



£24bn

Amount earmarked
for motorways and
major A-roads in the
Government's 2020-25
Roads Investment
Strategy for
England



Cycling is only
for the bold
without funding



Access

TRAILS FOR WALES

During Bike Week we rolled out the biggest map of Wales in front of the Senedd, and talked to politicians about where people can cycle off road in their area. Our new report, 'Trails for Wales: we can't afford to wait', reminds the Welsh Government of the benefits that more access to the countryside would bring, and of the need for access reform. Read the report and more about our campaign at cyclinguk.org/trailsforwales.

Governance

CYCLING UK 2023 AGM

Following the illness of our chair, Janet Atherton, and subsequent availability of trustees, the date of our 2023 AGM has been rescheduled to Friday 29 September at 11am. You can find everything you need to register and vote on the motions in the AGM insert included with this copy of the magazine. You can also find details on our website: cyclinguk.org/agm-2023. If you have any further questions, please contact agm@cyclinguk.org.

England

GEAR CHANGE JAMMED

*With funding for active travel in England slashed, the Government's cycling and walking ambitions are out of reach. **Duncan Dollimore** reports*

This magazine will be posted out to you on the third anniversary of Gear Change, the UK Government's bold and ambitious vision for cycling and walking. Alas, that vision, without a properly resourced strategy, remains an illusion. Hope is not a strategy.

They're not the words the National Audit Office (NAO) used in its report on active travel in England (published on 7 June), but they may as well be. Confirming that the government was not on track to meet its objectives to increase rates of cycling and walking, despite the ambition, the NAO recommended that long-term stable funding for active travel must be developed, building greater capability in local authorities to deliver schemes.

To a certain extent the NAO report told us what we already knew, as Cycling UK has been saying for years that the Department for Transport was sitting on the evidence that showed that the money invested was insufficient to deliver the targets set. That said, the NAO report is welcome, as it's harder for the government to ignore its report, particularly when officials and ministers will now have to give evidence in response to this

to the Public Accounts Committee.

To be fair, the NAO did praise the decision to set up Active Travel England (ATE), which it said was making "good early progress". But to maintain that momentum, ATE needs the tools to do the job, and a key one is resources. What ATE needed in March was a substantial increase in dedicated active travel funding, so it could make more money available to local authorities. Instead, the government slashed that budget from £200m in each of the last two years to £100m over the next two. That's £50m a year, less than the £58m the Welsh Government announced in June for active travel funding this year. That's right: more in Wales than the dedicated active travel funding pot for England!

Of course, Wales also faces problems with the delivery of active travel infrastructure and isn't getting everything right, but a budget that goes some way towards matching the government's ambition is a vital next step. Otherwise, you're left, as we have been in England, with a vision that paints an inspiring portrait of more people cycling instead of a properly funded strategy that sets out the action needed to deliver those goals, and says how everything will be paid for. It's the difference between a wish and a plan.