

Cycle Infrastructure and Demand

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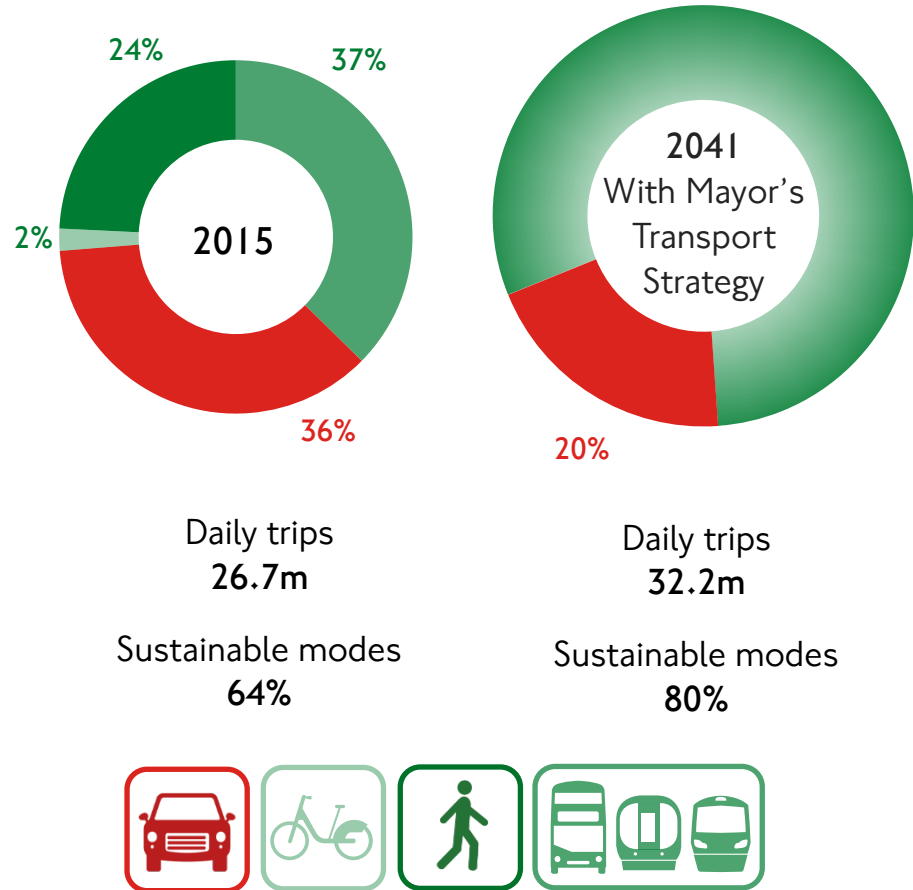


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Why are we at TfL interested in cycling demand?



The Mayor aims for 80% of London trips to be made by sustainable modes by 2041



What makes people cycle? And what stops them



Cycling is affected by a range of growth factors related to new schemes and 'push' factors

- More people are living and working in London each year resulting in more trips
- Some people start to cycle as the result of a new cycle scheme such as a new route or secure parking at their destination
- Some people choose to cycle because of the cost of public transport or fuel
- Some choose to cycle as it is quicker than alternative modes



Other reasons for cycling given by superhighways route users include:

- To get fit
- Cycling is enjoyable
- Don't like public transport
- Cycling is for people like me
- Moved house/job/school
- Now have access to bicycle
- Better facilities at workplace
- Family/friends cycle



However, there are a wide range of barriers to cycling

Fear and Vulnerability

Danger from traffic interaction,
concern about bike theft and
personal security

Identification and Attractiveness

“People like me don’t cycle”

Physicality

Think you need to be physically fit to
cycle, need to look good/smart at
destination or having items to carry

Access to a bike

Ready access to a bike, cost
of buying equipment

Feasibility and Alternatives

Not compatible with
busy/complicated lifestyle, using
a car is more convenient

Lack of Confidence

Riding a bike, or knowing cycle
routes, etiquette or equipment
needed

Lack of Infrastructure

Cycle routes, parking, poor road
conditions, showers/lockers etc

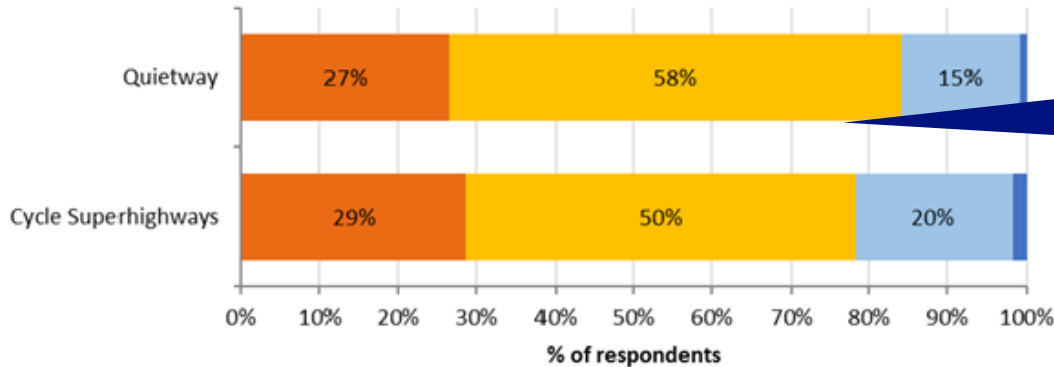


**What impact
have we seen
so far?**



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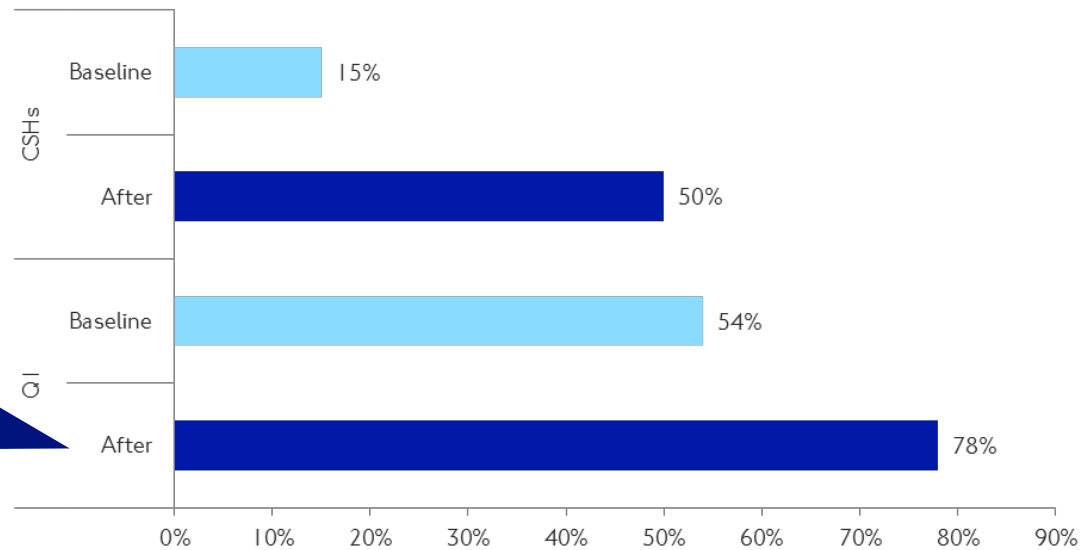
Feelings of safety have improved for superhighway and quietway route users



79% of CSH users and 85% of QI users feel safe along most or all of the routes they were travelling on

- I felt safe throughout my entire journey on the route
- I felt safe for most of my journey on the route

The proportion of QI & CSH users reporting that they chose their route as it feels safer/like the safest route increased significantly after scheme delivery

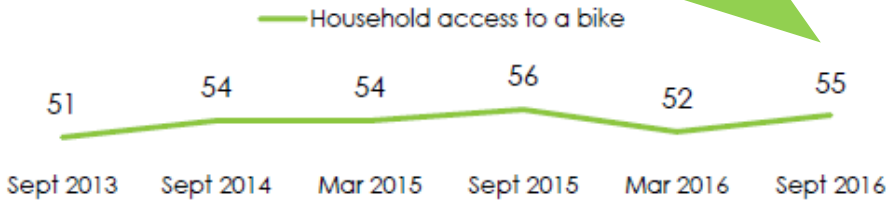


However, the perception that cycling is unsafe still (2016) consistently ranks as the greatest deterrent to cycling amongst Londoners at 44%

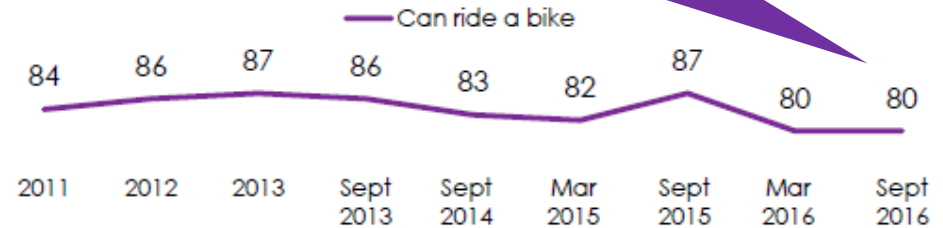


More people can ride bikes than have household access to them

55% of Londoners have access to a bike



80% of Londoners can ride a bike



- There are more than 11,500 bikes at over 750 docking stations across London
- However, coverage is limited due to the feasibility of delivering a cost effective scheme in most areas
- Dockless cycle hire could open up cycle access across London



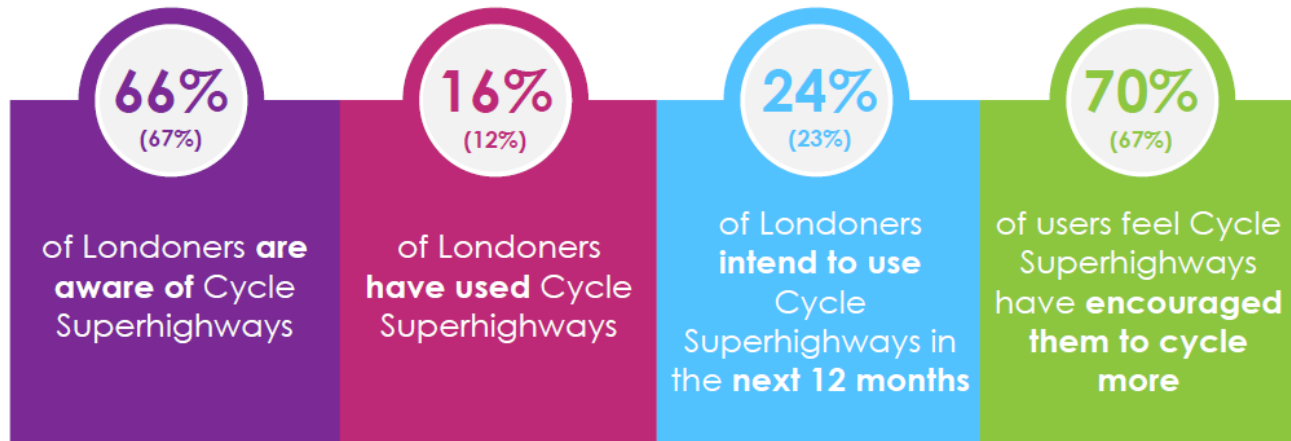
The top cycling deterrents can be reduced through the provision of infrastructure and cycle parking

The top cycling deterrents can be reduced through the provision of infrastructure and cycle parking :

1. Fear of being involved in a collision
2. Too much traffic
3. Fear of having my bike stolen
4. Poor road conditions
5. Poor infrastructure



Londoners are becoming aware of new infrastructure and intend to use it



Summary

- Infrastructure has the potential to increase the amount of cycling
- It is tricky to disentangle the reasons for cycling or not cycling
- Retrospective rationale and cognitive dissonance
- Limited data so far on impact
- More research and analysis needed
- Need to identify which barriers are not being addressed and determine how they could be



Any questions?

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