London’s Cycling Revolution

Berlin

May 2009
Contents

- How far have we come?
- How have we achieve the recent growth?
- What is our future target?
- What potential have we identified?
- What solutions have we identified?
- What gaps still remain?
Over 90% growth in cycling since 2000 (beating 2010 target early)

Cycle trip growth on the TLRN (indexed to 2000)

- Actual growth on TLRN
- London Cycling Action Plan Target

Source: TfL Road Network Performance and Research (RNPR) Automatic cycle counter; LCAP (London Cycling Action Plan) targets
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Growth achieved through a combination of ‘push’ and ‘pull’ factors

• Growth not attributable to one 'silver bullet' intervention

• Key ‘push’ factors may include:
  – Costly and overcrowded public transport
  – Congested roads

• Key ‘pull’ factors include:
  – Visibility of physical measures (e.g ASL’s)
  – High media profile
  – Well organised pressure groups
The London cycling action plan has been a powerful framework for promoting cycling in London

- 10,000 school cycle parking spaces
- Bikeability cycle training
- London cycle guides
- 550km of LCN+
- Finsbury Park secure cycle parking station

Recent tailing off suggests growth from current interventions may have peaked
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Cycling currently ~1% mode share despite 90% growth since 2000 – could be 5% by 2025 with 50% take up rate of suitable trips

Daily journeys (million)

- **2000 Mode share**
  - Cycle: 1.2%
  - Walk: 22%
  - Public transport: 32%
  - Car: 45%

- **Current Mode share**
  - Cycle: 1.6%
  - Walk: 21%
  - Public transport: 37%
  - Car: 41%

- **2025 Achievable potential**
  - Cycle: 5%
  - Walk: 22%
  - Public transport: 41%
  - Car: 32%

Notes: 1. T2025 trip predictions: Walk 6.9m; Cycle 1.6m; Motorised 22.8m
### Daily mechanised journeys in London 2006 (millions)

<table>
<thead>
<tr>
<th>Journey Stage</th>
<th>2006 Journeys</th>
<th>2025 Potential</th>
</tr>
</thead>
<tbody>
<tr>
<td>All PT/Car journeys 2006</td>
<td>21.5m</td>
<td>4.2m</td>
</tr>
<tr>
<td>Journey stage &gt;8km</td>
<td>7.2m</td>
<td>3.8m</td>
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<tr>
<td>Would take &gt;20% more time to walk or cycle</td>
<td>4.1m</td>
<td>0.4m</td>
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<tr>
<td>Part of a series of trips &gt;8km total</td>
<td>1.2m</td>
<td></td>
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<tr>
<td>Age or disability</td>
<td>0.9m</td>
<td></td>
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<tr>
<td>Heavy loads or unsociable hours</td>
<td>1.2m</td>
<td></td>
</tr>
<tr>
<td>Switchable mechanised journeys in 2006</td>
<td></td>
<td>4.2m</td>
</tr>
<tr>
<td>Population Growth 2006-2025</td>
<td></td>
<td></td>
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<tr>
<td>Full potential 2025</td>
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1. 80% of trips eliminated

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20% of all current mechanised trips in London could feasibly be walked or cycled.
5% mode share for cycling is ambitious for London!
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Cycling: three big opportunities

1. Central London
   - 15%

2. Commuters into Central London
   - 15%

3. Local trips to shops, schools & work
   - 70%
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Solution 1 – Central London Cycle Hire Scheme

1 Central London

- 15%

- For short hops in Central London
- Expected to be used extensively by tourists and commuters
- 6,000 bikes
- 400 docking stations
- Fully automated system
- Due to launch May 2010
Solution 2 – Cycle Highways

• Concept based on home end, route and work end measures
• Aim to provide routes which are continuous, direct and safe
• Routes to join up existing good infrastructure
• Home and work end measures to focus on barriers such as perceived safety and bike storage
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Cycling: The challenge of Outer London

1. **Central London**
   - 15%

2. **Commuters into Central London**
   - Much of the recent growth in Cycling has been in Inner London
   - A high proportion of the potential lies in local trips in Outer London
   - Outer London is much more sprawling and car dependence is high
   - This is the next big challenge for encouraging cycling in London

3. **Local trips to shops, schools & work**
   - 70%
Any Questions?

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