



Walking and cycling to have a representative on the Board of the DfT

At present the importance of transport is usually considered in relation to the length of the journey, the longer the journey the more important it is considered to be.

Why is this, historically moving at more than horse pace, and getting to places more than a few miles away was an almost impossible challenge, now this is not the case, even the most basic car will go at over 100 MPH, trains can travel at 200 MPH and every house in the country is reachable by a tarmacked road.

Having overcome these challenges, which are the journeys that most people make most of the time. Well DfT figures show 2 in 3 [66%] of journeys are under 5 miles, nearly 40% under 2 miles and around 1 in 5 is less than 1 mile, so most journeys are short or very short. This is not surprising considering over 80% of the population of England & Wales live in urban areas.

To put this in perspective a 1-mile journey is only around 20 minutes to walk, a 2-mile journey takes only 12 minutes to cycle, and even 5 miles can be done on a sit-up-right style bicycle in ½ hour.

Shortest Journeys Come First is a campaign to highlight the need to reverse the thinking from long journeys as the most important to the shortest journeys being just as important. Now the question is how best can a child get to their school which is less than one mile from home, or someone going to the office which is 5 miles away, which is the most appropriate form of transport, rather than how can a family visit Florida for a once in a life time holiday.

Change usually comes with strong leadership from the top; the present structure of the DfT does not represent short and very short journeys as important. The Board of the DfT lacks direct representation for both walking and cycling, it is therefore no surprise that investment is disproportionately put into providing for those best represented on the DfT Board, the longer journeys.

Fortunately there are many documented benefits from walking and cycling, huge benefits to health both physical & mental from taking regular exercise, to the local economy with people going to more shops when they walk and cycle to them, children achieving higher academically when they walk to school, higher productivity, the list of potential benefits goes on, with improvements to air quality and reduced CO2 emissions.

It is not surprising therefore that the return on investment in walking and cycling is on average £13 for every £1 invested.

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Relevant Facts & Research

Date	Fact / Research	Source	Link / Document
30 th June 2014	Regular walking has been shown to reduce the risk of chronic illnesses, such as heart disease, type 2 diabetes, asthma, stroke and some cancers.	NHS Walking for health	http://www.nhs.uk/Livewell/getting-started-guides/Pages/getting-started-walking.aspx
9 th June 2015	Cities with physically active residents more productive as well as healthier	The Guardian	http://www.theguardian.com/cities/2015/jun/09/cities-physically-active-residents-more-productive-healthier-walking-cycling-economic-benefits
27 th Sept 2013	Children who walk to school are calmer and more focused in lessons - and may be less likely to need drugs for ADHD	Mail Online	http://www.dailymail.co.uk/news/article-2434771/Children-walk-school-calmer-focused-lessons--likely-need-drugs-ADHD.html
14 th May 2015	Cyclists are 40 per cent less stressed than other commuters	The Telegraph	http://www.telegraph.co.uk/men/active/recreational-cycling/11603491/Cyclists-are-40-per-cent-less-stressed-than-other-commuters.html
15 th Jan 2015	Inactivity 'kills more than obesity'	BBC News	http://www.bbc.co.uk/news/health-30812439
2010	One study shows that mortality is reduced by 30% in adults who cycle to and from their workplace on a daily basis. Page 16 Since the total health benefit of Copenhagen residents' healthy cycling habits is DKK 5.51 per km, the annual benefit is worth the equivalent of approx. DKK 2.0 billion. When accident costs are deducted the total health impact of 4.72 DKK per km is worth the equivalent of a total of 1.7 billion. Page 19	Copenhagen City of Cyclists - Bicycle Account 2010 [1.7 billion DKK x €0.13 = €221,000,000 = £174,000,000 benefit]	http://www.cycling-embassy.dk/wp-content/uploads/2011/05/Bicycle-account-2010-Copenhagen.pdf
16 th March 2016	Denmark regains title of 'world's happiest country'	The Telegraph	http://www.telegraph.co.uk/travel/news/denmark-regains-title-of-happiest-country/
27 March 2014	Walking and cycling – Safety for pedestrians and cyclists must be improved if we are to encourage people to walk and cycle more and reap the associated health benefits. The risk of serious injury for each kilometre travelled on a bike is 21 times higher than by car.	Chief Medical Officer - annual report on state of the public's health Department of Health	https://www.gov.uk/government/news/chief-medical-officer-publishes-annual-report-on-state-of-the-publics-health
2014	24% of house holds in England do not have a car	National Travel Survey: England 2014	https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/457752/nts2014-01.pdf
2006	Retailers overestimated the importance of car-borne trade by almost 100%; they estimated that 41% of their customers arrived by car, whereas only 22% had done so. In fact, more than half of shoppers walked to the shops.	Shoppers and how they travel Sustrans / Vivaldi	http://www.tut.fi/verne/wp-content/uploads/Shoppers-and-how-they-travel.pdf
9 th June 2015	Encouraging walking and cycling delivers a great return on investment. Studies on the economic benefits of walking and cycling interventions revealed an average return of £13 on every £1 invested. In the UK, the return is as high as £19 for every £1 invested.	Active Living Research, University of California	http://www.sustrans.org.uk/news/new-report-economic-advantage-walking-and-cycling
26 th March 2015	In 2014, carbon dioxide emissions from the transport sector, at 116.9 Mt, accounted for just over a quarter of all carbon dioxide emissions.	Dept of Energy & Climate Change	https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/416810/2014_stats_release.pdf
28 th June 2011	Glasgow's new £692m M74 extension opens. The five-mile (8km) route, which could cost up to £692m, links the M74 at Carmyle with the M8 southwest of the Kingston Bridge in central Glasgow.	BBC News Scotland	http://www.bbc.co.uk/news/uk-scotland-glasgow-west-13931242