



Rt Hon Chris Grayling MP  
 Department for Transport  
 Great Minster House  
 33 Horseferry Road  
 Westminster  
 London  
 SW1P 4DR

Monday 17 June 2019

Dear Secretary of State for Transport,

We welcome the government's ambition "to make cycling and walking the choice for shorter journeys, or as part of a longer journey" and we are working tirelessly to create places and communities to further support and realise this.

In support of this aim, for the first time ever in the UK, and to mark this year's Clean Air Day on 20 June, we have convened a national summit of Cycling and Walking Commissioners.

Together we have identified five key areas for action nationwide, which we believe would significantly help and support this work.

## 1. Commit to long-term devolved funding

In the last decade there has been a succession of initiatives that have helped make progress to-wards getting more people cycling and walking. Whilst these initiatives are welcome, their short-term nature does not enable councils to invest in the specialist expertise necessary to develop and deliver high quality 'active travel' schemes.

Numerous international examples demonstrate that the growth of walking and cycling depends on a long- term programme of investment. This position was endorsed by the National Infrastructure Commission, which called for long term transport funding settlements for cities.

In Scotland, the government and Transport Scotland are moving towards supporting larger projects and the principle of multi-year funding is supported.

## 2. A political commitment to minimum quality levels

Across Britain, hundreds of millions of pounds have been spent and continue to be spent on road 'improvement' projects which involve only painted cycle lanes as a gesture towards catering for cycling, which evidence now confirms is insufficient to make people feel safer. In fact, recent studies show it can actually make people less safe.

As there are currently no national minimum safety standards for walking and cycling infrastructure, these practices can and will continue, wasting public money and failing to persuade people to change their travel habits.

To counter this, London and other cities across the country have developed their own design guidance but if we want to see high standards across Britain, we need political commitment to address this at a national level.

Investment in walking and cycling infrastructure should be contingent on meeting the latest safety standards. This will protect people and ensure value for public money.

We are committed to further joint development of these planning and design standards and will share this work with other regions, devolved nations and national government, in the hope that they can be adopted nationwide.

### **3. Enable the local retention of revenue from fixed penalty notices to fund road danger reduction measures**

Significant cuts to road policing budgets have led to a dramatic reduction in operations and a marked increase in road danger and casualties. These traffic offences could be more effectively enforced, if revenue from fixed penalty notices from road offences were kept locally, and reinvested in road safety activity in the community where the offences are taking place.

This approach would not only give local police forces the means to improve road safety, but it would generate public support for such activity, where funds generated can be seen to be invested back into their community. Ultimately, the aim would be to remove the need for major enforcement activity when casualty rates are drastically reduced through the provision of self-enforcing road infrastructure and road user behaviour.

This strategy is already being utilised in Scotland where 19 local authorities are reinvesting the in-come in not only enforcement activities but public transport, car clubs, parks maintenance, and park and rides.

### **4. Enable us to innovate by keeping road traffic regulations under review**

If we are to encourage more people to walk and cycle, we need a framework that enables us to explore new solutions and not hinder progressive thinking. We need to be open about where the regulations are not delivering a truly high quality experience for people walking and cycling. This should include looking at ways to improve pedestrian crossing provision such as simple zebra crossings at side roads, or reviewing guidance on walking speeds to help local authorities make the case for extending pedestrian crossing times at signalised junctions. Many such ideas are in regular use across the world but are not currently sanctioned in the UK.

We would ask that traffic regulations, specifically in the rapidly developing area of active travel, be kept under constant review to ensure they meet the needs of cities across the country.

We would like to work collaboratively with the Department for Transport to update road traffic regulations and, with government backing, pilot ideas with real promise.

## 5. Transport investment decisions should account for the true cost of car use to society

Currently, economic appraisal models do not take full account of the negative consequences of making private car use easier, nor do they take full account of the benefits of walking and cycling on our health, wellbeing and environment.

This approach to appraising the value of transport investment has led to systemic undervaluation and underinvestment in sustainable transport. If the full impact of developing for private car use, particularly in urban areas, is factored into transport investment decisions, sustainable modes would return far greater levels of public benefits.

We ask that the Department for Transport change their appraisal methods to focus on efficient use of road space and total people movement, rather than being based around capacity and journey times for vehicles.

We would welcome the opportunity to engage with you about these requests which we believe would unlock the potential for Britain to become a more active, healthier and happier nation. We look forward to hearing from you.

Yours sincerely,



Chris Boardman  
Greater Manchester's Walking and  
Cycling Commissioner



Lee Craigie  
Active Nation Commissioner for Scotland



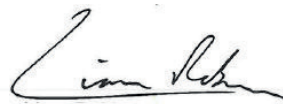
Will Norman  
London's Walking and Cycling Commissioner



Simon O'Brien  
Liverpool's Cycling Champion



Shanaze Reade  
West Midlands Cycling Ambassador



Liam Robinson  
Chair of the Liverpool City Region Combined  
Authority Transport Committee



Dame Sarah Storey  
Active Travel Commissioner, Sheffield  
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