SEPTEMBER 2017

The Strategic Cycling Analysis. Informing the development of London’s core cycle network

Claudia Peñaranda, Ph.D. Principal Technical Specialist
Alex Longdon, Ph.D. Strategy Planner
Surface Strategy and Planning. Transport for London
Existing and planned TfL routes. The SCA answers the question “What next?”

London’s cycle routes. Spring 2017 (TfL branded)
- 9% of Londoners live within 400m
- 30% of Londoners live within 1km

TfL branded routes by 2022 (business plan)
- 34% of Londoners live within 400m
- 61% of Londoners live within 1km
International best practice. Cycle network plans

Seattle

Boston

Barcelona
London’s Strategic Cycling Analysis:

1. The network of strategic cycle connections needed

2. A prioritisation of the cycle connections based on demand

3. Area-wide opportunities

4. Synergies with other modes
The new tools available in London allowing us to undertake robust spatial analyses

Agglutinating various datasets

**Cycling Network Model for London**
(current cycle flows)

**Analysis of Cycling Potential**
(switchable trips flows)

**Transport Classification of Londoners**
(residents’ willingness to cycle)
Where do people cycle now?

Top 20% links for current cycle demand
Where would people cycle if they were to switch?

Top 20% links for switchable flows
Identifying the gaps left by existing and planned routes
Cycling connections with the greatest potential

These lines do not represent specific alignments for routes
Prioritisation of cycling connections based on their potential to serve demand

**Current**
Top 5%, 10%, 15%, and 20% links for current cycle trips

**Switchable**
Top links for switchable trips + areas where residents cycle or are likely to start doing so

**Future**
Top 5%, 10%, 15%, and 20% areas for expected growth
Cycling connections prioritised according to their impact (to serve demand)

Criteria adjusted for outer London, so all areas had top priorities
Area-wide opportunities to develop and expand cycling connections
The Strategic Cycling Analysis
Synergies with other sustainable modes

Improving cycling alongside walking
Synergies with other sustainable modes
Improving cycling and pedestrian safety
Synergies with other sustainable modes

Enabling interchange
with R & U

Analysis does not include new CR2 or HS2 stations
Synergies with other sustainable modes

Planning for cycling alongside buses
Four options to plan for cycles and buses

1. Provide dedicated facilities for both cycles and buses

2. Prioritise cycles and buses and manage general traffic

3. Provide high quality cycle provision on a parallel street

4. Adapt the bus network in the area
How is the SCA being used?

Draft Mayor’s Transport Strategy

Liveable Neighbourhoods
(new programmes)

Opportunity Area studies (i.e. Isle of Dogs)

Local Plans
(i.e. Lambeth)
Next steps

• Discuss and refine findings with local experts (London boroughs, advocacy groups, the wider public)

• Take advantage of every opportunity to improve cycling provision where it is most needed: finding synergies with other planned projects in the road network, development contributions, LCN+ upgrades, etc.

Discussion:

• How can it be enriched?

• How can it be applied to other contexts/cities?

Contacts:

Claudia Peñaranda: claudiapenaranda@tfl.gov.uk
Alex Longdon: alexanderlongdon@tfl.gov.uk