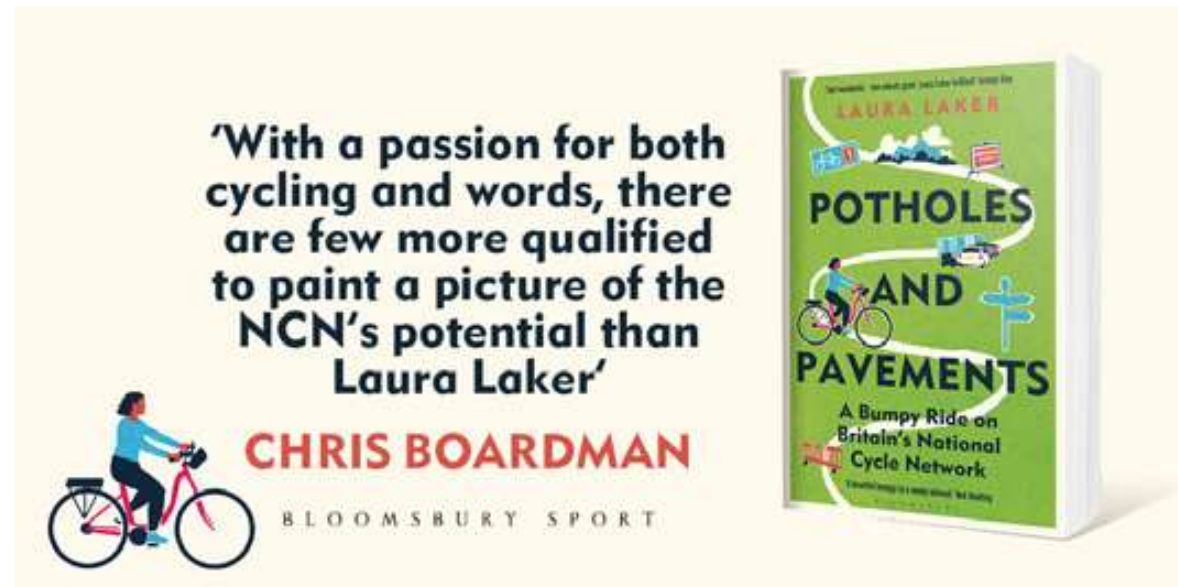
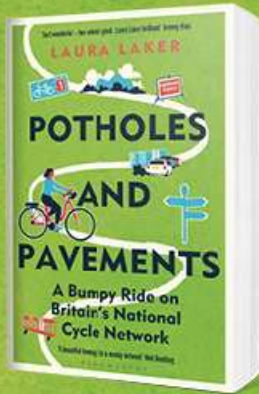


Laura Laker
Journalist and author
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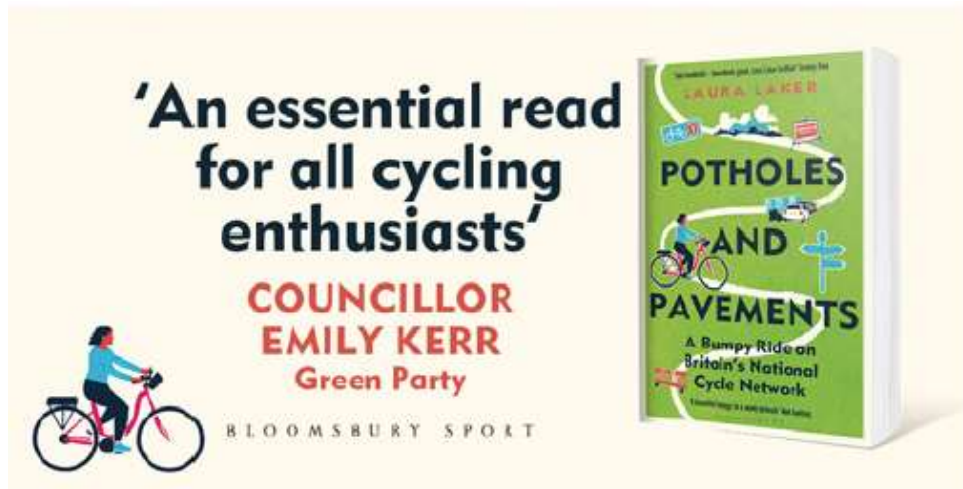




A personal quest to investigate the state of Britain's cycling

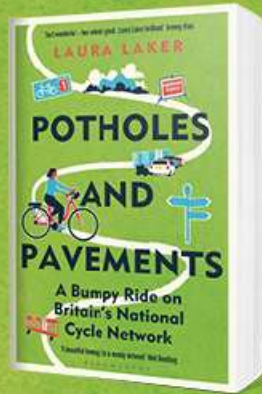
- Cycling journalist for a decade
- The book is inspired by a long fascination and frustration with UK cycle routes
- Two thirds to four fifths of people want to cycle more, and support infrastructure investment
- The benefits are huge, but investment is small and inconsistent





- Potholes and Pavements is a 'state of the nation' of the NCN – as a proxy for UK cycle routes
- Good and bad bits, leisure and commuting, rural and urban routes
- Interviews along the way
- 'Part travel diary, part love poem to Britain's cycle network'
- A ten-point manifesto



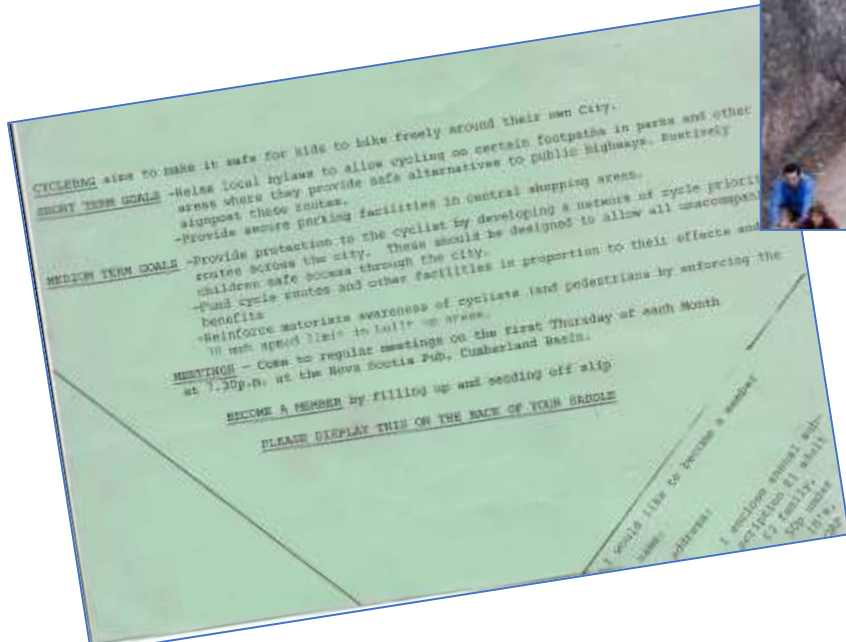


A personal quest to investigate the state of Britain's cycling



NCN History

- Built by volunteers in the 1980s
- Started with the Bristol and Bath Railway Path
- Expanded on a shoestring across the UK

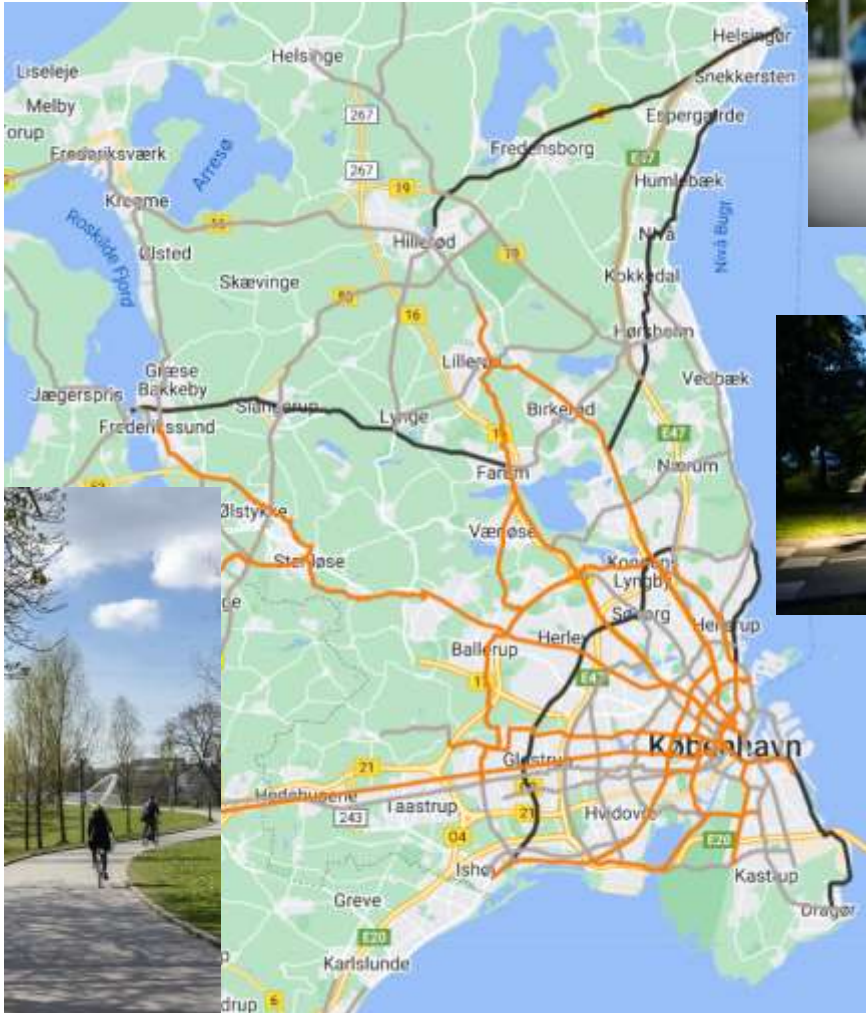


Where we are today...

Name	From-to	Length	Users per year
Cycleway 3	London	14.9 miles	2,700,000
Bristol to Bath path	Bristol-Bath	13 miles	2,400,000
Oxford Road	Manchester	3 miles	1,000,000
Glasgow	City cycle network	-	1,000,000
Camel Trail	Bodmin-Padstow	18 miles	476,000
Monsal Trail	Bakewell-Blackwell Mill	8.5 miles	300,000
Fallowfield Loop	Manchester	8.6 miles	254,000
Coast to Coast	St Bees-Tynemouth	140 miles	241,000
Shepton Mallett path	High Street to housing estates	300 yards	104,000

- Even in rural areas 12% of journeys could be cycled or e-cycled

Copenhagen, Denmark



- 530 miles of cycle superhighways costing ~€300m
- ‘One of the most profitable infrastructure investments in Denmark’: €765m cost-benefit gain
- 60+ routes delivered by 28 municipalities
- Additional 6 million cycle trips a year, 1m fewer car trips
- Average trip length: 7.5 miles
- Half of users are women; 14% previously drove

In the UK...volunteers are still working on it



ROI for cycle routes: £5+ per £1 spent

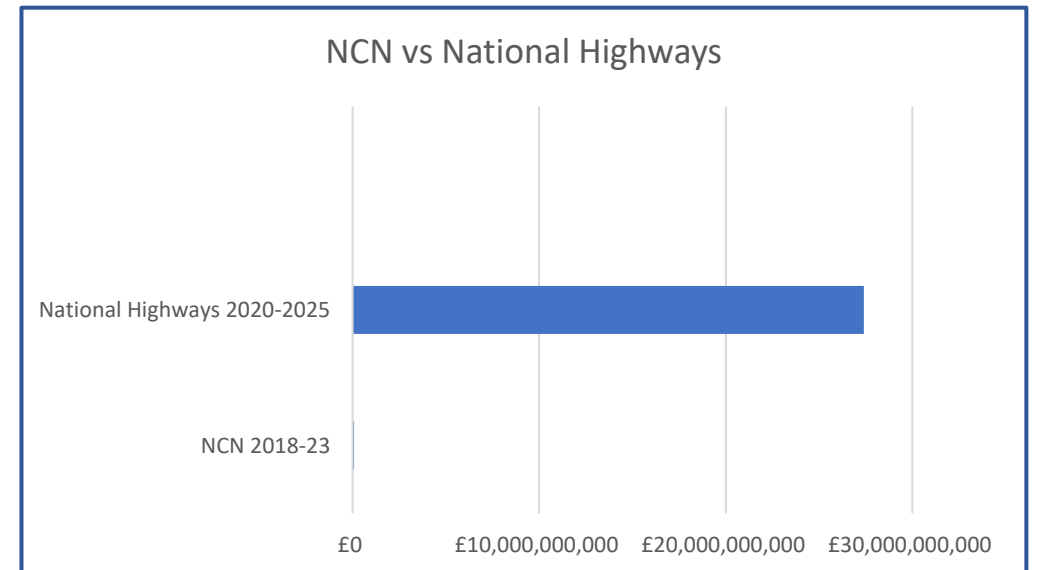
Health benefits

Decongestion

ROI for roads: £2.50 (if we're lucky)

Planning & funding models are stacked against cycling

The NCN – no government funding 2023-24

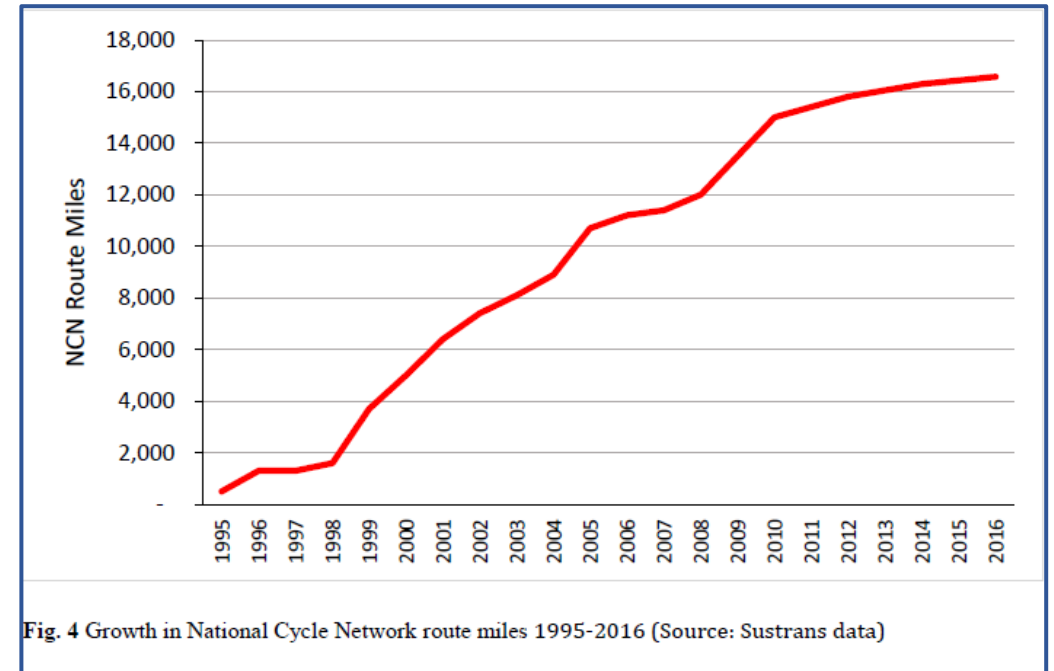


The downsides...



The future...

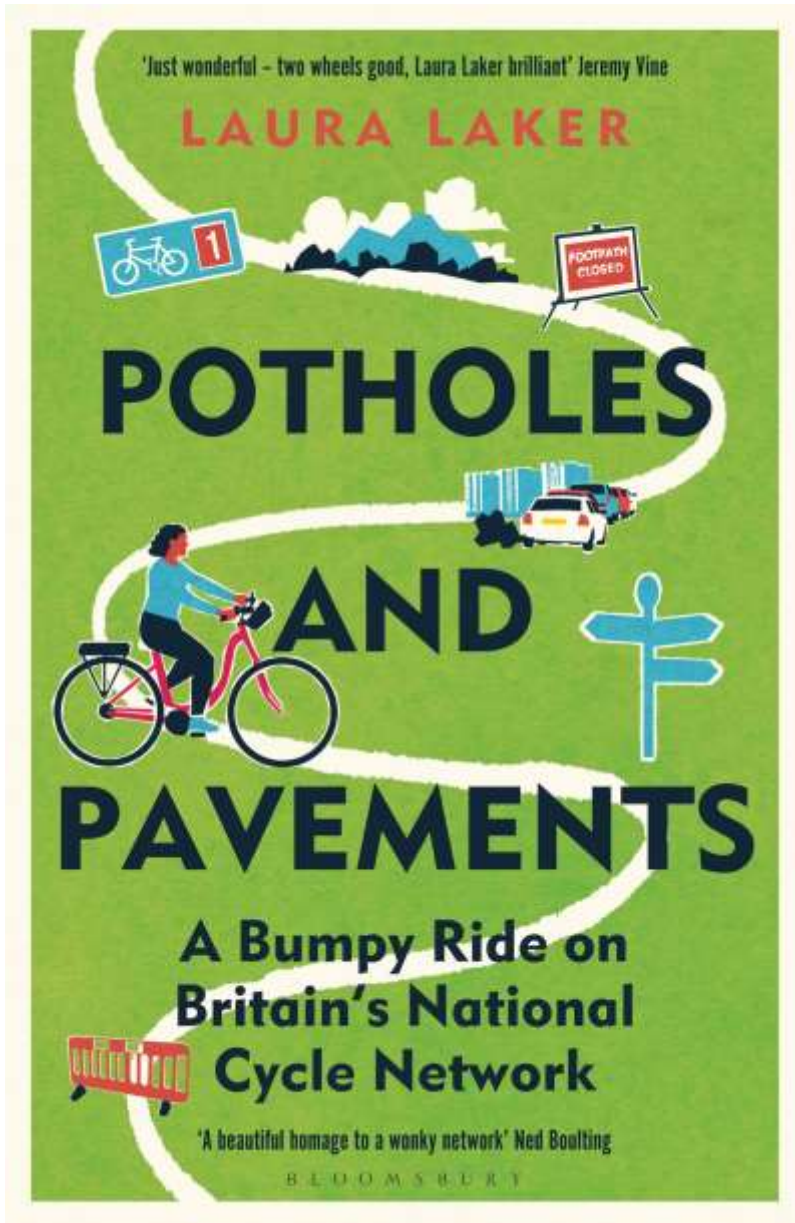
- The NCN is wonderful but inconsistent
- Roads and rail see vast sums invested, via national bodies
- Sustrans, its volunteers and staff, do amazing work, but lack the power or funding of a government body
- My ten-point manifesto: funding, strategic planning and delivery across local and national government, transport integration, legal status, accessibility, maintenance, ebike support.





The upsides...





Thank you!

