Use of the Propensity to Cycle Tool

Executive Summary

This report assesses use of the PCT as of June 2019, through a desktop review of documents citing the PCT. We found that a growing number of organisations are using the PCT or are planning to use it in the future. Encouragingly it is appearing in funding bids as well as in strategies and reports, and most documented use involved the PCT scenarios, not only the Census 2011 base case.

Use of the PCT is geographically unequal, with the South-East seeing by some way the highest numbers of organisations mentioning it. This suggests that use of the PCT has diffused furthest through the transport planning system there; however, strategic use of the PCT is also found in large city-regions elsewhere, such as Greater Manchester and the West Midlands (and following a training session that we ran in the West Midlands, the Combined Authority there is intending to start their own training of local authorities based on the PCT team's training material, which should further assist diffusion). Examples are provided, to give a flavour of how the PCT is being used in practice.

Three specific recommendations are (i) targeting support and training at organisations in current low-use areas such as the North East, where officers are less likely to have been able to attend London-based events; this could involve those organisations hosting events, (ii) providing more guidance on how (not) to use the 'desire lines' data, which appears to be the main point of confusion in the documents reviewed, and (iii) considering what changes could be made to the PCT to minimise this confusion, for instance, showing the route network layer first when people 'land' on a region, or to provide more information in the interface that people might be looking for when they use the 'desire lines' data, for instance, around health benefits or reductions in car trips.

1 Introduction

This is a report by Megan Sharkey and Rachel Aldred on use of the Propensity to Cycle Tool (PCT) between 2017 and June 2019. The PCT is an open source, freely available tool for cycle planning in England and Wales, with data downloads available in a range of formats and source code accessible on GitHub. The PCT provides estimates of cycling potential under a range of scenarios of cycling growth, initially for commuting but more recently (in England) also for travel to school. Cycling potential is calculated, visualised, and made available for download at area, desire line, route, and route network levels. This allows cycle planning based not just on existing (usually low) levels of cycling, but on an estimate of future potential.

This report is based on a desktop review of documents published on the web referencing the PCT, which was conducted in Summer 2019. Therefore, there may be additional usage since that date not picked up here, especially as more organisations are continuing to develop Local Cycling and Walking Infrastructure Plans (LCWIPs), for which use of the PCT is recommended by the Department for Transport (DfT), the major funder of the PCT. However, this report does provide a snapshot of growing uptake, indicating the areas where it is in use, and providing some recommendations based on this.

1.1 About the Search

Undertaking a desktop review of the PCT included using Google Advanced Search with a variety of terms and parameters including “propensity to cycle”, “gov.uk”, “PCT”, “LCWIP”, “local councils”, and “combined authorities”. The aim was to find and collate as many documents as possible referring to use of the PCT, to get an overview of how, where, and by whom it was being used.

Initially, many documents were found that referred to concepts or tools relating to cycling propensity, but not the PCT itself. Prior to the development of the PCT, tools analysing demography and behaviour were sometimes used by organisations, such as ACORN or MOSAIC. There was a clear pre-PCT demand for more understanding of current cycle trips and cyclists, and potential future cycle trips and cyclists. The PCT is distinctive in its focus on trip characteristics: distance and hilliness, which in both low- and high-cycling contexts prove to be strong determinants of cycling, while demographic predictors vary widely by context.

A second note is that a web search will not necessarily find all documents referring to the PCT. Not all the relevant reports will be uploaded to the web, and not all will be found by a search, as indexing may vary. Some documents may only be available temporarily, as organisations restructure their websites. However, the report is intended to collate all that we were able to find, at the chosen time point (June 2019).

We found that 61 organisations and one individual had mentioned use of the PCT in 86 documents available online by June 2019. Some of these organisations, e.g. Highways England, were national, but most were local or regional. Figure 1: Organisations referring to the PCT, by region/country, illustrating the the regional (plus Wales) breakdown for number of organisations referring to the PCT. We would also not expect authorities within London to be using the tool, in general. Transport for London has its own analytical tools and its own devolved planning processes, and processes for allocating budgets to boroughs. Indeed, only one London organisation referred to its use. Wales (which commissioned the commute layer later than England, and for which the schools data is not available) also only had one organisation making reference to it. By contrast, the South East saw seventeen separate authorities referring to the PCT. Note that a small district authority

in the chart counts the same as a large combined authority, so it is not telling the full story; but nevertheless, interesting in terms of spread of use.

Almost all these organisations were public bodies, although several (e.g. Exeter Cycling Campaign) were not. Not all were transport authorities themselves; there were cases of e.g. town or parish councils using the PCT to suggest to their highway authorities (e.g. a county council) where infrastructure should be built in their local area. However, most users were highway authorities and/or strategic planning bodies, using the PCT (or referring to use of the PCT) as part of their transport planning function.

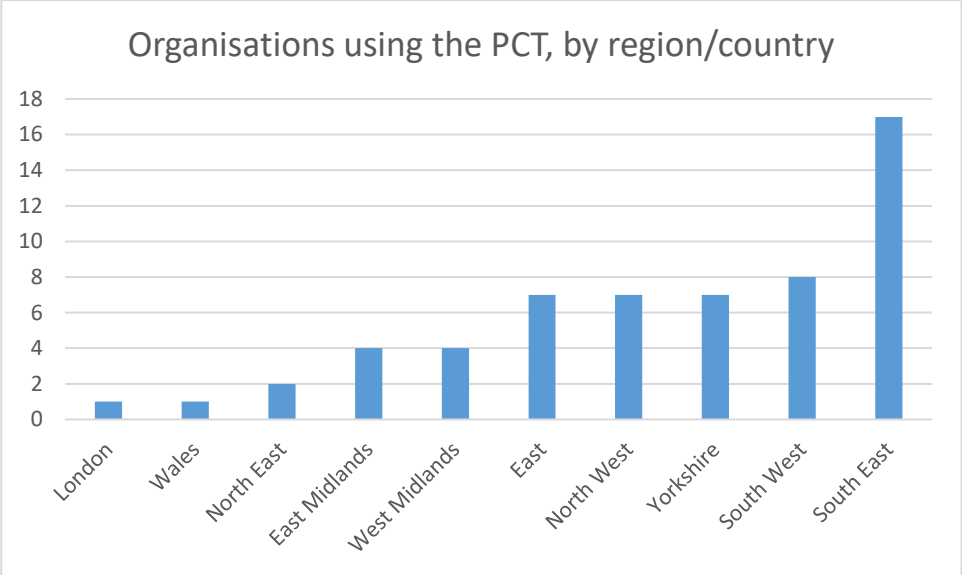


Figure 1: Organisations referring to the PCT, by region/country

There were 12 different document categories identified, based largely on how the organisations themselves named the documents. Twenty-two of the document were minutes of meetings where (use of) the PCT was cited. Fifteen documents were applications for funding, for instance the Access Fund, which referred to the PCT in making the case for funding, while other commonly found types of documents were plans, strategies, and reports in which the PCT featured.

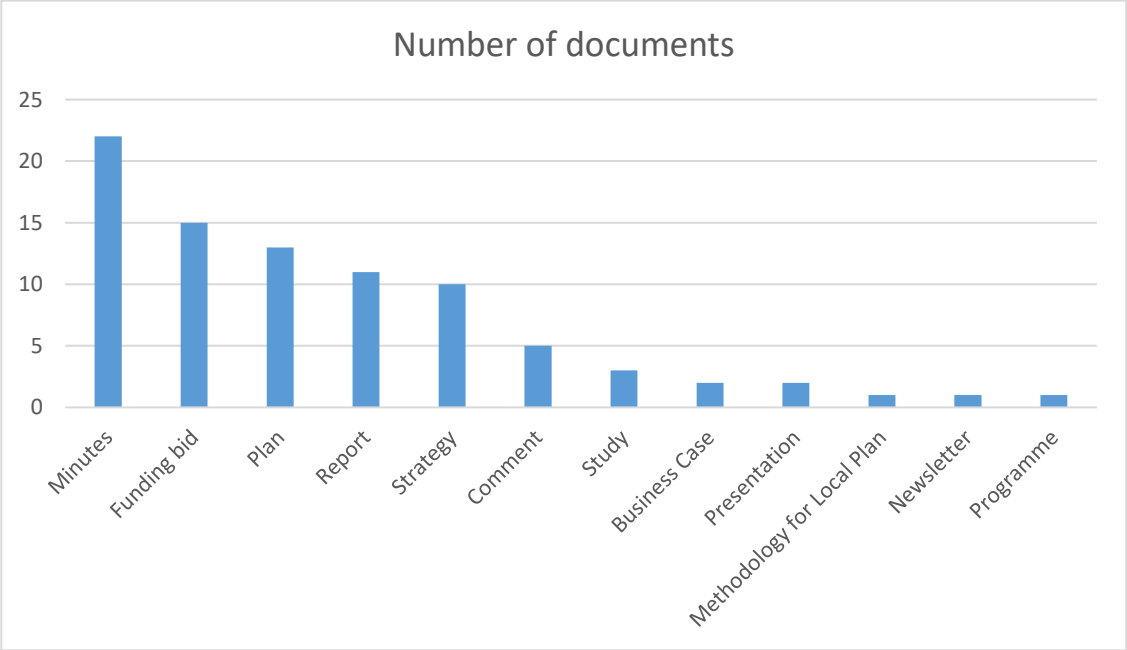


Figure 2: Types of document identified

In more detail:

(1) *Minutes*
Nearly all of the minutes' themes were related to how to use the PCT tool for planning or updates relating to the LCWIP process. Discussion of the PCT in the LCWIP process (10 documents) indicates that the PCT is increasingly being used in planning. In one case it was the air quality committee that was promoting use of the PCT, rather than the transport committee.

(2) *Funding*
Funding applications found included the Transforming Cities Fund (7), Access Fund for Sustainable Travel Revenue Competition (5), Railway Stations Access Fund (1), LCWIP funding request (1), and National Productivity Investment Fund for the Local Road Network (1). Out of the 15 funding applications, 7 noted a target or prediction. The remaining used the PCT for methodology purposes.

(3) *Plans*
The cycling plans included action plans, LCWIPs, noting trends, and specific route planning. One plan noted that developments will need to consider these schemes (developed using the PCT in the LCWIP) in their own site-specific transport assessments.

(4) *Reports*
Reports varied greatly. The most common was discussion of route planning.

(5) *Strategy*
Cycling strategies represented 10 documents. This was not unexpected. Many cycling strategies were released in 2011 as 10-year plans, plus the requirement for LCWIP and Local Transport Plans has changed the planning nature of cycling documents. Therefore, more transport strategies are being supported by implementation plans. It is likely that the terminology will continue to change in favour of plans.

The remaining 40 documents which noted the PCT tool did so in a variety of ways, including for instance to identify areas where cyclists commute from to target a series of promotional events. A full table can be found in appendix A.

1.2 Use of PCT Scenarios

The PCT scenarios enable organisations to view potentials based on specific criteria. At the time the report was written, the PCT scenarios (in addition to the base Census 2011 case) were Government Target Gender Equality, Go Dutch, and E-bikes. The Schools layer and second Government Target scenario were not expected to be referenced as they were only released just prior to the search conducted here.

Of the 86 documents, 42 did not refer to specific use of the PCT (for instance, they referred to the intention to ask officers to use the PCT in drawing up a future LCWIP but did not give detailed information on how this was to be done). Of the remaining 44 where scenarios or specific figures derived from PCT were cited, 20 had made use of the Census 2011 base case, 21 Government Target scenario, 21 Go Dutch, and 11 e-bikes (note: two were not stated, but based on the percentages cited, we assessed them as having used Go Dutch and/or e-bikes).

A total of 35 organisations (and one individual response to consultation) had used either the base case or scenarios, with thirty using at least one scenario, and five only referring to the base case. Thus, from those documents where actual use could be reviewed, organisations do appreciate the specific benefit of the PCT providing a range of future scenarios, and are not only using the visualisation and data related to current Census cycling levels.

The use of PCT scenarios in transport planning is expected to grow, as more organisations develop LCWIPs. Many minutes referring to future PCT use note that the LCWIP process has been started and is expected to be completed in late 2019 or in 2020. On the other hand, other organisations were just starting to explore developing a LCWIP. Some organisations have received funding from the DfT for support in developing LCWIPs, while others have not. It would be useful in future to examine the extent to which organisations that had not received DfT support were able to develop their LCWIP effectively, including use of the PCT.

Table 1 PCT base case and scenario use by organisation

Organisation	Census 2011	Government Target	Go Dutch	E-Bikes
Black Country Councils		1		
Broxbourne Borough Council			1	
Cornwall Council			1	
Derbyshire County Council	1	1	1	1
Derwent Valley Trust	1	1	1	1
Exeter Cycling Campaign	1		1	1
Folkestone and Hythe District Council	1	1	1	1
Gloucestershire County Council	1		2	
Guildford Borough Council		1		
Harlow District Council	1	1	1	1
Havant Borough Council		1		
Lambeth Council	1	2	1	1
Leicester City Council			1	
Luton Borough Council		1		
Mole Valley District Council	1			
North East Combined Authority	1	1	1	
North Somerset Council	1	1		
Plymouth City Council			1	
Portsmouth City Council	1			
Public Comment to Inspectorate General			1	1
Sandbach Town Council	1	1		
Sheffield City Council	1		1	
Solihull Borough Council		1		
Somerset County Council		1		
Southampton City Council		1		
Southampton City Region		1		
Suffolk County Council			1	1
Transport for Greater Manchester			1	
Uttlesford District Council	1	1	1	1
Vale of Glamorgan County Council	1			
Warrington Borough Council			1	
West Midlands Combined Authority	1			
West of England Combined Authority	2	2	1	1
Windsor and Maidenhead Borough	1	1	1	1
Worcestershire County Council	1			
Grand Total	**20**	**21**	**21**	**11**

1.3 Interpretation of PCT data

While encouraging to see the wide spread of use, we note one issue common to many studies. This is use of the 'Top N' lines feature offered in the commute layer to pick key desire lines and presenting or implying associated corridor links as having high cycling potential. However, even the top 100 lines represent only a small fraction of current/potential cycling in an area, particularly at an LSOA level. This issue can be understood better by looking at somewhere with river crossings, where lines crossing the river may not even show up in the top N lines, but the 'route network' feature which aggregates <u>all</u> OD flow lines shows high cycling potential along river crossings. Figure 3 shows that none of the top 200 'Go Dutch' (above) cross the Thames, therefore only looking at this as representing top 'desire lines' would imply the crossing at North Woolwich would not be important. However, the route network feature (below) shows that the crossing ranks medium-high in local context for cycling potential. (Note also that the PCT can only route people where there are existing crossings and routes: there would undoubtedly be more cycling potential further East, if there were ways to cross the river).

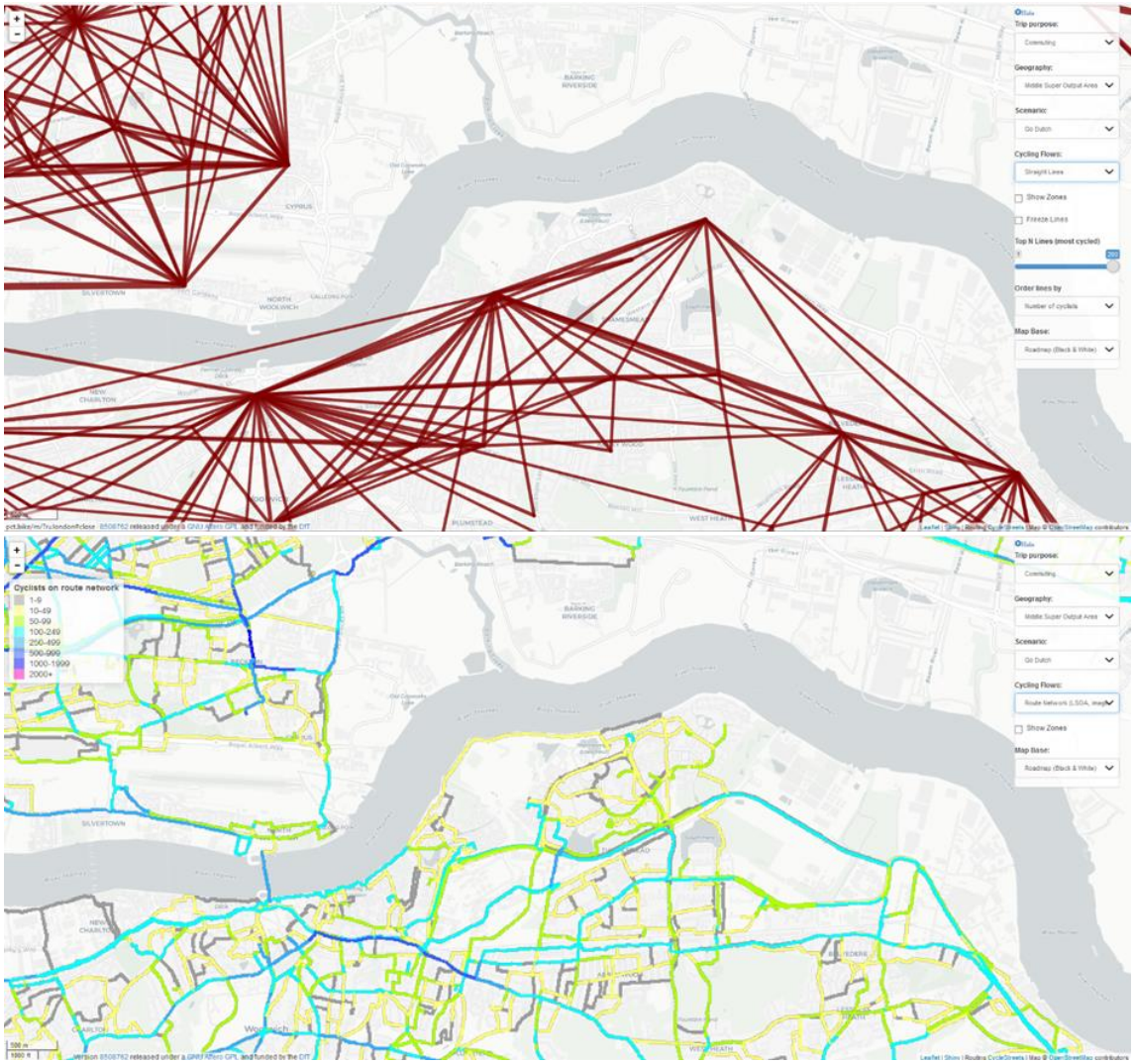


Figure 3: comparison of top 200 lines with route network feature, Woolwich/Barking area

We would suggest a more appropriate use of the 'straight lines' commute data would be (i) in the interface, to explore and examine patterns within small areas, but without assuming that the 'top N' necessarily represent the corridors with highest potential (for that, the Route Network feature should be used), and (ii) as data downloads, where it is possible for instance (see case studies) to conduct bespoke analysis using a select of all lines (for instance, all those that cross a particular bridge, to explore what the benefits of achieving cycling potential across the bridge might be).

1.4 Future research areas

The Transforming Cities Fund – Tranche 2 bids were submitted to DfT in June 2019, with strategic business cases. Reviewing these when publicly available should yield a more precise understanding of how the PCT is being used and what priority or weight is being given for active travel in the responses to the funding bids.

2 Changing levels of governance

The past ten years have seen the return of regional layers of government, as well as austerity affecting local government functions. Individual transport authorities may no longer have the in-house capacity to produce their own plans and strategies, etc. and in some parts of England we see a larger combined authority taking a lead on cycle planning. On the other hand, in the South-East in particular, the PCT has been used by district, town, or parish councils to develop cycling strategies or route planning.

Combined Authorities (CA) are a 'legal body set up using national legislation that enables a group of two or more councils to collaborate and take collective decisions across council boundaries' (LGA 2019). As of 2019, there are nine official combined authorities approved. They have devolved powers and are able to make collective decisions across council boundaries. Combined authorities have authority over transport but may have a separate transport executive body. For example, Merseytravel is the executive body that manages and operates transport as part of the Liverpool City Region Combined Authority. This region members include the City Region Mayor, Liverpool Council Mayor, Wirral Borough Council, Sefton Borough Council, Knowsley Borough Council, St Helens Borough Council, Halton Borough Council, the Chair of the Local Enterprise Partnership and Chair of the Transport Committee (Mersey Travel 2019a).

Transport strategies and plans were found for all combined authorities except for one, North East Combined Authority (NECA). North East Combined Authority did however have joint transport funding bids, were heavily invested in consultation of the Transport for the North, and individual councils have transport plans. The PCT is being used by all but one combined authority, Cambridgeshire and Peterborough Combined Authority. While the phrase 'propensity to cycle' is mentioned in the Local Transport Plan: Evidence Base, it is unclear if they used the PCT, although developing an LCWIP is mentioned in the Local Transport Plan document.

Establishing a clear hierarchy and responsibility is difficult due to the number and variety of authorities which are now informally linked, combining for funding applications, or are structured for conflicting transport planning. In addition, non-constituted authorities can be linked to more than one combined authority. For example, Blackburn with Darwin linked with Lancashire County Council for a ten-year cycling strategy. In addition, some of these smaller councils may apply for funding to larger pools of money controlled by the combined authority (similar to TFL). In London, 32 boroughs plus City of London are responsible for most of London's streets, however Transport for London/the Greater London Authority is responsible for strategic transport planning, the 'strategic road network', and the public transport network. Another example is District Councils that sit within County Councils. They do not generally deal with transport. They do however support and develop local plans, planning applications, and funding applications. They can (and do, as we found) use the PCT to develop and put forward ideas and routes for their local areas.

Table 2 Combined Authorities and the use of the PCT tool

Combined Authority [Transport strategies & notes]	**Propensity to Cycle (PCT) notes**
North East Combined Authority	
▪ No CA transport strategy ▪ Consults w/ Transport for the North ▪ CA submits joint transport funding bids ▪ Smaller transport plans part of individual councils	The PCT was used for the strategic business case for the transforming cities fund.
Tees Valley Combined Authority	

▪ Developing Strategic Transport Plan (consultation August to October 2019) ▪ Consults w/Transport for the North	It is not known it they have used the PCT tool yet, however a walking and cycling strategy is being developed as part of the Strategic Transport Plan.
West Yorkshire Combined Authority	
▪ Transport Strategy 2040	The PCT has been noted in multiple council minutes and appears that it will be used for LCWIP development.
Liverpool City Region + Mersey Travel	
▪ A Transport Plan for Growth (2015) ▪ Merseyside Active Travel Strategy	The PCT has been used for network planning.
Greater Manchester + Transport for Greater Manchester	
▪ Greater Manchester Transport Strategy 2040	The PCT has been used in strategy, planning and businesses cases.
Sheffield City Region	
▪ Sheffield City Region Transport Strategy (2019)	The PCT was noted, but it is unclear how it is being used. An LCWIP is being developed which should use the tool as per meeting minutes.
West Midlands	
▪ Movement for Growth:2026 Delivery Plan for Transport ▪ Cycling Action Plan	The PCT has been used to develop the cycling routes and strategy.
Cambridgeshire and Peterborough	
▪ Cambridgeshire and Peterborough Interim Local Transport Plan (due in 2019)	It is not clear if the PCT is being used. It was not noted in the LTPs, however it was noted by the local NHS and cycling groups for development.
West of England + Travel West	
▪ Developing a Joint Local Transport Plan (due in 2019/2020) ▪ LCWIP	The PCT has been used in LCWIPs and other studies.

3 Examples of PCT use

3.1 Exeter Cycling Campaign

The Exeter Cycling Campaign (ECC) is a grassroots organisation comprised of volunteers campaigning for cycle infrastructure. In 2018, there was a consultation on the Exeter City Council Air Quality Plan 2018 – 2023 which identified plans to reduce air pollution and congestion, noting that there had been initial work done by ECC on 'filtered permeability projects.' The Devon County Transport team then invited the group "to propose modal filtering solutions for Exeter." The group produced a report in late 2018 called 'Living Streets for Exeter'. They used the PCT to help identify quiet-ways that might be further enhanced by modal filters. The alignment of these different elements allowed to look at modal filters that would improve and enhance cycling capabilities whilst reducing rat running through the residential streets. The group found cycling potential to cycle of 18 - 23% for Go – Dutch and up to 40% for e-bike scenarios. Their campaign materials include an interactive map with improvements including those suggested through use of the PCT.

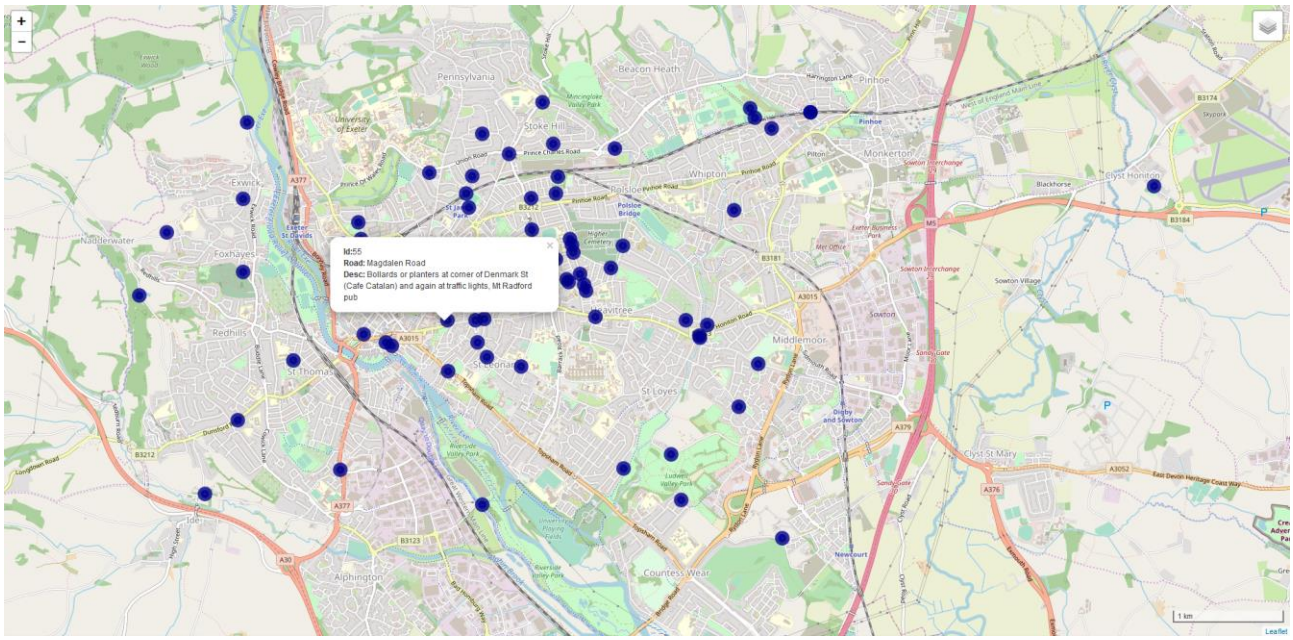


Figure 4: interactive map produced by Exeter Cycling Campaign

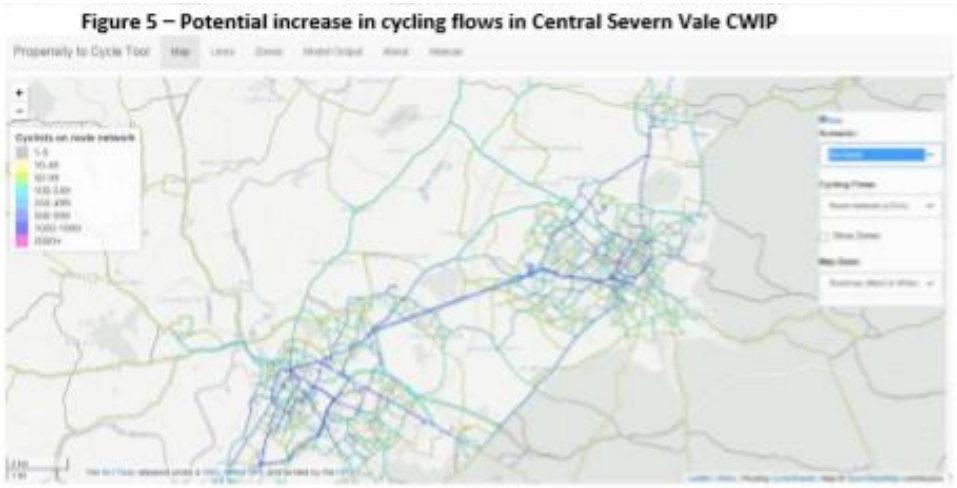
Case reference: Exeter Cycling Campaign (2019). Improving residential areas and increasing permeability for people walking and cycling in Exeter. Accessed in June 2019. Accessible at: https://exetercyclingcampaign.org.uk/projects/living-streets/

3.2 Gloucestershire County Council

The PCT was used for the LCWIP process. Gloucestershire County Council used the Go Dutch scenario to locate areas with the greatest potential and cycling flows (Figure 5, Figure 6) . They focused on connections between employment centres and areas of concerns. This information enabled them to narrow down to four schemes for each of the two areas, Cheltenham and Gloucester. The council prioritised them based on effectiveness (PCT tool), policy, funding, and deliverability. A BCR (not derived from the PCT) was given for each of the eight routes. Gloucester's BCR ranged from 1.1, 1.9, 3.7, and 4.4; whilst Cheltenham was 0.1, 0.4, 1.3 and 1.3. These priority areas form the backbone of the plan to develop cycling infrastructure provision.

Figure 5 Go Dutch cycling scenario for Gloucestershire

Figure 6 Potential increase in cycling flows in Central Severn Vale CWIP

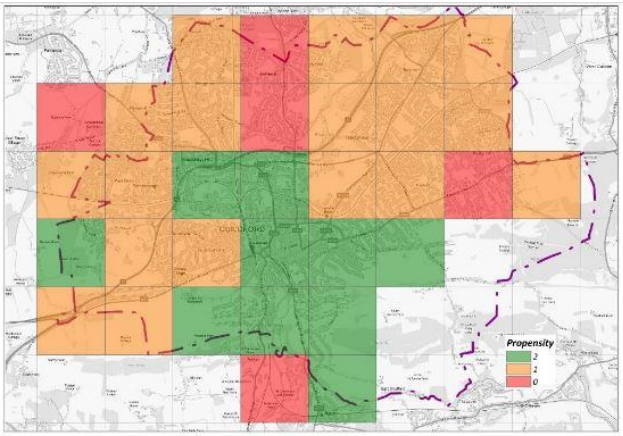


Case reference: Gloucestershire County Council (2018). Cycling & Walking Summary Central Severn Vale Cycling and Walking Infrastructure Plan. Accessed in July 2019. Available at: https://www.gloucestershire.gov.uk/media/2087064/s-transportplanningprojects-strategy-planning-cwis-csv-cwip-final-documents-6-csv-cwip-summary.pdf

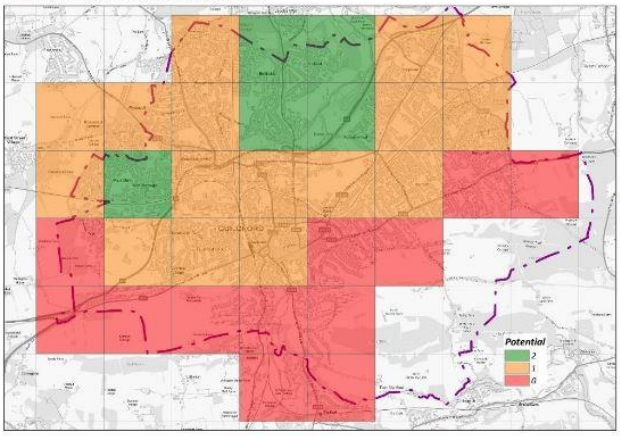
3.3 Guildford Borough Council

An interim report in 2018 on the Guildford Borough Council public bike share from Transport Initiatives and Urban Movements. The report took the Government Target scenario (not specified) with the view that it was feasible in the medium term. It converted what appears to be LSOA zones to a grid pattern (see image), then analysed this across different deployment plans developed (see Figure 7). The cycling potential was converted into a figure from 0 to 2 and included alongside a MOSAIC-based propensity score.

Figure 7 Cycling propensity based on MOSAIC and PCT



Plan 4 Cycling propensity (based on Mosaic)



Plan 5 Cycling potential (based on PCT)

Case reference: Guildford Borough Council 2019. Guildford Public Bike Share – interim report. Accessed in April 2019. Available at: https://www2.guildford.gov.uk/councilmeetings/documents/s10927/Item%2008%201%20-%20Guildford%20Bike%20Share%20Scheme%20-%20App%201%20-%20Guildford%20Bike%20Hire%20interim%20report.pdf

3.4 Folkestone and Hythe District Council

In August 2018, Mott Macdonald undertook a Walking and Cycling Study on the Otterpool Park Garden Town, Kent. It looked at the origin MSOA and the neighbouring MSOA, then choose LSOA's where the development sits. Next it ran multiple scenarios then pulling out the top five LSOA pairs (see Figure 8). The report went connected their potential routes to overall network improvements. The report rightly noted that the PCT cannot include new developments, which would reduce calculated potential. However, using only the top 5 LSOA origin-destination pairs will substantially under-estimate absolute potential across the local network, although the ratio and change in percentages gives a rough sense of the scale of scenario-based growth.

Figure 8 Journey to Work Percentage and Number of Cycling Trips Between LSOAs

Table 9: Journey to Work Percentage and Number of Cycling Trips Between LSOAs (Go Dutch Scenario)

LSOA	% of Cyclists (Number)	Baseline % (Number)
009C		
To Shepway 009D	32% (9)	3% (1)
To Shepway 008D	19% (9)	2% (1)
From Shepway 010C	24% (11)	7% (3)
From Shepway 010D	25% (7)	0% (0)
From Shepway 009B	28% (10)	6% (2)

Table 10: Journey to Work Percentage and Number of Cycling Trips Between LSOAs (E-Bike Scenario)

LSOA	% of Cyclists (Number)	Baseline % (Number)
009C		
To Shepway 009D	43% (12)	3% (1)
To Shepway 008D	33% (16)	2% (1)
From Shepway 010C	38% (17)	7% (3)
From Shepway 010D	40% (11)	0% (0)
From Shepway 009B	41% (14)	6% (2)

Case reference: Mott Macdonald (2018). Otterpool Park Garden Town, Kent Walking and Cycling Study. *Folkestone and Hythe District Council* Accessed in June 2019. Available at: *https://www.folkestone-hythe.gov.uk/media/5648/610-Otterpool-Park-Walking--Cycling-Study/pdf/6.10_Otterpool_Park_Walking___Cycling_Study.pdf*

3.5 Harlow District Council

Ringway Jacobs performed cycling action plan for several district councils in Essex County Council area. On some they used the MOSAIC tool and others the Propensity to Cycle tool. All the reports were released in early 2018. For the PCT-based reports such as for Harlow District Council, utilised all four then available scenarios. The results used the same scale and colours for each scenario. The results appear to have been overlaid on a cadastral map of buildings linking commuters to residences.

Figure 9 PCT Scenarios with cadastral overlay

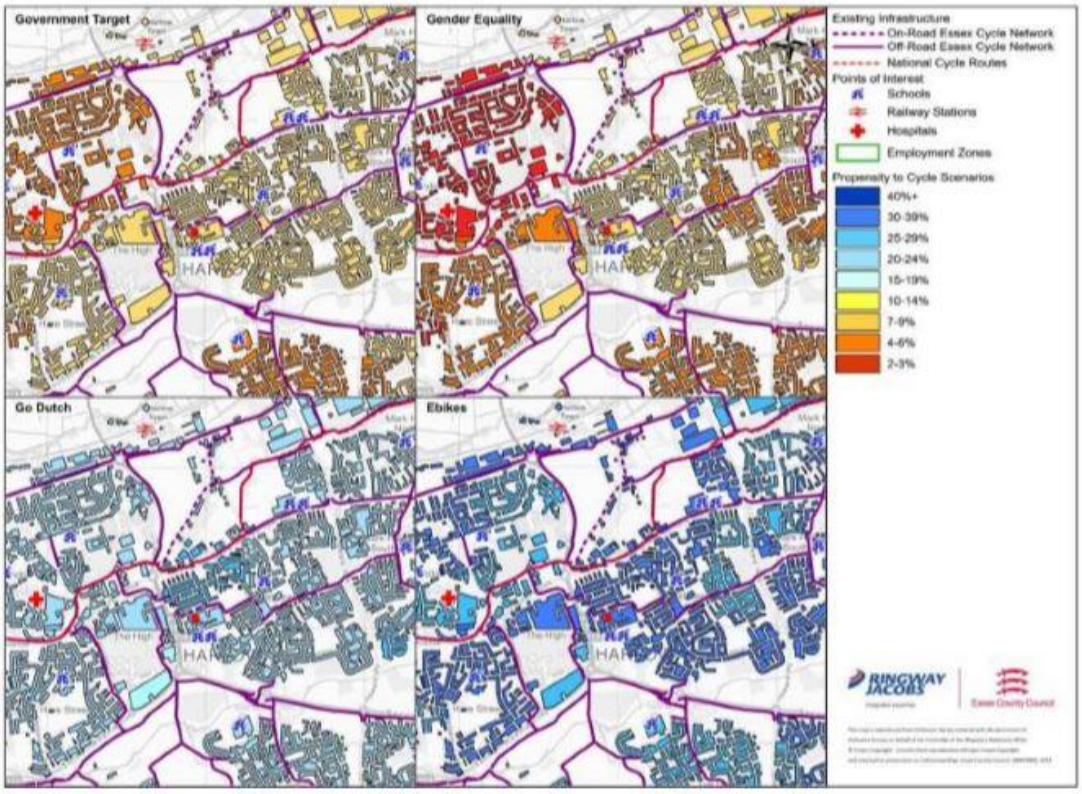


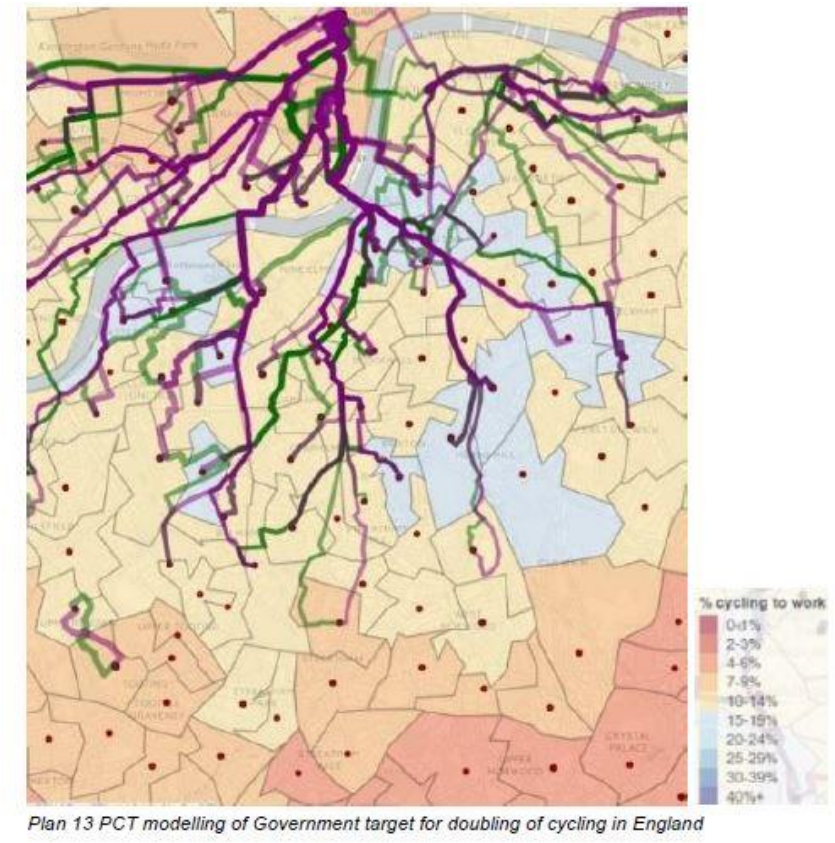
Figure 5.4: Propensity to Cycle scenarios for Harlow Town Centre

Case reference: Ringway Jacobs (2018). Harlow Cycling Action Plan. Essex County Counicl. Accessed in June 2019. Available at: https://www.essexhighways.org/uploads/docs/Harlow-Cycling-Action-Plan.pdf

3.6 Lambeth City Council

Transport Initiatives used the PCT tool in October 2017 to look for areas with high potential to cycle, then reviewed against the TfL's strategic cycling analysis (Figure 10). The PCT enabled them to fill in gaps from the strategic cycling analysis with the view of enable Lambeth to focus on gateways to these strategic routes. A second report in June 2017 provided detailed analysis on the PCT tool using all scenarios.

Figure 10 Government Target modelling for Lambeth Council



Plan 13 PCT modelling of Government target for doubling of cycling in England

Case references: Transport Initiatives (2017). Lambeth PCY analysis. Lambeth City Council. London. June 2017. Accessed in June 2019. Available at: https://s3-eu-west-1.amazonaws.com/commonplace-cloudfront/resources/projects/lambethhealthyroutes/Lambeth+PCT+analysis.compressed.pdf and Transport Initiatives (2017). Lambeth cycle network review. Lambeth City Council. London. 2017. Accessed in June 2019. Available at: https://www.lambeth.gov.uk/sites/default/files/co-lambeth-cycle-network-review.pdf

3.7 Somerset County Council – M5 development

Somerset County Council used the PCT to develop a case for walking and cycling infrastructure development along the M5 to the Nexus25 site. Nexus25 is a strategic employment site in the Somerset West and Taunton area bringing an estimated 3,000 employees. The existing Blackbrook Business Park has a current cycling rate of 3.1%, the report proposes aiming for the Government Target (11.9%) rather than Census 2011 (8.2%). We were not able to find the companion report with the underlying analysis, however, the summary noted "without the project, it is estimated a fully implemented Nexus25 will only attract 57 employees to cycle within the catchment area. The project could potentially attract 218 employees [7.2%] cycling to Nexus25 […] This saving increases linearly to 33 hours and 528km in 2029, when Nexus25 is fully implemented." The BCR of this project was calculated as lying between 2.16 and 4.46.

Case reference: Somerset County Council *http://www.somerset.gov.uk/EasySiteWeb/GatewayLink.aspx?alId=124305*

3.8 Leicester City Council

Leicester City Council, supported by Leicestershire County Council, utilised the PCT tool to help support their Transforming Cities Fund application. They aimed for 'Go Dutch' scenario suggesting this would involve 'cycling increases of 725% within 10mins of the centre and 706% across north & west Areas (Plan 4); [and] 3715 tonnes/pa CO2 savings; £12million in premature deaths." Leicester City Council did win the Transforming Cities Funding. Alternatively, not all Transforming Cities Fund applications used the PCT or focused as heavily on sustainable modes as this council.

Case reference: https://www.leicester.gov.uk/media/185365/transforming-cities-fund-submitted-application-form-2018.pdf

3.9 Cornwall – Access Fund for Sustainable Travel Revenue Competition

The funding application built on the Local Growth Deal Funding Cornwall City Council received in July 2014. The access fund was requesting behaviour change support for this program. In the funding application, area-level results from the PCT were used to highlight the "potential for cycling levels as a mode share to increase from a low base to between 20-25% which demonstrates the value of delivering a comprehensive package in these areas." Using growth rates of walking and cycling over the last few years, they calculated a BCR of 11.2 for the Growth Deal.

Case reference: https://www.cornwall.gov.uk/media/22178454/access-fund-cornwall-submitted-2016-09-09.pdf

3.10 Derwent Valley Trust

It used the PCT to help identify cycling potential for a new route, and the economic impact for the area. They use Government Target scenario for LSOAs within 3km of proposed route. It utilised the Green Book method for assessing spending plans and linked it strategically to how Derbyshire County Council are evaluating options. The document identified commuting distances of less than 10km and within 3km of the DVC and who commute within 3km of the DVC. They used the PCT to estimate carbon and health benefits. Ultimately, they suggested that a cycling route through Derwent valley would have a BCR of 4.8.

Case reference: Derwent Valley Trust (2018). Derwent Valley Cycleway. Accessed in June 2019. Available at: https://www.derwentvalleycycleway.org.uk/documents/Derwent_Valley_Cycleway.pdf

3.11 North Somerset Council

The funding application for National Productivity Investment Fund for the Local Road Network. It looked at three key areas for the project: facilitating sustainable travel, bus interchange, and walking and cycling infrastructure. They took a mode share target between Census 2011 and Government Target. The report used WebTAG finding a BCR of 2.15. They suggested there would also be an increase in bus use as part of the integrated transport project.

Figure 11 North Somerset PCT scenarios

	Census 2011 (Do Minimum Scenario)	Do Something Scenario	Government Targets
Walk	13%	13%	12%
Cycle	3%	4%	7%
Bus	9%	11%	15%

Case reference: North Somerset Council 2017. NPIF bid Weston super Mare town centre transport enhancement scheme. Accessed in June 2019. Available at: https://www.n-somerset.gov.uk/wp-content/uploads/2017/06/NPIF-bid-Weston-super-Mare-town-centre-transport-enhancement-scheme.pdf

3.12 Harrogate Borough Council

WSP undertook a congestion study. In Phase 1 it "included several stakeholder engagement workshops and utilised emerging DfT tool, such as the Propensity to Cycle Tool." It was used within an option for congestion reduction titled "Option Name: F1 – Implementation of Cycling Infrastructure Plan for Harrogate." It labelled the indicative cost high and time scale medium. This background appears to be utilised for two packages B and E. The report then noted an Active Mode Appraisal for each option within the packages, for example "Cycling – Core 15%, High 25%, Low 5%". However, though the PCT was mentioned within Phase 1 development, the Active Mode Appraisal states that "Uplift based on other examples of infrastructure e.g. London Greenway, Sustrans route in Lincoln."

Case reference: Harrogate Borough Council (2018). Harrogate Congestion Study – Options Assessment Report Addendum. Accessed in June 2019. Available at: https://www.northyorks.gov.uk/sites/default/files/fileroot/About%20the%20council/Consultations/Harrogate%20Congestion/Harrogate%20Congestion%20Study%20-%20OAR%20Addendum%20with%20Appendices%20(Final%20Issued%2022.10.18).pdf

4 References (additional to case studies)

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Lovelace, R., Goodman, A., Aldred, R., Berkoff, N., Abbas, A., Woodcock, J., (2017). The Propensity to Cycle Tool: An open source online system for sustainable transport planning. Journal of Transport and Land Use. 10:1, 505–528, DOI: 10.5198/jtlu.2016.862.