up areas is a simple way of making walking and cycling more pleasant. We are supporting initiatives all over the UK to introduce 20 miles per hour much more widely to reduce pedestrian and cyclist casualties, particularly amongst children.

Creating a supportive statutory framework for walking and cycling – the Active Travel (Wales) Bill will be the first legislation of its kind in the UK to require local authorities to continuously improve facilities and routes for pedestrians and cyclists and to prepare maps identifying current and potential future routes for their use.

Getting Britain cycling and walking – working with the All Party Parliamentary Cycling Group to realise the ambition behind the Times' City's Fit for Cycling Campaign, and to make our cities far safer places for those on two wheels.

### Making it safer to walk and cycle

Working with local authorities to improve access by foot and bike to train stations to make longer journeys more sustainable.

Redesigning streets, such as in Elgin, by working with communities to create spaces they want to live on, cycle and walk along, rather than for others to pass through.

Extending the National Cycle Network to within a mile of everyone in the UK – Connect London, a network of well linked and direct cycle routes using existing roads, canals, and parks, is our vision to help deliver London's potential to become a world-class cycling city for people of all ages and all abilities.

### Changing travel behaviour

Working with 750,000 children giving them the skills and knowledge they need to walk and cycle the school run and the potential to become healthy, low-carbon travelers for life

### Campaigning

To give people alternatives to the car for short journeys – like the commute to work. We're currently calling on governments to recognise the economic value and health benefits of cycling to work by setting a minimum standard of facilities and support that workplaces should provide for those commuting by bike.

Sustrans makes smarter travel choices possible, desirable and inevitable. We're a leading UK charity enabling people to travel by foot, bike or public transport for more of the journeys we make every day.

We work with families, communities, policy-makers and partner organisations so that people are able to choose healthier, cleaner and cheaper journeys, with better places and spaces to move through and live in.

**It's time we all began making smarter travel choices.**