



Centre for Cycling Expertise

## Delivery of the UK National Cycling Strategy: A review

### Introduction

The U.K. Government is committed to encouraging more cycling in England, because cycling has the potential to contribute to the achievement of important objectives in the fields of transport, public health and liveability. Over the past few years there has been a significant increase in the levels of funding for cycling. In the financial year, 2004/05, local authorities outside

London were forecast to spend £36m on cycling measures. This compared with less than £30m in 2000/01. In London a record £13m was invested in cycling in 2004/05. Yet despite this investment and increased government interventions, the number of cycling trips did not rise overall: there were pockets of increased activity and there were exemplary success stories in some towns and cities but on the whole cycling levels did not increase in proportion

with the quantity of public funding committed to it.

### Background

The National Cycling Strategy (NCS) was launched in 1996. It was developed collaboratively by the public, private and NGO sectors, and was supported and endorsed by a wide range of stakeholders. It set a headline target to quadruple cycle trips by 2012 and a



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number of subsidiary targets concerning related issues such as land-use planning, safety and security. (See Annex A for list of NCS objectives.) Following publication of the Strategy, a National Cycling Forum was established to support and promote its objectives.

The Forum was a relatively large, advisory body, made up of representatives of cycling organisations across the UK; its size was one of its disadvantages and in 2001 it was replaced by the - much smaller - NCS Board, **-cont'd on page 2**



### Inside this issue:

From Director's desk	2
Delivery of UK National Cycling Strategy	2
Educating children and teens	3
Tema Beach Development Project	4

## IMPACT OF INVESTMENTS IN THE UK NATIONAL CYCLING STRATEGY –cont'd from Page 1

The bulk of the money, LTP funds to local authorities, has been spent on infrastructure projects: namely cycle tracks, cycle lanes, new advanced stop lines, new cycle parking facilities and other cycling schemes. The following table shows what the funds have been spent on by local authorities outside London, based on progress reports provided on the delivery of their Local Transport Plans.

In London, the Cycle Centre of Excellence (CCE), a part of TfL, invested in a range of facilities in 2003/04 which they believe have contributed to the increase in cycling: improvements to cycling infrastructure (over 100km of links plus junctions and access); nearly 3000 additional cycle parking spaces on streets, at stations and at schools; free cycle maps showing quiet routes and bike shops; and free cyclist training.

Through the Local Transport Planning (LTP) regime, local highway authorities (LAs) have been encouraged to have strategies for increasing cycling and to invest more in it. In the first LTP period, 2001-2006, investment in cycling facilities has increased substantially and is forecast to rise again by the end of this period (see table below).

	Unit	Outturn					Forecast		
		98/99	99/00	00/01	01/02	02/03	03/04	04/05	05/06
Cycle Track	KM	210	221	477	804	848	539	517	456
Cycle Lane	KM	146	179	368	405	361	369	846	419
Cycle Track	£000				16,166	23,545	18,850	18,613	26,598
Cycle Lane	£000				6,528	7,870	6,774	7,767	8,609

### Impact of spending

So there is a clear picture of increasing levels of funding (in the form of capital projects) that have not been matched by increases in the number of cycling trips. By contrast, cycling on Sustrans' National Cycle Network is

rising by 10% p.a. It is hard not to conclude that, on the whole, LAs are failing either to build facilities in the right places, and/or of the right quality and/or to adequately promote those facilities. ERCDT, in their Assessments of English Highways Authorities

in 2003, found that in nearly all authorities examined there was insufficient promotion of cycling provision, and that in many cases cyclists' needs were considered as an afterthought rather than at the design stage [cont'd on page 4](#)



## Educating Children and Teens( [www.bicyclinginfo.org](http://www.bicyclinginfo.org))

Introducing kids to the fun and freedom of riding a bike should go hand in hand with teaching them about bicycles,



how to ride them, and how to maintain them. Bike education involves a lot more than safety. The first thing to remember about bike education is that should also promote bicycling. Focusing solely on the dangers of the road tends to discourage people from cycling. But the best kinds of

bike education highlight the benefits of cycling—such as sports, exercise, adventure, pleasure, healthy transportation—while arming new cyclists with the knowledge and tools they need to safely share the road.

**“BICYCLES ARE FUN TO RIDE, BUT THEY’RE ALSO LEGALLY CONSIDERED VEHICLES”**

Bicycles are fun to ride, but they're also legally considered vehicles, and are therefore subject to most of the same traffic rules and regulations as motor vehicles. This includes obeying traffic lights and right of way rules. It is the responsibility of every cyclist to adhere to these laws as well as other safety guidelines. The minute a bicycle enters a pathway, a sidewalk, a park, a street or road, it is not a toy; it is a vehicle. Since kids learn differently depending on their level of development, we have divided them into four age categories. Each age represents an important rite of passage in learning to cycle effectively—from being a passenger and first encountering the bicycle as a vehicle, to learning to ride on sidewalks and close to home, to riding on streets, to riding more independently. For each age group we've targeted the most salient issues and the most important skills they need to know.

Between the ages of five and eight is the most popular time for kids to learn how to ride a bicycle. Make it the most popular time to learn safe riding skills, too.

### Cautions

Because kids' cognitive abilities—skills necessary to safely handle complex traffic situations—are still developing, children ages 5–8 are advised not to bicycle on busy streets or major arterials. The Centers for Disease Control and Prevention (CDC) recommends that children in this age group stick to cycling on sidewalks only.

**Beginner cyclists should only bicycle with adults when learning to ride.**

### Tools and Skills

Concentrate on teaching the 5–8 year old to develop or continue to develop basic riding skills, like knowing when and how to shift gears as he or she pedals.

Teach the 5–8 year old to look behind herself or himself for approaching traffic, while simultaneously cycling in a straight line.

## Tema Beach Development Project



The Tema/Ashiaman Joint Cycling Inclusive Planning Team in collaboration with C.C.E. have come up with a concept for developing the 2 kilometre stretch of land along the Tema -Nungua beach road into a public beach promenade.

This will involve the development of the area (2 km long) into a public beach consisting of bicycle and pedestrian ways, seating places with concrete benches ( both under sheds and in the open) communal grilling/barbeque stands, sandy patches, playgrounds, vendor stands and security post/office booths.

The area will be well landscaped with grass and trees, litter bins and portable places of convenience. (pottie johns) It will also have adequate lighting. Visitors will be directed to park their vehicles at a designated place, ( The Railway Park-and-Ride station at Asorbor-jorna ) where they could hire bicycles or they could decide to walk to the beach. It is proposed that a bus shuttle service is organized for people at specified locations in the metropolis to convey patrons to the beach.

The conceptual report has been submitted to the Tema Metropolitan Assembly for consideration and comments.

When this project is implemented, residents of Tema and it's immediate environs will have a nice place to relax and enjoy nature.

### Delivery of the UK National Cycling Strategy: A review– [cont'd from page 2](#)

The "engagement" exercise that DfT undertook in the early part of 2004 with key LAs reinforced our presumption that, in most authorities at least, cycling was not a visible issue at senior management level. The average LTP capital spend on cycling in England is about £1 per head per year, although figures vary from 6p to £7. (Figures from ERCDDT analysis of LA capital spend 2001-2006.) Evidence from European cities that have successfully increased cycling suggests that they have typically spent around £5 per head per year for an intensive period of 10-15 years in order to make cycling the easy, convenient, safe and attractive choice. (Information provided by Lyn Sloman, member of the NCSB.)

#### Case studies of success

Across London, as mentioned in section 4, the nature of the transport market (with limited parking supply and issues of congestion on both road and public transport networks) increases the attractiveness of cycling as an option for routine journeys. Hackney, for example, is one borough where cycling levels have risen - 6% of all trips are bicycle trips (source: TfL). This is attributed partly to the poor public transport facilities in the area. Individual boroughs have implemented appropriate local schemes: Camden invested in infrastructure such as segregated cycle lanes which encourage new cyclists, as they feel safer when separated from vehicular traffic; Kingston developed a network of signed routes to cater for utility trips and promoted this through the distribution of the "Cycling in Kingston Map" (30,000 copies distributed in one year).