

Strategic Cycling Analysis

Identifying future cycling demand in London
June 2017

MAYOR OF LONDON



**TRANSPORT
FOR LONDON**
EVERY JOURNEY MATTERS

Figure 2.1: Categorisation of current cycle demand



Figure 2.1 shows the top 20 per cent of busiest connections for current cycle flow, subdivided into four categories. This allows better understanding of which links carry the highest numbers of cycle trips today, and therefore which connections could make the greatest contribution to serving current demand.




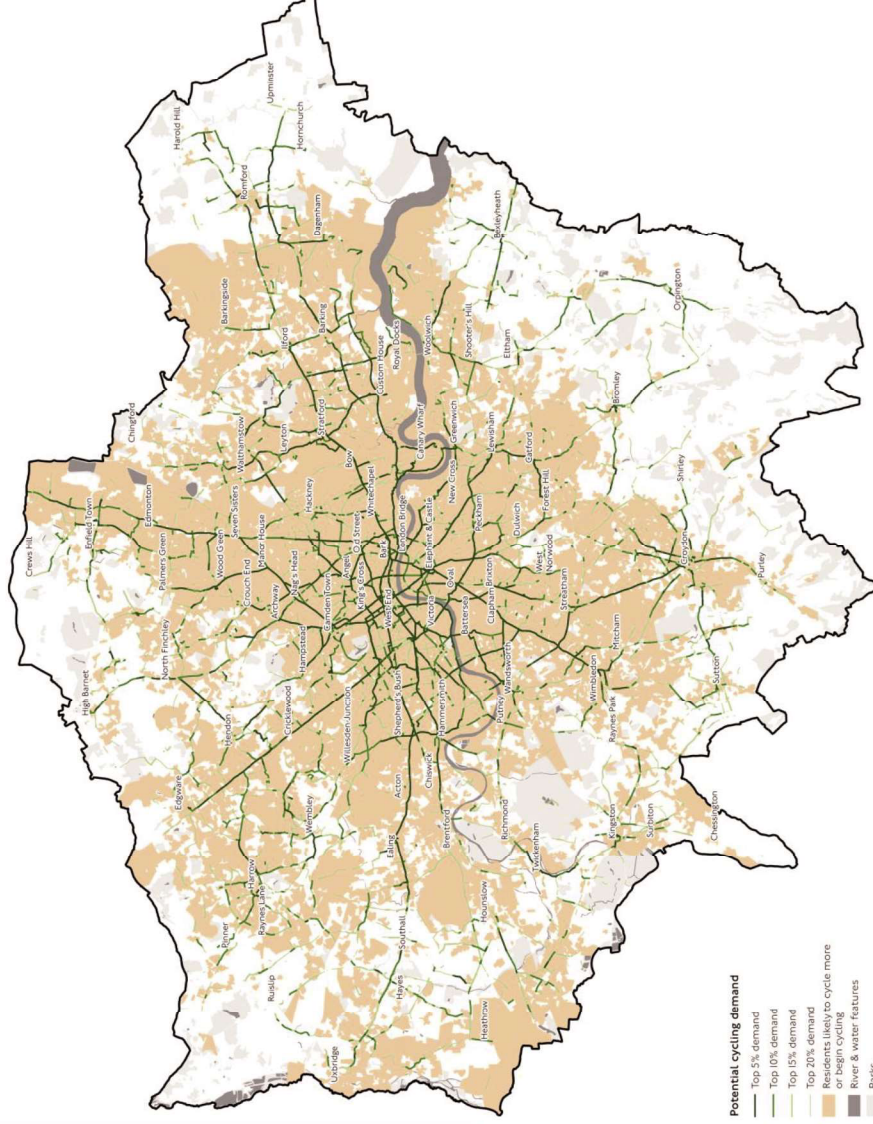
	Top 5% busiest connections (current trips)
	5-10% busiest connections (current trips)
	10-15% busiest connections (current trips)
	15-20% busiest connections (current trips)

Figure 2.2 shows the top 20 per cent of busiest connections for potential cycling demand, subdivided into four categories.

It also shows areas where residents are more likely to cycle, or begin cycling.

This allows better understanding of which connections carry the highest numbers of cyclable trips, and where Londoners have a greater propensity to cycle. Connections with the greatest potential to enable cyclable trips can then be identified.

Figure 2.2: Categorisation of potential cycle demand with high propensity to cycle areas



Potential cycling demand
 Top 5% demand
 Top 10% demand
 Top 15% demand
 Top 20% demand
 Residents likely to cycle more or begin cycling
 River & water features
 Parks

🚲	Top 5% busiest connections (cyclable trips)
🚲	5-10% busiest connections (cyclable trips)
🚲	10-15% busiest connections (cyclable trips)
🚲	15-20% busiest connections (cyclable trips)

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