



London's Cycling Revolution

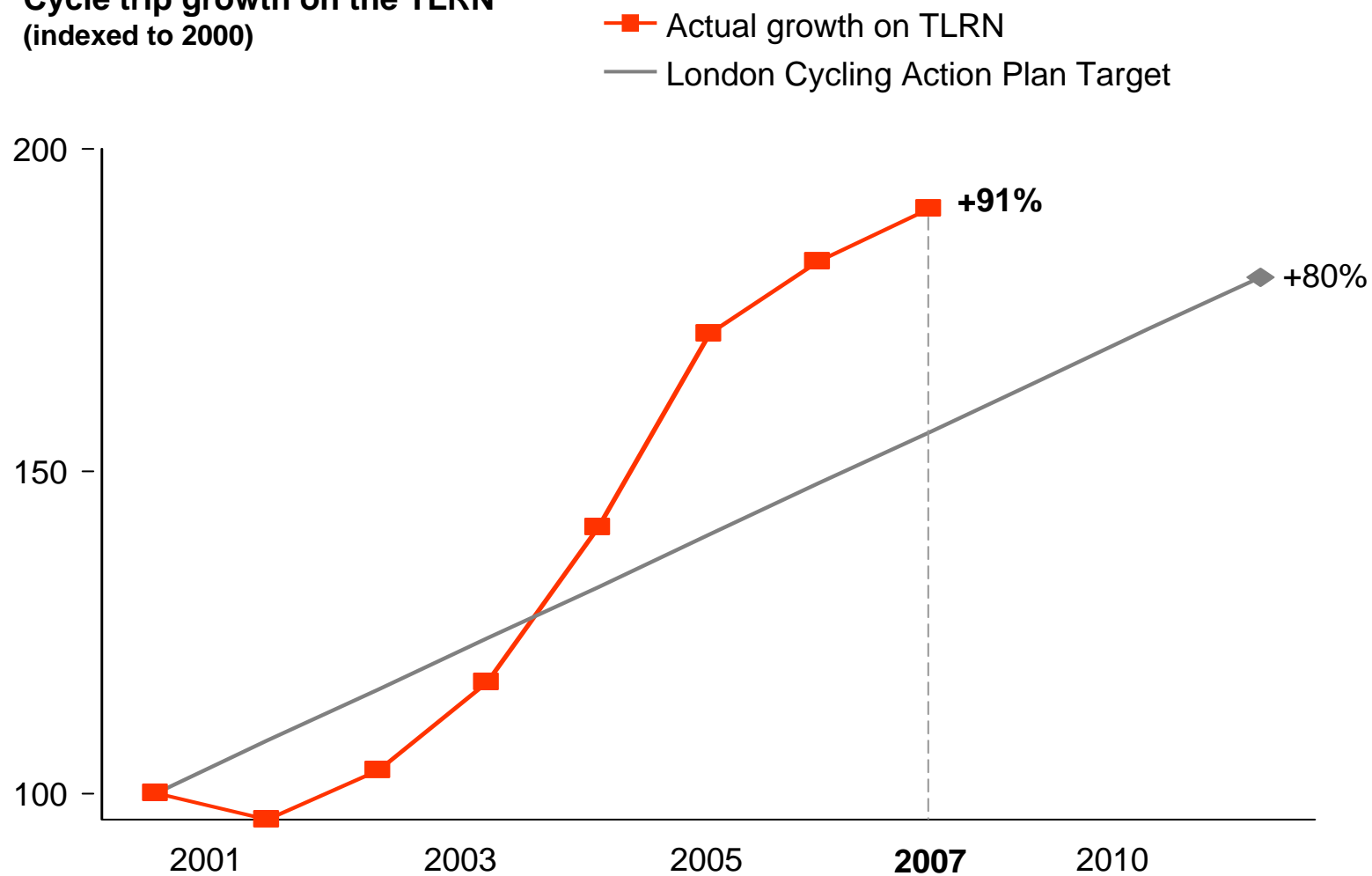
Berlin

May 2009

- **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)



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



London Cycling Action Plan

- 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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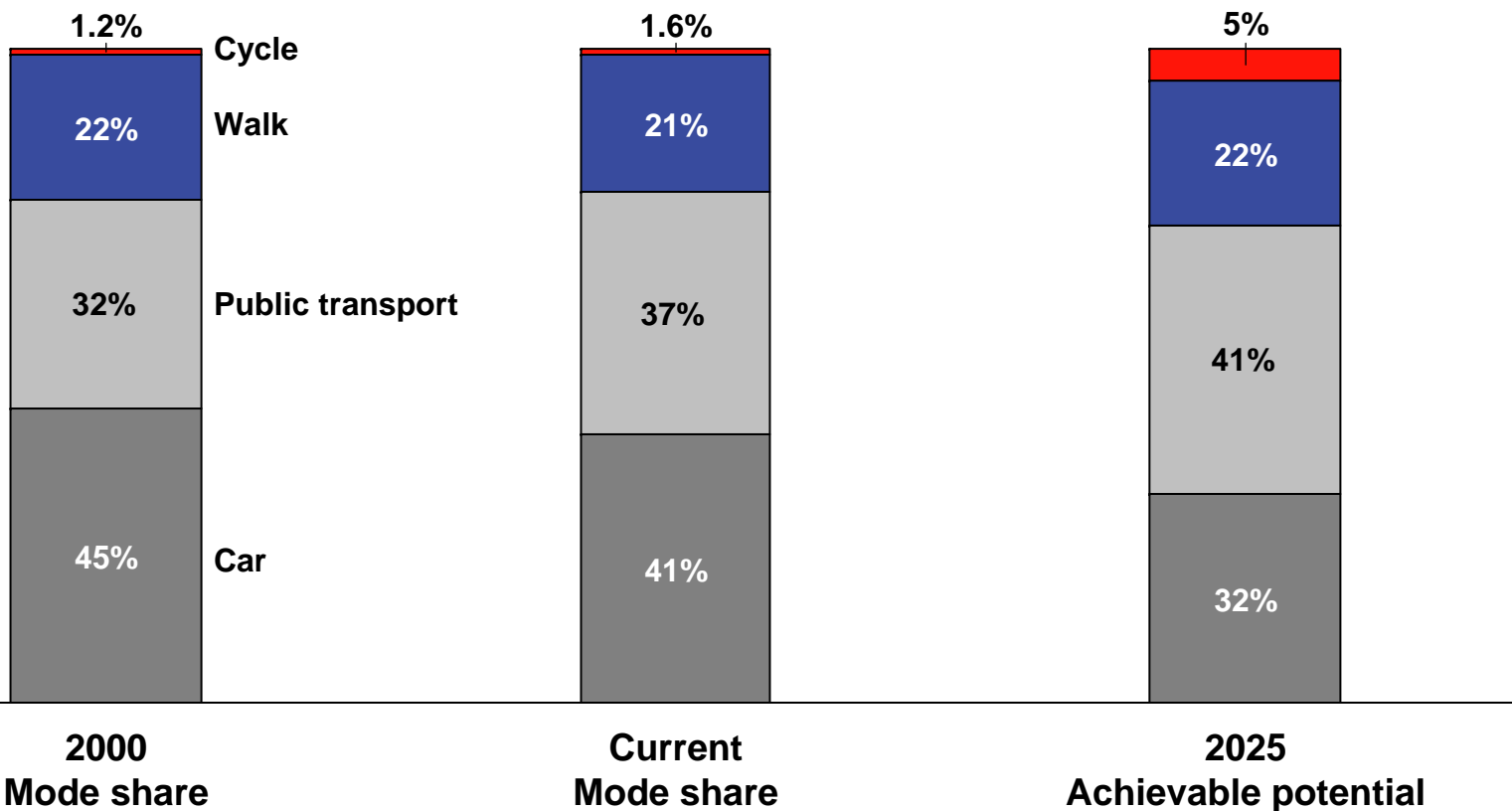
Cycling currently ~1% mode share despite 90% growth since 2000 – could be 5% by 2025 with 50% take up rate of suitable trips

Daily journeys
(million)

25.5m
Journeys

27.6m
Journeys

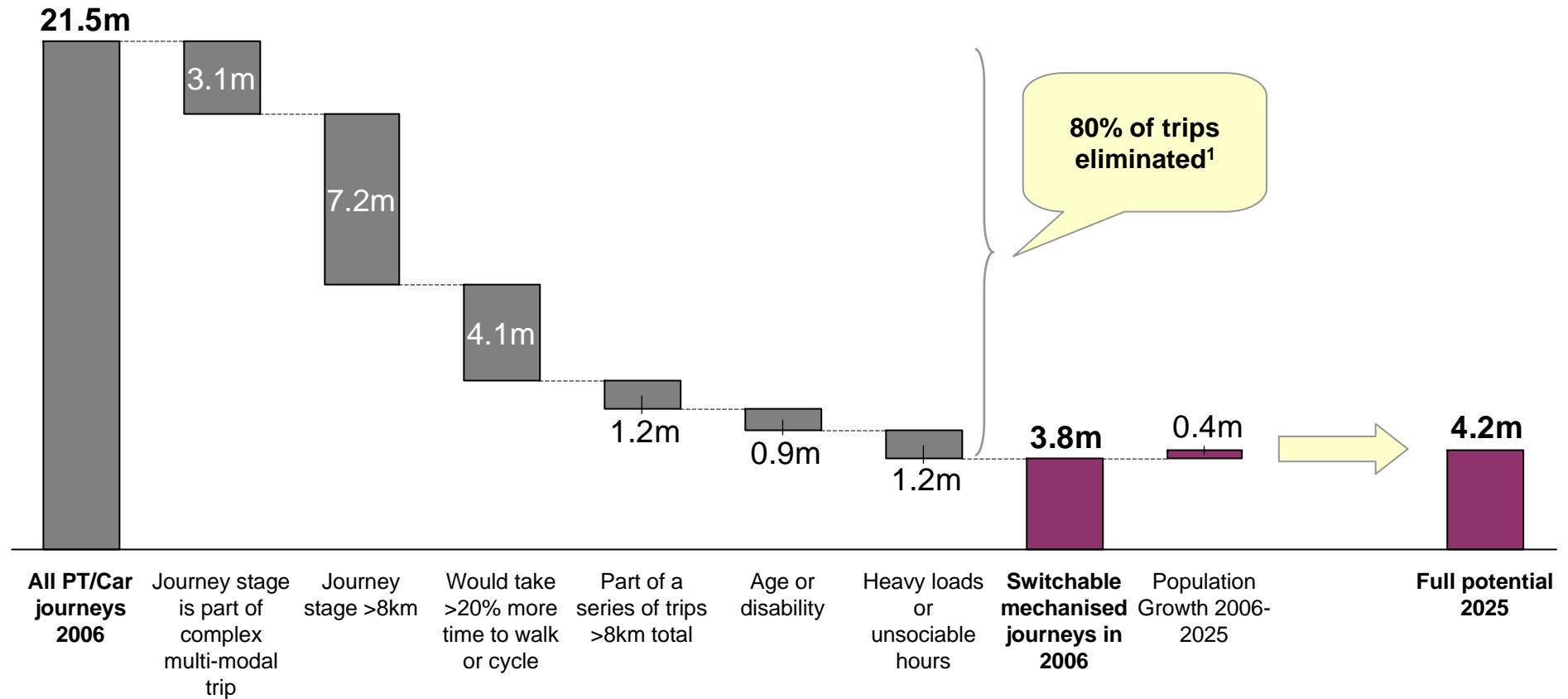
31.2m
Journeys



Notes: 1. T2025 trip predictions: Walk 6.9m; Cycle 1.6m; Motorised 22.8m

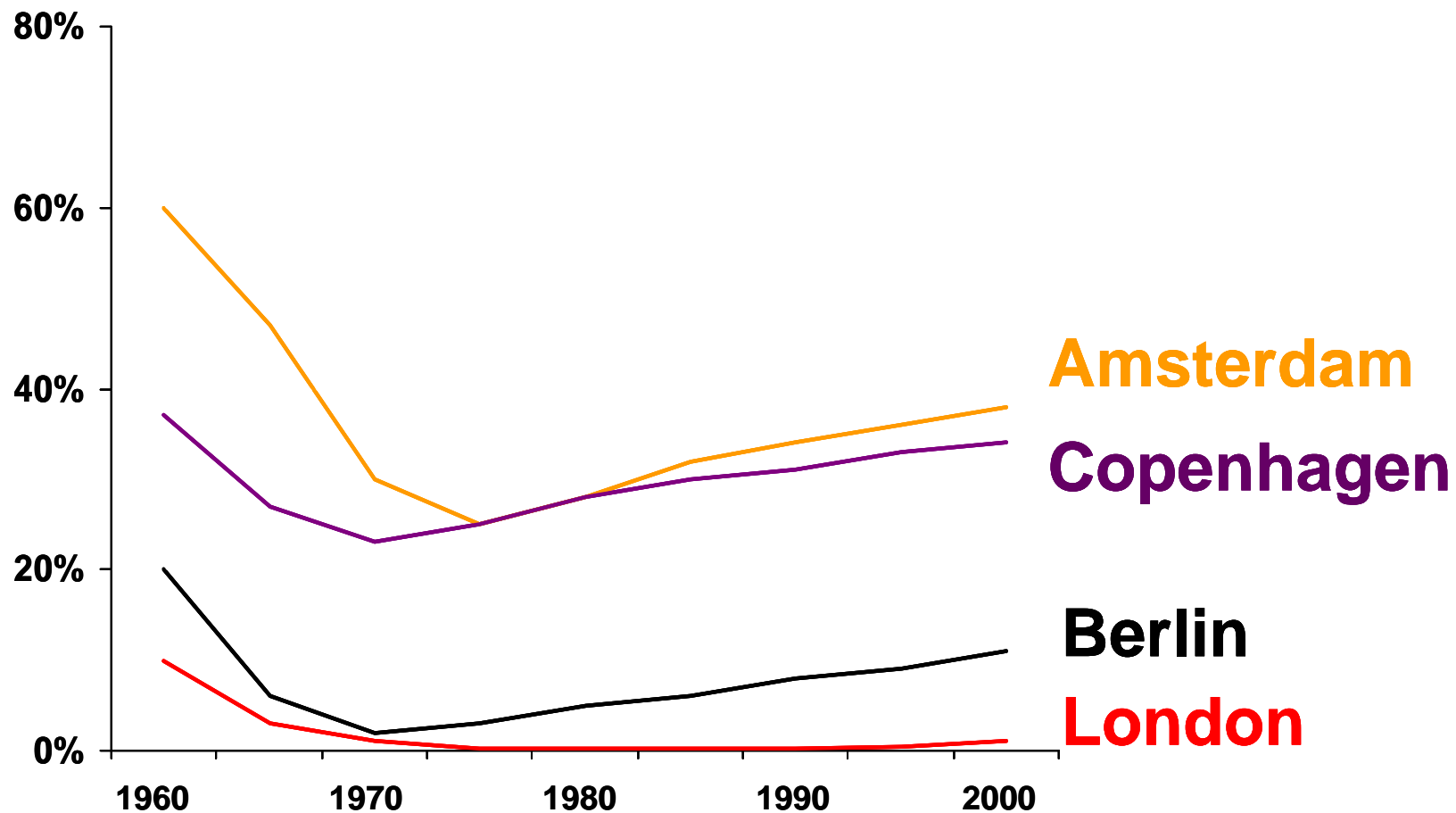
20% of all current mechanised trips in London could feasibly be walked or cycled

Daily mechanised journeys in London 2006 (millions)



5% mode share for cycling is ambitious for London!

Cycle trips as % of total trips



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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

2

Commuters into Central London

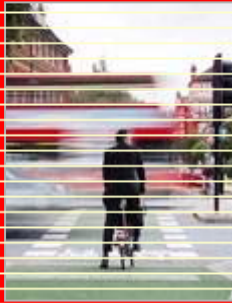


15%

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Cycling: The challenge of Outer London

1 Central London



15%

2 Commuters into Central London



15%

3 Local trips to shops, schools & work



70%

- 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



Any Questions?

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