

TRANSPORT FOR LONDON
SURFACE ADVISORY PANEL

SUBJECT: DELIVERING LONG-TERM WALKING & CYCLING GROWTH

MEETING DATE: 13 FEBRUARY 2008

1. Purpose

- 1.1 The purpose of this presentation is to inform the Panel of a new approach for delivering walking and cycling growth, together with new targets for walking and cycling trips in London through to 2025.
- 1.2 The new walking and cycling targets are based on thorough analysis of short motorised trips in London, customer research and current mode shares. The analysis has resulted in ambitious but achievable targets for the sustainable modes.
- 1.3 Central to achieving the new targets are five new programmes. Each programme is a joined-up package of actions, tailored at the specific barriers that need to be overcome to release the full growth potential.
- 1.4 There are three programmes for cycling: bike hire to make short hops easy for all in Central London; Cycle Corridors to concentrate and direct commuter flows into the Centre; Bike Zones to help people cycle local trips in Inner and Outer London.
- 1.5 Two programmes for walking: Legible London to make walking easier in Central London; Streets of Gold to get more people walking in Inner and Outer London.
- 1.6 It is important to recognise that current growth in sustainable modes has been due in large part to TfL's substantial investment in walking and cycling. TfL's current programmes will be continued whilst the new programmes are trialled, but over time the two will converge.
- 1.7 This new approach will be further defined and developed in conjunction with the London Boroughs and other key stakeholders, and the purpose of this new approach is to set the long term direction for delivering greater levels of walking and cycling in London.

2. Decision Required

- 2.1 To note the new targets, and five new programmes.

3. Equalities implications

- 3.1 There are no obvious detrimental impacts of the new programmes. Walking is an inclusive mode, and hence improvements to the walking environment and the promotion of walking should have a positive impact on equality.

4. Crime and Disorder implications

- 4.1 Increased levels of walking and cycling means more people out and about; this in turn provides 'active surveillance' which has been shown to help reduce levels of street crime and disorder.

5. Sustainability

- 5.1 Walking and cycling are arguably the only truly sustainable modes as they are noise and pollution free. More people walking and cycling means less people using motorised modes.

6. Recommendation

- 6.1 The Surface Advisory Panel is recommended to NOTE the paper.