



London Greenways

Monitoring Report

September 2013

MAYOR OF LONDON

Transport for London



Foreword

Greenways – a proud past and a bright future.

In March 2013, the Mayor of London published his Vision for Cycling. This outlines an ambitious plan to increase cycling numbers in the Capital, reduce the barriers that prevent those who would like to cycle from doing so and improve provision for cyclists. The success of the Greenways programme has provided the blueprint for a key element of the Mayor's new approach – Quietways, a London-wide network of direct cycle routes through lightly-trafficked back-streets, parks and green spaces. As with Greenways, they will help promote a transformation in the way people can travel around the Capital and help create better places for all.

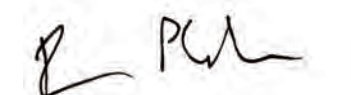
Transport for London (TfL's) third¹ Greenways Monitoring Report, like those that came before it, has a good story to tell. In 2012 we saw a three per cent annual increase in the numbers of people of all ages and abilities using Greenways, whether walking or cycling. If we go back to 2010, the first year of the monitoring programme, we see an overall increase in use of 23 per cent – a remarkable uplift in numbers.

Greenways offer safe and attractive routes for cycling and walking that open up and connect London's parks, green spaces and quiet streets. They have been a key part of the Mayor's strategy to encourage more Londoners to use two wheels, particularly those who may be new to cycling or are picking it up again. They also contribute to the Mayor's aim to encourage more people

to use their feet by providing comfortable and attractive conditions for walking.

Greenways also helped deliver the Mayor's objectives for a sustainable 2012 Games, with the programme of walking and cycling route improvements introduced last year continuing to prove effective and popular with users. We also see how Greenways help to secure health, economic and environmental benefits in London by making it easier for people to travel on foot or by bike.

Working in partnership with the London boroughs, Sustrans, the Royal Parks and the Canal & River Trust (formerly British Waterways), we installed 52km of new infrastructure and approximately 23km of improved infrastructure at 19 different locations this year. The network now consists of some 432km of routes with potential, through the Quietways programme, for significant growth in future years.



Ben Plowden
Director of Planning, TfL Surface Transport

¹ Pre-2010 monitoring was undertaken in partnership with Sustrans and followed a different format that does not allow for direct comparison of results year-on-year

What is a Greenway?

Greenways are safe, quiet routes through parks, green spaces and lightly-trafficked streets

They are designed for walkers and cyclists of all ages and abilities, and encourage more sustainable and healthier travel and lifestyle choices. They are ideal for seasoned commuters, novice cyclists, family groups and responsible unaccompanied children.

London Greenways

This is a collection of projects and schemes that provide walkers and cyclists with an attractive and functional network of routes, improving access to, and through, green spaces across London (see the map on page 14).

The projects have been developed and funded by TfL, Sustrans, the Olympic Delivery Authority (ODA), London's boroughs and a number of other partners. The network incorporates schemes launched through our Greenways programme, the Mayor's London's Great Outdoors initiative, the 2012 Games Walking and Cycling Routes programme and Sustrans' Connect2 and National Cycle Network projects.

Developing and improving London Greenways is an ongoing initiative that helps to achieve national and regional goals relating to local transport, the economy, the environment, health and social policy. To date, 432km of routes have been improved, joined up and opened across the Capital, with one of these now linking London, via routes through Surrey and East Sussex, to France.

Objectives

Greenways help London and Londoners meet a wide range of objectives:

Transport

- Promoting walking and cycling helps to tackle congestion on London's roads
- Greenways form vital links that are quiet, safe and accessible for those making local journeys
- Creating safe and attractive walking and cycling routes can help relieve pressure on the transport network in busy peak periods

- Walking and cycling are cheaper than any form of motorised transport, which is an important consideration in the Capital

Business

- Increased walking and cycling makes good business sense – savings can be made through a fitter, healthier population that opts for more sustainable ways of travelling

Personal

- Walking and cycling are social activities that promote physical and mental wellbeing

- Encouraging and facilitating walking and cycling can help instil healthy travel behaviour for life
- Greenways offer the chance to combine exercise with getting from A to B

Environmental

- By linking open spaces and waterways, Greenways create more pleasant and accessible local environments
- Previously neglected areas, such as old railway lines and canals, are regenerated and brought back into use
- Encouraging walking and cycling helps to reduce congestion and improve air quality

Equality and accessibility

- Greenways open up London's parks and other green spaces to a wide range of people, while encouraging considerate and respectful use
- Under-represented groups, for instance children, older people, disabled people and minority ethnic groups, are making more use of the routes
- By opening up quiet, safe and attractive routes, cycling is becoming a normal part of everyday life for more people

The publication of the Mayor's Cycling Vision will help to build on the successes of the Greenways programme through further expanding the Capital's network of direct and continuous Quietways. This will enable more people to travel safely and confidently by bike.



Greenways and the Mayor's Transport Strategy (MTS)

Greenways contribute to the goals of the MTS:

Goal	Greenways contribution
Support economic development and population growth	Making it easier for people to access work opportunities and other facilities and services
Enhance the quality of life for all Londoners	Access for people of all ages and abilities to green and open space
Improve the safety and security of all Londoners	Providing safe and secure walking and cycling routes, bringing 'dead' areas back to life
Improve transport opportunities for all Londoners	Enhanced transport provision that combines opportunities for exercise and relaxation with getting from A to B
Reduce transport's contribution to climate change and improve its resilience	Shifting some short trips from motorised to more active and sustainable modes, offering alternative transport networks to public and private modes
Support delivery of the London 2012 Olympic and Paralympic Games and its legacy	The 2012 Games Walking and Cycling Routes link Games venues and offer a sustainable and active travel legacy

'The Mayor, through TfL, and working with the London boroughs and other stakeholders, will deliver improvements to cycling infrastructure and training to support the cycling revolution, including enhanced cycle links to the Olympic Park by 2012, and the development of a wider network of Greenways across London.'

– MTS Proposal 54

Complementary policies and initiatives Central London Grid and Quietways

The Mayor's Cycling Vision outlines his aspirations for safer streets and more people travelling by bike, which requires greater provision for cyclists in the Capital. The Central London Grid will deliver a network of good quality, high volume cycle routes that offer safe and direct links. The routes will have a consistent identity to help with wayfinding.

Quietways will complement the Central London Grid by providing a network of high quality, easy-to-navigate routes via backstreets with little traffic. Cyclists in London will be able to

choose the routes that suit them, although it is envisaged that they will be most attractive to new cyclists or those wishing to cycle at a more leisurely pace. Projects that would have formed part of the Greenways network will now become part of the wider Quietways cycling network.

Mini-Hollands

The Mayor's Cycling Vision recognises that the greatest potential for cycling growth is in Outer London.

To realise this potential, the 'Mini-Hollands' programme will support, through significant investment, a transformation across a number



of Outer London town centres to make them as cycle-friendly as possible, while also providing wider benefits for the urban realm, pedestrians and public transport in these areas. The intention is to ensure they are places that other towns and cities across the UK will look to emulate.

The programme aims to encourage people to cycle the thousands of short local journeys that are currently made by car. Safe, quiet and direct cycle routes on low-traffic streets will complement the programme and ensure that important amenities, such as schools and retail centres, are well connected with a choice of available routes.

Health inequalities strategy

The strategy aims to improve levels of physical activity among many Londoners and reduce the gap between those with best and worst health. Greenways offer local communities easy access to attractive green spaces that are suitable for walking and cycling.

Local Implementation Plans (LIPs) and other complementary borough programmes

Each London borough produces a LIP that sets out proposals for how it will deliver the MTS at a local level. Many boroughs are introducing Greenways through this process and have identified them as a priority in

their LIP documents. In fact last year, two thirds delivered Greenways schemes this way. In addition, Greenways have helped to support the objectives of the Biking Borough programme, which targets the 2.4 million journeys in Outer London that could potentially be cycled.

All London Green Grid (ALGG)

The ALGG takes the principles of the East London Green Grid and applies them across the Capital, encouraging an approach to the design and management of green and open spaces that will help to deliver a wide range of benefits. The grid concept envisages a network of such spaces integrated with the Blue Ribbon Network of rivers and waterways. The ALGG provides a strategic framework for creating, improving, managing and maintaining green infrastructure. The result is high quality, multi-functional open spaces, corridors and links that help to promote walking and cycling.

Greenways and the 2012 Games

Greenways now link different parts of London to the Olympic Park and other venues

Reflecting the sustainability commitments of the 2012 Games and its legacy objectives, more than £10m of ODA funding was invested in improving eight Greenways ahead of the Games. This included widening and resurfacing paths, creating better access for disabled people, introducing new pedestrian crossings and improving wayfinding on the following routes:

- Epping Forest
- Lea Valley North
- Lower Lea Valley
- The Elevated Greenway
- Hackney Parks
- Limehouse Cut
- Victoria Park and Stepney
- Greenwich

Research² suggests that these improvements have been successful and popular:

- Walkers and cyclists report high levels of satisfaction with the routes, particularly the sense of safety and security provided by an open space separated from busy roads and traffic
- The Greenways are considered easy to use with good access to the routes and clear wayfinding information
- Most use the routes at least once a week for travelling to/from the Olympic Park and other venues, or for regular exercise or leisure purposes (including going for a walk, walking the dog and cycling)
- Additionally, two in five route users say the improvements encourage them to walk more often, while one in four are encouraged to cycle more frequently

2 Olympic Walking and Cycling Route evaluation conducted by SPA Future Thinking, August 2012



Monitoring the impact of Greenways

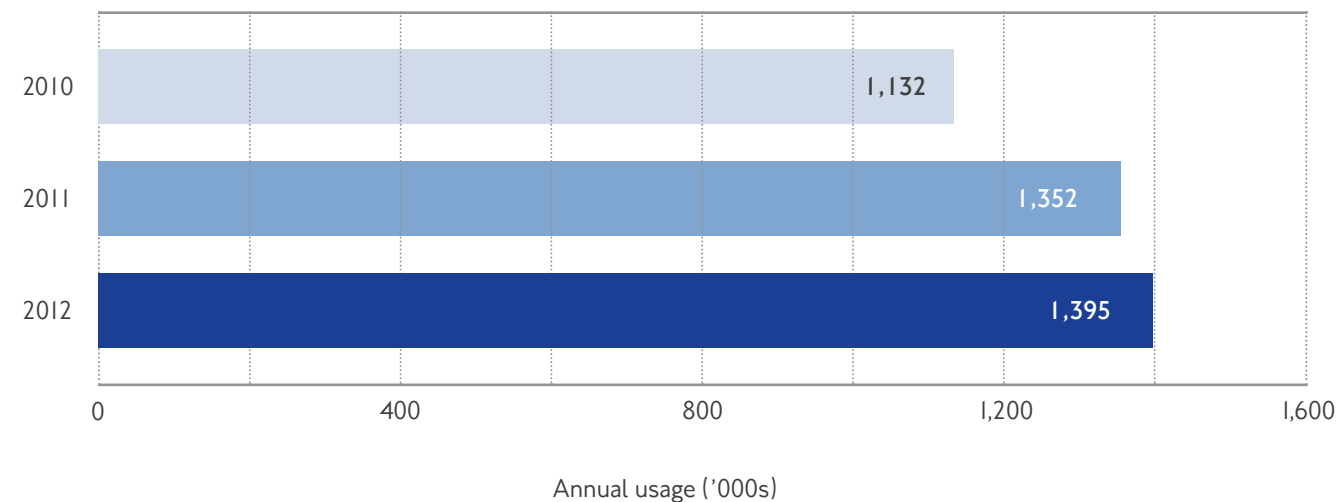
It is important that Greenways are being used to best effect

Our Greenways monitoring programme has been in place since 2010 and involves measuring use at six sites in six boroughs. These are: Albany Park, Enfield; Hogsmill Bridge, Kingston upon Thames; Proyers Path, Brent; Ravensbourne Greenway, Lewisham; Rosehill Recreation Ground, Sutton; and Springfield Footbridge, Hackney.

This document focuses on an overall picture of how each site is being used. Individual site reports and a methodology³ report can be obtained by emailing boroughprojectsandprogrammes@tfl.gov.uk

Overall use: Year-on-year comparison⁴

Across the monitoring sites, there was substantial growth in overall use between 2010 and 2012, amounting to a 23 per cent increase (from 1,131,770 users in 2010 to 1,394,575 in 2012). A more modest increase of three per cent was observed between 2011 and 2012 (from 1,352,152 users⁵ in 2011 to 1,394,575 in 2012)



³ Methodology – for the monitoring, SPA Future Thinking was commissioned to undertake:

- Counts of route users over a four-day period in August and September 2010, 2011 and 2012 (2010 surveys in Brent and Sutton took place in July and September), following a methodology widely used by Sustrans on the National Cycle Network (and in previous monitoring reports), plus other UK walking and cycling routes
- Interviews involved a sample of 1,122 route users, including 654 walkers, 227 dog-walkers, 166 cyclists, 62 runners/joggers and 13 others. Interviews took place between 07:00 and 19:00 on one weekday, and one weekend day, during term-time and school holidays



Greenways user numbers

Monitoring site	Annual estimate 2010	Annual estimate 2011	Annual estimate 2012	Change between 2010/12 (%)
Albany Park	86,969	166,988	267,271	180,302 (+207%)
Hogsmill Bridge	149,440	190,713	264,169	114,729 (+77%)
Ravensbourne Greenway	81,462	41,793	148,008	66,546 (+82%)
Rosehill Recreation Ground	50,214	104,013	77,198	26,984 (+54%)
Springfield Footbridge	618,010	686,839	459,991	-158,019 (-26%)
Proyers Path	145,675	161,806	177,938	32,263 (+22%)
Total	1,131,770	1,352,152	1,394,575	262,805 (+23%)

⁴ Covers all users including cyclists, walkers, dog walkers and joggers

⁵ Annual usage figures for Proyers Path were not included in the 2011 report due to an unexplained spike that made the data unreliable. However, an average figure for 2011 (calculated from 2010 and 2012 data) has been included for the purposes of the above and subsequent analysis

Greenways are for everyone

London Greenways are designed for people of all ages and abilities, including those who might not otherwise walk or cycle

They are an effective way to liberate people, regenerate space and encourage more Londoners to walk and cycle as part of their everyday life. The successes of the Greenways programme make for an effective transition to the new Quietways. They are very much in line with the aspirations of the Mayor's Vision for Cycling, which aims to encourage cycling as an everyday activity, moving away from the perception that it is only for those confident enough to travel on main roads.

The Greenways programme has helped to:

- **Empower more people to cycle by increasing confidence:** More than a third of those cycling at Hogsmill Bridge, Proyers Path and Springfield Footbridge say they are now cycling on the road more often and nearly a third of all users intend to cycle more in the next year
- **Reach out to under-represented groups:** A higher proportion of people using Proyers Path are from Asian backgrounds than on any other route
- **Create safer environments for cycling:** Most users of Proyers Path (90 per cent) and Rosehill Recreation Ground (93 per cent) feel safe and secure on the Greenways

- **Encourage those of all ages by helping people feel at ease:** More than a quarter of people using the Ravensbourne Greenway are over 65, while a third of those using Albany Park are children
- **Cater for all abilities:** Around one in 10 users at Albany Park classes themselves as long-term disabled
- **Meet a need by providing vital transport links:** Seven in 10 users of the Ravensbourne Greenway have no access to an alternative mode of transport to complete this section of their journey

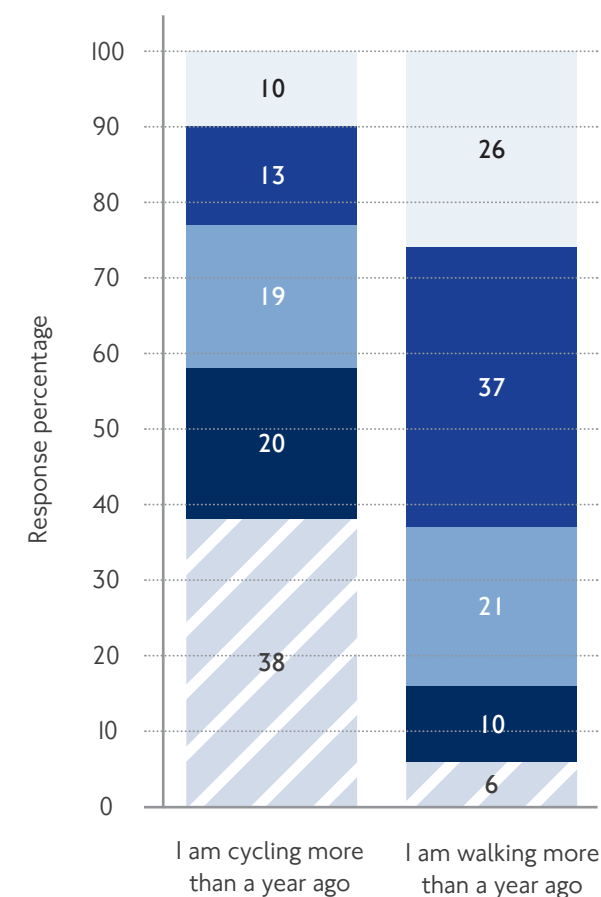


Making a difference

Greenways improve transport options and meet a wide range of needs

The monitoring shows that Greenways continue to encourage an increasing number of people to start, or carry on, cycling or walking:

- Sixty-two per cent of users are walking more than they did a year ago and 63 per cent say



Key

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree

they intend to walk more over the next 12 months. These proportions are substantially higher than those reported in 2011

- Twenty-seven per cent agree that since using the routes, they have started to cycle on roads more often
- Thirty-one per cent say they intend to cycle more over the next 12 months

Greenways are proving to be an effective and sustainable way of improving connections between local communities and offer people an active and enjoyable way of travelling. The surveys suggest they are becoming embedded in travel behaviour; most users (75 per cent) say they would only walk or cycle on this part of their journey (rising to 93 per cent among users at Albany Park). Half of all users say their trip could not be made by another mode, and a third of respondents use Greenways at least five days a week.

Greenways are used for a variety of journeys including commuting, shopping and personal business, but mainly for leisure (including health and exercise-related purposes). The mix of journey types varies by site, perhaps reflecting each Greenway's location relative to other transport networks and local facilities such as town centres, schools and shops. This shows the continuing importance of Greenways in addressing transport issues as well as a wider range of social, health and environmental agendas.

The future of Greenways

Mayor's Vision for Cycling

The Mayor's Vision for Cycling will see the Greenways programme transformed and expanded to create the new Quietways programme. The vision is ambitious and is built around five main themes:

- A Tube network for the bike – a direct, joined-up network of cycle routes running in parallel with key Tube, rail and bus routes, together with a network of direct back-street Quietways
- Safer streets for the bike – making London's streets more welcoming to cyclists through measures such as junction enhancements and a more radical approach to improving the safety of cyclists around large vehicles
- More people travelling by bike – the 'normalisation' of cycling in the Capital, making it a comfortable activity for all Londoners and doubling the numbers of people cycling over the next 10 years
- Better places for everyone – cycling as a tool to promote community safety, bringing new life and vitality to under-used streets and transforming London into a place dominated by people, not motor traffic
- Outer London town centre transformation projects – learning from, and adopting, best practice from the Netherlands and other countries with a strong cycling culture to create 'mini-Hollands' in London's suburbs

As with Greenways, the new Quietways will be routes on lightly trafficked side streets or green routes through parks and open spaces, suitable for all ages and abilities and for all types of journeys. They will be high quality, easy to navigate and safe to use.

The Mayor's Air Quality Fund

An initial £6m will be available over the next three years to support boroughs in tackling local air quality hotspots. As part of the process they will be encouraged to seek match-funding from other sources including LIPs, Business Improvement Districts, Section 106 contributions, parking revenues, the Greater London Authority Cleaner Air Fund 2 and the Department for Environment, Food and Rural Affairs. Measures to achieve air quality objectives could include improved communications to raise awareness, technological fixes or further encouraging a shift to sustainable modes to reduce car use and cut emissions.

Pocket Parks

The Pocket Parks programme was launched in summer 2012 as part of the Mayor's London's Great Outdoors initiative and, not unlike Greenways, aims to bring life and vibrancy back to smaller, under-used or neglected public spaces. Funding is available to boroughs and others from a £2m pot to create greener, safer spaces across the Capital.

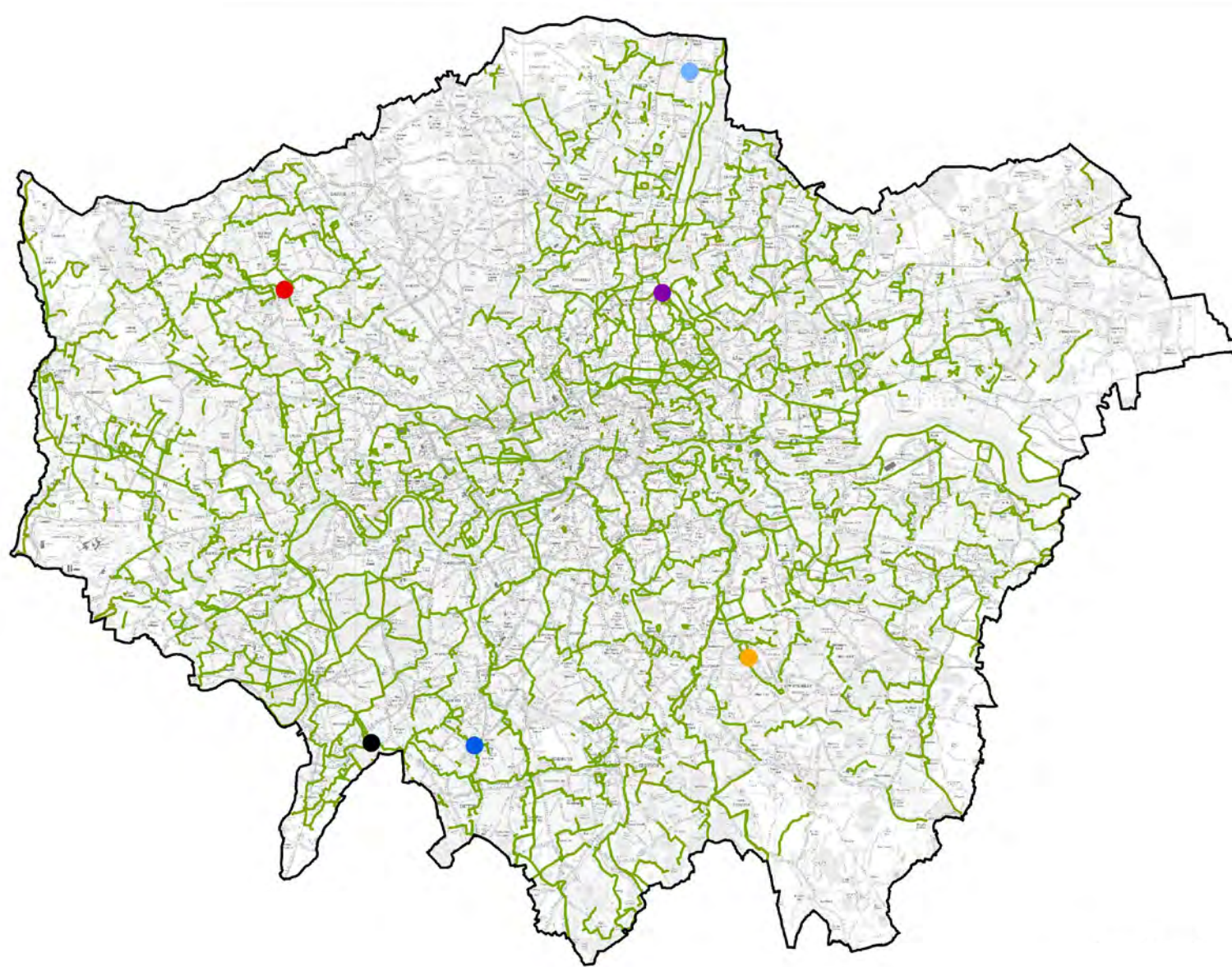
Transition of the public health function to local authorities

In April 2013 local authorities were made responsible for public health. The National Institute of Clinical Excellence (NICE) will encourage local authorities to increase walking and cycling rates through support measures


including personalised travel plans for residents and community-wide walking programmes. There will also be high-level support from health sector organisations. Greenways already play an important role in encouraging this behavioural change.






London Greenways map




Key

 Greenways available for use

Survey locations

-  Albany Park
London Borough of Enfield
-  Hogsmill Bridge
London Borough of Kingston Upon Thames
-  Proyers Park
London Borough of Brent

-  Ravensbourne Greenway
London Borough of Lewisham
-  Rosehill Recreation Ground
London Borough of Sutton
-  Springfield Footbridge
London Borough of Hackney

Conclusion

Greenways provide a great incentive to cycle or walk

Londons Greenways contribute towards achieving the six MTS goals plus the local and national policy objectives including the Mayor's new Cycling Vision. As Greenways make the transition into Quietways, there are great opportunities to build on the benefits that have been achieved through investment in quiet walking and cycling routes. To achieve the targets for walking and cycling, we will be working closely with the London boroughs and other managing authorities that have already contributed to the successful delivery of Londons Greenways.

This year's monitoring has demonstrated that Greenways continue to attract both cyclists and pedestrians, and surveyed sites have experienced high levels of satisfaction as well as a three per cent increase in the number of users.

This work has provided evidence that:

- Between 2010 and 2012 there was a 23 per cent increase in use of the Greenways
- Users claim to be walking and cycling more than a year ago and intend to do so even more often over the next 12 months
- Greenways are used by a wide range of Londoners and for different types of journeys

- People use Greenways because they are separate from other traffic, enjoyable, safe, provide a pleasant environment, are easy to find and access and help them to feel healthier

- Improvements to Greenways are felt to contribute to a healthy and more relaxed lifestyle

This monitoring report shows the importance of continued investment in safe and accessible quiet routes for walking and cycling. It also demonstrates how they can make a real difference to Londoners' quality of life.



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