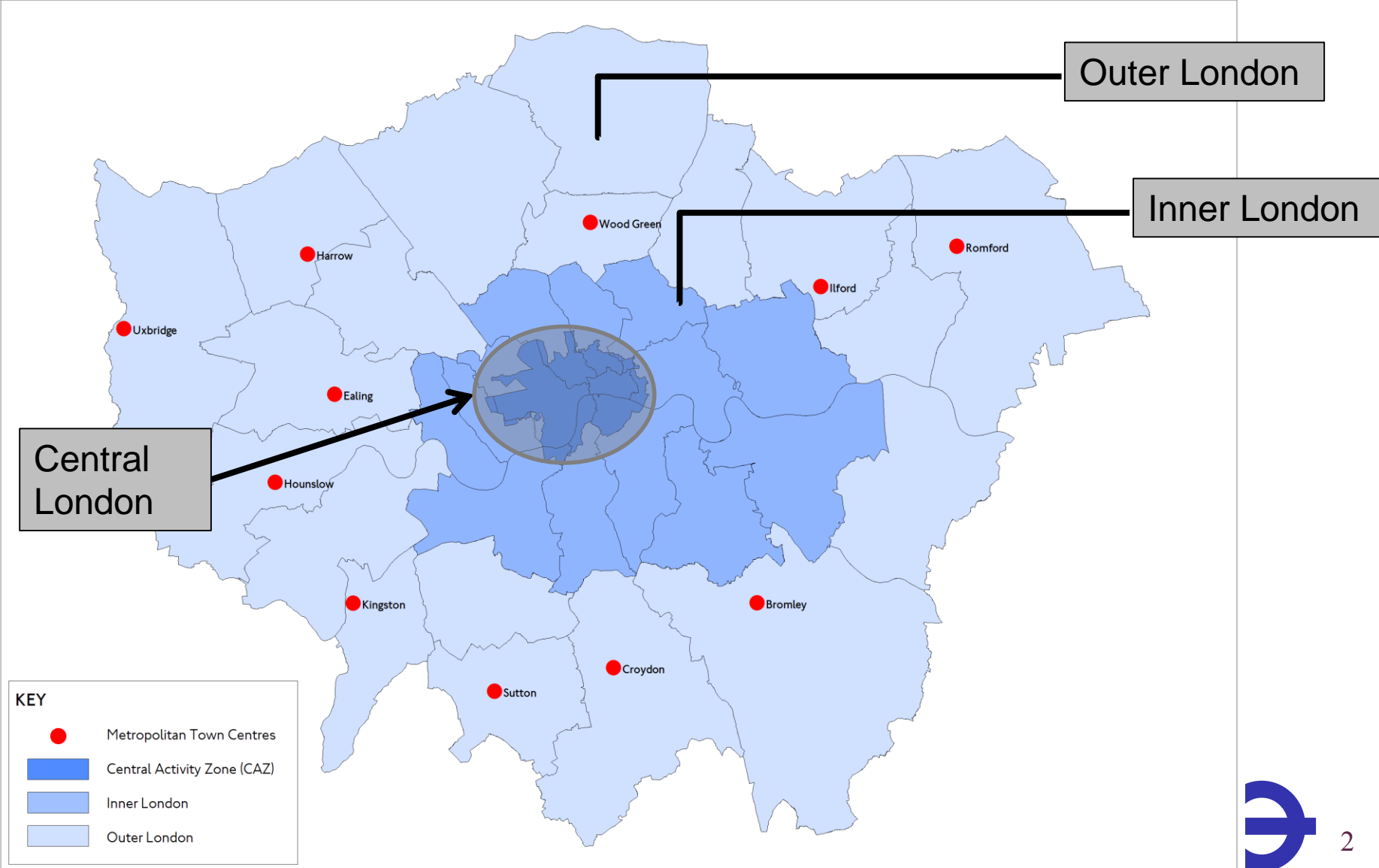


# Suburban Cycling and the potential for sustainable transport choices

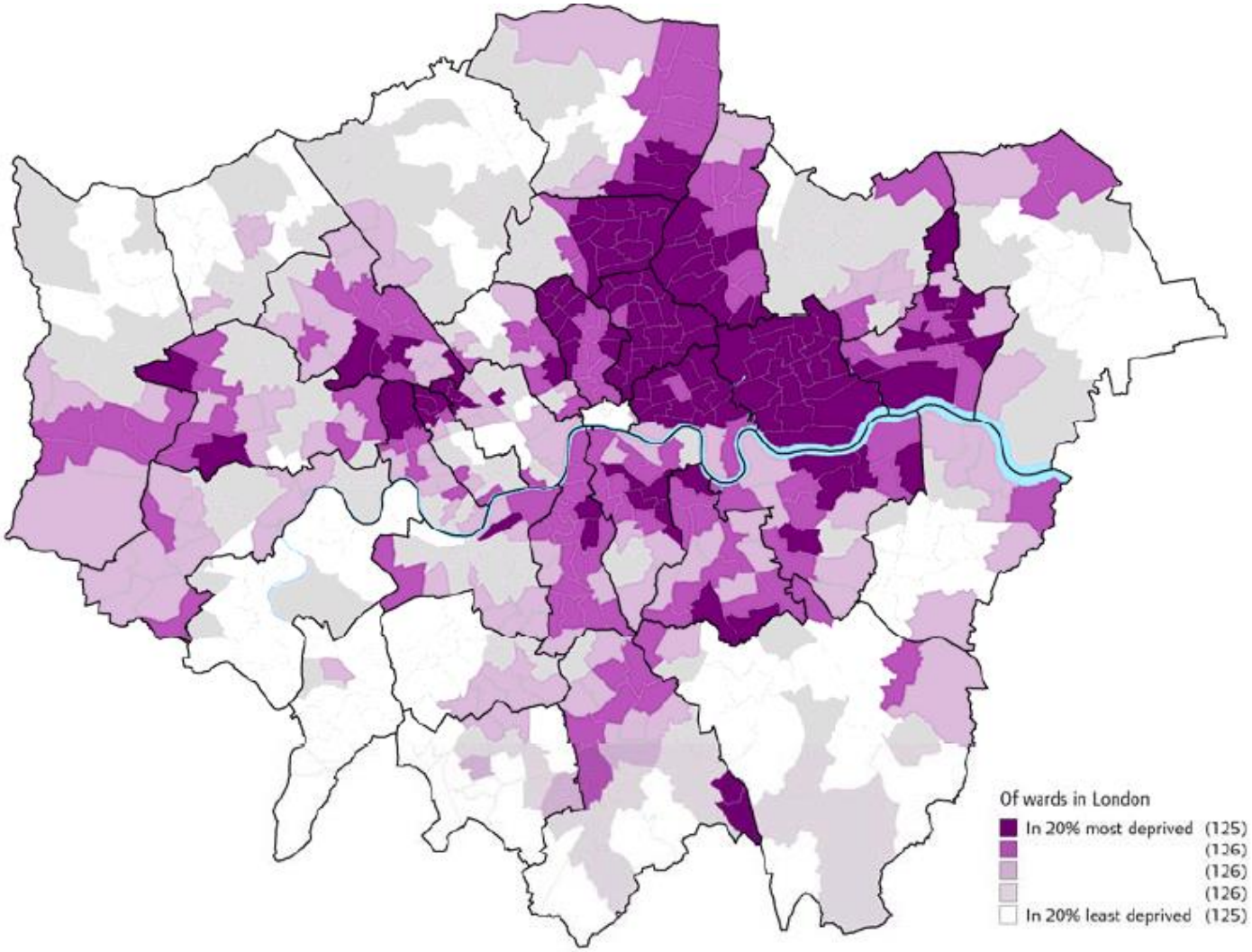
Ben Plowden, Transport for London  
Portland  
February 2015



# London – the geography



# Outer London has notable pockets of deprivation

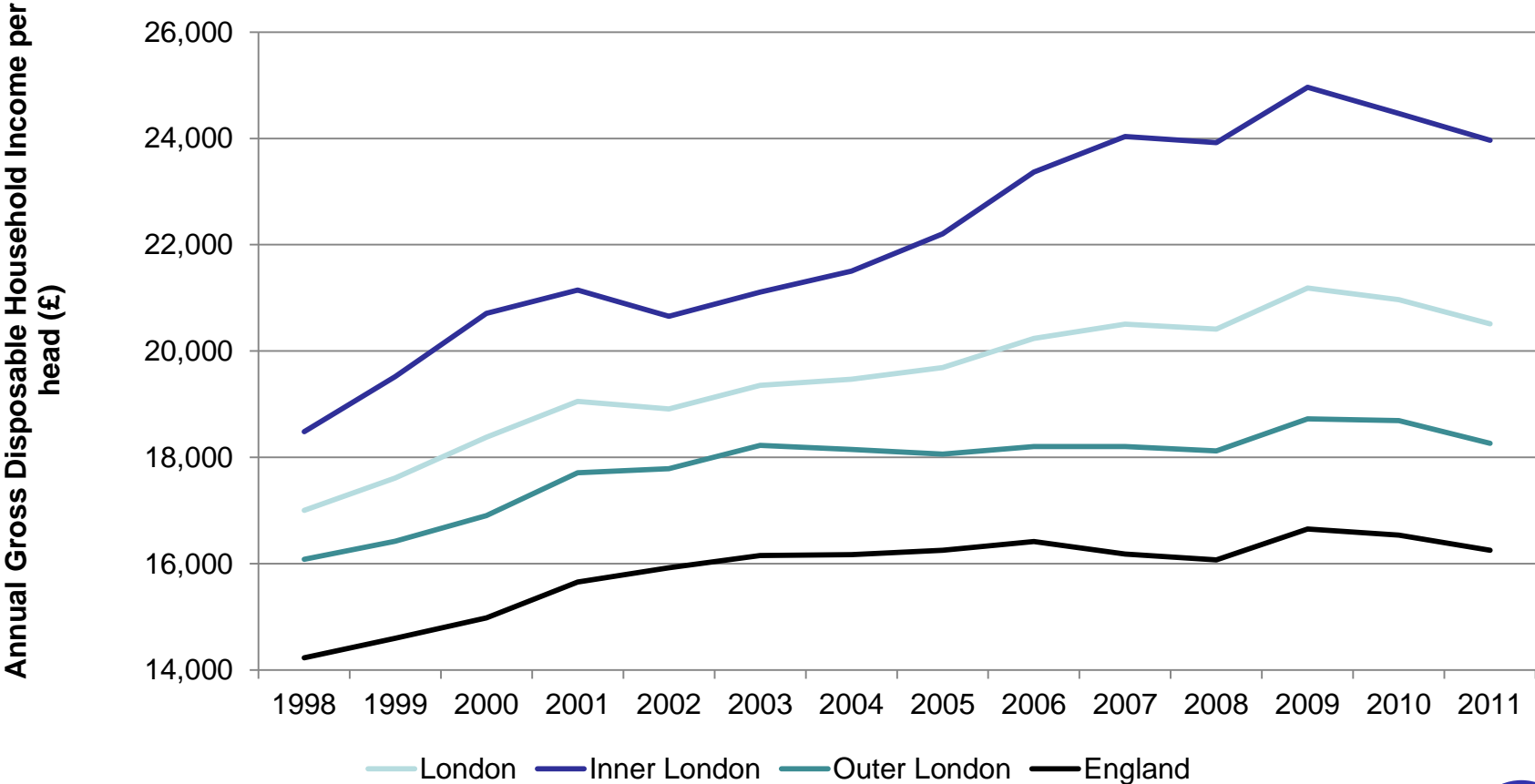


Source: Department for Communities and Local Government, Indices of Deprivation 2010  
The map is © Crown copyright and database right 2012. Ordnance Survey 100032216 GLA.



# Household income per head in outer London is lowest, and decreasing

Household income per head  
(2011 prices)



# Car dependency is relatively high in Outer London

- High car dependency with 50% of all resident trips made by private car.
- 65% of all London car trips are within, to or from Outer London.
- 70% of London's freight mileage is in Outer London.
- About half of all car trips in Outer London are less than two kilometres.

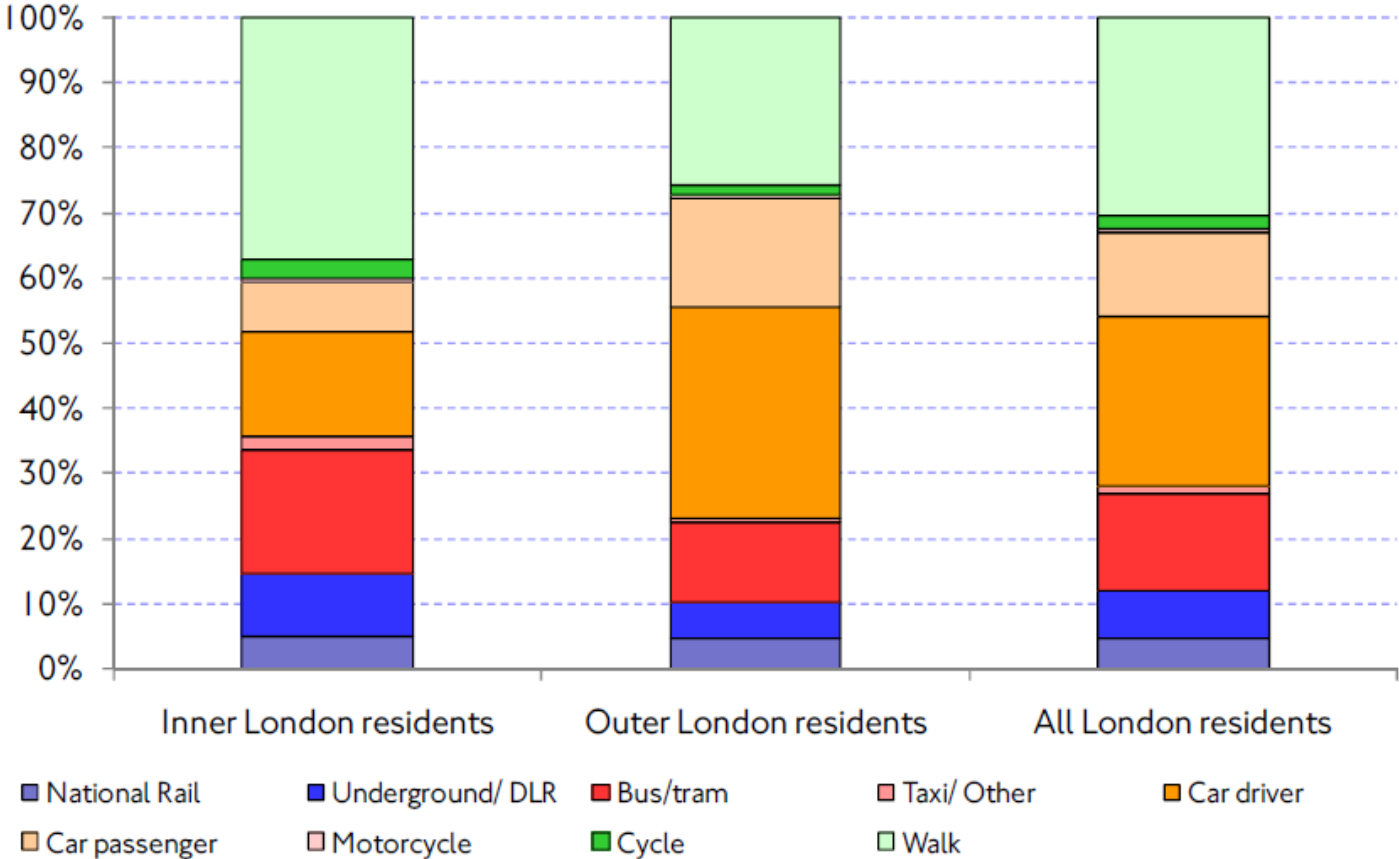


Outer Londoners make about twice as many car trips as inner London residents regardless of income



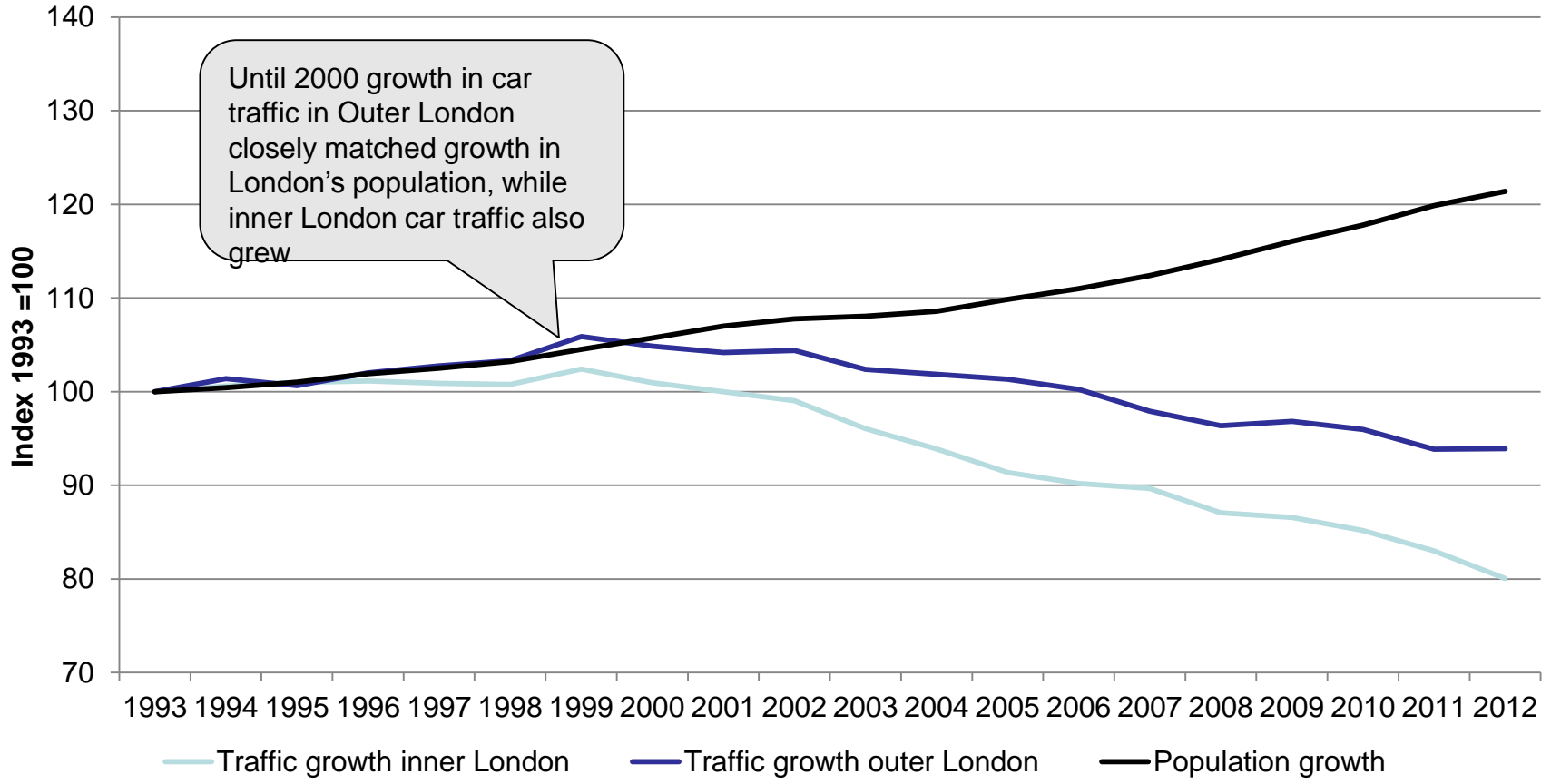
# Mode share by Outer and Inner London residents

- Outer London residents make a higher proportion of trips by car but a significant proportion of trips are still made by sustainable transport modes.



# From around 2000 the volume of car traffic in outer London started to fall while the population continued to grow

## Indices of growth: Car traffic in inner & outer London; Population of London



Source: Drivers of Demand (DfT vehicle-kilometre estimates)





# Significant congestion is forecast by 2031 in London

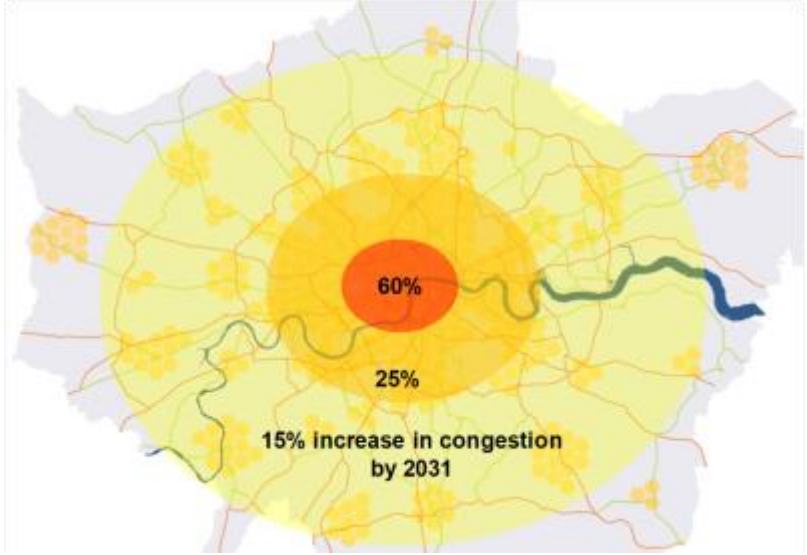
60% increase in congestion in central London



25% increase in congestion in inner London

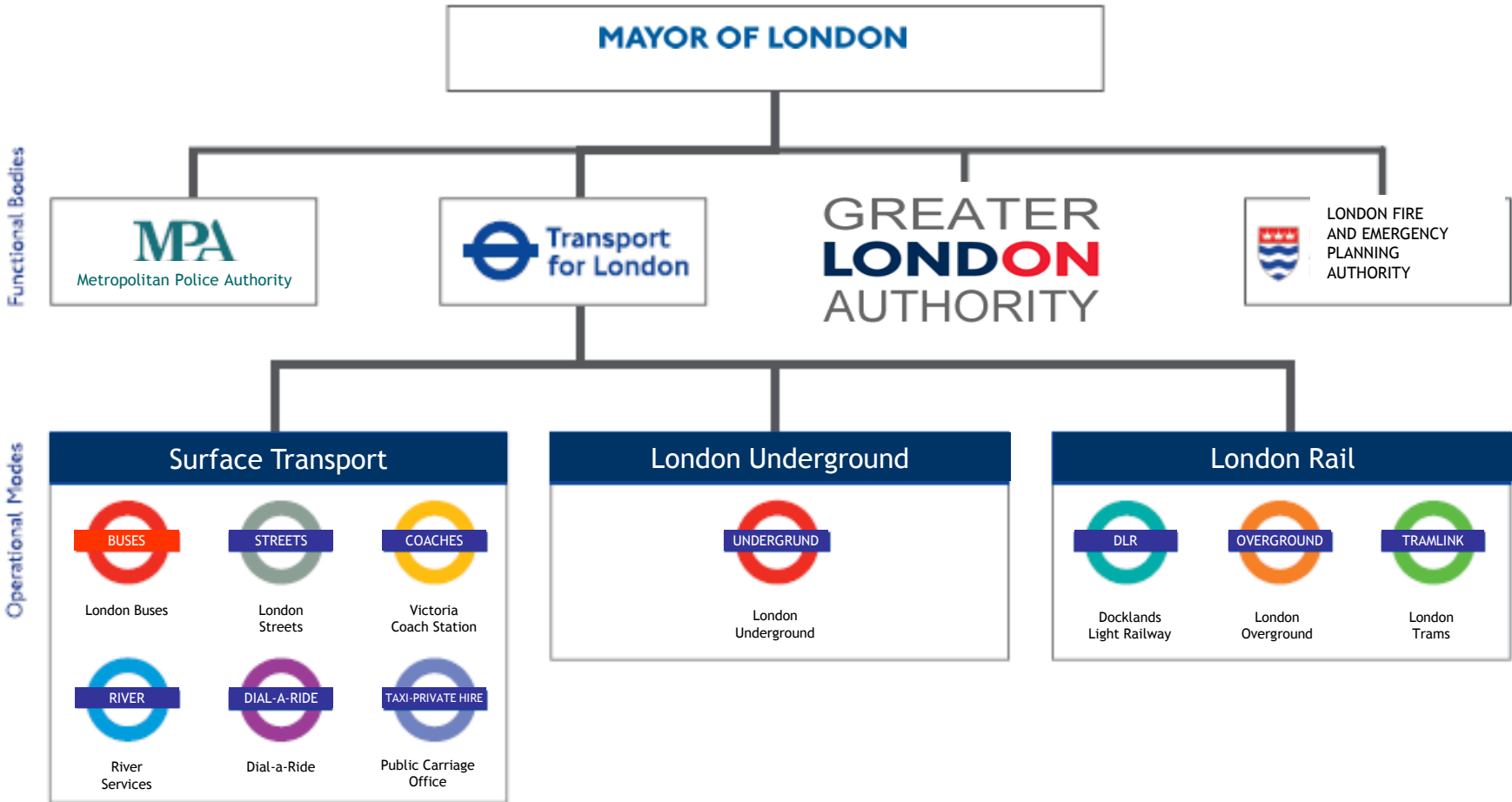


15% increase in congestion in outer London





# Governance of Transport in London



# The London Plan, Mayor's Transport Strategy and Economic Development Strategy provide the strategic policy direction for London



## DRAFT FURTHER ALTERATIONS TO THE LONDON PLAN

THE SPATIAL DEVELOPMENT STRATEGY FOR GREATER LONDON  
DRAFT FURTHER ALTERATIONS TO THE LONDON PLAN JULY 2011  
CONSOLIDATED WITH REVISED EARLY MINOR ALTERATIONS OCTOBER 2013

JANUARY 2014

MAYOR OF LONDON

May 2010

Mayor's Transport Strategy  
Executive summary



MAYOR OF LONDON

CONULTION AGENCY

May 2010

The Mayor's Economic Development Strategy  
for London



MAYOR OF LONDON



# TfL structure



## Transport for London

### Surface Transport

- London Buses
- London Streets
- London River Services
- London Dial-a-Ride
- Victoria Coach Station
- London Taxi & Private Hire
- BARCLAYS CYCLE HIRE

### Crossrail



### Rail and Underground

- London Underground
- Docklands Light Railway
- London Overground
- London Tramlink
- Emirates AIRLINE

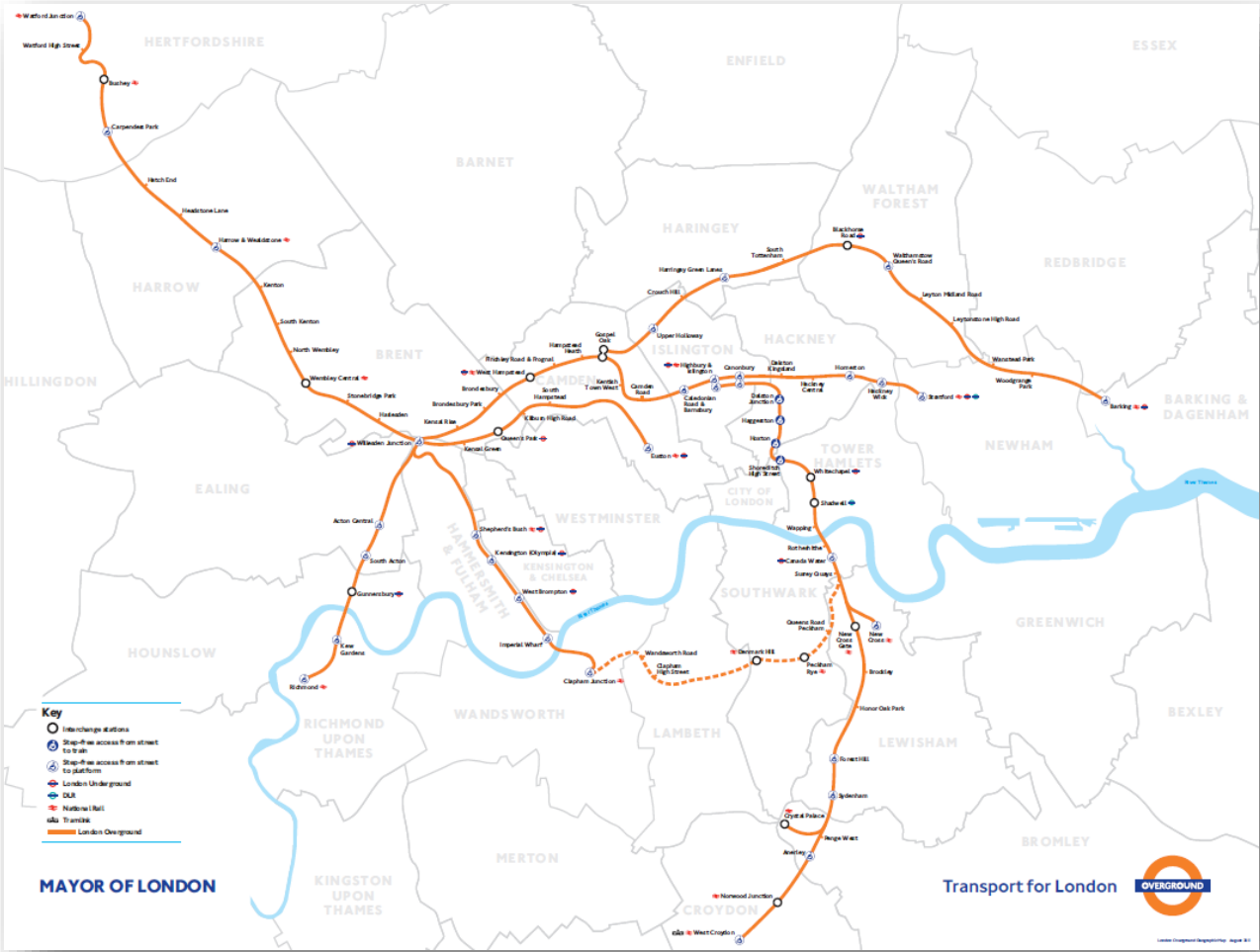






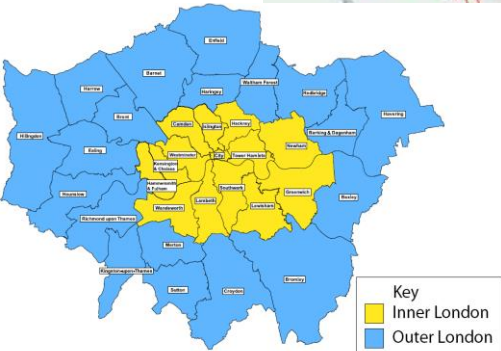
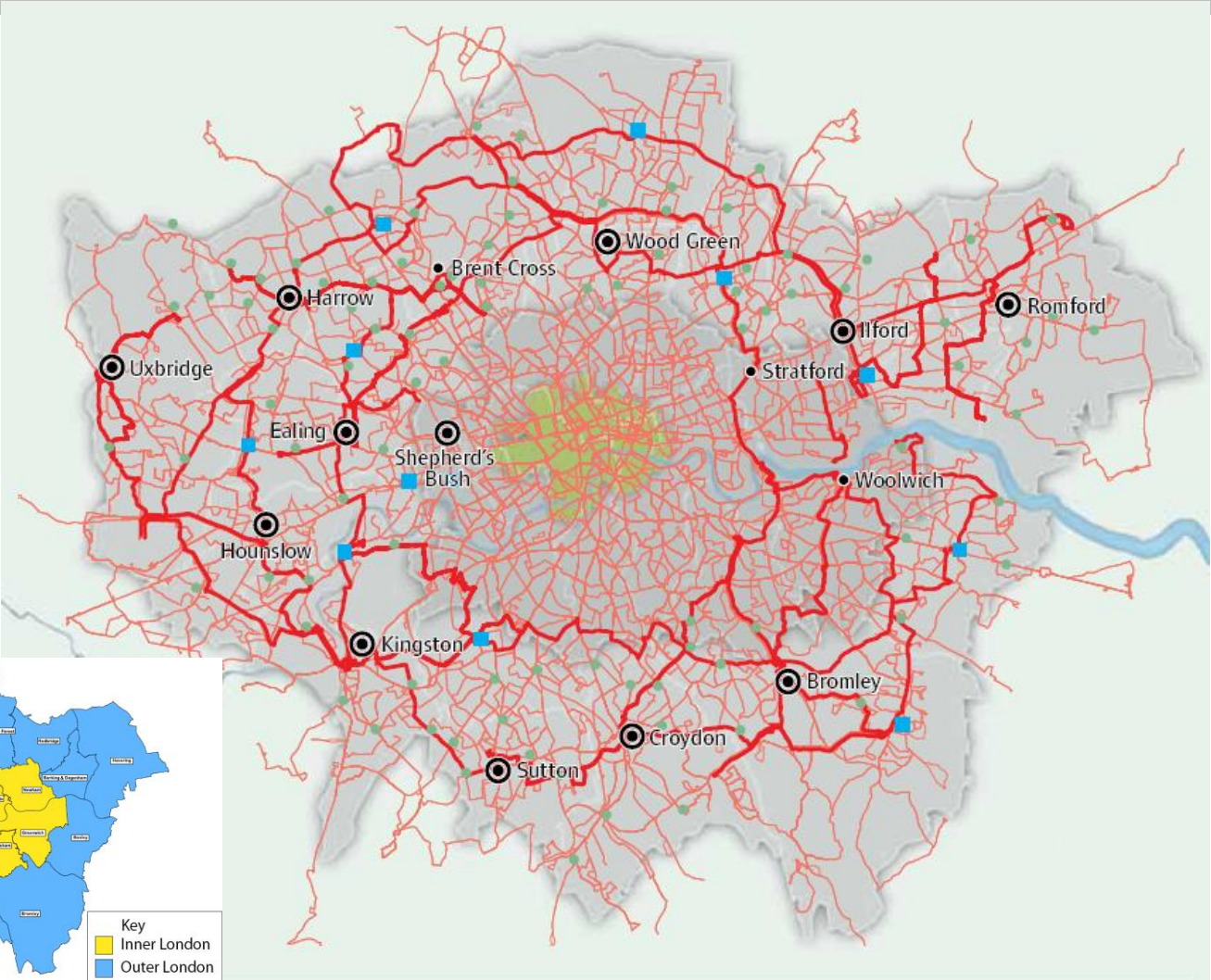
# We are investing in the Overground network and taking over National Rail routes that operate in London

- TfL took over a run down Overground rail network in 2007. Subsequently we delivered improvements that have transformed the network.
- Passenger numbers have since increased by **450%**.
- TfL are taking control of National Rail Routes in north and east London in May 2015.
- TfL are lobbying National Government to take over more National Rail routes.





# Our bus network is vast with further investment planned

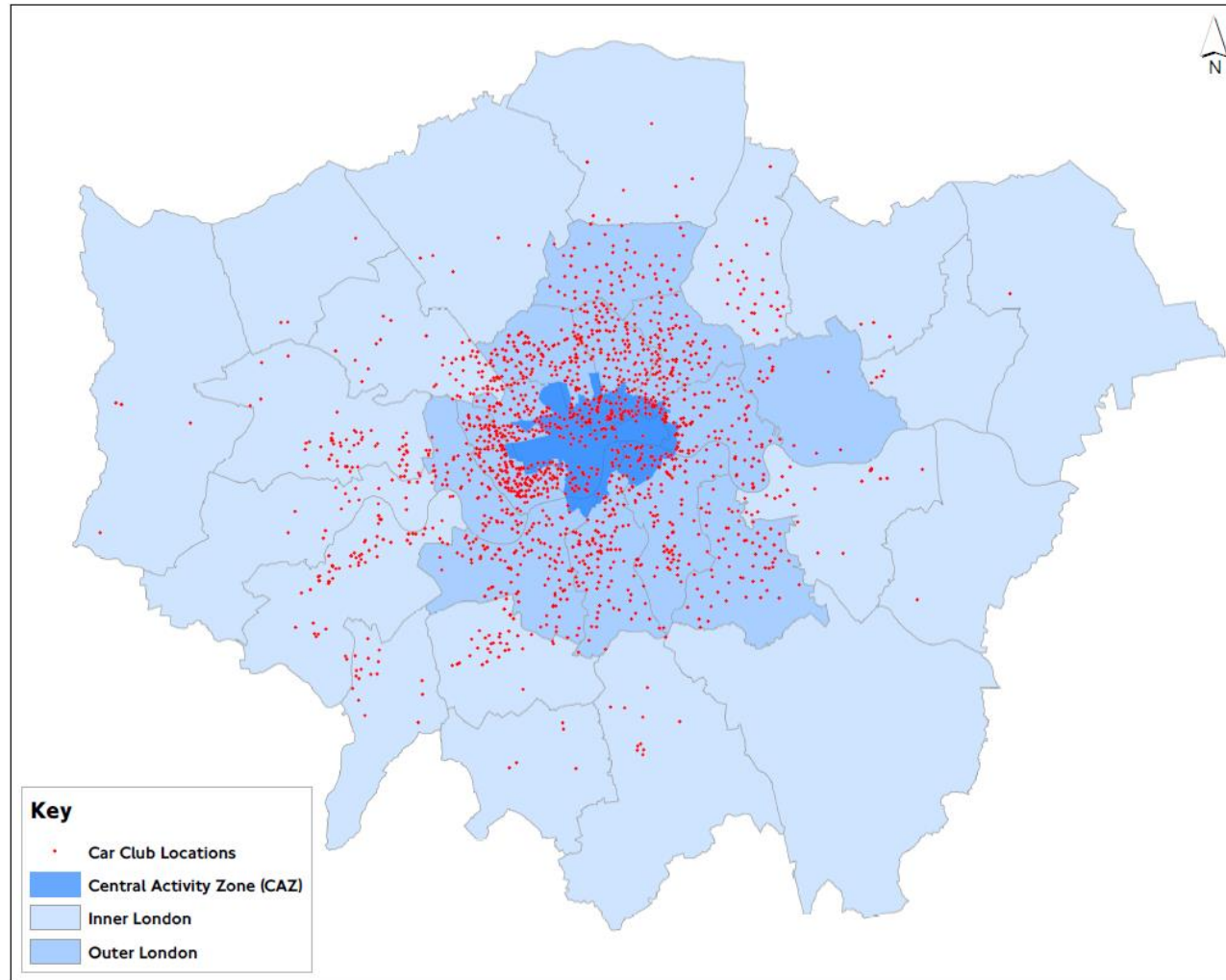


Key		
Selected orbital bus services	Metropolitan town centre	Major centre
Other bus services	Potential metropolitan town centre	District centre



# We are supporting car clubs

- 130,000 car club members in London.
- 80% of car club members in the UK are based in London (2013/14).
- Car club operators include car2go, City Car Club, DriveNow, E-Car Club, Europcar, Hertz 24/7, IER Bolloré and Zipcar, Co-wheels, E-car.
- TfL is working in partnership with car club operators and stakeholders to support the continued expansion of car clubs, particularly in opportunity areas.

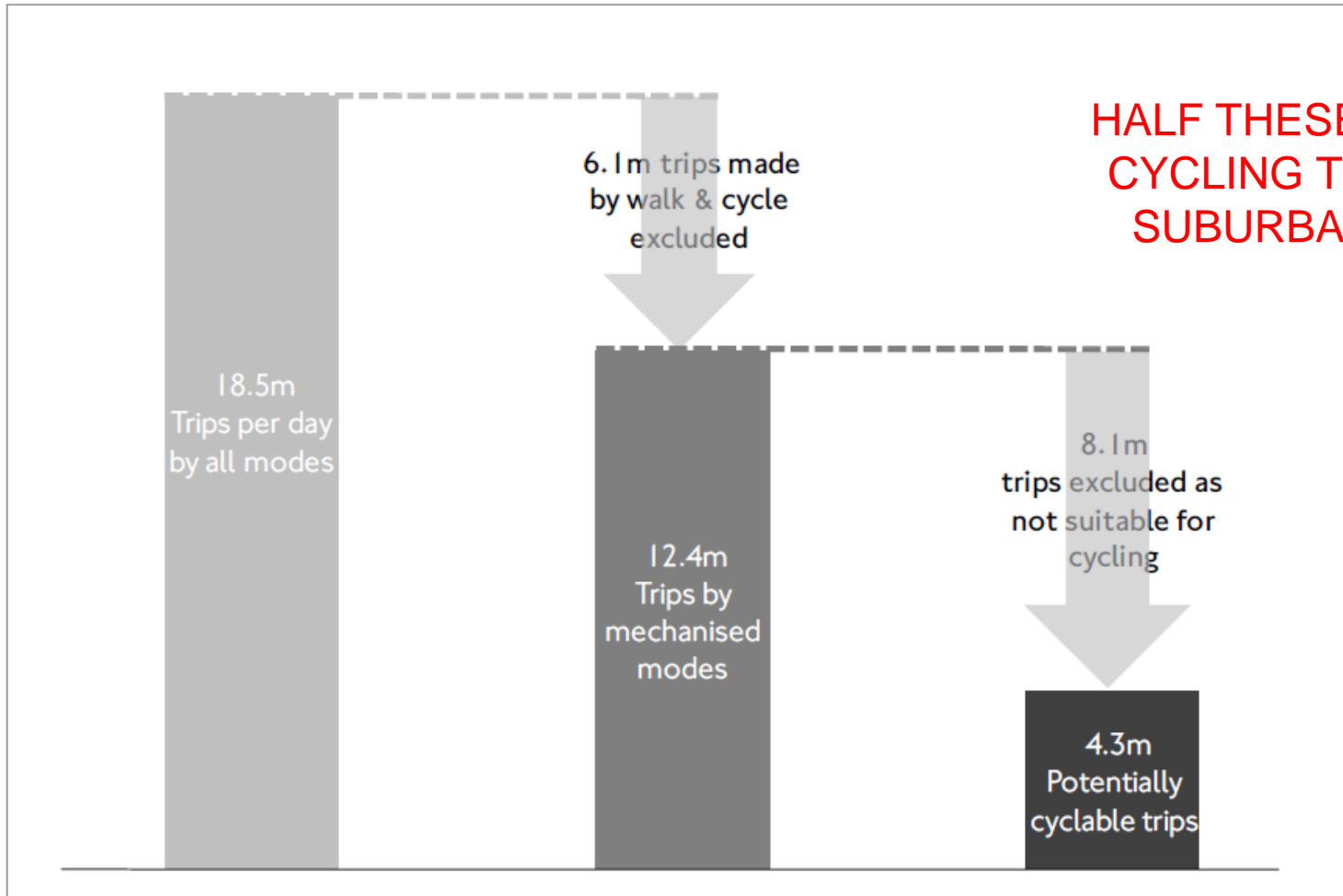




# Plowden's coefficient of cycling demand

$$\frac{3P}{D}$$

# 4.3 million trips per day currently made by mechanised modes have been identified as potentially cyclable



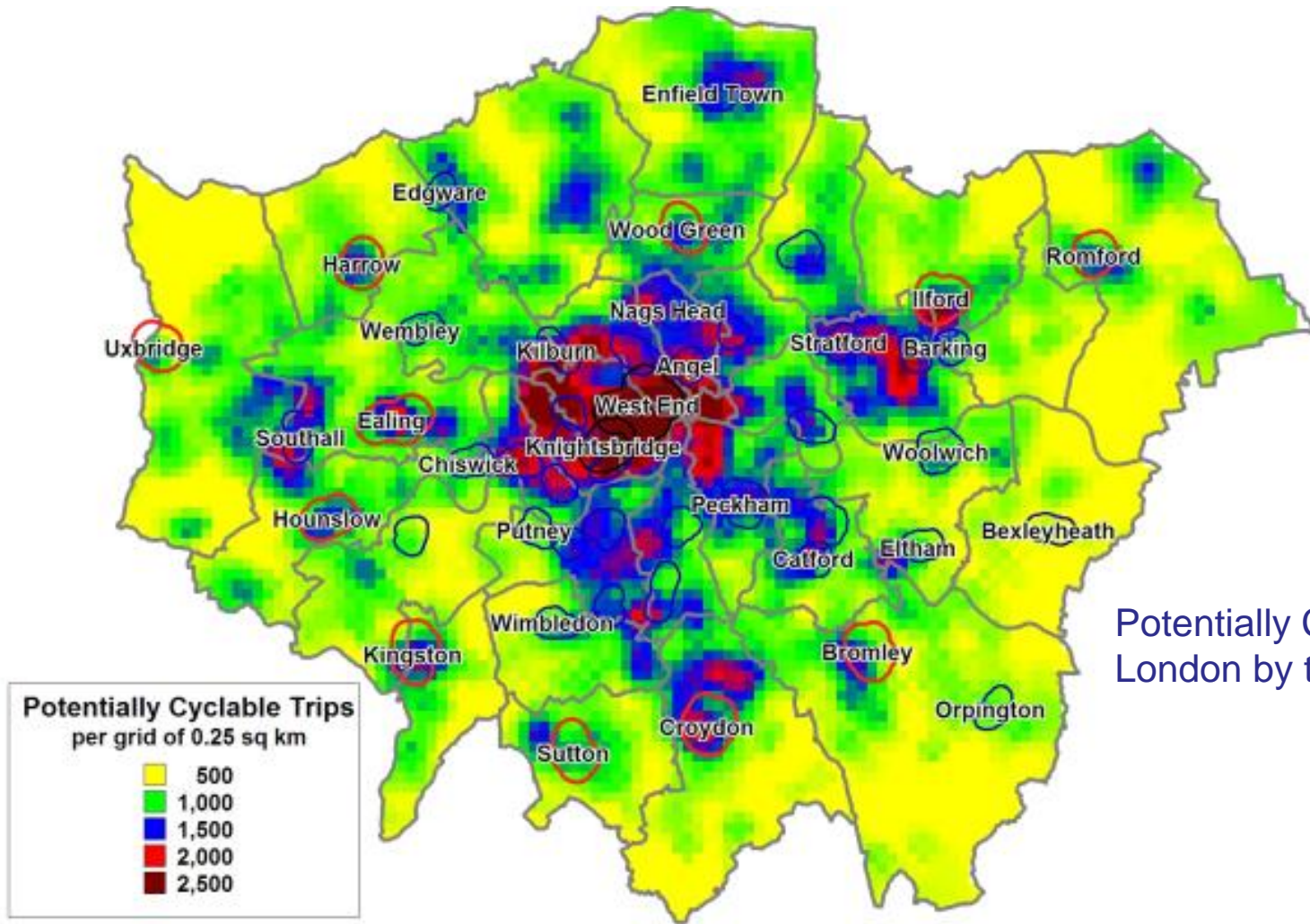
**HALF THESE POTENTIAL CYCLING TRIPS ARE IN SUBURBAN LONDON**

Source: Analysis of Cycling Potential, London Travel Demand Survey 2005/06 to 2007/08





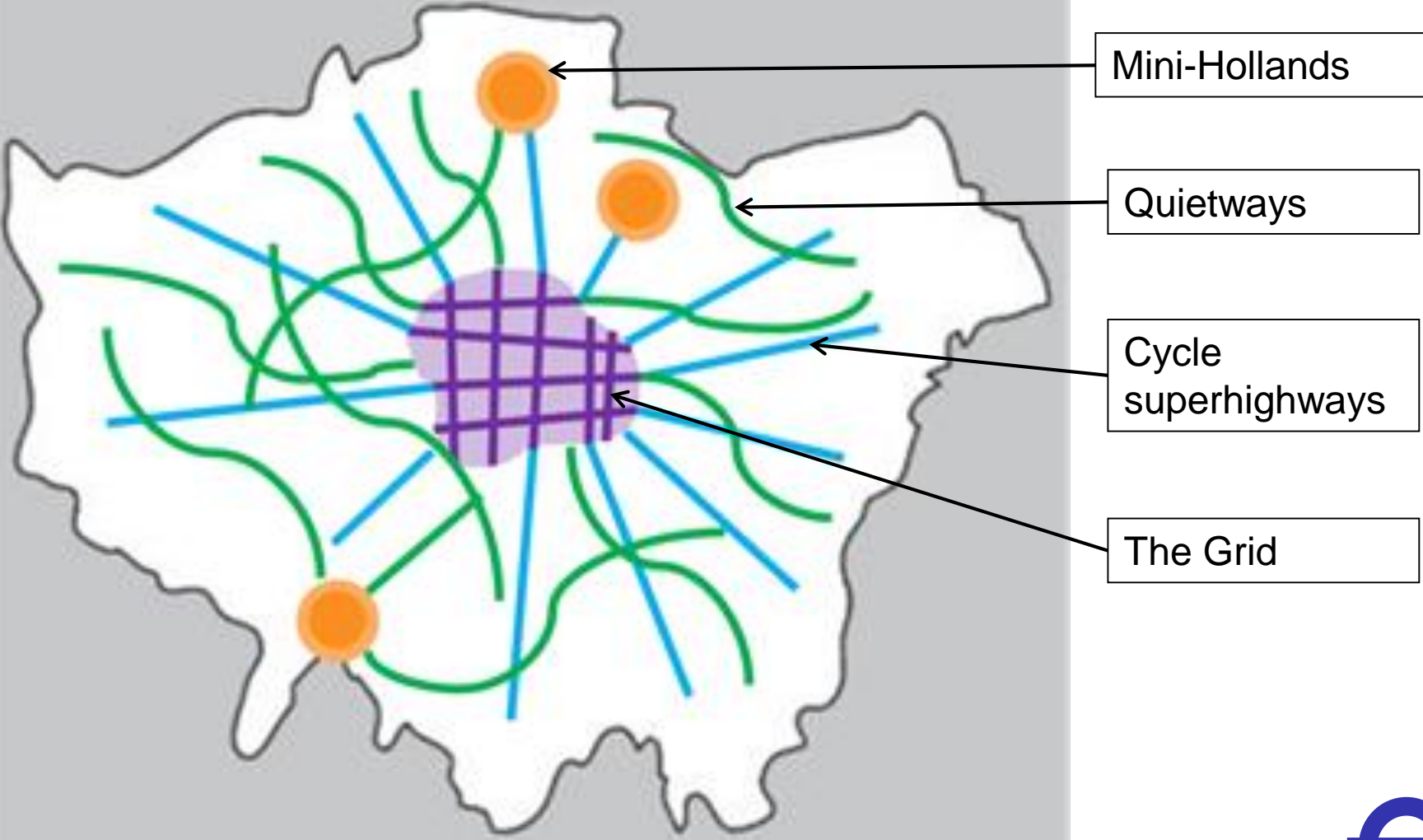
# There is a high density of potentially cyclable trips in central and inner London and clusters of potential in outer London



Potentially Cyclable Trips in London by trip origin.

**£913m / \$1.4bn**

# Our cycling programme includes cycle superhighways, Quietways and mini Hollands





# Existing cycling infrastructure





# Planned cycling schemes

## Quietways



## Cycle Superhighways



## Mini Hollands

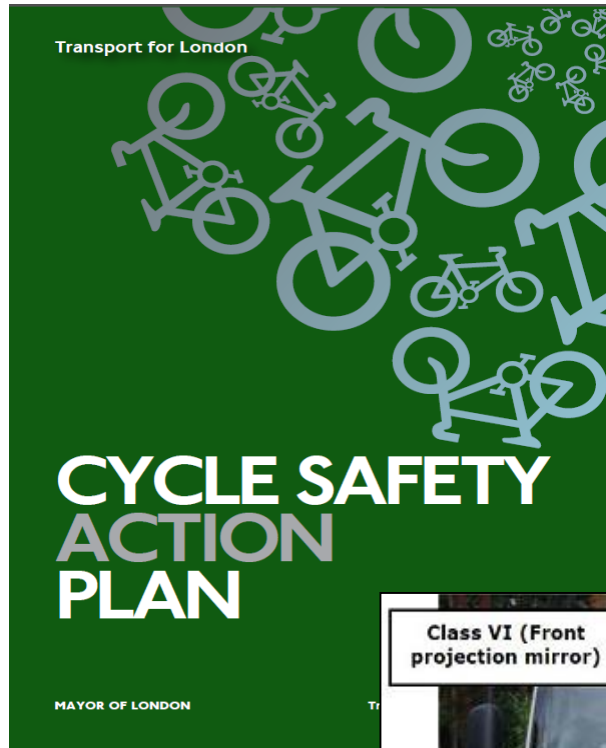
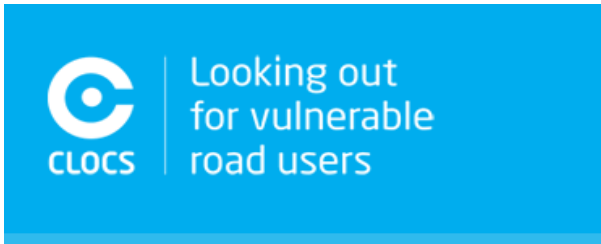




# The Mayor's Vision for Cycling in London has a number of business supporters

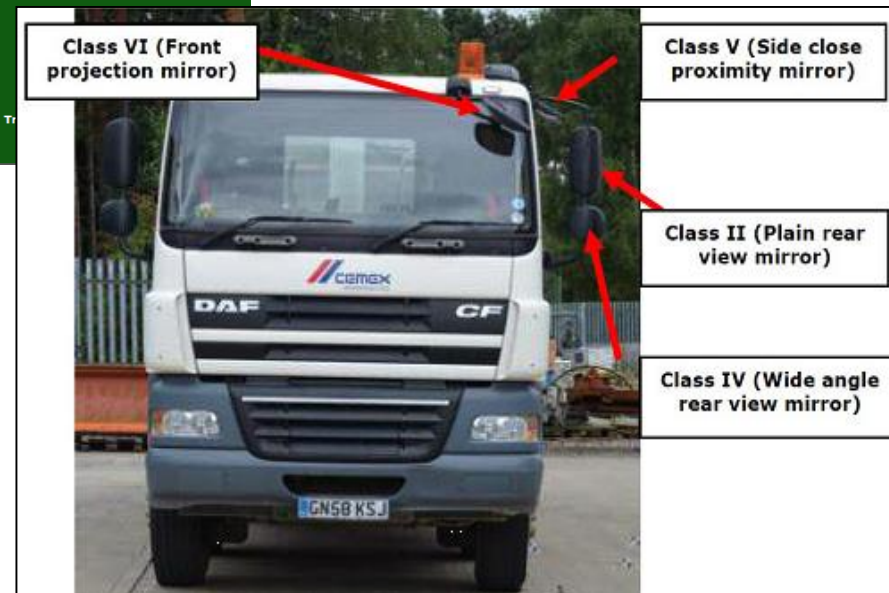


# We are tackling cycling safety through a range of measures

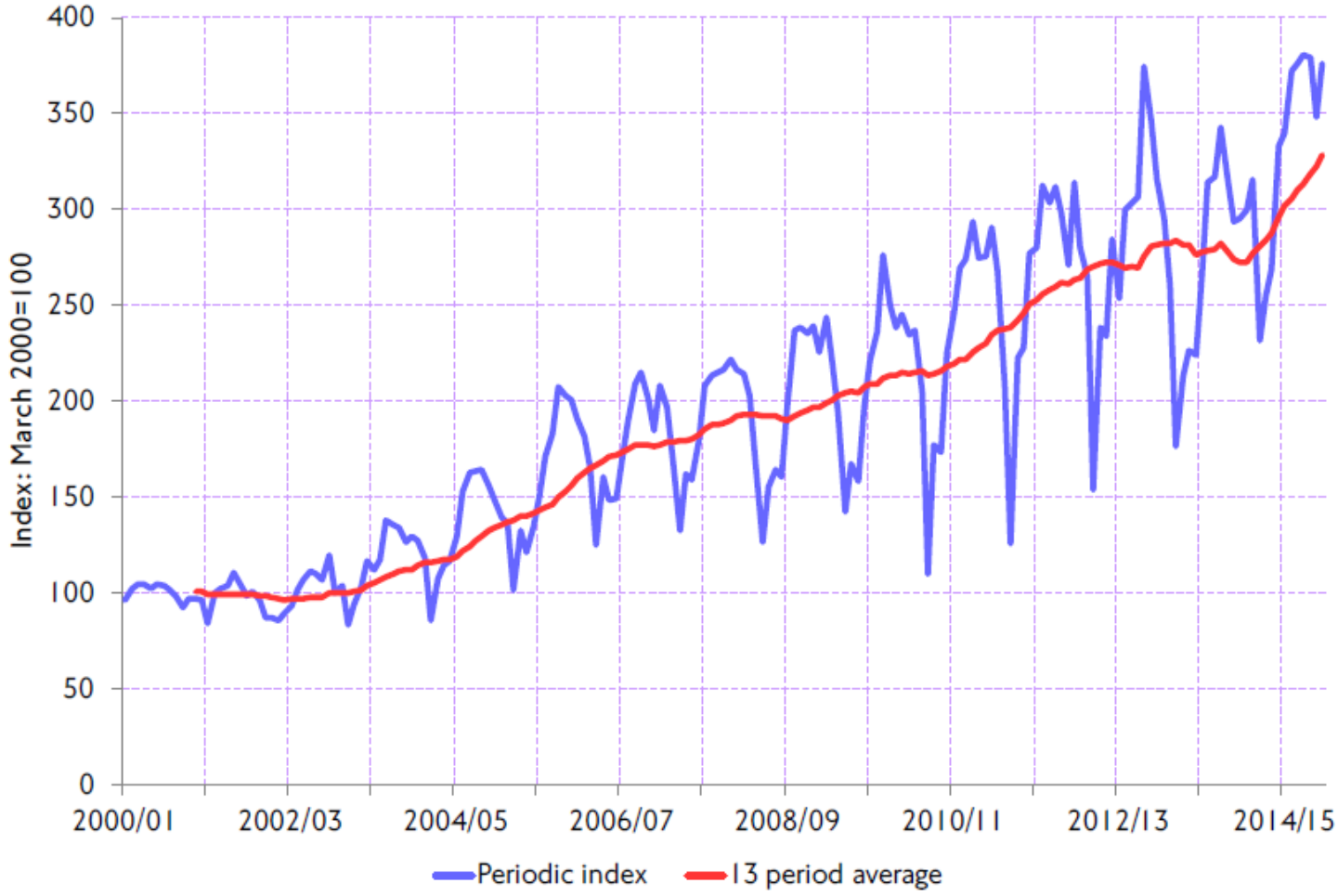


## NO to unsafe lorries

Go-ahead given for Britain's first 'Safer Lorry Scheme', which will ban unsafe HGVs from using any road in London.



# The lowest winter cycling flows are now greater than the 2002 highest summer cycling flows

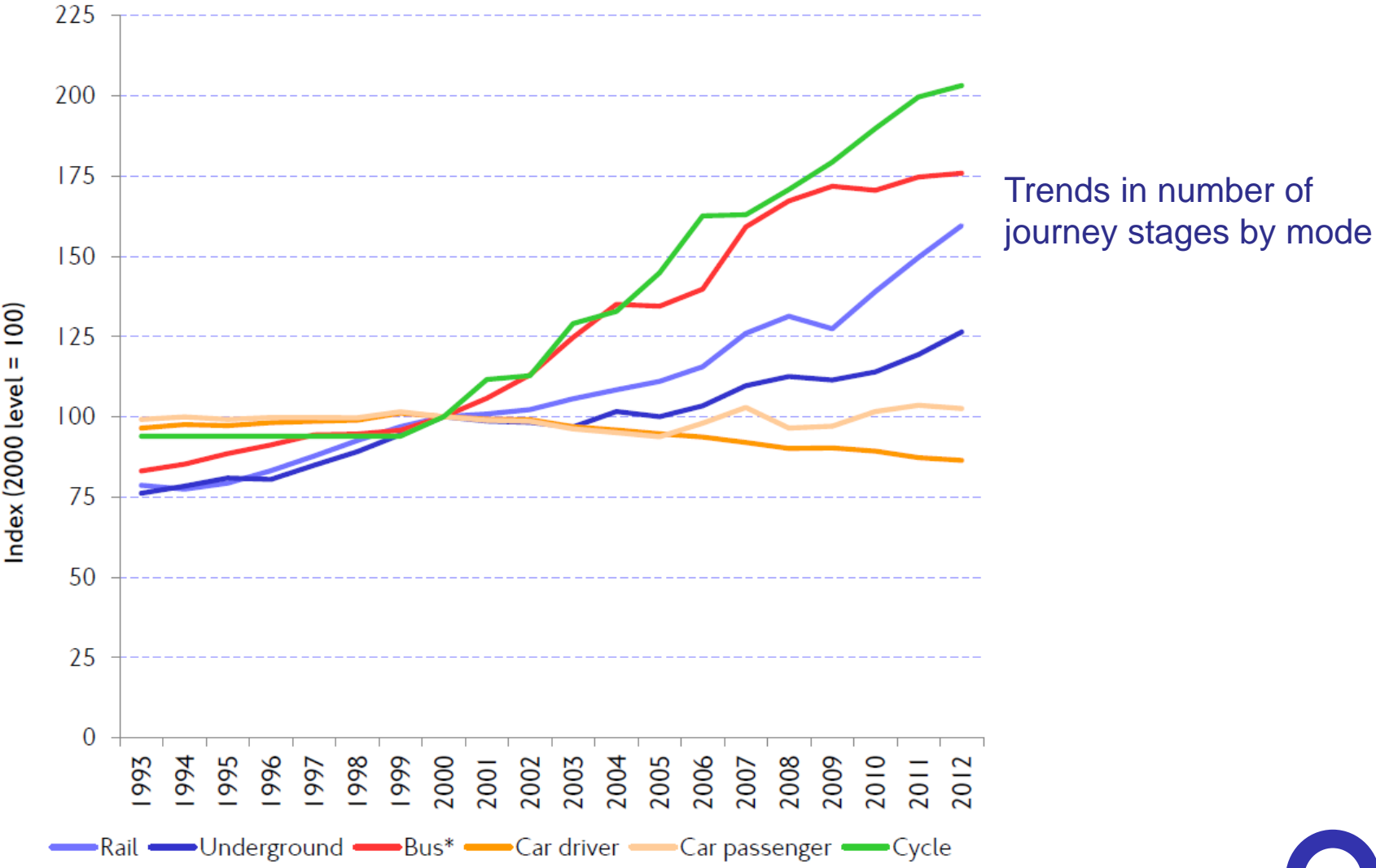


Trends in cycle flows on the TLRN – annualised and periodic indices

Source: TfL Surface Transport, Outcomes Delivery.



# Cycling demand has grown faster than all other modes in London since 2000 – reflecting increased investment in cycling



Source: TfL Planning, Strategic Analysis

# ATTRIBUTES OF TRANSPORT IN LONDON

- LEADERSHIP/GOVERNANCE
  - Clear political mandate and accountability/”line of sight”
- OUTCOMES AND DIRECTION OF TRAVEL
  - Shared – Olympics and normal times
  - Customer-focused
  - Wider social/economic – transport as a means to a set of ends
- INTEGRATION
  - Institutional/organisational
  - Planning and investment
  - Operations (networks, ticketing, branding, information)
- FUNDING
  - Diverse
  - Independent
- INFORMATION
  - Data in/data out





## Further information

### **Mayors Transport Strategy (May 2010)**

<https://www.london.gov.uk/priorities/transport/publications/mayors-transport-strategy>

### **The Mayor's Vision for Cycling in London (March 2013)**

<http://www.london.gov.uk/sites/default/files/Cycling%20Vision%20GLA%20template%20FINAL.pdf>

### **London Cycle Design Standards (2014)**

<https://www.tfl.gov.uk/corporate/publications-and-reports/cycling>

### **Safe Streets for London: The Road Safety Action Plan 2020**

<https://www.tfl.gov.uk/cdn/static/cms/documents/safe-streets-for-london.pdf>

### **The Analysis of Cycling Potential (December 2010)**

<https://www.tfl.gov.uk/cdn/static/cms/documents/analysis-of-cycling-potential.pdf.pdf>

### **The Roads Task Force and TfL Response (2013)**

<https://www.tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/roads-task-force>

