

Moving the nation



Action today and a vision for tomorrow from an alliance of the UK's leading walking and cycling organisations



Moving the nation

Action today and a vision for tomorrow from an alliance of the UK's leading walking and cycling organisations.

For too long our towns and cities have been designed around motor vehicles, leaving them unsafe, unattractive and difficult to navigate on foot or by bike.

It is widely accepted that moving around on foot and by bike is better for our economy, our health and wellbeing and our environment. Despite this, walking and cycling has suffered from insufficient and inconsistent investment and a lack of consistent national leadership in every part of the UK. The UK Government's Cycling and Walking Investment Strategy is a step in the right direction and, while there are pockets of excellence in some devolved administrations and towns and cities across the UK, the opportunity to transform our society calls for a clear vision and clear action.

As an alliance of the UK's leading walking and cycling organisations, we have come together to present an ambitious vision of the future and to propose some first steps. We know what can be achieved and we want to help make it happen, today.

A vision for tomorrow

Everybody should be able to live, work and play in places that are healthy, vibrant and that make walking and cycling the natural choice for short journeys – now and for future generations.

Every town and city is served by a core network of segregated cycle routes and networks of walkable routes to and within centres.

Every community has access to green spaces and is connected by traffic-free cycling and walking networks for all.

Every rail and bus stop is attractive for people travelling on foot or by bike and has facilities that prioritise cycling and walking.

Every child is able to walk and cycle to school in safety and with confidence, gaining essential life skills.

Everybody has opportunities to take up walking and cycling, through programmes in schools, workplaces and local communities.



And what do we need to make it happen?

Achieving this aim will, in time, require the Cycling and Walking Investment Strategy (CWIS) to be strengthened, alongside walking and cycling's place in the planned new Road Investment Strategy (RIS2), to secure long-term dedicated investment. It will need to reflect the outcomes of the CWIS Safety Review and be backed by charging for pollution, both of which requires wider cross-government action and will take a long time to realise.

Meanwhile, we propose below some immediate first steps that transport ministers could take towards achieving this vision in England, without needing to seek additional funding or cross-departmental support. If taken together they would begin the transformation of our roads and streets and trigger wider societal change.



Speed

Lower default speed limits to 20mph for most roads in built up areas and 40mph for the most minor rural roads to make our roads and streets safer for everyone.



Space

Adopt and ensure consistent application of existing 'best-in-class' infrastructure design standards to create safe, attractive and inviting places for people of all ages and abilities.



Safety

Revise the Highway Code to improve safety for people walking and cycling, particularly at junctions.



Priority

Prohibit pavement parking to create safer and more accessible streets.



Culture

Provide cycle training for all children during their primary and secondary school years and embed a culture of walking and cycling throughout the school curriculum.