

APPENDIX 2

Extract from the Department for Transport's "Cycling and Walking Investment Strategy", published in March 2016:

By 2040 our ambition is to deliver:

BETTER SAFETY

"A safe and reliable way to travel for short journeys"

- streets where cyclists and walkers feel they belong, and are safe
- reduced community severance
- safer traffic speeds, with 20 mph limits where appropriate
- cycle training opportunities for all children

BETTER MOBILITY

"More people cycling and walking - easy, normal and enjoyable"

- cycling facilities that are recognised by business as in the top ten globally
- urban areas that are considered as amongst the most walkable globally
- dense networks of routes around public transport hubs and town centres, with safe paths along busy roads
- better links to schools and workplaces
- technological innovations which promote walking and cycling
- behaviour change interventions

BETTER STREETS

"Civilised places where people come first"

- places designed for people, with walking and cycling put first
- improved public realm
- planning for walking and cycling
- community based activities
- A wider green network of walkways, cycleways and open spaces that lets people actively incorporate nature into their daily lives