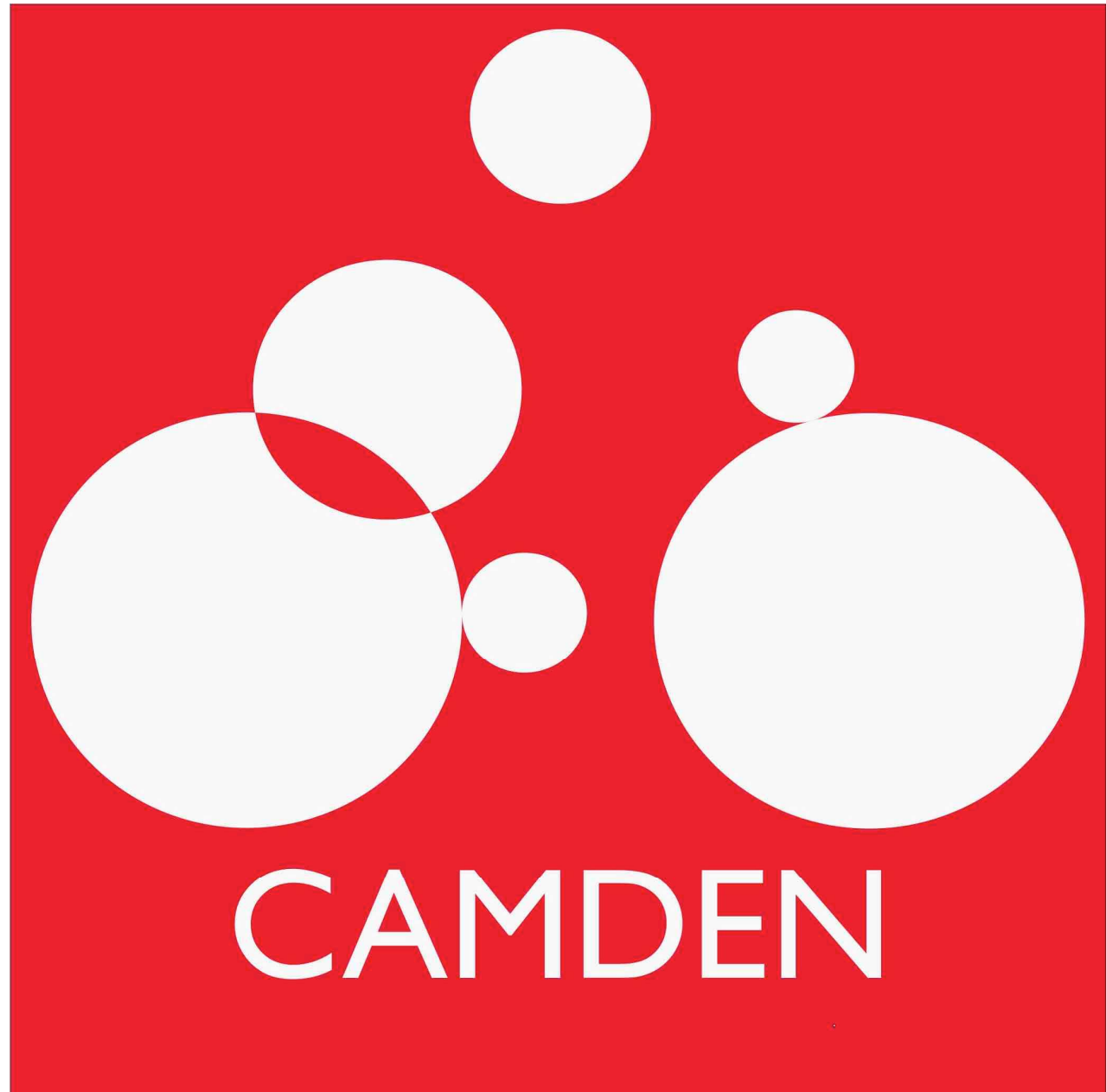


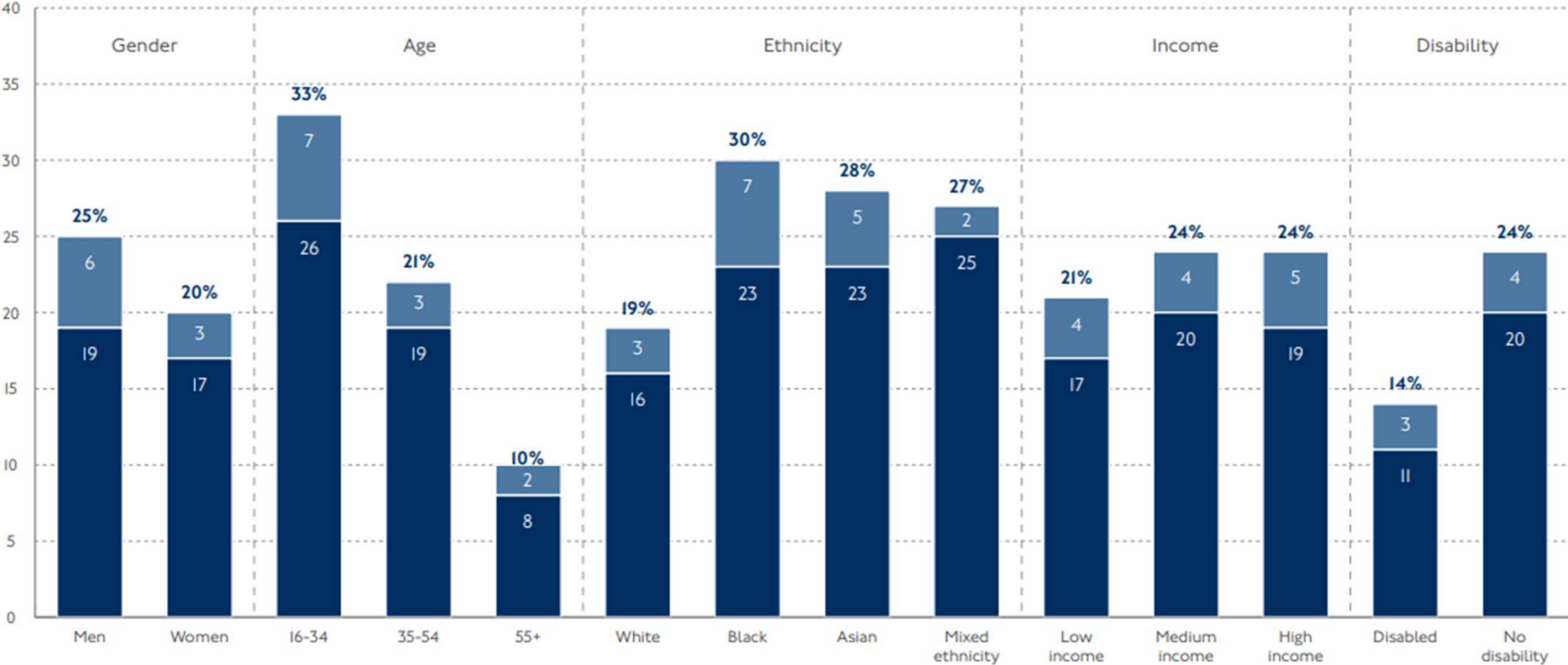
CCC Mtg

17/7/23

Diversity & inclusion in Cycling
(London/Camden)



Share of Londoners actively considering taking up cycling by demographic group



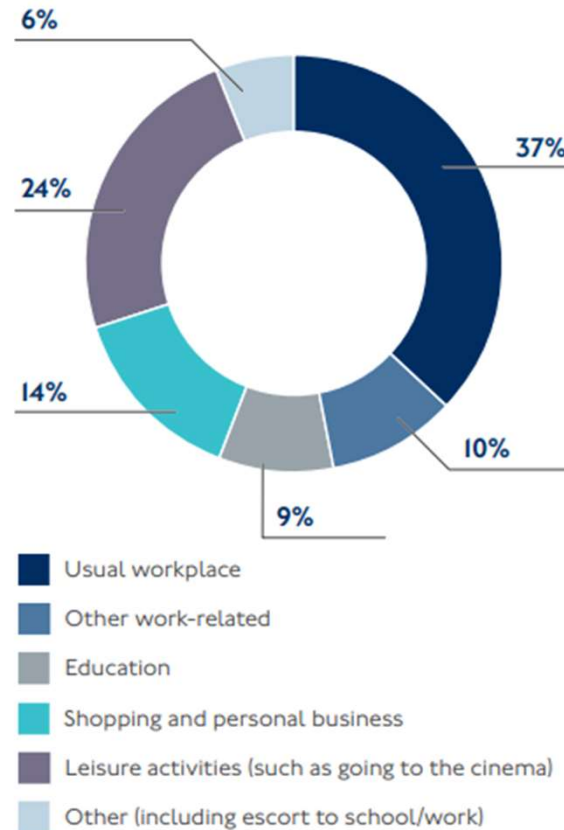
I am thinking about taking up cycling
 I have decided to take up cycling

The change in cycling during the pandemic was encouraging, with people from Black, Asian and other minority ethnic groups broadly as likely to have cycled as White people. There were also slight increases in participation among groups, such as women, disabled people and people on lower incomes. While this is encouraging, other surveys suggest little change in the demographic profile of people cycling over the same period and there is some uncertainty on whether any changes during the pandemic will be sustained.

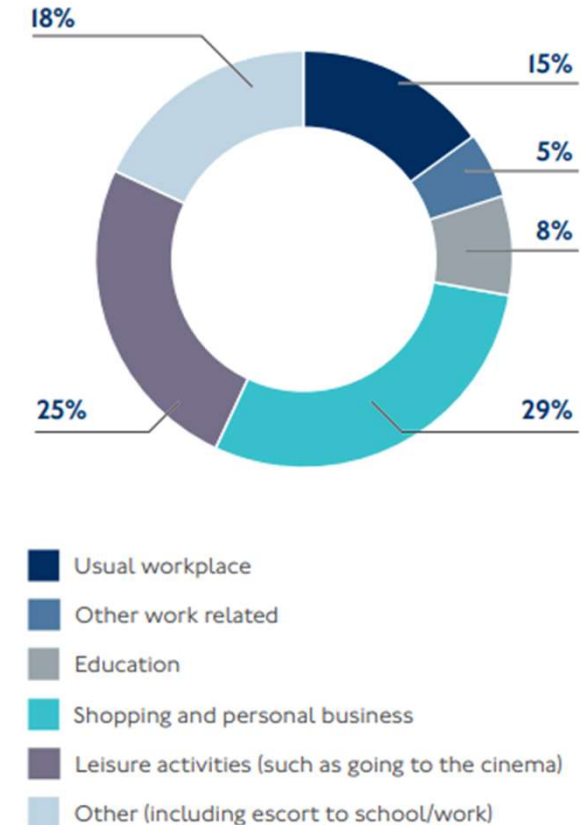
Our challenge is to build on recent increases in cycling and support a greater range of cycling trips, to ensure every Londoner can reap the health and economic benefits of cycling.

Women’s transport needs tend to differ to those of men because of their multiple roles. Their lifestyles involve more complex and multiple journey “chains”. They often take shorter, more frequent and more local routes as well as commuter journeys, and are more dependent on buses and walking.

Existing and potential cycle journeys in London
Existing cycle journeys (pre-pandemic)



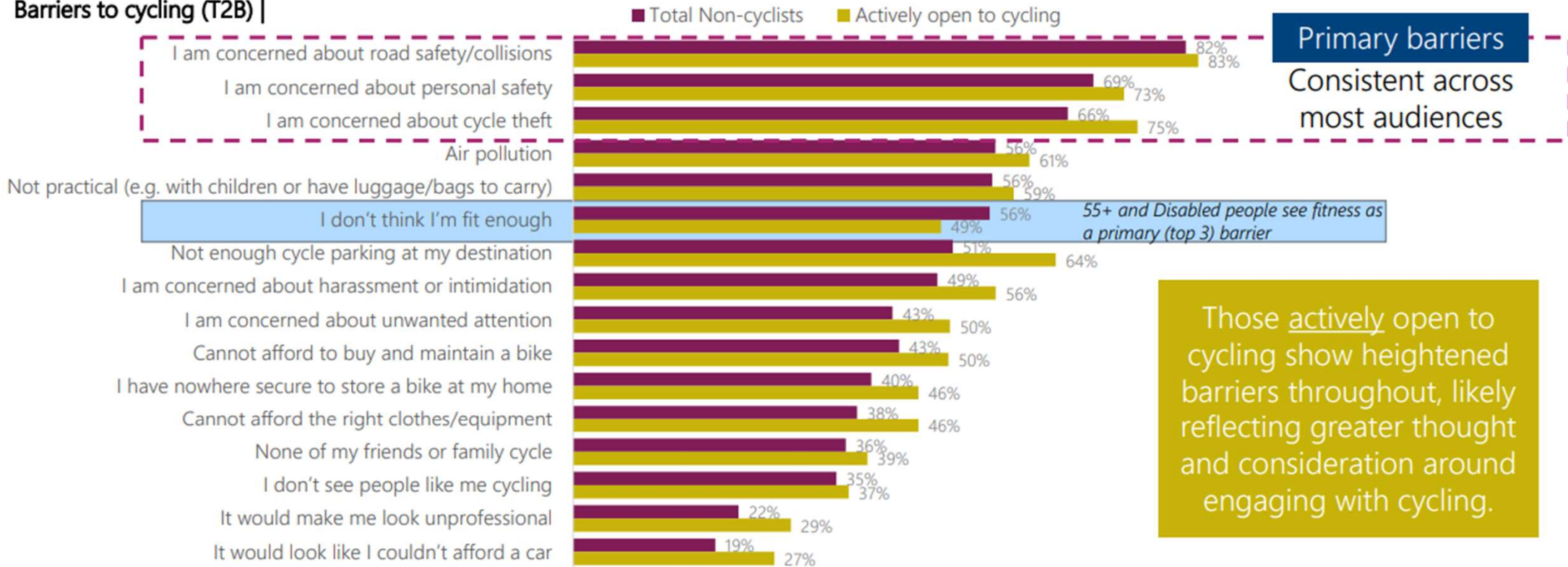
Potential cycle journeys



Safety & theft are key barriers for non-cyclists

For non cyclists, social identification barriers are secondary

Barriers to cycling (T2B) |



Personal safety is a bigger concern for women, Asian and mixed ethnicity people

Example of barriers deterring under-represented groups

I don't see people like me cycling	
Disabled people	42%
Asian people	44%
Disabled women	44%
Disabled and Black, Asian and ethnic minority people	51%
Women aged 16-34 and people on low incomes	41%


35%
All non-cyclists

I am concerned about harrasment or inimidation	
Women	54%
Women aged 16-34	58%
Asian people	55%
Mixed ethnicity people	56%
Asian women	64%


49%
All non-cyclists

Can't afford to buy and maintain bicycle	
Mixed ethnicity people	59%
People on low incomes	57%
Disabled people	53%
Black people	48%
Women on low incomes	58%
Low income and disabled people	64%
Low income and Black people	58%


43%
All non-cyclists

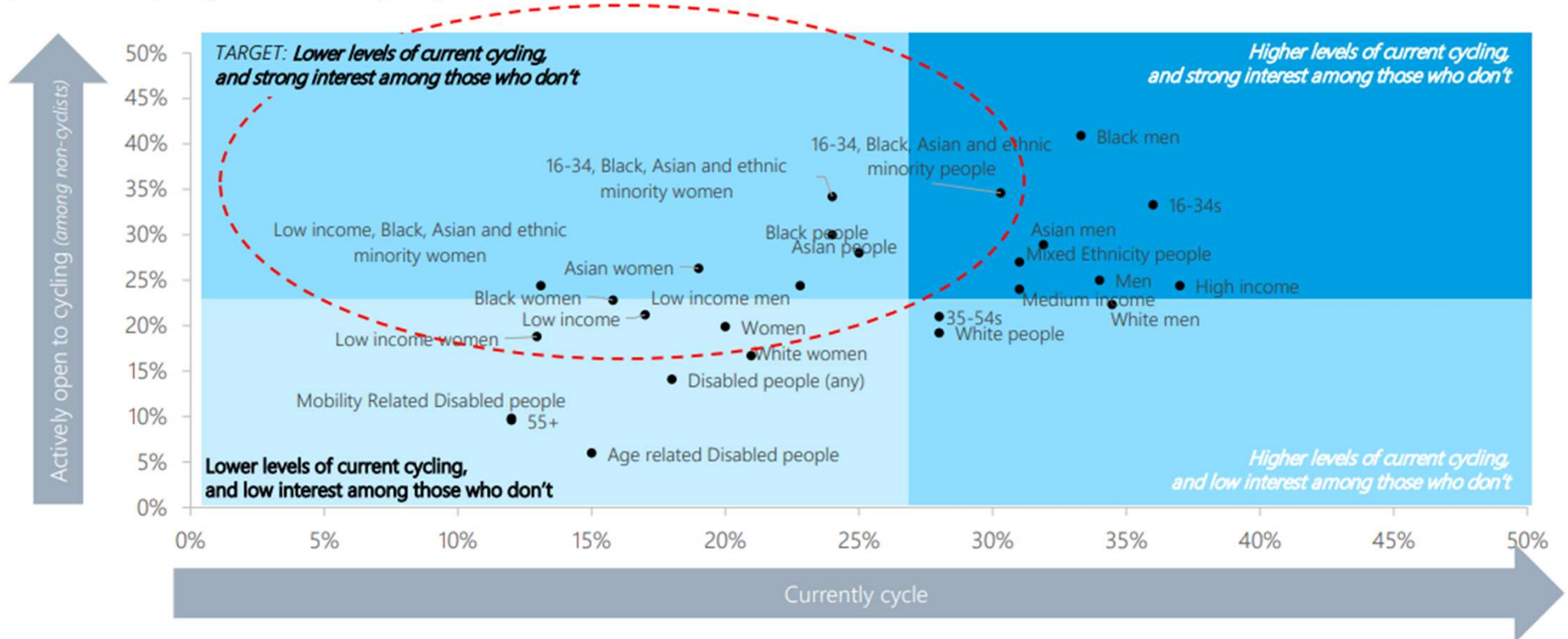
I have nowhere secure to store a bike at my home	
People on low incomes	47%
People aged 16-34	46%
Disabled people aged 16-34	56%
Black, Asian, ethnic minority people, low income	48%


35%
All non-cyclists

Disabled people face concerns around fitness as well as a lack of relevant role models

Young ethnic women in particular are strong targets to encourage into cycling

Openness to cycling and current cycling



Camden Modes of Transport

Table 1: Proportion of Camden Residents using modes of transport at least once a week (2017/18 – 2019/20)

Mode	Male	Female	White	Black	Asian	Other	5-16	17-24	65+	Disability	No disability
Walk	47%	52%	49%	41%	51%	55%	56%	46%	47%	58%	49%
Cycle	4%	1%	3%	2%	1%	0%	1%	1%	2%	1%	3%
Bus/tram	10%	14%	10%	39%	10%	4%	15%	15%	19%	15%	11%
Underground/DLR	18%	15%	16%	4%	20%	13%	4%	21%	9%	9%	17%
National Rail	3%	4%	4%	1%	4%	3%	2%	5%	2%	4%	4%
Car driver	11%	5%	8%	4%	7%	11%	0%	4%	13%	4%	8%
Car passenger	5%	6%	5%	7%	6%	8%	19%	5%	6%	5%	5%
Motorcycle	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Taxi/other	3%	3%	3%	0%	2%	5%	2%	4%	1%	4%	3%

Data shows 86% of Camden’s residents with disabilities make their journeys on foot (58%) and/ or by public transport (28%). People with disabilities drive less than nondisabled people, 9% of Camden’s disabled residents drive or are driven, compared to 13% of residents with no disability. Of Camden residents’ trips, disabled residents’ trips by taxi are only 1% higher than Camden residents without a disability (4% vs 3%).

Table 6: Camden Residents’ Trips – Ethnicity/ Race

Mode	White	Other	Asian	Black
Public Transport	30%	20%	34%	44%
Cycle	3%	0%	1%	2%
Walk	49%	55%	51%	41%
Taxi/ Other	3%	5%	2%	0%
Car Driver	8%	11%	7%	4%
Car Passenger	5%	8%	6%	7%

*Data in this report excludes children under five

Source: Collated from TfL London Travel Demand Surveys 2017/18 -2019/20

The fear of road danger and traffic has a disproportionate impact on younger and older people, often restricting their ability to travel independently and can, therefore, result in these groups being more isolated and excluded.

Haverstock Hill Consultation

Race/
ethnicity

Positive Themes:

- **Implementing the proposals would help to remove some of the barriers that prevent members of Black, Asian and Minority Ethnic communities from walking and cycling.**

“People of different ethnicities can feel both subjective and objective threat or hostility generally (one reason they would choose to drive and be more anonymous). So they will be enabled to cycle or walk, with less feeling of vulnerability.”

- **Members of Black, Asian and Minority Ethnic communities are less likely to own a car and would, therefore, benefit from schemes that improve walking, cycling and public transport.**

“Improving access to safe streets and efficient public transport benefits everyone in society, especially the most vulnerable who have the most to gain and are least likely to drive cars.

These people are statistically more likely to be members of ethnic minorities, and therefore, improving public transport infrastructure and public spaces is a racial justice issue.”

Negative Themes:

No individual responses to the public consultation identified any negative impacts on those sharing the protected characteristic of race/ ethnicity. However, no unlawful discrimination or disproportionately negative impacts are realistically anticipated for those sharing this protected characteristic.

3.1.1.1 Enables more people to access the benefits of cycling

Segregated cycle lanes on Haverstock Hill/ Rossllyn Hill, as part of a wider cycle network within Camden, has the positive benefit of removing some of the barriers, such as concerns about safety that prohibit many people with protected characteristics from taking up cycling. ‘Kerb and wand’ segregated cycle lanes, such as those introduced as part of the trial scheme, provide considerable benefits to many people with protected characteristics by facilitating and encouraging cycling and enabling access to the health, social and environmental benefits that cycling brings. In particular, evidence shows that the provision of segregated cycle lanes is considered a key intervention for enabling more people, including protected groups, to take up cycling. The introduction of cycle lanes enables more women, older people, younger people, those with various physical and mental disabilities and people of Black, Asian and Minority Ethnic groups to have the opportunity to take up cycling (for more information on this please refer to the Camden Transport Strategy 2019-2025 evidence base, section 6 ‘Accessibility and Inclusion’: <https://www.camden.gov.uk/transport-strategies-and-plans>).

Removing segregation ‘wands’ also creates a less constrained track, allowing for smoother overtaking and enabling a wider range of adapted bike types to be used. These factors all make stepped tracks preferable for enabling more people, including protected groups, to take up cycling. Some consultation respondents expressed the view that introducing the proposed changes would enable more people, including those with protected characteristics, to take up cycling.