

TfL's 2022 Strategic Cycling Analysis

<https://content.tfl.gov.uk/cycling-action-plan.pdf>

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The 2022 SCA constitutes a major update on the original analysis that convinced Boris and the GLA to start building protected cycle lanes (E.g. the C3 Embankment route and the C6 Kings Cross to Blackfriars route via Farringdon Road)



Strategic Cycling Analysis

Identifying future cycling demand in London
June 2017

MAYOR OF LONDON

Camden Cycling Campaign

18 March 2024

Cycling is the fastest growing mode of transport and is becoming safer and more inclusive



Cycling levels have boomed during the pandemic and remain higher than pre-pandemic levels

Cycling journeys increased by 152% between 2000 and 2020. This compares with a 84% increase in rail trips and a 53% increase in bus trips during 2000-2019.

During the pandemic, between 2020-22, cycling continued to grow despite a lower overall travel demand, resulting in a 3.1 per cent cycling mode share in the first quarter of 2022 (compared to 2.7 per cent in 2019). However, as travel demand on public transport continues to recover from the pandemic, this is expected to decrease, even though cycling levels remain higher than pre-pandemic.

Preliminary data from cycle counts (mostly in inner London) indicate that between March and mid-June 2022, cycling levels were on average 24 per cent higher than the same period in 2019 (14 per cent higher on weekdays and 82 per cent higher at weekends). Cycle Hire also continues to register unprecedented use with nine consecutive months of record hires.



Cycling has become safer

Cyclist KSIs increased by 15% in 2021 compared to 2020. However, when looking at the rate of cycling KSIs per million journeys, there has been an almost 50% reduction between our 2005-2009 baseline and 2020 (risk analysis for 2021 is underway).



Cycling has started to become more diverse

Londoners who cycled in 2020/2021 were much more representative of Londoners than previous years: 27 per cent of all Londoners had cycled over the past 12 months, compared to 24 per cent of Black people, 25 per cent of Asian people and 31 per cent of people from mixed backgrounds.

How are routes decided?

Delivery channels:

Busy roads (mainly TfL roads - red routes)

Some of London's busy main roads, including some of our roads, align to the highest levels of cycling potential in the country.

Borough roads

Around 85 per cent of connections identified in the analysis are away from TfL roads. New cycle routes delivered by the boroughs are vital to expand the network, including both protected routes on busier streets and routes on quieter streets.

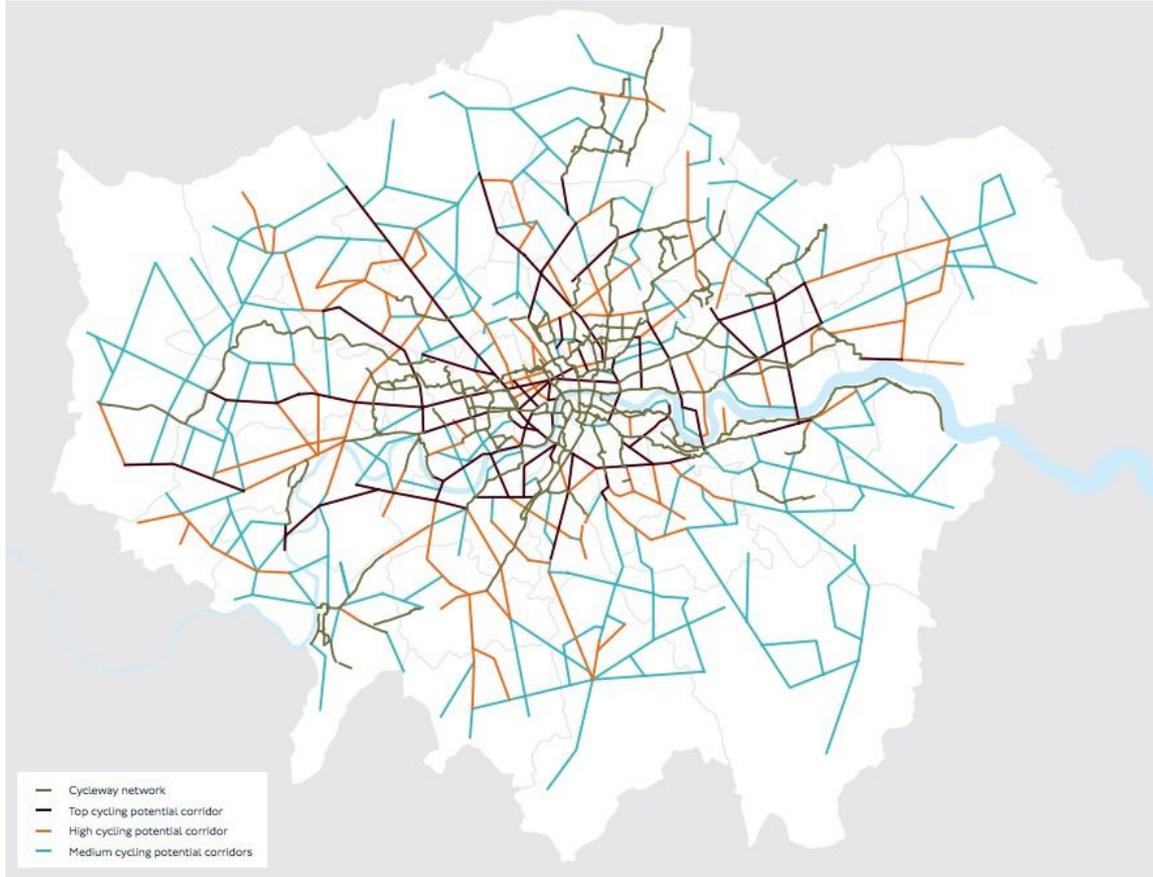
Unlocking existing routes

There are many quiet streets and routes across London that are already popular and well-used by people cycling, and more of these are being unlocked as boroughs roll out **Low Traffic Neighbourhoods**. By providing clear, consistent signs and upgrades, such as improved crossings, we can bring these routes into the Cycleway network and enable more people to use them. In some cases, major roads or junctions prevent these potential new routes from connecting to the rest of the network, requiring local changes to

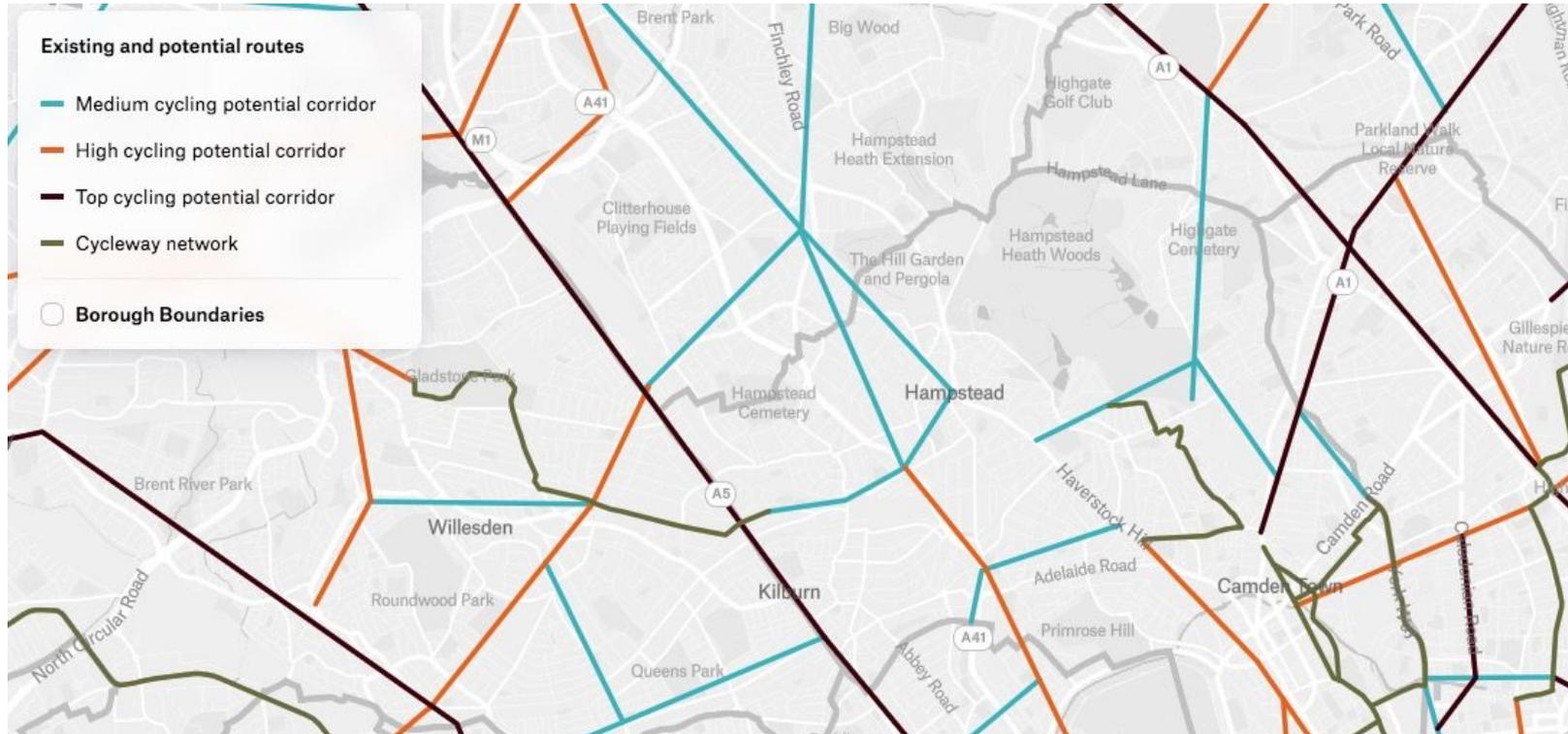
TfL's Criteria

- 70 per cent of Londoners to live within 400 metres of the Cycleway network by 2041. Achieving this will mean that the majority of town centres, stations and other major trip attractors are connected to the cycle network, and most schools, high streets, parks and places of work are within easy reach of a high-quality cycle route.
- based largely on potential cycle journeys that are currently made by car, but which could be cycled if barriers were broken down, including through the provision of a high- quality cycle network
- Moves beyond focusing on commuter cycling and supports our aim to make access to the cycle network more inclusive. Just 15 per cent of potential cycle journeys reflected in the analysis are commutes, with the vast majority being trips such as journeys to school, visits to the shops and leisure trips such as visiting friends.
- *Census data on residential densities and workplaces (at least in the 2017 analysis)*

Using the criteria TfL produced this sketch map

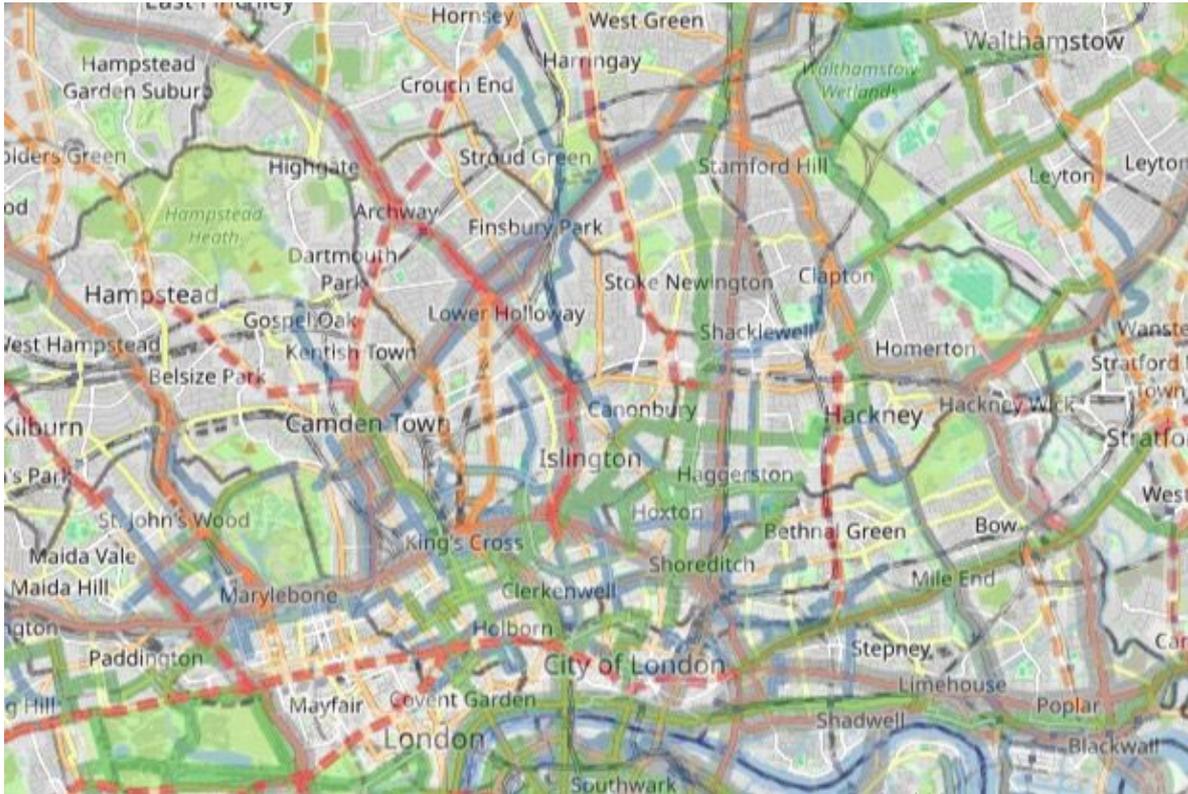


Will Petty produced this interactive map from the sketch



<https://felt.com/map/TfL-Strategic-Cycling-Analysis-2022-XU73cLFsTcCfTQz0DHlfsD?loc=51.54292,-0.14058,14.5z>

From the 2017 SCA Report I produced this overlaid map



<https://camdencyclists.org.uk/campaigns/more-maps-and-tools-for-cycle-campaigners/>