

Walking and Cycling in London - What Residents Think

Key messages from London Councils' poll of residents

Encouraging people to walk and cycle more in London has become increasingly important in terms of moving people away from using cars for travelling short distances to increase health benefits and reduce pollution.

According to the [National Travel Survey 2012](#), last year 41 per cent¹ of trips under five miles in London were made by cycling or walking, the highest proportion in the country, alongside the north west region. It also shows that Londoners made an average 218 trips² per year walking, walking an average of 212 miles a year³.

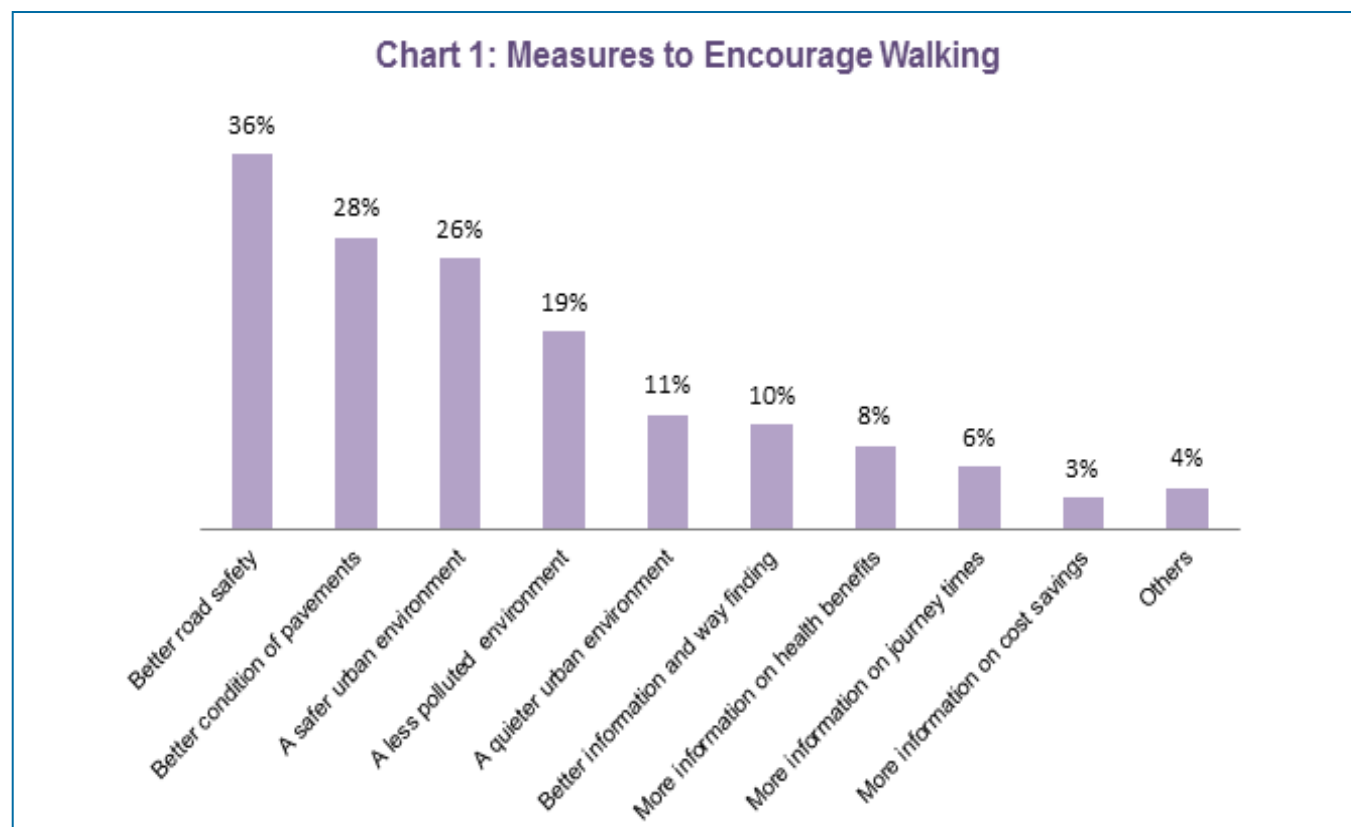
In March 2013, the Mayor published his vision for cycling and both walking and cycling were a key element of the [Roads Taskforce Report](#), published in July 2013, Recommendation 2 of which states:

"The Mayor adopts the core principle that the strategy must deliver overall against all three aims: transforming conditions for walking, cycling and public transport; delivering better, active and inclusive places and new city destinations; and maintaining an efficient road network for movement and access."

In line with this focus on walking and cycling, London Councils commissioned a poll of residents to understand their attitudes towards walking and cycling in London and what measures would encourage them to walk and cycle more. A total of 1,000 people were surveyed in June 2013 and this short summary highlights some of the key findings and explores some of the issues raised.

Walking

Chart 1 below shows that, with regard to walking, people are primarily concerned about both safety and the condition of roads and pavements. People over the age of 45 in particular would like better pavements. Air and noise pollution also appear to deter people from walking more.



¹ NTS Indicator NTS9909 - Proportion of all trips under 5 miles by English residents living in an urban area where the main mode of transport was walking and cycling or public transport

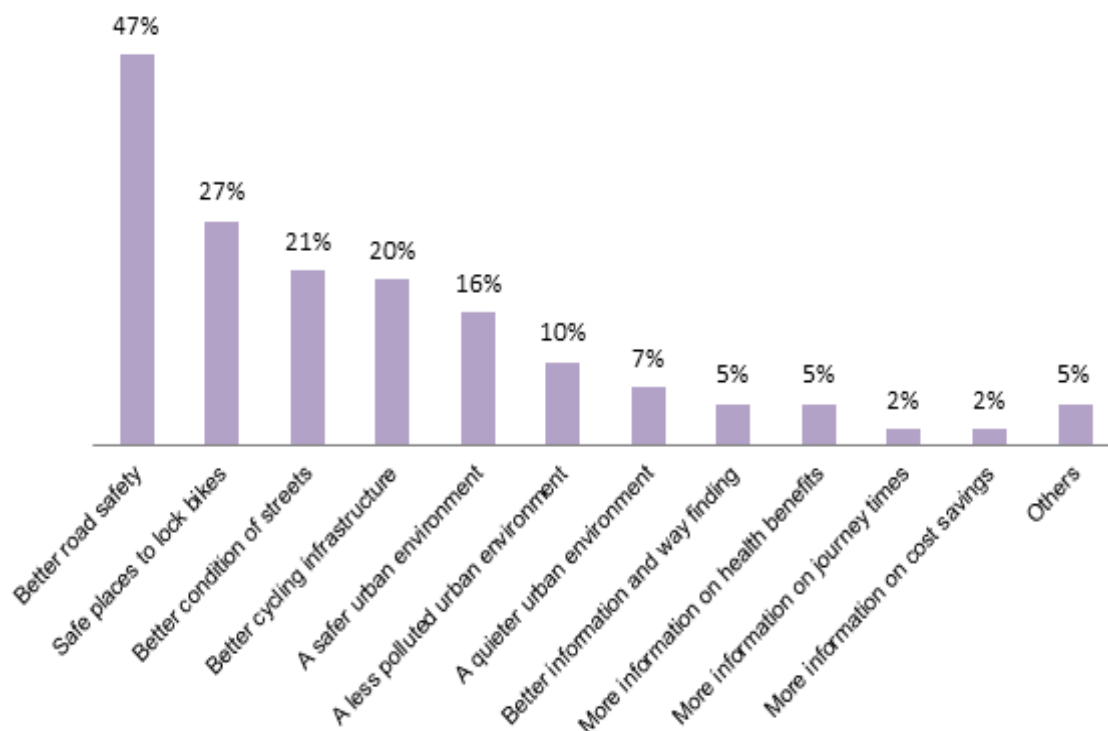
² NTS Indicator NTS9903 - Average number of trips by main mode, region and area type: Great Britain, 2011/12

³ NTS Indicator NTS9904 - Average distance travelled by mode, region and area type: Great Britain 2011/12

Cycling

Chart 2 shows that, as with walking, in regard to cycling people are concerned about both safety and the condition of roads and streets. However, safety in this context also means safe places to lock up bikes. A need for better cycling infrastructure, such as cycle lanes and paths, is also an important issue, while air and noise pollution also appear to be a deterrent.

Chart 2: Measures to Encourage Cycling



What councils are doing to encourage walking and cycling

At the London Councils event – “Unlocking the potential for walking and cycling in London”, held on 8 July, we heard from Croydon and Camden councils about measures they are taking to encourage cycling and walking in their boroughs.

Camden's engagement with cyclists

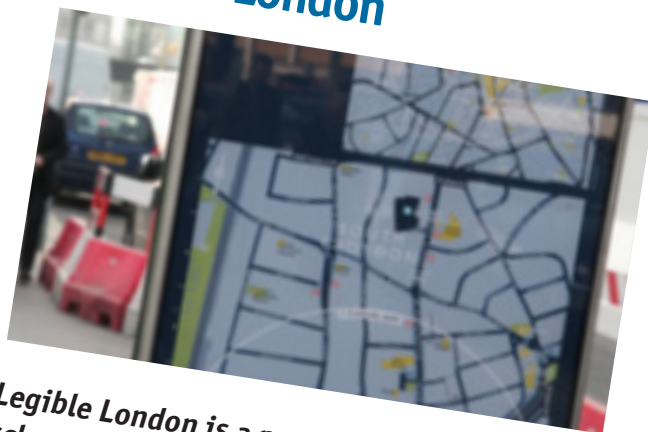


Bike week



Camden has a range of activities to engage cyclists, from 'Bike week' to 'Dr Bike Surgeries', advice and guidance on security marking and courses for women cycling at night.

Croydon's implementation of Legible London



Legible London is a pan-London wayfinding scheme consisting of map-based panels, finger posts and wall mounted signs, integrated into TfL's public transport network. Croydon's scheme is the largest within London and provides pedestrians with the information they need to make decisions about their journey.



Improving Road Safety

As the poll shows, road safety is a major concern to people and the boroughs are working with partners, including the police, Transport for London (TfL) and road user groups, to improve safety on the capital's roads.

Boroughs are adopting a range of initiatives such as 20mph limit schemes and most recently borough-wide 20mph limits. Islington was the first borough to take this step and Camden has also now given the green light to borough-wide 20mph limits. Other boroughs and the City of London are also exploring this option.

Other approaches to enhance road safety, that boroughs are taking forward, are training and raising awareness of good road safety practice, particularly among lorry drivers and cyclists and community-led road safety improvements.

Local road safety work has been given extra impetus by the recent publication of the Mayor and TfL's road safety action plan for London – [Safe Streets for London](#), and the presumption of lower speeds across London's roads in the Roads Taskforce report. For example, the latter states that speed limits should play an important role in improving road safety, including where there are high levels of pedestrian activity and, further, that this should mean more 20mph speed limit areas across London.

Next steps

Following London Councils' resident polling and its recent walking and cycling event, London Councils and the boroughs are working closely with TfL and other key partners to further encourage walking and cycling. In particular, we will be focusing on implementing the Mayor's vision for cycling alongside the recommendations and actions in the Safe Streets for London and the Roads Taskforce reports.

