The urgent case for more walking and cycling in the UK

Walking and Cycling Alliance

November 2020

Introduction

As leading walking and cycling organisations, we are concerned about the prominence being given to objections to new measures to enable people to walk and cycle, with the high levels of public support being underestimated and underreported.

In May 2020, the UK Government announced a £225m Emergency Active Travel Fund for councils in England to encourage healthier and safer travel habits, allow for physical distancing, and prevent congestion on our roads. Funding was also made available by the Scottish and Welsh Governments to local authorities to encourage walking and cycling.

Unfortunately, inaccurate and misleading objections have been raised to some emergency projects and have been widely reported. In some cases, this pressure has resulted in the removal of schemes to the detriment of the local community.

This report sets out the urgent case for why we need more active travel measures, and addresses some of the criticisms made.

Our ten points cover concerns about congestion, effects on business, the consultation process and public support.

We believe measures to encourage walking and cycling are vital as people cope with not only a global pandemic but obesity, inactivity, air quality, climate change and traffic congestion.

To councillors: please use these examples as an inspiration to transform your streets and improve road safety. And to press, we would urge you to use this document as a counterbalance to any negative reports about the impact of emergency active travel measures. Remember that recent research revealed that for every person opposed to changes to their local streets, 6.5 people are in support.[1]

British Cycling, Cycling UK, Living Streets, Sustrans, The Ramblers

[1] https://www.bikeisbest.com/press-release-yougov-study-shows-public-support-cycling-investment

Why active travel measures are important beyond the coronavirus pandemic - some key statistics:

- £10-£12bn cost of obesity to the NHS by 2030 In the UK. Current cost is around £6bn[2]
- Up to 36,000 deaths every year linked to air pollution in UK [3]
- 33% of UK CO2 emissions are accounted for by road transport
- £6.9bn cost to drivers of congestion in UK cities every year
- 115 average number of hours lost by road users in congestion every year in the UK[4]
- Only 2% of all trips in GB are cycled, compared with 19% in Denmark and 26% in the Netherlands
- 68% of residents in 12 major urban areas support building more cycle lanes even when this would mean less room for other road traffic[5]

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[2] https://www.consultancy.uk/news/1278/mckinsey-obesity-costs-uk-society-73-billion-per-year
[3] https://www.blf.org.uk/taskforce/data-tracker/air-quality/pm25
[4] https://inrix.com/press-releases/2019-traffic-scorecard-uk/
[5] https://www.sustrans.org.uk/bike-life/

Contents:

1. **People want LTNs and cycle lanes, and opposition has been inflated**

People overestimate other people's opposition to the creation of infrastructure to promote walking and cycling.

This can be seen in analysis by Dr Ian Walker, an Environmental Psychologist at the University of Bath of the YouGov data collected by the BikeIsBest campaign which showed people supported more cycling in the UK, but at the same time consistently overestimated other people's opposition.

Dr Walker said: "Perhaps one reason negative voices find it so easy to sway things their way is that people have a tendency to misjudge public levels of support. The survey showed that, while most people think Britain would be a better place if more people cycled, they also guessed that other people were less supportive, and more hostile, to the idea than they were."

The data showed that **three people supported the view that "Britain would be better if more people cycled" for every person who was against**. But when asked what they thought the opinion of their friends or the general public would be, many respondents drastically overestimated the negativity towards cycling.

The BikeisBest survey supports a separate YouGov survey in April, where **36%** of people questioned agreed that they could rethink their travel habits in the future to use cars and motor vehicles less, but that to carry on cycling when the coronavirus crisis was over, they wanted:

- Traffic free cycle tracks and paths to high streets and town centres (63%)
- More designated cycle lanes on roads (53%)
- Traffic restrictions in residential streets (30%)

This is not only a coronavirus phenomenon. In Sustrans' Bike Life report in 2019, which includes an independent survey of UK residents in 12 major towns and cities, **68%** of the respondents supported building more protected roadside cycle lanes, even when this could mean less space for other road traffic.

There is also evidence to suggest that people's fears of new infrastructure is quickly overcome when they see the benefits.

For example, when work started on the mini-Holland liveable neighbourhood in Waltham Forest, **44%** of residents were opposed. Five years later, only **1.7%** of people said they would scrap the scheme. [6]

British Cycling Policy Manager, Nick Chamberlin, said:

“The evidence from this year’s lockdown was crystal clear: if you reduce the amount of traffic on local roads then people will feel safer, more confident and more willing to get out on their bikes – and they’ll often take the rest of the family too.

“Far too many people across Britain are put off cycling because they look out of the car or bus window and don't like what they see. Low traffic neighbourhoods provide people with the security and confidence to take that first step, and with every local journey made by bike they’ll be making our country a greener, healthier and happier place.”

CASE STUDY

Lambeth Living Streets Group

Making the streets safer and nicer for walking is important in Railton where **60%** of residents don’t have access to a car.

Lambeth Living Streets Group and the community focussed on three things to demonstrate to the community and council that the LTN was something needed and enjoyed.

1. Show support

The first things popping up were red ‘Road Closed’ signs. Sarah Berry from the group worked with local people to redesign the signage to celebrate the new possibilities the streets hosted. After making the image available for free download, councils across the country have adopted them.

Sarah Berry, Lambeth Living Streets Group said: “The green signs help people see that space as a pedestrian, wheelchair user, runner,

[6] https://inews.co.uk/news/green-cycling-revolution-causing-road-rage-703827

whatever. Then all of a sudden, it's not banning me as a driver, it's welcoming me as this other thing that I also am."

2. Inform

The Lambeth Twitter account has been vital in making sure people are informed of what's happening with the LTN, sharing the benefits and addressing concerns. The group also letter-dropped 5,000 leaflets for those not on social media. The leaflets included a link to a survey which found that **75%** of the community were supportive of the LTN's introduction. They plan to re-do these surveys regularly to monitor attitudes.

3. Celebrate community

Sarah Berry: "A lot of people against these schemes are not from the communities they serve. They might be using the neighbourhood as a shortcut. We wanted to demonstrate that the supporters were the people who live, work and play in the community. We wanted to adapt the streets so that people took ownership and knew it was theirs. We've installed benches on planters to encourage people to stop and chat and created colourful areas."

2. LTNs and cycle lanes reduce congestion

Congestion in UK cities costs the economy £6.9 billion a year and road users lose, on average, 115 hours and £894 a year because of it[7].

Studies have shown that installing LTNs results in some people making fewer particular trips, combining multiple trips into one, travelling at a less congested time or switching to public transport, walking or cycling.

The increased congestion that is sometimes seen is temporary and usually disappears as people switch to alternative modes of travel.

In Walthamstow Village in north east London where LTNs were introduced before the pandemic, traffic on the main roads initially increased by between **3% - 11%** but the **number of vehicles in 'filtered' roads went down by 56%.**

This equates to around 10,000 fewer vehicles every day across the area and a **16% traffic reduction** - and over time, traffic levels have fallen back to previous levels on main roads.

[7] https://inrix.com/press-releases/2019-traffic-scorecard-uk/

This ‘traffic evaporation’ effect has been seen in similar traffic reduction schemes across the world.

The most comprehensive study of this “evaporating” traffic phenomenon was carried out by Sally Cairns, Carmen Hass-Klau, and Phil Goodwin in 1998 and followed up in 2002.[8]

Congestion in much of the UK has been increasing every year due to the inefficient use of road space caused by too many cars carrying one or two people.

Building cycle lanes and improving or widening footways to enable more people to replace some car journeys by active travel is the solution to congestion, not the cause.

And yet some sections of the media perpetuate the myth that cycle lanes cause traffic congestion even though statistics show that the main contributory factor to congestion is the rising numbers of motor vehicles in residential areas.

In 15 years, motor traffic on minor urban roads has increased by **36%** - with miles travelled by car and vehicle registration numbers increasing annually.[9]

Cycling and walking are more efficient at moving greater numbers of people. Infrastructure to increase active travel should not be seen as removing road space.

A three-metre wide lane can move 700 to 1,100 people per hour in cars, but if used for people cycling or walking, that increases to 2,000 and 6,500. London’s Blackfriars Bridge cycle lanes take up **20%** of the road space, but move **70%** of the people at peak times. That’s why, two weeks after opening, the cycle superhighway corridors in London were moving **5%** more people per hour than they could without cycle lanes.

Sarah Mitchell, Chief Executive at Cycling UK, said:

“There’s a myth perpetuated by vested interests that somehow cycle lanes and other active travel schemes cause traffic congestion. The truth is it’s motor vehicles that cause congestion and with more and more cars and vans on our roads, the problem is only going to get worse. The solution is to enable people to leave their cars at home,

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[8] https://nacto.org/wp-content/uploads/2015/04/disappearing_traffic_cairns.pdf

[9] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/916749/road-traffic-estimates-in-great-britain-2019.pdf

especially for short journeys, by installing high quality schemes where people feel safe to walk and cycle."

CASE STUDY

Walthamstow Village is one of London's most advanced liveable-neighbourhood schemes where **traffic levels have fallen by over 90%** on some streets and by **56%** on average.

It features infrastructure changes such as: dedicated cycle lanes; measures to calm motor traffic like filters; redesigned town centres; cycle hubs and a range of behaviour change measures including community bike rides. The schemes also include measures to improve the walking environment such as new pedestrian crossings at key locations, and the creation of new public spaces with seating, trees and flowerbeds.

The scheme has made people think twice about using their car for shorter journeys and within a year, there was an increase in the number of people walking in the area, with residents walking 32 minutes and cycling on average nine minutes more per week.

It's now easier to cross the road and safer for cyclists and there's a lot less air pollution.

Walthamstow Village has become greener with new trees and 'pocket parks' that offer attractive planters, seating and community gardens.

Emma Griffin from London Living Streets Group said: "There's more of a community feel in the area and more people visit the area because it's easier to get around. It's had a positive impact on local businesses, too, and many derelict shops have reopened."

3. LTNs, pedestrianised high streets and cycle lanes are good for business in town centres

Many people recognise the environmental and health benefits of encouraging people to walk and cycle more, but there are huge economic benefits from more people travelling to their high street on foot or by bike.

Those who walk to a high street spend 40% more than those who drive, according to evidence detailed by Transport for London (TfL).

Living Streets' Pedestrian Pound research found that shoppers on foot can spend up to six times more than those who arrive by car, and people value walkable destinations and investment in their high streets. Data on streets where the pedestrian experience has been improved shows footfall increasing **20-35%** against a backdrop of a 22%

decline in footfall across the UK between 2007-2017. When streets are regenerated to boost walking, there is a corresponding benefit to turnover, property values and rental yields. For well-designed projects, **sales can increase by 30% more when footfall is boosted.**

In Dundee, a pilot project carried out in July has been widely welcomed by traders and shoppers - with **84%** of businesses reporting the changes as positive for the street and **62%** saying it was good for their business, in a survey by Dundee City Council. Retailers in the city's Union Street also reported that **68%** of their customers are more positive about the area.

Local traders sometimes fear that building cycle lanes or restricting car parking or motor vehicle access will damage business.

But the evidence shows that:

- Retailers overestimate how many of their customers travel by car.
- Shop vacancy rates are five times higher on streets with high levels of traffic.
- Retail turnover in pedestrianised areas generally outperforms non-pedestrianised areas.

Mary Creagh, Chief Executive, Living Streets said:

"Walking is neglected as the Cinderella transport, but it is the lifeblood of the high street. The evidence shows that safe and attractive high streets can boost footfall and protect local jobs.

"For too long, the debate has focused on parking, instead of getting people out of their cars to support local businesses. For town centres to succeed we need less traffic, and more people walking down their local high street more often."

CASE STUDIES

Elliot from Retro Café supports the temporary pedestrianisation of Bedford Place in Southampton. Sustrans interviewed the cafe owner in this short video.

"As a business owner and a resident of Bedford Place, the pedestrianisation has honestly been brilliant, it's been better than I thought it would be. I had initial concerns, but this is fantastic for the community. The pedestrianisation has definitely had a positive impact - there's more footfall and to be honest as a community it's really brought Bedford Place together which has been great. We're sharing space outside with

Beards + Boards which has increased our capacity and theirs. Honestly, the only thing I don't like about the current set-up is that it's not permanent. I think Bedford Place could genuinely become a premier location in Southampton. If and when this is made permanent, it will be that much more attractive, and that much more practical."

Steve Robson, independent trader from Newcastle: "Two years ago, the council decided to change the road from a two-way to a one way system with the loss of up to 20 car parking spaces. As an independent retailer I wasn't too happy with this, however, since the changes have been made Acord Road has become more vibrant with pedestrians and cyclists. Now with more bike racks we get more cyclists coming into the store."

Pre-pandemic case studies for England, Scotland and Wales can be found in Living Streets' Pedestrian Pound research.

4. **LTNs and cycle lanes help disability access**

LTNs mean that everyone, including those who use wheelchairs or mobility scooters, have enough space to make their journeys comfortably.

Eliminating through traffic and encouraging those who are able to walk or cycle to do so, means quieter streets. Residents can still access their homes by car and access is available to visitors, delivery and service vehicles, but their route may need to change.

The aim of an LTN is to deter through-traffic - not remove all traffic. Anyone who needs to travel by car or taxi can still do so but the streets will be safer for everyone.

Daisy Narayanan, Director of Urbanism at Sustrans said:

"Latest research shows there's large unmet demand for cycling from disabled people. Our Bike Life report shows that **31%** of disabled people who do not cycle would like to start cycling. In order to work towards real change and make cycling more inclusive, the industry, local authorities and central government must welcome and support all people to cycle.

"It is only when we move away from exclusively designing towns and cities for those who already have access to move through spaces with ease, can we really create equitable places to live and work".

A guide created by Sustrans and Arup provides advice and information for people in local government and the transport sector how to make cycling a more inclusive activity for everyone.

5. **LTNs and cycle lanes can reduce response times for emergency services**

Emergency services have generally been positive about LTNs.

There is strong evidence that some emergency vehicles can even respond more quickly in low traffic neighbourhoods because they are not held up by traffic.

In Waltham Forest, **response times have been improving** since the introduction of an LTN in 2015, from an average of five minutes and 43 seconds in 2010 to just four minutes and fifty four seconds in 2019.

All councils introducing LTNs are required to consult with local emergency services to ensure access is not denied or affected by installations or filters - and have their GPS systems updated appropriately.

Reducing traffic in residential areas also reduces the number of road traffic collisions the emergency services have to attend.

Ongoing consultation with London Ambulance, for example, has helped Ealing Council make improvements to its LTN by replacing some bollards with cameras. The ambulance service said at its annual meeting they were "not aware of any LTNs that have led to any patient safety concerns or any significant delays."

In November 2020, more than 120 doctors and nurses wrote to Mayor Sadiq Khan to urge him to press ahead with road changes that make it safer for Londoners to walk and cycle.[10]

6. **Pop-up LTNs and cycle lanes are all part of a consultation process - and not necessarily permanent if they don't work**

Some sections of the media have portrayed schemes that were introduced on an experimental basis during lockdown as a way for councils to impose changes to street layouts, without consultation, and that the Government changed the rules to permit this.

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10 https://www.msn.com/en-gb/news/newslondon/doctors-and-nurses-urge-sadiq-khan-to-press-ahead-with-road-safety-changes/ar-BB1aGLzc

It's true that some schemes were introduced early in lockdown as temporary measures - e.g. widening pavements to allow for physical distancing, particularly where pedestrians had to walk past queues of people on narrow pavements outside shops. Temporary measures do not require consultation.

Different rules apply to 'experimental' measures. These have not changed, and do not avoid the need for consultation. "Experimental" traffic regulations allow councils to introduce schemes first (possibly having carried out some informal consultation), then carry out formal consultation once the experiment is up and running. This allows people to see how a scheme works in practice, enabling them to provide a better informed response to the consultation. It does not avoid the need for formal consultation before deciding whether to make it permanent, or to vary it, or to remove it

Consultation and community engagement will continue to be vitally important to maximise the benefits of cycling and walking for health, air quality and the economy, and to tackle the climate crisis.

Daisy Narayanan, Director of Urbanism at Sustrans said:

"The introduction of schemes, such as low traffic neighborhoods and pop up cycle lanes, has been accelerated in response to the Covid-19 crisis as moving around by walking or cycling is seen as one of safest modes of transport in pandemic. The good thing about the temporary measures, which many of the low traffic neighbourhoods are, is that they are being introduced on a trial basis. This means that residents are able to see them in action and provide feedback before deciding longer term changes or making them permanent. The Tranche 2 funding is a huge opportunity for local authorities to progress the work that has already begun and create safer, healthier and truly inclusive streets and places."

Tom Platt, Ramblers' Director of Advocacy and Engagement, the Ramblers said:

"Walking has become more important than ever to the nation's physical and mental health during the Covid-19 pandemic. We need to build on this momentum as part of a green recovery, and safer, greener places to walk are a vital part of that. However, because of through-traffic and increased traffic levels, our local residential streets don't always feel safe places to walk, particularly for those with young families. Now is the time to invest in simple and effective measures, like Low Traffic Neighbourhoods, to bring our local streets to life and enable more people to enjoy the benefits of walking in our towns and cities."

Mary Creagh, Chief Executive, Living Streets said:

“Once, streets were places where children could play out and roam freely but our recent research revealed the heartbreaking fact that **60% of 4-11 year-olds never play out on their local street.** When asked why, over a third of parents said they didn’t think their street was a ‘safe, welcoming place their child (could) enjoy’.

“Communities have felt powerless to stop the tide of traffic but LTNs give streets back to people, allowing our children to enjoy happier, healthier lives.”

7. **There is widespread public support for LTNs and cycle lanes**

YouGov research carried out by the BikeIsBest campaign group showed the public is overwhelmingly in favour of measures to encourage walking and cycling with **6.5 people** supporting changes to their local streets for every one person against.

It also showed that **70%** believe more people cycling would reduce traffic congestion and **65%** of all Britons want to see roads redesigned and changed to protect cyclists and pedestrians from cars.

It was a clear indicator that there is overwhelming support to bring about lasting changes to transport infrastructure.

And yet vocal minorities and pro-motoring groups have forced some local authorities to scrap their initiatives.

For example, in Reigate, Surrey, a pop-up cycle lane, due to be trialled for three weeks, lasted just three days after pressure from the local MP. Other measures in Manchester, Portsmouth, Dover, Sheffield, Ashford, Aberdeen, York, London, Birmingham and Surrey have all been reportedly cancelled.

Chris Boardman, Greater Manchester’s Cycling and Walking Commissioner, said:

“Active Neighbourhoods, where people and places are prioritised over motor vehicles have the opportunity to transform whole communities by making it safer and more attractive to get around on foot and by bike and in turn, these simple changes can make whole communities, healthier, help the local economy as more people visit the shops, and bring neighbours together.

“It doesn’t have to be complicated or expensive, a couple of bollards, permanent planters, a new seating area, places to store bikes - these things needn’t cost a lot but the difference can be huge.

“The temporary infrastructure being put in place in response to coronavirus is part of a strategy backed by national government and I hope it will serve to prove the case for these schemes. If in three - four months’ time residents don’t like it, rip it out. But if we do like it, then you can swap out those cones for permanent bollards and we’ve changed.”

CASE STUDIES

Walthamstow Village is now one of London’s most advanced liveable neighbourhood schemes, which has few filters to reduce traffic. Traffic levels have fallen by over **90%** on some streets and by **56%** on average. Within a year, there was an increase in the number of people walking in the area, with residents walking 32 minutes and cycling on average nine minutes more per week. It’s now easier to cross the road and safer for people cycling.

Railton Low Traffic Neighbourhood in Lambeth has the support of **75%** of residents, according to a recent poll. Less than a quarter **(23%)** of people said they didn’t like the scheme at all.

Adam Keelan, a local resident who designed and carried out the recent survey, said: “There is huge support for the LTN with many people including comments about how it has already transformed the neighbourhood and their everyday lives in the short time it has been in existence.”

The survey, which received 438 responses, painted a picture of a neighbourhood which wants to end the dominance of the car, with its pollution, noise and danger.

Asked for their views on traffic levels and impacts before the LTN 7 in 10 thought there was too much traffic in their neighbourhood, 3 in 4 thought traffic goes too fast, 2 out 3 thought there was too much pollution in their road.

The survey also showed that cycling was already a preferred option for many people. Every day, as many people use bikes **(21%)** as use cars. More people cycle a few times a week **(32%)** than those who drive a few times a week **(22%).**

It revealed that many people who own cars don't use them much. A third of car-owning respondents said they use it a few times a month at most, while 1 in 6 rarely or never use it.

'"This would appear to support the council's evidence that the vast majority of the 6,500 cars driving up and down Railton Road every day are not locals, but people using our streets as shortcuts to other parts of London," Adam said.

8. **LTNs reduce congestion rather than pushing traffic elsewhere**

It is a natural assumption that by restricting through-traffic on certain streets traffic will be displaced onto other roads and cause congestion.

But that assumes traffic behaves like water and that if one route becomes blocked another will become flooded.

But when walking and cycling are made safer and more convenient - and the car becomes a little less convenient for short trips - fewer people choose the car.

Some people will stop making particular trips, combine multiple trips into one, change destination, travel at a less congested time, or switch to public transport, walking or cycling.

This is known as 'traffic evaporation' and has been documented all over the world.

Even with traffic evaporation, main roads will shoulder some extra traffic but evidence suggests the impact of this isn't as big as some fear.

In Waltham Forest for example, research showed that bus journey times on main roads have not significantly increased following the introduction of LTNs.

Main roads are designed to take the majority of traffic, so can absorb increases in traffic better than residential streets. They have wider carriageways, with buildings set further back. They also have better crossing facilities and safer junctions.

A small increase in traffic on a main road is less noticeable than the transformation brought about by a dramatic reduction of traffic on a residential street.

9. **If councils build cycle lanes and LTNs, people will use them**

When road space is set aside for cycle lanes, often complaints will surface that cyclists aren't using them - or only at certain times of the day. But photographs posted on social media of supposed 'unused' cycle lanes aren't usually a helpful indicator of their popularity.

We could do the same with most roads - if you chose the right time of day or waited until cars were stopped at traffic lights, you could take a photograph which showed a road empty of motor vehicles.

The fact is that across the world, where dedicated cycle lanes have been built, people start to use them.

The city of Seville is one of the best examples where the city's cycling infrastructure increased from 12km of unconnected cycle paths to 120km of separated bike lanes in 2010.

It also introduced bike sharing schemes and other initiatives to promote cycling but the increase in the number of cycle journeys was staggering.

It went from 13,000 a year in 2006 to more than 72,000 a year in 2011, with bike use rising from **5% to 9%,** while car use went down from **57% to 48%.**

And when doubters say that the continent is different, and that it wouldn't happen in the UK, the evidence shows they're wrong.

In London, the total distance cycled increased by almost **5%** in the year 2018/19; but where new cycle lanes had been installed, increases of up to **53%** were recorded.

An increase of up to **42%** was recorded on Green Lanes in Enfield after the introduction of a largely segregated mini Holland scheme, and improvements to Quietway 2, between Walthamstow and Bloomsbury, increased cyclist numbers by up to **33%.**

This proves people will use them if cycle lanes are built well, as we saw when over a million cycling trips were recorded along the Embankment in London within four months of opening in 2018. Street changes and new walking and cycling schemes should be implemented with users and communities in mind by providing engagement and training programmes.

Daisy Narayanan, Director of Urbanism at Sustrans said:

“Our Bike Life report, the largest assessment of urban cycling in the UK, shows that 77% of residents think more cycle tracks physically separated from traffic and pedestrians would help them start cycling or cycle more. However, in order to make urban cycling truly inclusive, we can’t ignore the fact that not all individuals start from the same point. Targeted community engagement is an important, yet often forgotten, part of the package to achieving equity of access to cycling.

“We urge local authorities to engage with residents and develop plans that clearly convey the reasons for walking and cycling measures and their accelerated actions, whilst taking into account the local context. Additionally, they should monitor the success of the schemes by collating data from traffic counts and monitor air quality, as part of the public engagement process, too. ”

@ShorehamByCycle

10. **Walking and cycling schemes are great value for money**

The £225 million emergency active travel fund announced by the government in May, which has been used to fund new LTNs and pop-up bike lanes is a fraction of the amount spent on roads every year - and yet active travel measures return much better value for money.

The Department for Transport has allocated £27.4 billion for roads over the next five years.

The average benefit cost ratio (BCR) for walking and cycling projects (UK and non-UK) is a 13:1, which means that **for every pound spent, £13 is returned to the economy.**

Even the DfT's calculations for UK cycling and walking schemes variously show returns of between £4 to £19 for every pound spent.

Done properly, cycling is one of the most cost-effective transport investments, with motorway upgrades and bypasses estimated to typically have lower BCRs of 3.1:1 and 3.7:1 respectively.

That's why claims that spending money on cycle lanes is a waste of money are baseless.

And yet in England, outside London, only around **2%** of total transport spending is allocated to the most cost-effective form of transport - active travel.

Data from Sustrans' Bike Life report shows that over **58%** of residents in UK major urban areas support more investment in cycling, compared to **42%** for driving.

Daisy Narayanan, Director of Urbanism at Sustrans said:

"With the majority of the UK's population living in towns and cities, our country's future lies in urban planning and action. Making space on our streets for walking and cycling is key to achieving a lower carbon footprint and building healthier, more resilient communities. Over the next five years, £6-8bn is needed to increase and level-up walking and cycling across England to ensure safe and high quality walking and cycling paths are the norm across the country."

Sarah Mitchell, Chief Executive at Cycling UK, said:

"Walking and cycling projects deliver incredible value for money while also tackling congestion, air pollution, our obesity crisis and the global climate crisis and yet these schemes account for a fraction of the government's infrastructure spend. Instead of spending less, we should be thinking about how we can be spending more to reap the long-term benefits, particularly as we come out of this difficult period following a pandemic."