



Proposals to encourage more cycling and walking

5.13 The cycling revolution

5.13.1 Introduction

⁴⁴⁴ Encouraging more people to cycle is a key Mayoral priority. There will be unprecedented levels of investment in cycling over the next 10 years to improve cycle infrastructure and information. This will help secure the health, environmental and congestion benefits of a cycle revolution. The strategy will support this revolution by providing better information and training to promote behavioural change. It also supports improvements to infrastructure to make it easier and safer to travel by bike, and ‘mainstreaming’ cycling as a transport mode making it more attractive to a wider range of people. The aim is to achieve a five per cent modal share for cycling (currently two per cent) by 2026, which equates to an approximate 400 per cent increase compared to 2000. The Mayor also aims to increase the number of cycle parking spaces by 66,000 by 2012.

5.13.2 Understanding London’s cycling potential

⁴⁴⁵ There is significant potential to increase rates of cycling across the whole of London to

meet the Mayor’s aim of a five per cent mode share for cycling by 2026. Cycling potential varies by region and reflects the diversity of London’s neighbourhoods and communities, its topography and density. Consequently, a tailored approach will be required to maximise the cycling potential in all areas of the Capital. The current cycling situation, future potential and policy recommendations for central, Inner and Outer London are outlined below.

Central London

⁴⁴⁶ Rates of cycling in central London are currently higher than in other parts of the city. This reflects the greater centralisation of employment and services in the centre, density (making short journeys by bike a more viable transport choice) and significant investment by TfL and the boroughs to increase the attractiveness of cycling options.

⁴⁴⁷ High demand for limited road space, meanwhile, makes car use increasingly unattractive and encourages the use of alternative transport modes. Measures such as Congestion Charging have reinforced this effect. For many trips in central London, cycling offers the fastest journey times and the most pleasant journey experience, and is

likely to remain an attractive choice in the future. That is why the Mayor is delivering major new schemes including the central London Cycle Hire scheme, which is expected to generate around 40,000 additional cycle trips each day, some of which will have transferred from other modes. The scheme will provide a greater number of people with the opportunity to cycle in central London. In addition, TfL has identified potential to increase the proportion of people who use a bicycle between a railway station, for example, a central London termini and their intended journey destination.

Inner London

⁴⁴⁸ Like central London, Inner London benefits from high density residential, employment and shopping regions; nevertheless, rates of cycling vary across the area. Currently, the highest rates of cycling are found where public transport is more limited (for example, in Hackney or Lambeth where there is comparatively less Tube provision), and where local boroughs have been most committed to promoting cycling by introducing local road layout improvements, providing training and raising awareness. Going forward, proximity to central London creates a major opportunity to increase rates of cycling, particularly for commuter travel, and measures such as the Cycle Superhighways should cater for this. Given the higher proportion of apartment-style residences in Inner London, the provision of secure cycle parking is a priority if the region's full potential is to be realised. Furthermore, an expansion of the Cycle Hire scheme in Inner London could also increase cycling trips.

Outer London

⁴⁴⁹ With a few exceptions, rates of cycling in Outer London are currently lower than central and Inner London. Lower development densities – resulting in longer travel distances – combined with less congestion and higher traffic speeds, makes the car an attractive travel choice. However, TfL analysis suggests that around two-thirds of the potential for increased levels of cycling in the Capital is in Outer London. About half of all car trips here are less than two kilometres and public transport provision is not as comprehensive as in central or Inner London.

⁴⁵⁰ TfL's existing smarter travel initiatives demonstrate that it is possible to increase rates of sustainable travel in Outer London by providing tailored advice and working with employers, schools and other partners. The Smarter Travel Sutton initiative delivered a 75 per cent increase in cycling by the end of its three-year programme.

⁴⁵¹ However, behavioural change is only part of the picture. There also needs to be improvements in cycling infrastructure, such as road layout and traffic management, bike priority measures, parking facilities and signage. Given Outer London's size and variability, larger-scale infrastructure measures may not be viable everywhere. Nevertheless, they may play an important role in certain locations with high potential, such as Croydon or Stratford. There are opportunities for Biking Borough¹ initiatives to improve access to town centres for cyclists.

¹ Biking Boroughs are those that prioritise cycling in their local transport strategies and LIPs (see glossary)

5.13.3 Bringing about the cycling revolution

⁴⁵² Improving cycling in London will require a broad package of measures responsive to local conditions. Some of these will be physical measures; but many will be supportive measures involving the provision of better information, incentives and the promotion of cultural change. Those initiatives already underway which have delivered significant improvements in the cycling experience over the past 10 years will be continued.

⁴⁵³ Further measures, outlined below, will also be required. These do not always need to be expensive: numerous improvements can be achieved inexpensively simply by being aware of cyclists' needs and integrating appropriate measures into existing projects, such as urban realm improvements. Where dedicated investment is required, these projects often represent excellent value for money.

Working in partnership

⁴⁵⁴ Delivering the cycling revolution requires a change in mindset. It is not enough for TfL and the boroughs to promote cycling and provide infrastructure and support. This must be a collective endeavour involving employers, property developers, schools, community groups and key partner organisations such as police services, housing associations, Primary Care Trusts and NHS London.

Proposal 51

The Mayor, through TfL, and working with the London boroughs and other stakeholders, will provide support, including sharing best practice, to enable and empower employers, schools, community groups, other organisations and individuals to deliver the improvements necessary to create a cycling revolution in London.

Supporting the London boroughs

⁴⁵⁵ Boroughs have a central role to play in improving the cycling experience and increasing rates of cycling. The Mayor is committed to supporting boroughs in this work, with additional support and advice aimed at boroughs seeking to take the lead as a Biking Borough. Biking Boroughs will help to create a local culture of cycling, focusing on town centre locations or key trip destinations within a borough known as 'cycle hubs', where potential for mode shift to cycling will be greatest.

Proposal 52

The Mayor, through TfL, and working with the London boroughs that are keen to pilot the Biking Borough approach, will develop the Biking Borough scheme including measures such as cycle hubs and marketing initiatives to promote cycling.

⁴⁵⁶ There is also much that boroughs can do by working to prioritise cycling in their LIPs and to aspire to become Biking Boroughs where possible, with investment focused on the development of cycle hubs where appropriate.

⁴⁵⁷ While boroughs are the key delivery agent for the cycling revolution, many cycle trips cross borough boundaries. Therefore, it is imperative that, while providing space for creativity to respond to local circumstances, there is consistent guidance and set standards for cycling in London (for example, wayfinding). Given the pattern of potential for increased rates of cycling, the sub-regional approach offers one way in which boroughs and TfL can effectively work together to deliver wider cycling change.

5.13.4 Raising awareness and 'mainstreaming' cycling

⁴⁵⁸ 'Mainstreaming' cycling is vital if a broader cross-section of Londoners are to be persuaded to start and continue cycling. TfL's customer research suggests many people are put off because they consider it a 'sporty' activity requiring special equipment. Smarter travel initiatives, including school and workplace travel planning, campaigns, information provision and public events, all play a valuable role in raising the profile of cycling as an effective and practical means of transport. In particular, these initiatives can encourage greater numbers of people in under-represented groups (such as women, children, those with disabilities) to start cycling for leisure, health, convenience or environmental concern.

Proposal 53

The Mayor, through TfL, will work with the DfT, London boroughs and stakeholders to raise the profile of cycling, using information and behavioural change measures, including smarter travel initiatives and major events.

5.13.5 Improving cycle infrastructure, cycle training and safety

⁴⁵⁹ As noted above, rates of cycling in central London are currently higher than in other parts of the Capital. The Cycle Hire scheme and Cycle Superhighways will encourage further bike use here and the Mayor is keen for these benefits to be spread throughout the city.

⁴⁶⁰ In addition to targeted initiatives in high potential locations, a network of Cycle Superhighways running from Outer and Inner London to central London will be implemented to encourage more cycling and commuting by bike. Furthermore, specific measures will be introduced to complement each route, such as: bespoke signage and road markings, advance stop lines, traffic calming, cycle maintenance, tailored safety measures, workplace improvements, additional cycle parking throughout the route, urban realm improvements and cycle training. The attractiveness of Cycle Superhighways will be further enhanced by London-wide measures. For example, the Mayor is already committed to delivering an additional 66,000 public cycle parking spaces by 2012.

- ⁴⁶¹ Fears about personal safety and security are a significant barrier to starting or continuing cycling. The Mayor's Cycle Safety Action Plan, published in March 2010, sets out priorities and initiatives to improve cyclist safety in London. Attention to junctions and implementing site specific measures at high risk locations would help reduce these fears, as will ongoing work with the freight industry to address HGVs and cycling safety. Where possible, car access should be restricted in residential neighbourhoods to reduce speeds and create pleasant and safe spaces for cyclists. TfL in partnership with the police intends to publish a draft Cycle Security Action Plan to reduce the risk of cycle theft and the criminal damage of bicycles.
- ⁴⁶² Bikeability and the National Standards for Cycle Training ensure a comprehensive cycle training programme for school children, young people and adults, which will help address safety concerns and embed the right behaviours from a young age. For new cyclists of all ages, London's streets can be an intimidating place. Alongside the provision of training and infrastructure to provide reassurance and support, the Mayor will introduce measures to encourage novice cyclists to make the most of London's wealth of parks, open spaces, the river and canal network. This will include a network of Greenways and activity to promote cycling and walking for leisure purposes as a 'first step' for many. The Mayor will encourage park managers to facilitate cycling and welcome cyclists to their green spaces.

Proposal 54

The Mayor, through TfL, and working with the London boroughs and other stakeholders, will deliver improvements to cycling infrastructure and training to support the cycling revolution, including:

- a) The launch of the central London Cycle Hire scheme in 2010
- b) Twelve Cycle Superhighways will be developed for commuters and others to cycle to central London, improving the capacity of the radial network
- c) Enhanced cycle links to the Olympic Park by 2012, and the development of a wider network of Greenways across London
- d) Further phases of the Cycle Hire scheme introduced in Inner and Outer London subject to sufficient demand and feasibility
- e) Increased provision of secure bicycle parking facilities, particularly at stations, workplaces, schools, retail and leisure sites
- f) Improving permeability for cycling by further integrating the road network and open spaces
- g) Delivering road enhancements to make cycling easier and safer, including managing car access to residential areas, through physical or design measures, to create pleasant and safer cycling environments
- h) Offering cycle training for people of all ages

Spotlight

Central London Cycle Hire scheme

A cycle hire scheme is coming to the Capital in summer 2010, offering public bicycle sharing for short journeys in, and around, central London. Users will be able to pick up a cycle for a small fee, use it, then drop it off ready for the next person. The cycles will be available 24 hours a day, all year round. The scheme will be self-service, and designed to be 'turn up and go'.

TfL is working with the boroughs of Camden, City of London, Westminster, Hackney, Islington, Lambeth, Kensington & Chelsea, Southwark, Tower Hamlets and the Royal Parks and private landowners to host the cycle docking stations.

There will be 400 docking stations located approximately every 300 metres, and with more spaces than cycles, making it easy to drop off your bike at any chosen docking station.

The Cycle Hire scheme will:

- Offer a sustainable and low emission form of transport
- Be convenient for local residents, business travellers, leisure users and visitors to London
- Encourage local trips within central London – many short journeys are faster by bicycle
- Be easy to use and available 24 hours a day, 365-days-a-year
- Alleviate congestion on the Tube and buses
- Provide an innovative addition to London's transport network
- Encourage a shift from car to cycling
- Mainstream cycling



5.13.6 Creating a considerate cycling culture

⁴⁶³ Cyclists are vulnerable road users and often find that vehicles block their cycle lanes and advanced stop lines, squeezing their available space. Pedestrians are also vulnerable road users and can feel intimidated by poor cyclist behaviour, particularly cycling on pavements or jumping red lights. Disregard for the Highway Code makes the road a more dangerous place for everyone. TfL is working with the police and cyclists to deter such behaviour.

⁴⁶⁴ It is important to create a culture of mutual respect, where all road users show consideration for each other. Through FORS and working with other partners, cyclist awareness is incorporated as part of driver training while considerate cyclist behaviour is a fundamental part of cycle training promoted by TfL. These initiatives should be complemented by changes to the Highway Code to improve conditions for cyclists. Furthermore, changes to traffic sign regulations have the potential to provide more convenient and better integrated cycling routes.

Proposal 55

The Mayor, through TfL, and working with the police, London boroughs and DfT, will encourage changes to be made to the Highway Code and road traffic regulations, where necessary, to make cycling more convenient and to encourage a culture of mutual respect between all road users.

5.13.7 Using bicycles for commercial purposes

⁴⁶⁵ Bicycles and bicycle-based vehicles are increasingly used for commercial purposes to carry goods and passengers. Many businesses in central London use cycle couriers. TfL is working with courier companies and is supporting the use of bikes for local freight deliveries.

⁴⁶⁶ Pedicabs are a popular mode of transport for tourists in some parts of the West End. However, pedicabs can cause congestion, reduce the effectiveness of bus lanes, and raise safety concerns over the road-worthiness of the vehicle, putting both passengers and drivers at risk. Regulation has been unable to keep pace with the rapid growth of this market. Pedicabs cannot be licensed like PHVs under current legislation, although the police can enforce vehicle regulations on pedicabs with electrical motors weighing more than 60 kilograms. A revision of the rules concerning pedicabs is clearly needed.

Proposal 56

The Mayor, through TfL, and working with the London boroughs and other stakeholders, will press for specific primary legislation to establish an effective legal framework for pedicabs, including specific licensing powers for the boroughs.

5.13.8 Integrating cycle provision with development

⁴⁶⁷ Land use planning can be used to promote cycling in two principal ways. At a practical level, it can require that cycling is considered

in all developments, ensuring that the right facilities (parking, showers, storage, docking stations, etc) are available. Similar steps can be taken to retrofit existing developments, including public buildings (for example, hospitals) and major trip attractors, such as entertainment venues. These changes can help 'normalise' the use of the bicycle as a transport mode in all situations and at any time, from commuting for work to a night out. They will provide reassurance to cyclists that if they arrive at a venue, suitable facilities will be available and this will reduce the need to plan cycle journeys carefully. Cycle parking standards are given in the London Plan (Table 6.2), covering quantity and design of parking, and complementary facilities such as lockers.

⁴⁶⁸ Longer term, the planning system can support a realignment of land use within London to make active transport options more viable. For example, by reducing the distance between residential areas, employment opportunities and other significant trip attractors such as shopping centres and schools.

Proposal 57

The Mayor will seek to use his planning powers and work with the London boroughs to encourage cycling by supporting development that:

- a) Provides cycle parking to an appropriate standard
- b) Integrates the needs of cyclists into the design

- c) Promotes the co-location of key trip attractors to make cycling a more viable and attractive travel option
- d) Provides cycle hire docking stations dependent on sufficient demand and feasibility studies

5.13.9 Cycle parking at stations

⁴⁶⁹ Cycle parking at stations is necessary to support cycling as part of a longer trip. It expands the catchment areas of stations by encouraging combined cycle and rail trips.

⁴⁷⁰ There is evidence to show that provision at stations is often inadequate, in terms of quantity, location and security. TfL is working with Network Rail, the train operating companies and boroughs to increase cycle parking and improve facilities at, and adjacent to, existing London rail, Tube and bus stations.

Proposal 58

The Mayor, through TfL, and working with Network Rail, the train operating companies and London boroughs, will review cycle parking standards and aim to implement 'best-practice' levels of cycle parking provision at any new station or as part of any comprehensive station redevelopment works. Additional cycle parking provision will also be provided at other stations to meet demand, wherever possible.

Case study

Cycle parking on the DLR

In 2007, the DLR implemented a cycling strategy which aimed to encourage more passengers to cycle to its stations and continue their journey via the railway.

Shadwell station, in Tower Hamlets, was chosen as the first station to benefit from improved cycle parking in July 2008.

Shadwell fully incorporates TfL's five criteria for effective cycle parking at DLR stations, as follows:

- Demarcation of the cycle parking area
- A clearly visible, durable and transparent shelter to reduce fear of crime
- Consistent signage and information for cyclists
- Robust, secure and convenient bicycle stands that enable both the front and back wheels and frames to be locked to them
- A location near the station entrance (about 10 metres from the entrance and about 50 metres from a busy cycle lane that links the City and Canary Wharf), covered by CCTV, well-lit with good natural surveillance

Since the award-winning shelter has been installed, the practice of leaving bikes on railings has ceased and cycle use at the station has increased by more than 50 per cent.

Building on the success of Shadwell, eight further cycle shelters will be rolled out across the DLR network during 2010.



Spotlight

Cycle Superhighways

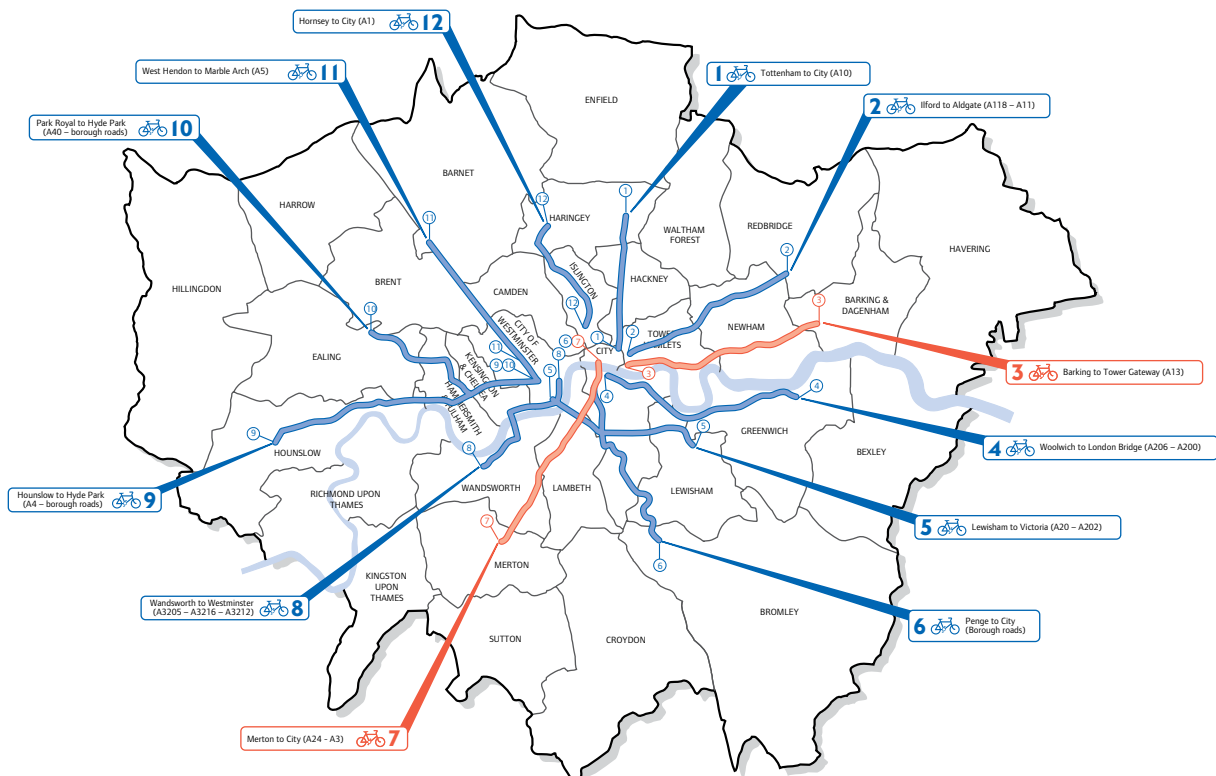
Cycle Superhighways will be safe, fast, direct routes from Outer London into the centre, linking residential areas across the Capital. TfL has engaged extensively with boroughs and businesses, and the first two routes open in summer 2010 from Merton to the City, and Barking to Tower Gateway. The remaining 10 proposed routes will be delivered as part of a rolling programme by 2015.

The routes will improve conditions for existing cycle commuters, attract those who do not currently cycle to work, and encourage others to start cycling.

The new routes will be clearly marked and easy to follow. There will be bespoke signs and road markings, as well as information about journey times and links to other cycle routes. The bold markings will increase awareness among other road users, and indicate that the route is used by a large number of cyclists.

TfL aims to provide comfortable road surfaces and measures to help cyclists feel confident when crossing junctions. Cycle Superhighways are a key part of London's cycling revolution, which also includes cycle parking, training, workplace improvements and Improving safety.

Cycle Superhighways Indicative routes subject to consultation*



*Red routes indicate first tranche, blue routes indicate later tranches

5.14 Making walking count

5.14.1 Introduction

⁴⁷¹ Almost a quarter of all trips in London are made entirely on foot. Walking is a free, functional and reliable method for moving around the city. In addition, it is widely enjoyed as a leisure activity and can, in both instances, offer a positive impact towards people's health.

⁴⁷² Walking can help reduce congestion on local road, bus, Tube and rail routes and contributes to creating a vibrant Capital with improved perceptions of safety. The Mayor is therefore keen to coordinate the activities of TfL, the boroughs and others to deliver significant investment to improve walking conditions across London, and achieve increased levels above the current 24 per cent mode share.

Proposal 59

The Mayor, through TfL, and working with the London boroughs, employers, schools, community groups, other organisations and individuals, will bring about a step change in the walking experience in London to make walking count.

5.14.2 Providing a safe, comfortable and attractive street environment

⁴⁷³ Sustaining increases in the number of people walking will require targeted programmes of urban realm improvements to ensure a safe and enjoyable experience. The strategy proposes initiatives to enhance conditions for pedestrians further, in particular in central London and

town centres. These initiatives are developed in conjunction with the founding principles of 'better streets' (section 5.18).

⁴⁷⁴ Land use planning policies can be used to support walking journeys by encouraging developments that ensure an improved and convenient urban realm for pedestrians. Fundamental principles to encourage a high quality, connected pedestrian environment are set out in the London Plan (policy 6.10). In addition, improving conditions for walking supports the 'lifetime neighbourhoods' approach of the London Plan (policy 7.1) which, in the context of a forecast increase in the number of both younger and older Londoners, aims to ensure that the needs of families with small children, older people and disabled people are better reflected in the design and development of public, open and green spaces.

Proposal 60

The Mayor, through TfL, and working with the London boroughs and other stakeholders, will improve the walking experience by enhancing the urban realm and taking focused action to ensure safe, comfortable and attractive walking conditions, including:

- a) Development of the 'key walking route' approach, to encourage walking and improve corridors between local destinations where people want to travel, encapsulating squares and open spaces where appropriate (for example, London parks)

- b) Providing direct, convenient pedestrian access (for example, with surface crossings) where appropriate
- c) Street audits to identify pedestrian needs and guidance (such as pedestrian comfort levels)
- d) Delivery of the seven Strategic Walk Network routes, separate from, but alongside the development of, Greenways
- e) Training for those involved in the design and delivery of schemes that impact walking conditions
- f) Enhancing pavement space for pedestrians and removing guardrails and other obstacles
- g) Seeking to manage car access to residential areas, through physical or design measures, to create pleasant and safer walking environments
- h) Tackling the fear of crime and feeling unsafe on the streets
- i) Supporting major projects such as high street revitalisation through good quality public realm designed to support regeneration of small businesses and encourage local shopping and activity
- j) Improving access, safety and security between the station and surrounding areas for pedestrians (and cyclists) to encourage active and smarter travel
- k) Encouraging the extension of a network of linked green spaces (namely, the All London Green Grid)

- l) Supporting developments that emphasise the quality and permeability of the pedestrian environment (section 5.18 Better streets)

5.14.3 Making it easier to plan journeys by foot

⁴⁷⁵ Londoners need to know which journeys might be easier, quicker and more pleasant to walk (for example, across a square or park). The Tube map distorts the perception of distances between stations, resulting in many people taking the Tube for short distances. Improved signage, such as that provided by the Legible London initiative and new technologies can help people plan and undertake journeys on foot. The Legible London system piloted in both central and Outer London uses street maps of the immediate area to encourage short walking trips.

Proposal 61

The Mayor, through TfL, and working with the London boroughs, developers and other stakeholders, will improve the quality and provision of information and resources for walking, especially at stations, interchanges and in town centres by measures, including:

- a) Extending Legible London to other areas
- b) Creating an online one-stop walking resource to facilitate walking, linked to an enhanced Journey Planner with advanced walking options
- c) Developing consistent wayfinding formats and making use of new wayfinding technologies

5.14.4 Promoting the health and environmental benefits of walking

- ⁴⁷⁶ Walking is healthy. It can stimulate the cardiovascular system (heart, lungs and circulation), boost muscle endurance, help reduce obesity and contribute to mental health improvements. In addition, there are other recognisable benefits such as a decrease in CO₂ emissions as a result of people shifting modes to walking. An increase in town centre walking can also support the economy and have a positive impact for local businesses.
- ⁴⁷⁷ Walking in London can be a highly enjoyable experience, particularly when taking into account the wealth of green spaces and nature reserves. The completion of the Strategic Walk Network and improvements to the Blue Ribbon Network, among other incentives, will provide the stimulus to explore London's riversides, parks, woodlands and heaths at a leisurely pace.

- ⁴⁷⁸ Encouraging walking requires changes in the way people think about physically active travel and the transport choices they make. A key step is to provide better information about the benefits of walking. Travel planning and smarter travel initiatives can be used to promote the range of benefits, particularly in schools, workplaces and in deprived areas where the cost of public transport may be a barrier to travel.

Proposal 62

The Mayor, through TfL, working with the London boroughs, developers and other stakeholders, will promote walking and its benefits through information campaigns, events to raise the profile of walking, and smarter travel initiatives such as school and workplace travel plans.

