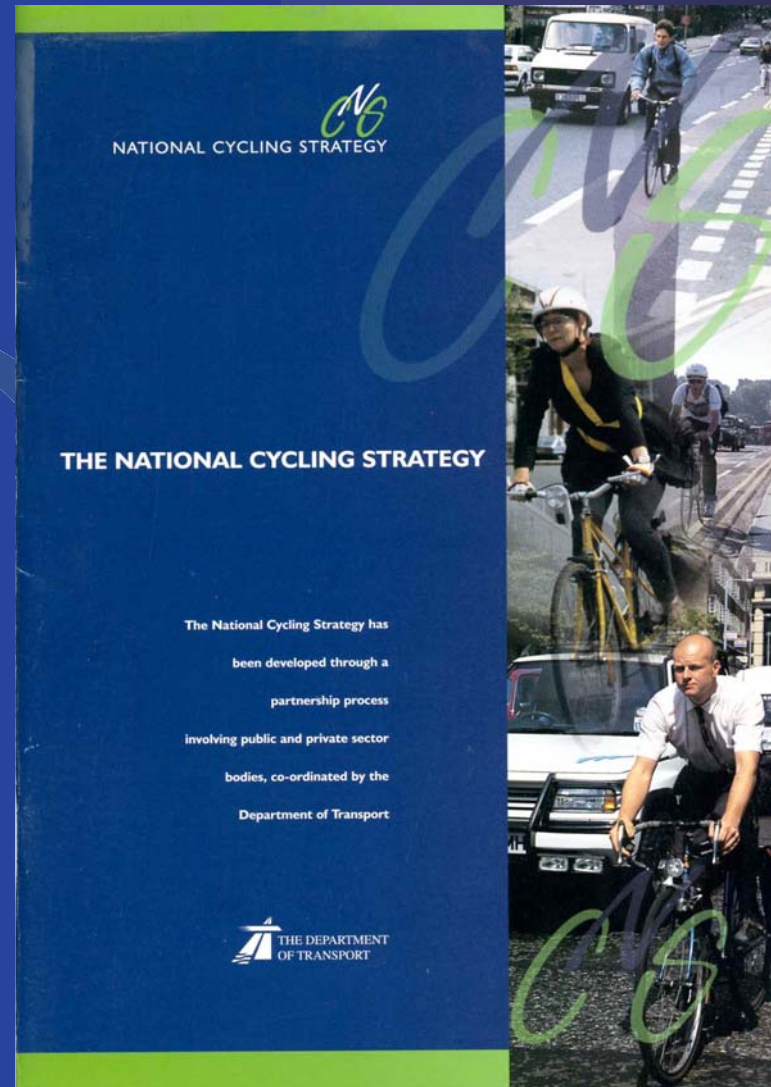


UK National Cycling Strategy

1996, NCS
Launched



UK National Cycling Strategy

It included targets for increasing cycle use and had sections on;

Planning, safety, road space & priority, parking, security & theft, attitudes, resources, and monitoring

UK National Cycling Strategy

However, it did NOT include;

- Additional staff
- Additional finance
- An effective way to monitor progress

UK National Cycling Strategy

But was helped by;

- Land-use legislation
- Local Transport Plans
- Congestion
- Desire to do more by both interested cities, and sometimes ministers too

UK National Cycling Strategy

Then came
Devolution

Now, all four
nations
responsible



UK National Cycling Strategy

Cycling Scotland – 2003

www.cyclingscotland.org

Cycling England – 2005

www.nationalcyclingstrategy.org.uk

In Wales & Scotland, cycling part of the
Government organisation

UK National Cycling Strategy

Cycling England – 5 themes

- Youth. Children and schools
- Support for local Government, including professional training
- Cycling demonstration towns
- Health
- Marketing & communication

UK National Cycling Strategy

Training – 10 modules

- Modules developed by us
- Cover all aspects of cycling
- Team of trainers trained
- Managed by training company
- Aimed at cycle officers & others
- Scotland now, England in 2006

UK National Cycling Strategy

Targets not met, but starting to succeed. In London for example,

- **Target to increase cycle use by 80% by 2010 (from 2000), and by 200% by 2020. Up 50% now and on target**
- **Spending €17.6 in 2004, €28 in 2005, up to €44 in 2009**

UK National Cycling Strategy

Beginning to succeed II

In London for example,

- Programme of parking at schools
- Engaging with businesses and employers
- Getting the emergency services onto bicycles

UK National Cycling Strategy

Cycling in the bigger picture

Congestion
charge area
Increasing,
and daily
charge
Increased to
€11.75

