

<b>Paper title</b>	<b>Learnings from the Cycle City Ambition Programme Evaluation</b>
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<b>What documents do you plan to upload?</b>	Presentation slides
<b>Peer review?</b>	No
<b>Help from PC member?</b>	No
<b>Willing to chair a session?</b>	No
<b>Interested in a dialogue session?</b>	No
<b>Previous speaker at ETC?</b>	No
<b>Do you wish to be considered for an award?</b>	

**Short abstract:** The presentation will discuss the findings and learnings from an evaluation of the UK Department for Transport's £191 million capital investment in cycling infrastructure for eight English cities between 2013 and 2018.

**Abstract:** Through the Cycle City Ambition (CCA) Programme, the UK Department for Transport (DfT) provided £191 million to eight English cities between 2013 and 2018, to increase their levels of cycling.

The DfT's grant was 100% capital and funded cycling infrastructure. This investment included 'cycle superhighways'; shorter segregated cycle routes; 'mixed strategic cycle routes' that combine quiet roads, routes through green space, and segregated paths; city-centre schemes; improvements on a network of canal towpaths; and junction treatments.

The DfT commissioned a large, multi-method evaluation to understand the impact of the Cycling City Ambition Grant (CCAG) investment in these cities. The evaluation focussed on 14 schemes across the eight cities, comprising between a quarter and two-thirds of the grant. The research questions that the evaluation sought to address were as follows:

- What impact has the CCA investment had upon levels of cycling in the cities and how these have changed over time?
- To what extent do impacts on cycling rates and car use increase or diminish over time?
- What is the profile of those who already cycled in the cities, and those who have taken up cycling since the award of the funding, considering both key demographics and individuals' current levels of physical activity?
- What impacts has the CCA investment had on the perceptions of cyclists and the public in the cities and how has this changed over time?
- What estimates can we generate for the wider impacts of CCA investment on safety, congestion, car kilometres and carbon emissions and overall physical activity?

- What can the CCA programme tell us about the typical costs of cycling interventions and the key factors that can impact on the costs of delivery?
- What lessons can we learn from the implementation of CCA?

This high-quality evaluation involved 'internal comparisons' of intervention sites and non-intervention sites within each of the eight cities. Count data was used to assess changes in cycling volume at the different sites. In some cases, an ideal non-intervention comparator site was not available and so methods such as pre/post time-series data and comparison of intervention locations with multiple comparator sites across the city were used.

The evaluation sought to understand overall change in cycling levels, both at city-wide and programme levels. At the city-wide level, count data was used to assess whether there was a change in the overall amount of cycling across the city over the course of the CCA programme. At the programme level, outcome and time-series trends were compared with outcomes and trends in comparator groups.

Surveys of cyclists at scheme sites provided evidence on modal shift, cyclists' demographic and physical activity profile, and cyclists' perceptions of safety and convenience.

The DfT will publish the final evaluation report in Spring 2021, summarising the key findings from the whole evaluation.

In the presentation we will provide details of the evaluation methodology, including the challenges faced, final findings of the evaluation, as well as lessons learnt for future evaluation of similar programmes and implications for policy makers and practitioners. This will be useful to other countries looking to develop and evaluate cycling schemes. We will focus the presentation on transferability to other countries. Whilst we presented the interim findings of the CCA evaluation at last year's conference, we will minimise any repetition and ensure the focus of this year's presentation on valuable new findings and learnings from the final evaluation.

With regards to the 2021 conference themes, the presentation has particular relevance to the 'Climate Emergency' theme, given the topic of investing in cycling infrastructure. We will present findings around the impact of the programme on carbon emissions and transport mode shift. The presentation also has links to the 'Inclusion and Diversity' theme, as we will present findings around the impact of the programme on reducing inequalities in cycling uptake.