

Active Travel

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Sustrans: the UK charity making it easier for people to walk and cycle



Liveable Cities and Towns

1

Has social connection at its heart



Has most of what you need just a short walk away

2

3

Has roots and celebrates its unique character



Is easy for everyone to move around in healthily

4

5

Has clean air and green space for all to live and play in



- The case for active travel
- How to enable active travel
- Why a regional approach is necessary
- Discussion



The case for active travel

Why it makes sense

Social cohesion
Healthier/fitter
What the public wants
Less air pollution
Accessible
Increases local spending
Increased productivity
Helps our high streets thrive
Low carbon
Reduced Absenteeism
Reduces inequalities
Enables public transport journeys
Musculo-skeleton health
Children's independence
Fun!
Cheap
Reduces obesity
Better mental wellbeing

The language of “transport”



DfT says...

That is why this document aims to kick off the most radical change to our cities since the arrival of mass motoring.

...64% supporting the creation of dedicated cycle lanes, at the expense of road space for cars

It means fewer cars in front of yours at the lights.

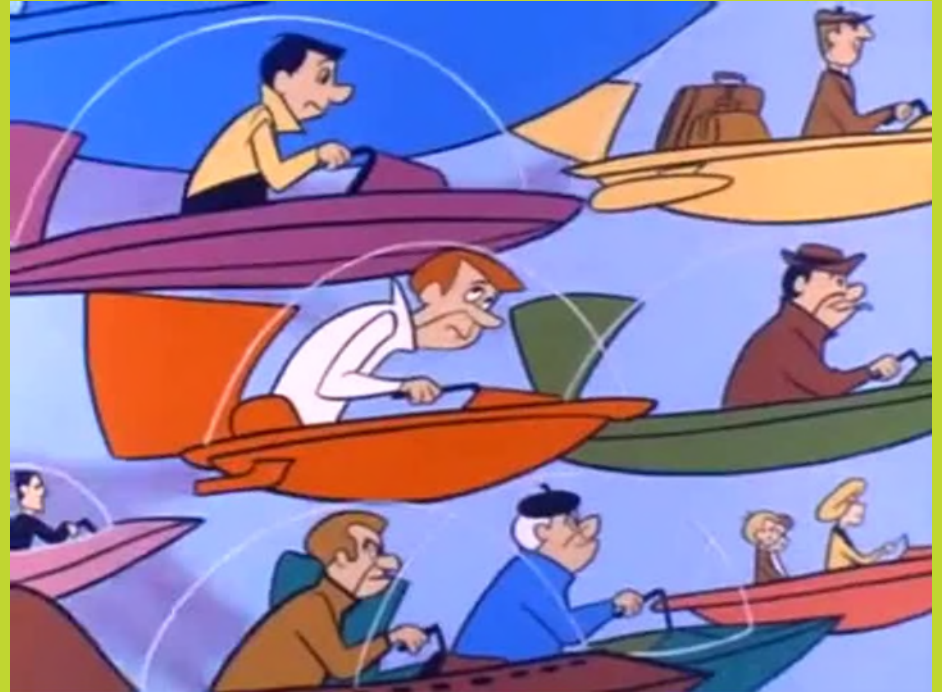
Through influencing planning and taking a wider, strategic view of travel infrastructure across their area, authorities can ensure that active travel infrastructure connects residents to services.

People want the radical change we are committing to in this strategy, and we politicians shouldn't be afraid to give it to them.

Complex issues

- Increase population and need for housing
- Are EVs the whole solution?
- We need to move away from “modal” thinking.
- Need to reduce especially single occupancy trips by car by making public transport, walking and cycling more attractive
- We need to make it easier to live without a car. To access public transport journeys that connect.
- What can be achieved through reducing the need to travel
- Decarbonising

The logic of us all have cars even if we do switch to electric vehicles – its not the answer.



Efficient mobility



How Active Travel can be enabled

Written statement to Parliament

New executive agency Active Travel England launches

Active Travel England builds on government commitment to boost cycling and walking and deliver a healthy, safe and carbon-neutral transport system.

From: Department for Transport, Active Travel England, and Trudy Harrison MP
Published: 24 January 2022

All Party Parliamentary Group on Cycling and Walking



“LTN1/20 has established a clear expectation that facilities must be of a high standard. Meanwhile, preparations continue for the establishment of Active Travel England and this could change the policy landscape significantly.”

Ruth Cadbury MP and Selaine Saxby MP – Co-Chairs

<https://allpartycycling.org/wp-content/uploads/2021/09/APPGCW-CWIS2-Report-Final.pdf>

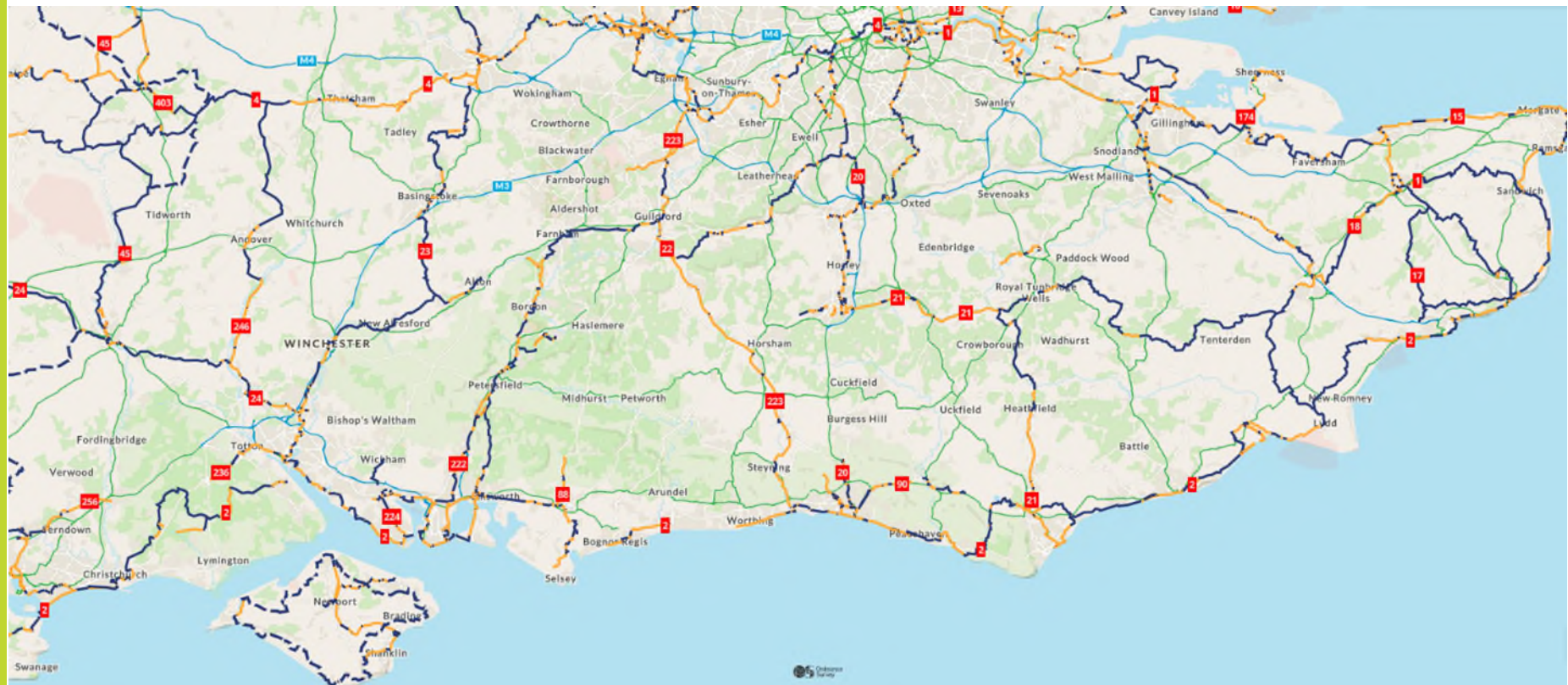


Barriers become solutions for Active Travel

- We know what works – LCWIP and Gear Change with LTN1/20
- More inclusive approach to Active Travel
- People and places first not modes
- Reducing the need to travel and living locally



The National Cycle Network: review





Social Justice?

- **Women and disadvantaged people are less likely to have access to a car:**
 - *In the UK, women, young and older people, those from minority communities and disabled people are concentrated in the lowest-income households, of which 40% do not have a car. In contrast, nearly 90% of the highest-income households own at least one car. The Conversation, April 2022*
- **Children need to move around our cities, but how?**
 - *In Finland at age 7, most children can already travel to places within walking distance alone; by age 8 a majority can cross main roads, travel home from school and go out after dark alone. In contrast, in England only at the age of 11 do we see most children allowed to go to places within walking distance alone and less than 40% of children aged 14 are allowed out after dark*

Who drives the driving?

Groups more likely to travel by car
and travel further

White

Male

Able-bodied

Mid to high
income

Residents of
rural areas

Gender inequality



Where are people cycling?

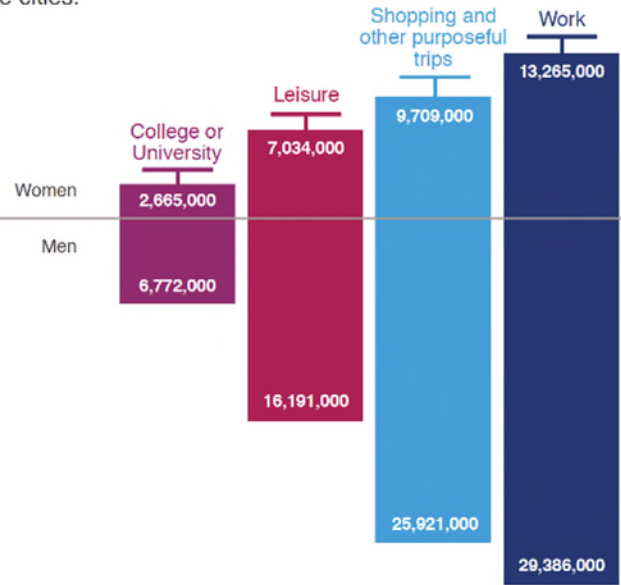
Where men and women cycle in Bike Life cities.

32.7 million

trips made by women in the past year in Bike Life cities

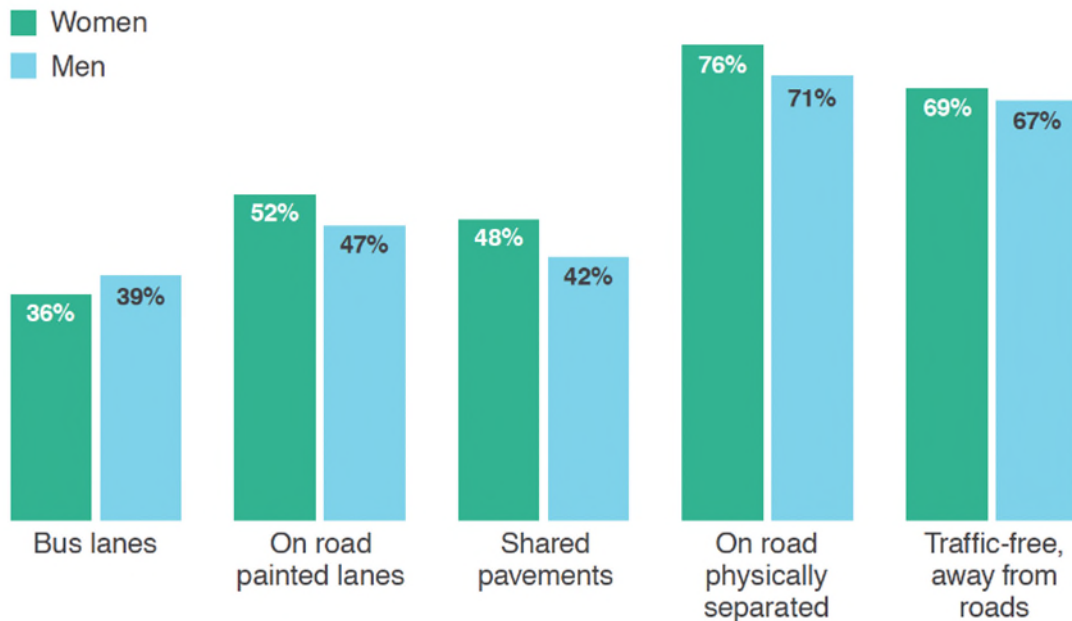
78.3 million

trips made by men in the past year in Bike Life cities



Preferred infrastructure

..... What would be very useful to help you start cycling or cycle more?



Separated routes are the solution

.....



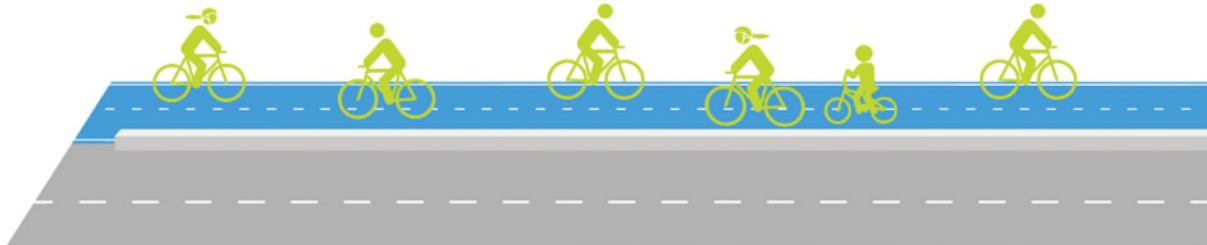
Segregated space for cycling

64%

of residents would cycle more if more roadside cycle routes were created, physically separated from traffic

78%

of people support building more protected roadside cycle lanes, even when this could mean less space for other road traffic, including **74%** of residents who do not ride a bike



The Future of Mobility – DfT and Industrial Strategy



Why a regional approach is necessary

Subtitle, presentation name or date

Why Active Travel is a regional issue

1. LCWIPs are not enough
2. There are systemic issues that make it harder to make better choices
3. If digging might be an answer then consider active travel first
4. Sweat our assets – we overlook what is under our feet.
5. Inclusion has to be central: we need mobility based on people not modes
6. Every journey starts and finishes with an active mode.
7. Multi-modal journeys and mobility as a service
8. Severance

The case for active travel

- **clear evidence – people first – not modes**

How to enable active travel

- **National Cycle Network and separated routes**

Why a regional approach?

- **systemic issues such as inclusion, access to public transport, carbon, air quality and cost of living**
- **Develop the regional network for walking and cycling**

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

We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

Join us on our journey.

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