



Department for **Transport**

From the Secretary of State

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29 March 2010

A Tessa

Thank you for your letter of 18 March, enclosing a sample e-mail from your constituents about the benefits of cycling. Like your constituents, I am keen to increase the provision for cyclists across England.

The Department for Transport increased funding of Cycling England to £140 million over the 3 years from 2008 to 2010/11. Cycling England is an advisory body which manages and advises on cycling expenditure. Through Cycling England, we are investing £55m in 18 Cycle City and Towns with Bristol as England's first cycling city. Match funding from these areas brings the total investment to over £100m. We are investing in cycle training, enabling an extra 500,000 children to take part in Bikeability training by 2012. We are funding a £4m "Bike & Ride" project where four train operators are receiving £1m to improve cycle facilities on their networks. We are funding improvements to routes to school which include at least 300 safer links to approximately 700 schools.

We have also launched the Cycle to Work Guarantee, asking employers to commit to providing facilities for their staff who cycle to work. More than 280 public and private sector employers have signed up.

We are also working with the Department for Children, Schools and Families on travelling to school. More than 81% of schools now have School Travel Plans and our research shows that 60%-90% of schools with a School Travel Plan can be expected to cut car use. Department for Children, Schools and Families and Department for Transport have now committed more than £140m to the Travelling to School Project.

These and many other Government initiatives are summarised in the Active Travel Strategy published in February 2010 with the Department of Health (<http://www.dft.gov.uk/pgr/sustainable/cycling/activetravelstrategy/>).

In addition, in April 2009 we published "A Safer Way", proposals for a new road safety strategy. This included a new rate based target to halve the risk of pedestrian and cycle casualties per km travelled by 2020. A Safer Way also placed a greater emphasis on 20mph zones or limits in residential areas and other areas with high levels of walking and cycling activity.

Many initiatives to promote cycling are under the control of local highway authorities and other local stakeholders. Local authorities are currently preparing their Transport Plans to cover the period 2011 – 16. Your constituents may wish to contact their local authority to understand what provision for cyclists will be made in that plan.

Thank you to you and your constituents for writing in support of the work, and for allowing me to explain the position further. Please feel free to forward this to your correspondents.

Yours

Andrew
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ANDREW ADONIS