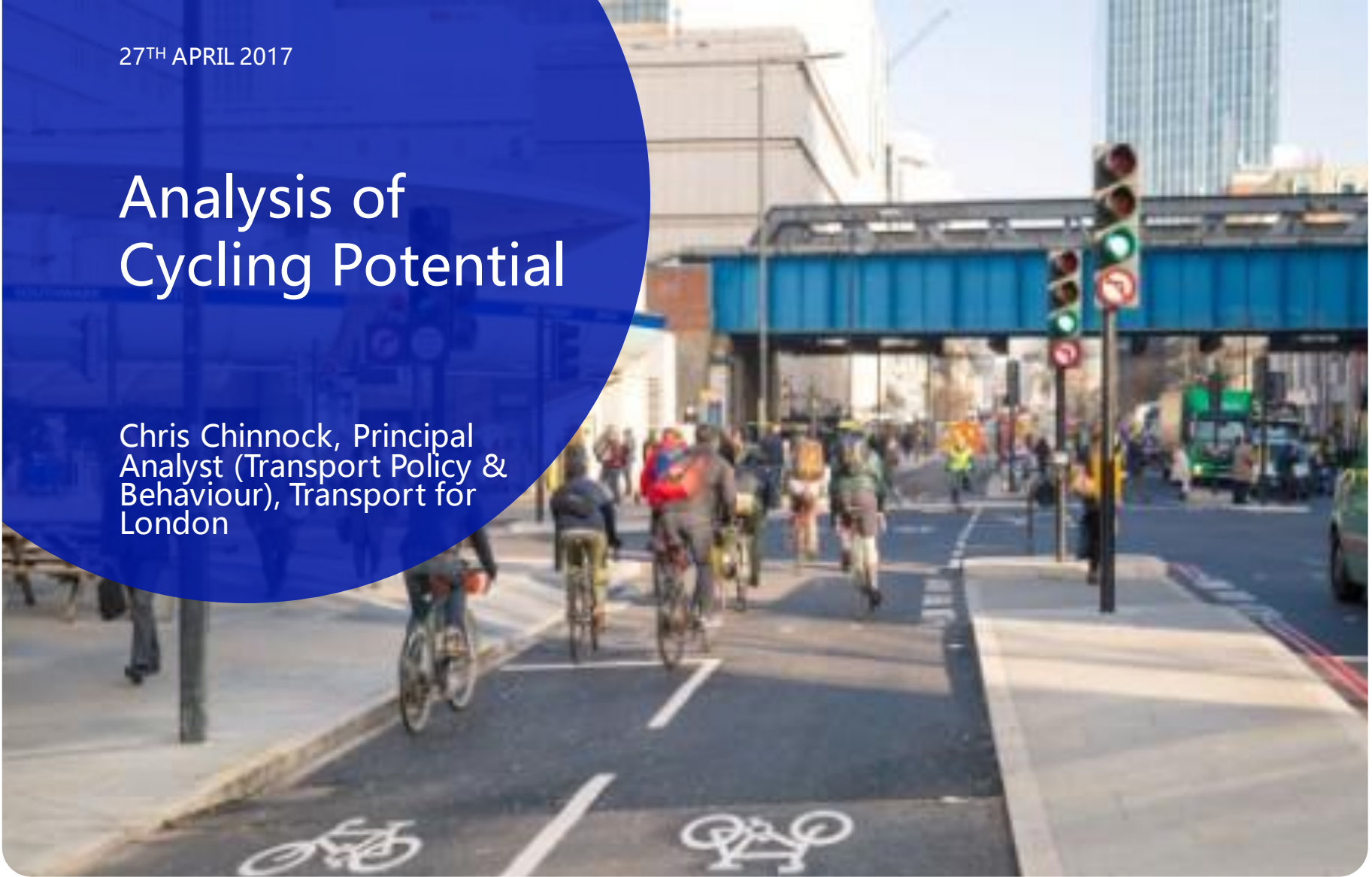


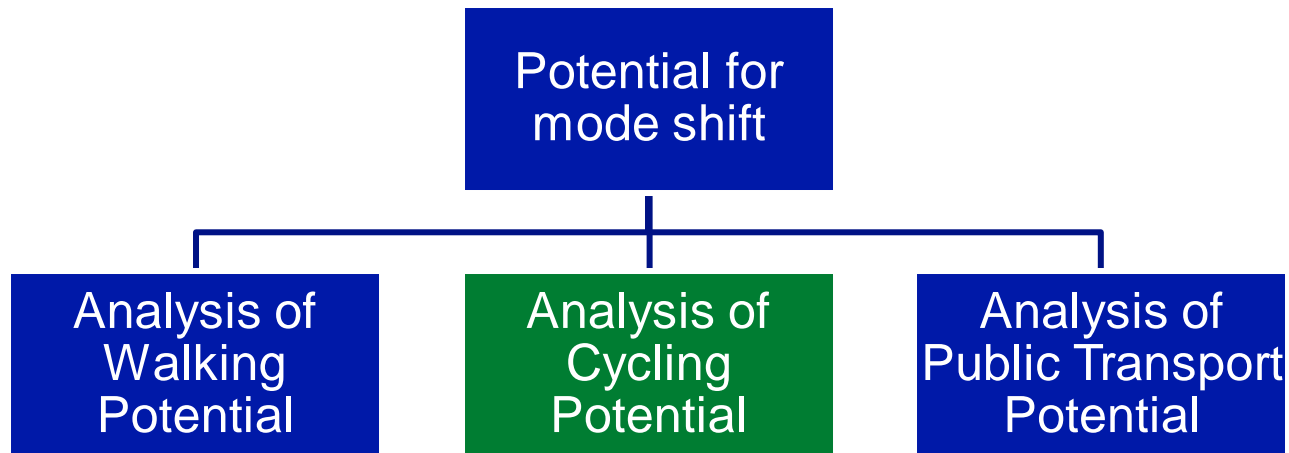
27TH APRIL 2017

Analysis of Cycling Potential

Chris Chinnock, Principal
Analyst (Transport Policy &
Behaviour), Transport for
London



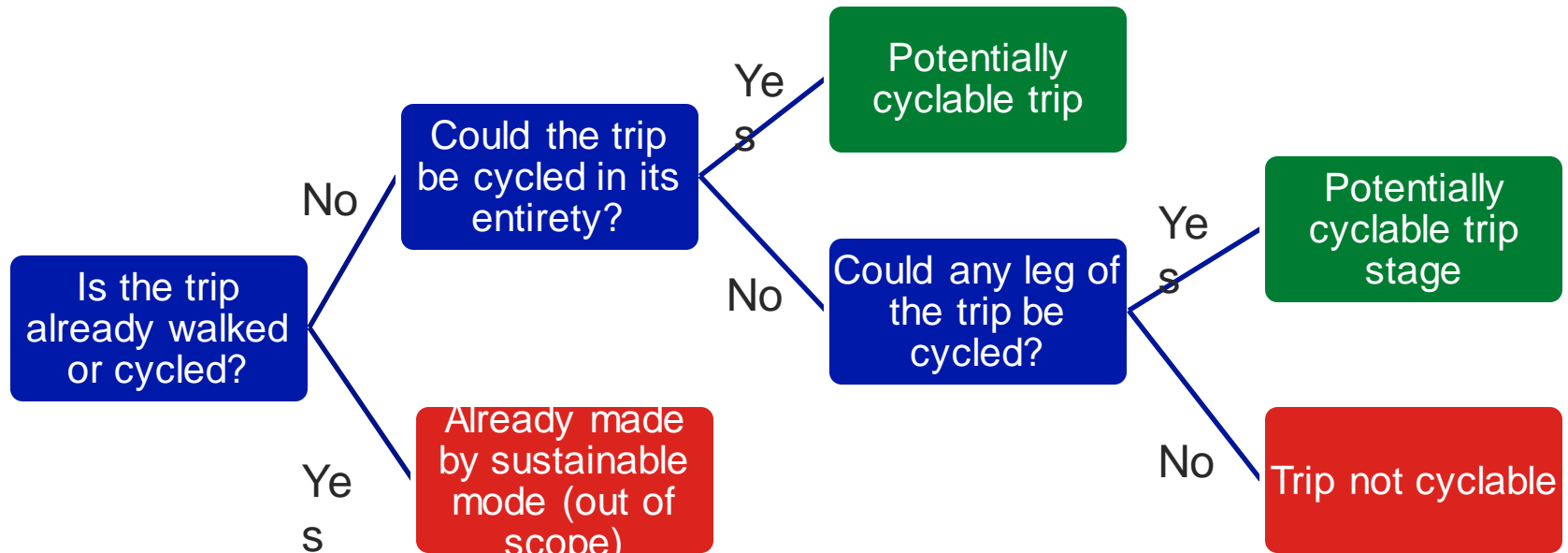
The Analysis of Cycling Potential is one of three reports exploring the potential for mode shift



This work is an expanded follow up to the Analysis of Cycling Potential report produced in 2010



The study is a comprehensive analysis of trips currently made by London residents that could be cycled



Cycling potential is determined by assessing characteristics of trip level data from the London Travel Demand Survey

Is the person carrying tools/work equipment?

Is the trip too far for the person to cycle?

Is the person travelling with a pram/pushchair?

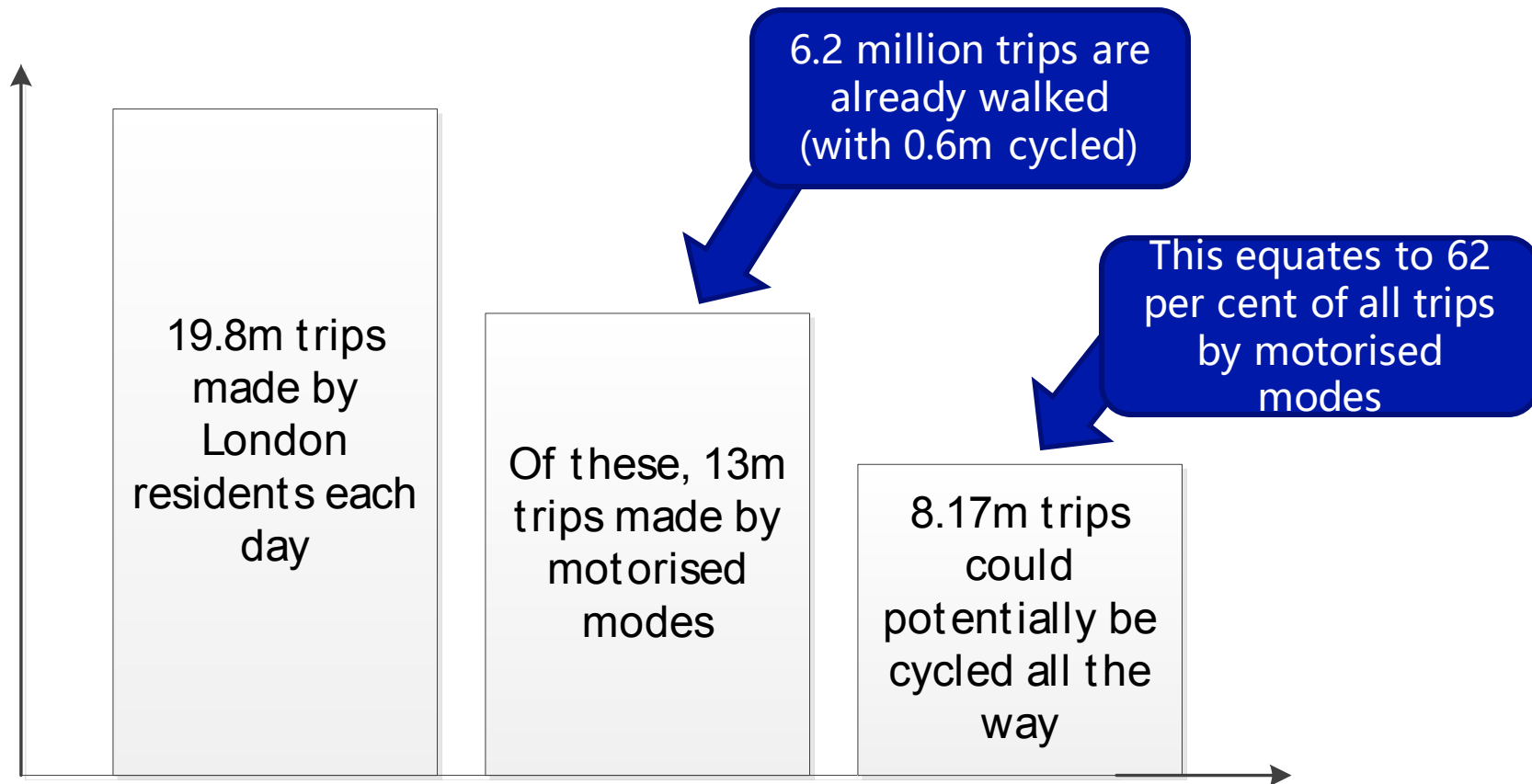
Is the trip part of a number of trips that can't all be cycled?

Is the trip already walked or cycled?

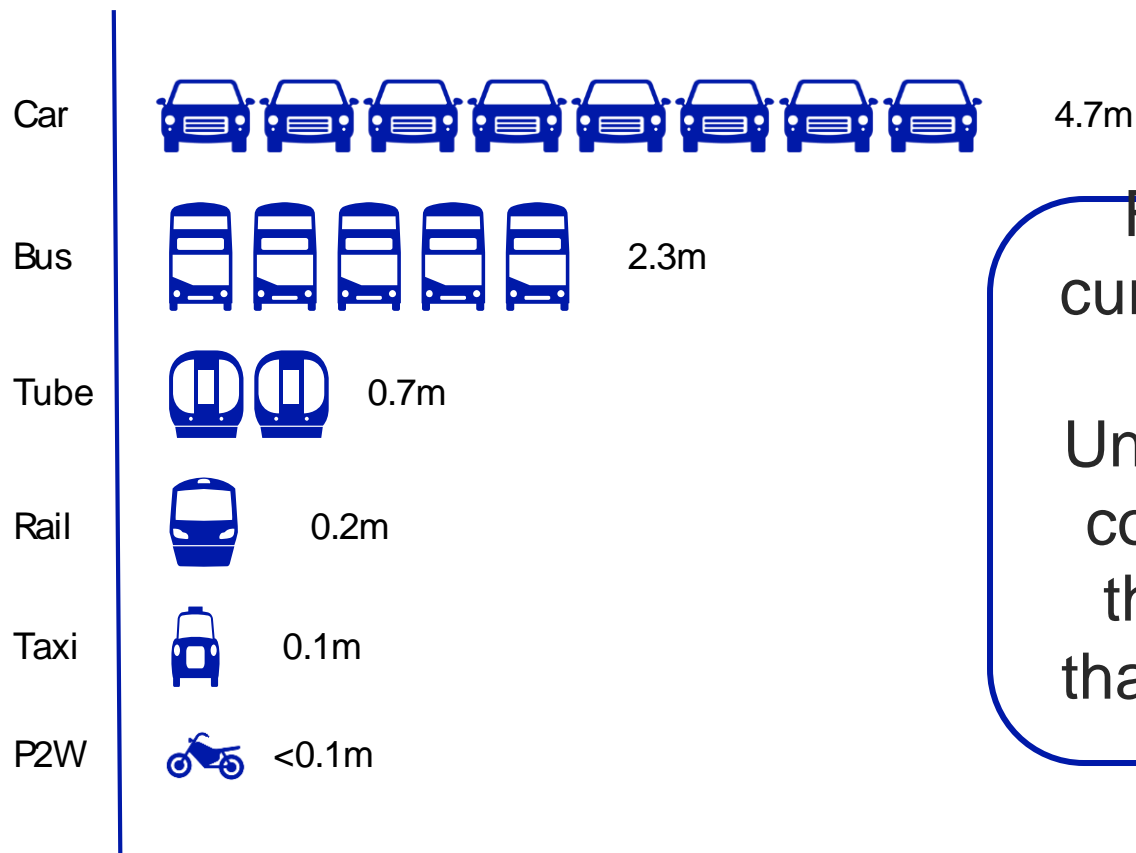
Is the trip made by van, plane, boat or dial-a-ride?



There are over 8 million trips made by Londoners on an average day that could be cycled



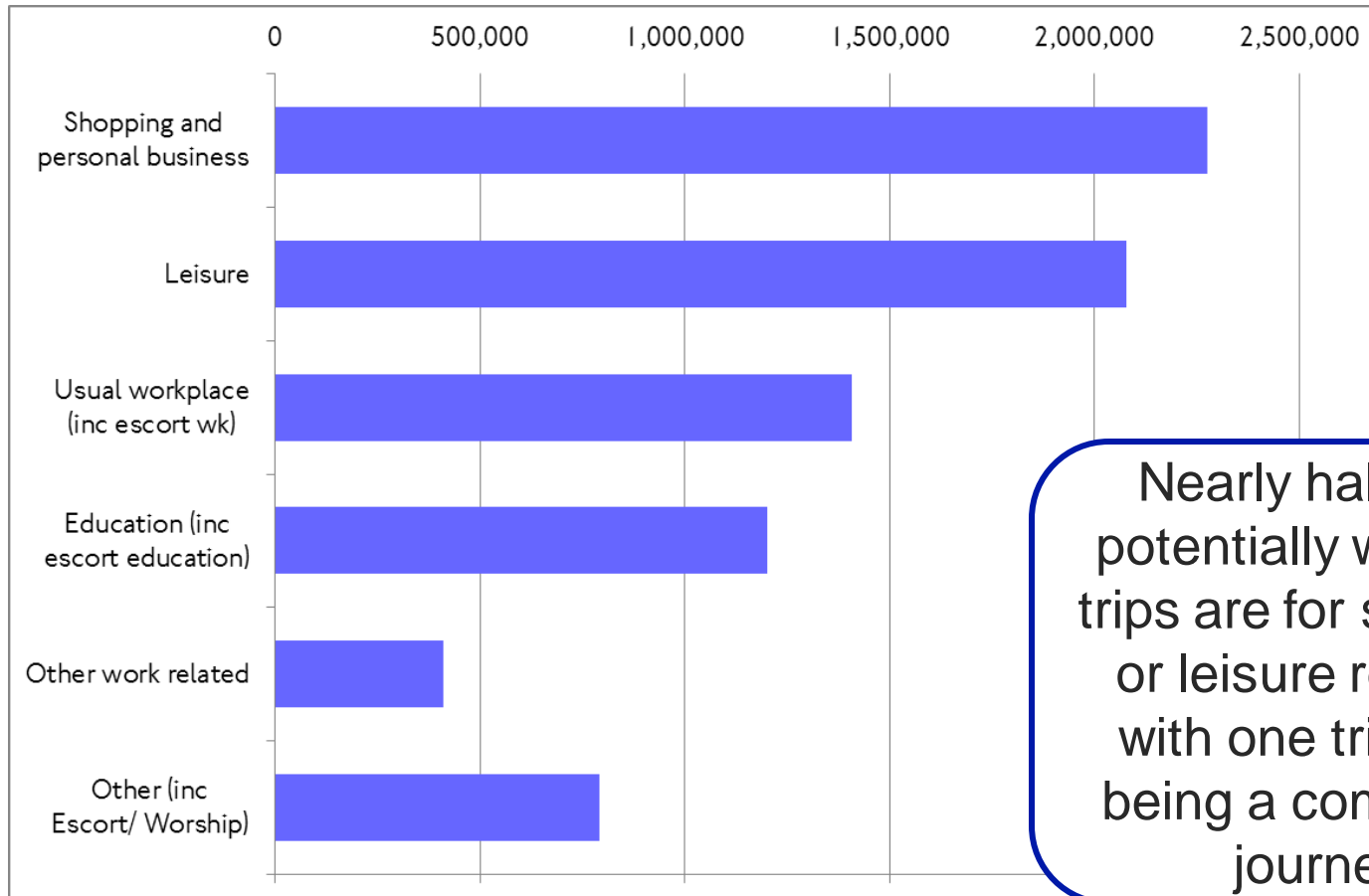
The greatest potential for cycling comes from people currently travelling by car



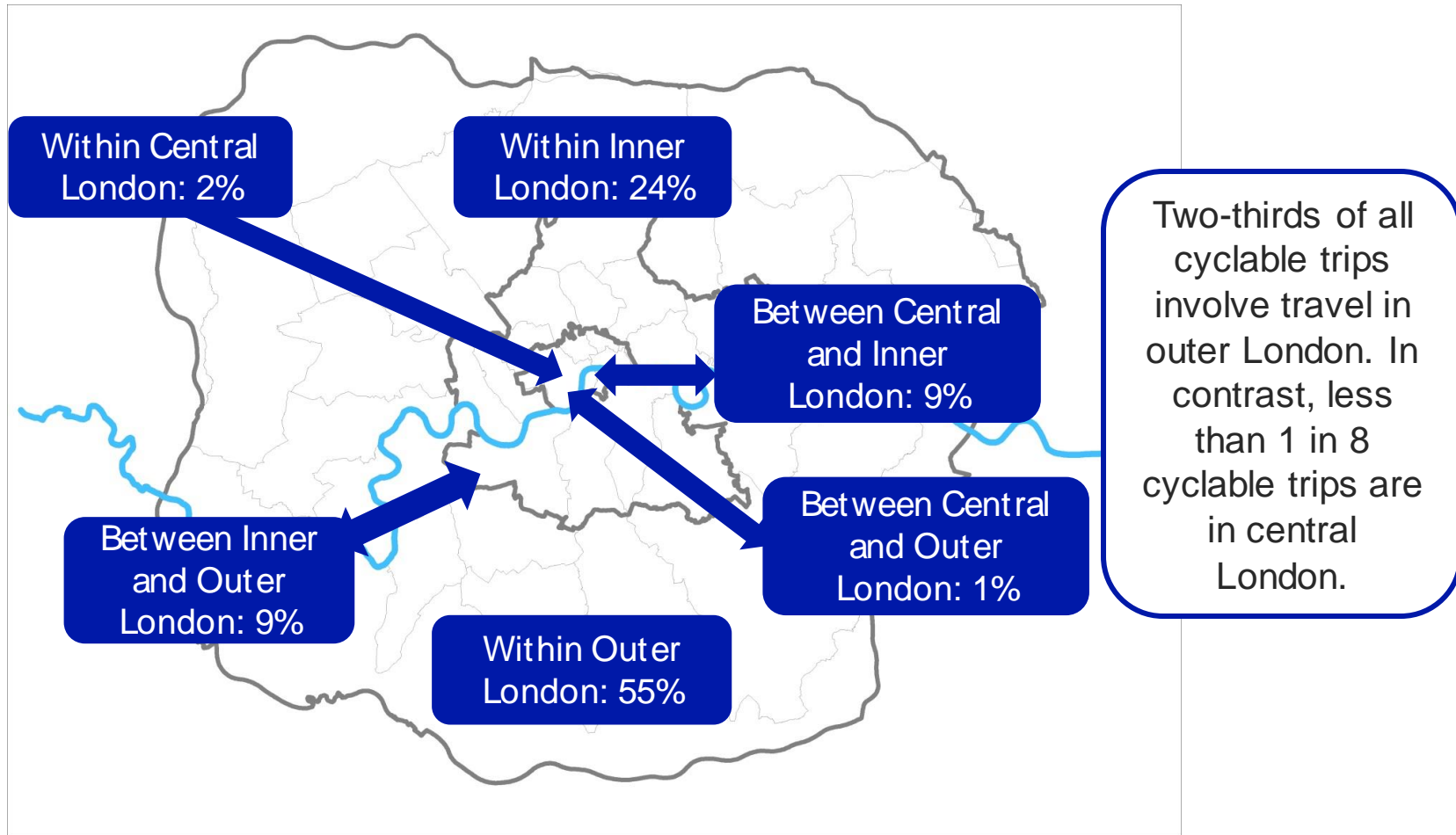
For every trip currently made by rail or Underground that could be cycled, there are more than five made by car.



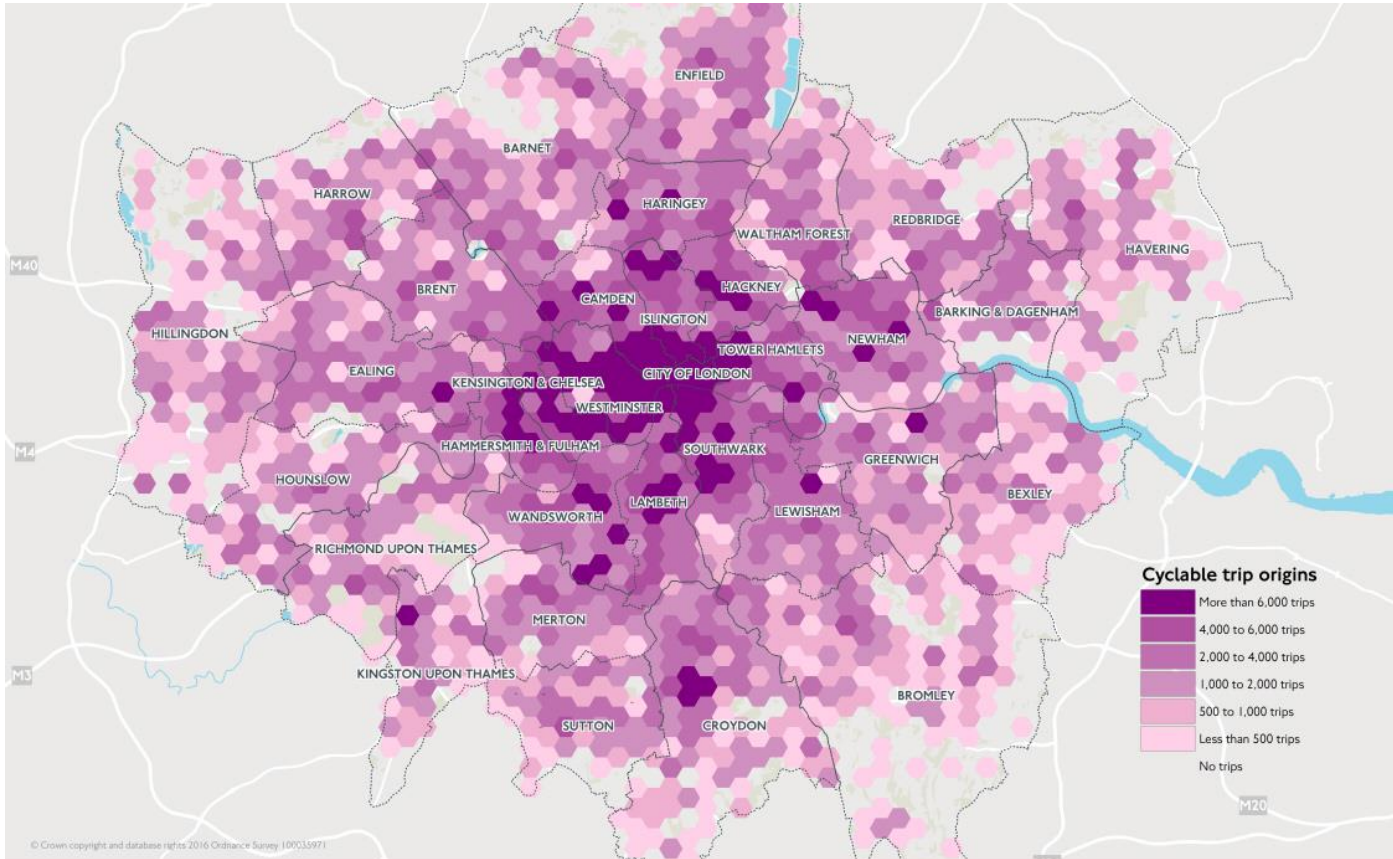
Potentially cyclable trips are more likely to be for non-work purposes



Most of the potentially cyclable trips are made in outer London



However – the areas with the highest density of cyclable trips are in central and inner London



Analysis of Cycling Potential
Potentially cyclable trip origins

Author Initials: CC
Date: 18/04/2017

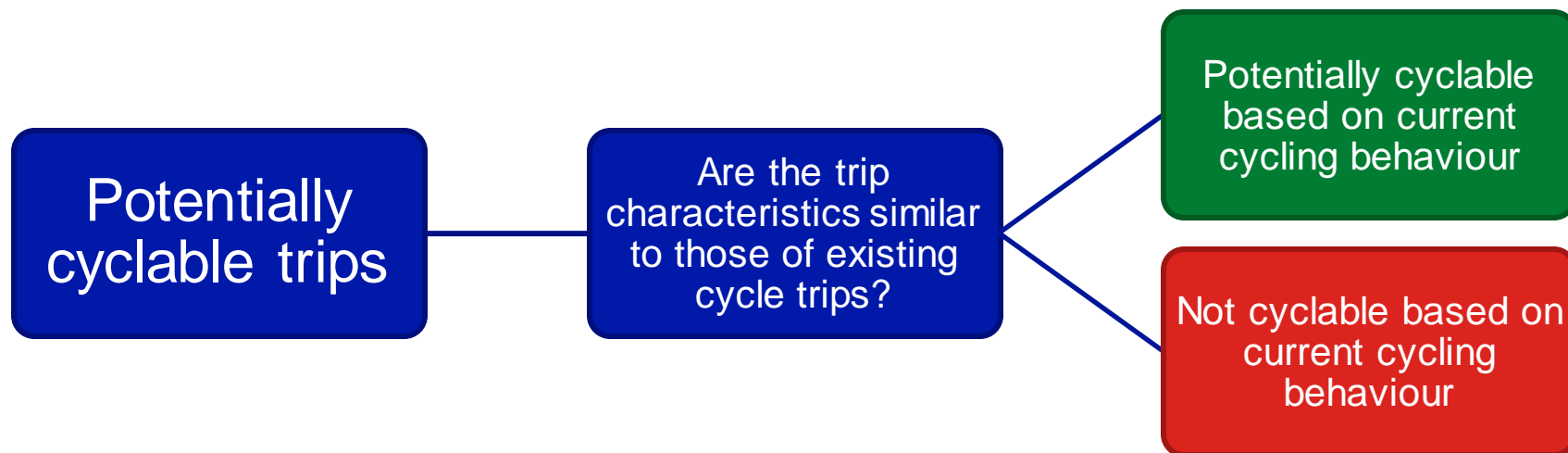
Transport for London
Windsor House, 42-50 Victoria Street
London SW1H 0TL



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The study also assesses how much of the cycling potential is similar to existing cycle trips



This additional analysis uses further variables from the London Travel Demand Survey data

What time of day is the person travelling?

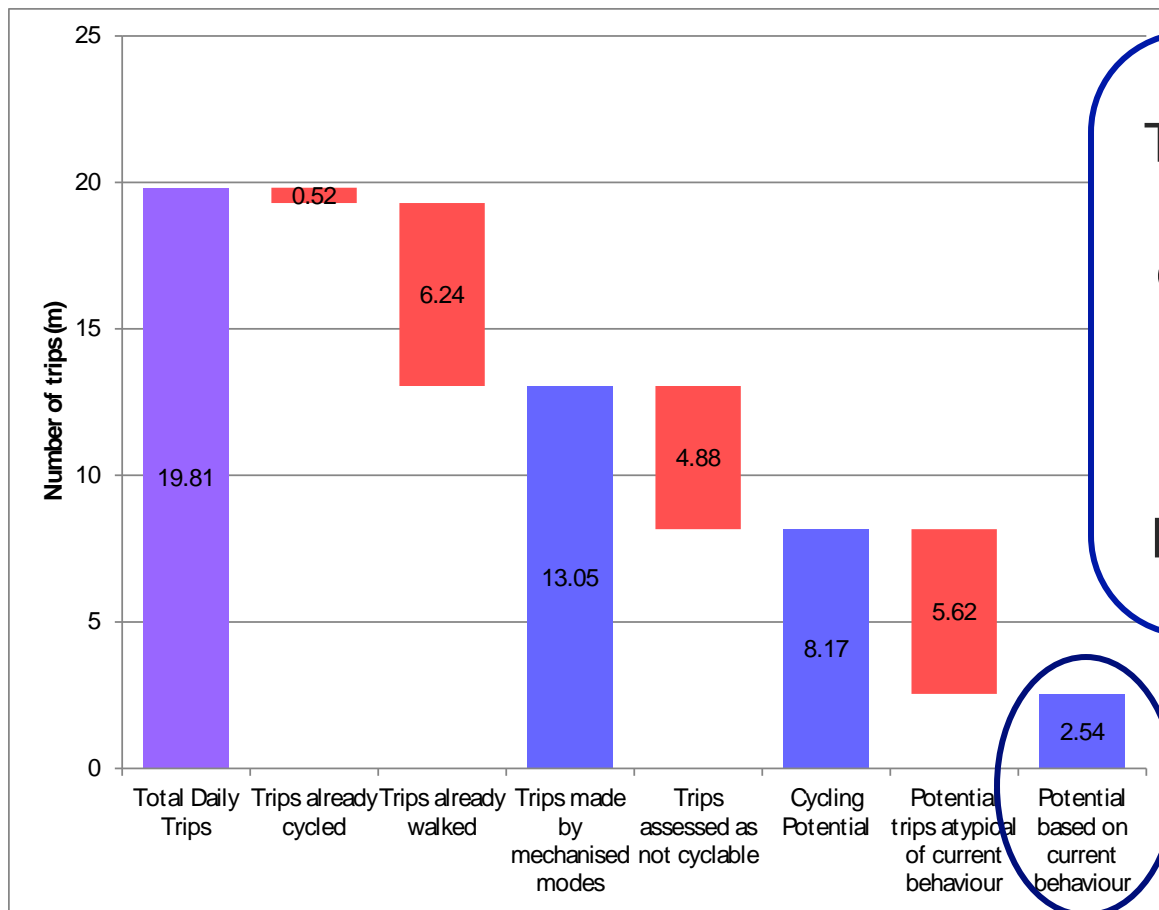
Does the person have a disability that affects their daily activity?

Is the person travelling with at least one other person?

How old is the person making the trip?



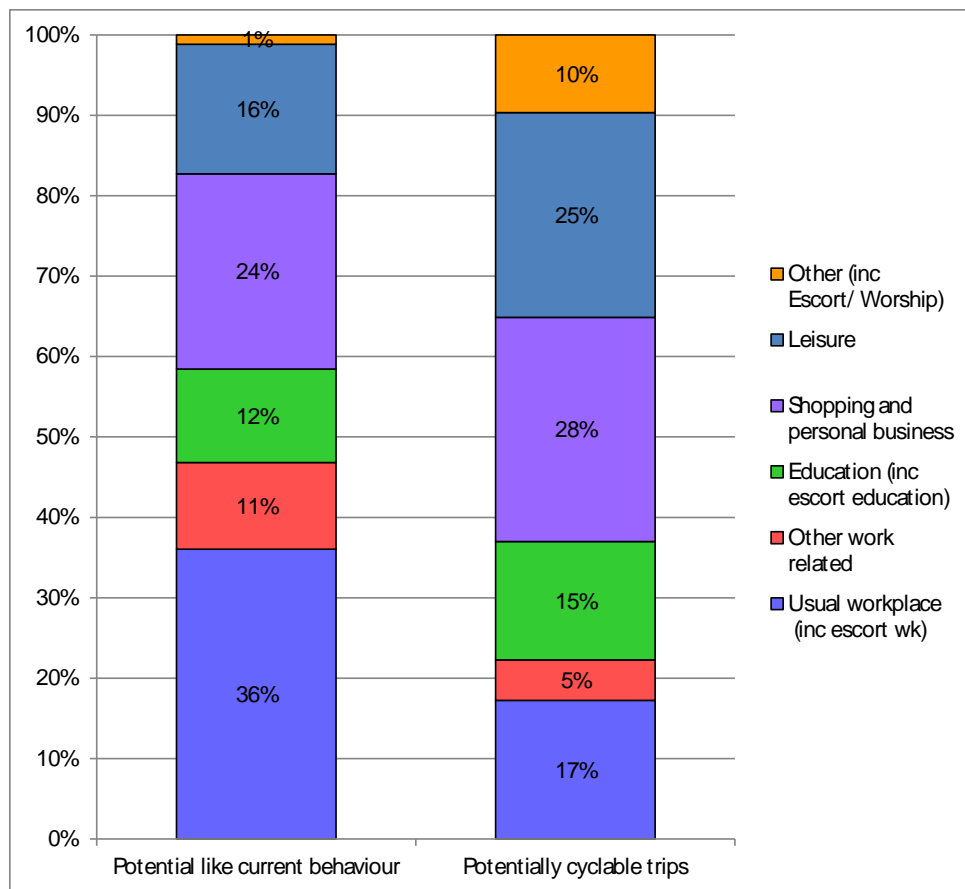
The cycling potential based on current behaviour is only a small proportion of the total potential



The cycling potential based on current cycling behaviour is 2.54m trips on an average day – only 31% of the full potential for cycling.



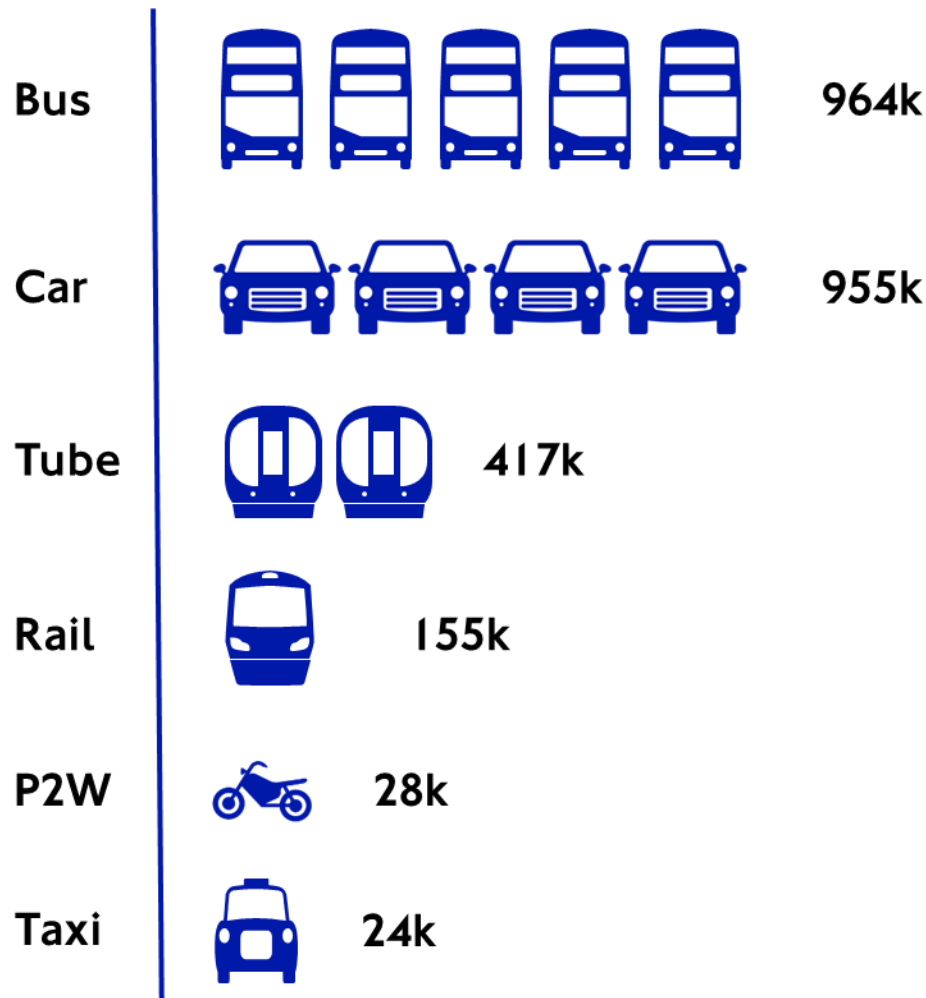
The cycling potential based on current behaviour is much more skewed to work-based travel



47% of the cycling potential based on current behaviour is for work reasons – compared to 22% of the total potential.



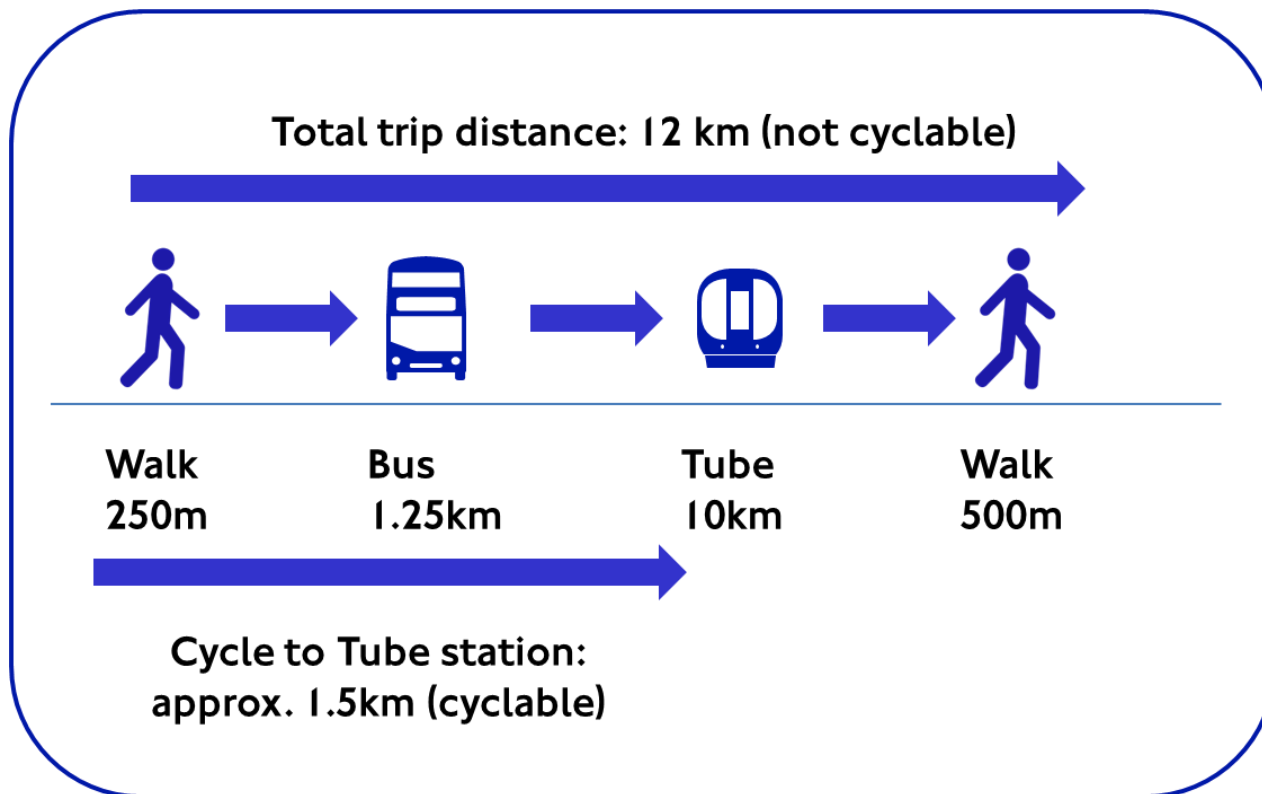
It is also more skewed towards trips currently made by public transport



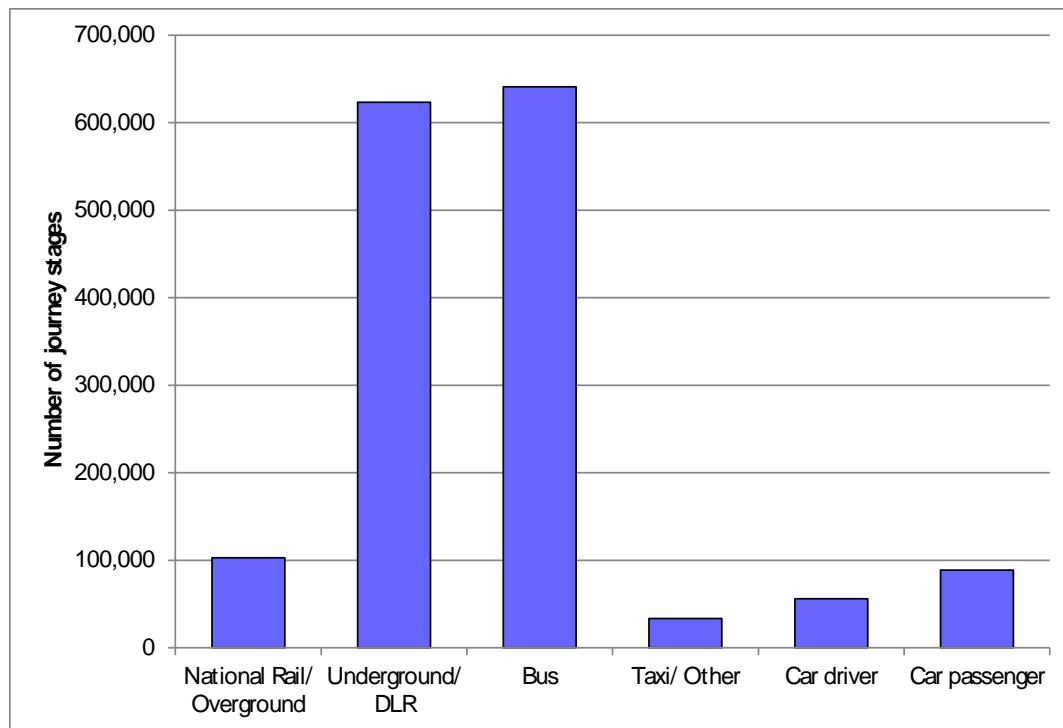
60% of the potential trips based on current behaviour are made by bus, Tube or rail – compared to 40% of the total potential.



The final part of the analysis looks at where trips could partially be cycled



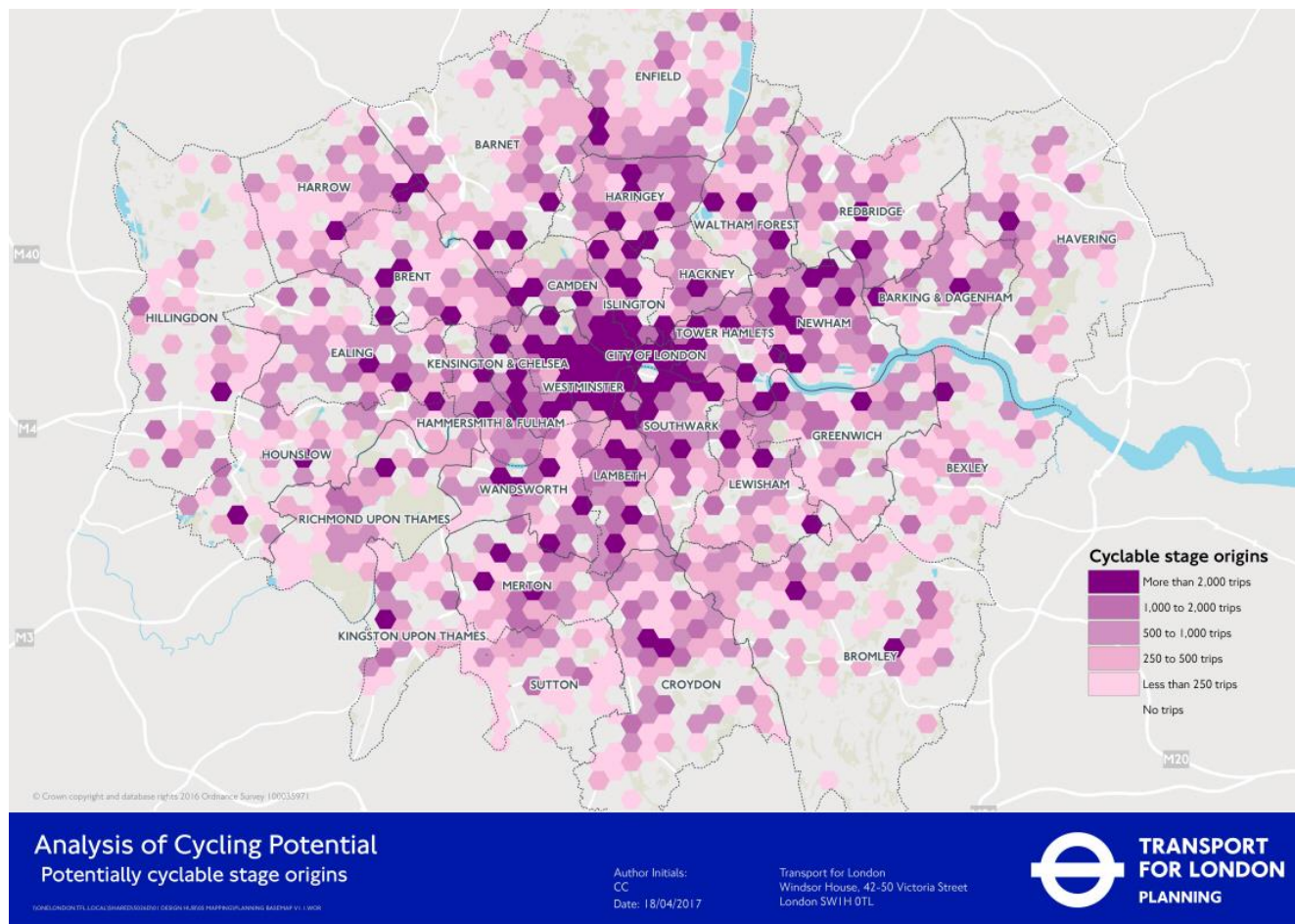
Potentially cyclable stages are largely made by bus or Underground



These stages come from a mix of different trip types, e.g. bus journeys to the Tube/rail station, Tube travel after a rail journey.



Potentially cyclable stages are also most heavily concentrated in central London



Conclusions: There is significant potential to increase cycling across all parts of London

There are over 200,000 potentially cyclable trips and stages in every London borough on an average day.

Cyclable trips are more likely to be in outer London, but there's a higher density of cycling potential in central and inner London.

On an average day, more than 3 million trips made by both public and private transport could be cycled.



Conclusions: Change is needed in order to realise much of the potential for cycling

BAME groups make 15% of current cycle trips, but 38% of potentially cyclable trips.

The majority of cyclable trips are made by people who never cycle.

Women make 27% of current cycle trips, but 55% of potentially cyclable trips.

Almost half of all potentially cyclable trips are 2 or more people travelling together, but nearly 90% of current cycle trips are made alone.



This work has been used across TfL to support a number of other projects

Demand analysis of new cycle routes

Impact on active travel and implications for health targets

Influencing public transport marketing campaigns

Developing the Cynemon tool

Supporting the development of Strategic Cycle Network analysis

Understanding the 'walkability' of London



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[http://content.tfl.gov.uk/
analysis-of-cycling-
potential-2016.pdf](http://content.tfl.gov.uk/analysis-of-cycling-potential-2016.pdf)

