



London Greenways Monitoring Report

2011

MAYOR OF LONDON

Transport for London



Foreword

Greenways are attractive, safe routes for walkers and cyclists of all ages and abilities.

The city's Greenways network is used by a broad spectrum of Londoners for journeys including leisure, shopping and commuting. It continues to attract cyclists and pedestrians in high numbers and, this year, saw a remarkable increase in users at our survey sites.

The Greenways scheme is just one project contributing to the Mayor's vision of London as a 'cycling city'. Others include the popular Barclays Cycle Hire and Cycle Superhighways schemes, the Biking Boroughs and further provision of cycle parking and training.

This year, Greenways were opened in 40 locations across London

Greenways complement the other programmes by offering largely traffic-free routes where new or returning cyclists can hone their skills and build their confidence before joining the growing number already taking to London's roads.

Greenways remain a firm favourite with pedestrians too. They open up parks and other green spaces, offering a pleasant environment for walkers, joggers and dog-walkers and provide an often calmer alternative to busy roads and streets.

We continue to work with our partners in the London boroughs, Sustrans, the Royal Parks and the Canal & River Trust (formerly British Waterways) to provide a coherent London Greenways network that can be used by all.

This year, Greenways were opened in 40 locations across London, resulting in 17km of new and 21 km of improved infrastructure. The network now consists of some 375km of routes with a further 1,900km planned for the future. We are also making connections beyond London, such as the Avenue Verte that links our city to Paris.

We have also seen the opening of the new 2012 Games Walking and Cycling Routes. The challenge for the years ahead is to capture the success of the Games and, with our partners, continue to develop and provide a Greenways network of which London can be proud.



Ben Plowden

Director of Planning, Transport for London
Surface Transport

What is a Greenway?

A Greenway is a safe, quiet route through a park, a green space or a street with light traffic.

It is designed to connect walkers and cyclists, whatever their ability or purpose, to facilities, parks and open spaces. The routes are free and open to all, making them a great way for people to stay fit while enjoying the fresh air. Greenways are ideal for new cyclists or those returning to cycling after a break, families with young children and responsible unaccompanied children from around 12 years old.

London Greenways

A collection of projects that seek to create a coherent network of attractive and functional routes for walking and cycling (see the map on page 11). They aim to improve access to, and through, green spaces across the Capital.

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

To date, 375km of routes have been improved, joined up and opened across the Capital with one of these now linking, through routes in Surrey and East Sussex, to France. The development and provision of London Greenways contributes to achieving national, regional and local transport, economic, environmental, health and social policy goals.

The 2012 Games

More than £10m of ODA funding has been invested in eight walking and cycling routes which link different parts of London to the Olympic Park and other venues:

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

These routes contribute directly to the sustainability commitments of the 2012 Games and its legacy objectives. These include the aim to inspire a new generation of young people to be more active and to make the Queen Elizabeth Olympic Park a blueprint for sustainable living.

Objectives

Greenways aim to open up new areas for walking and cycling, such as parks and canals, and are designed to encourage new and less confident cyclists. By doing this, Greenways help London and Londoners meet a wide range of objectives:

Personal

- Walking and cycling are excellent ways to improve physical health and mental wellbeing. Both can help young people become more active, physically and socially
- Swapping a short car trip for walking is a quick and easy way to exercise

Environmental

- Poor air quality is a significant threat to health. Promoting and investing in walking and cycling helps to address this

- Greenways help open up and link green areas and waterways, making them easier and more pleasant to use
- Neglected and forgotten areas, such as old railway lines and canals, are brought back to life

Equality and accessibility

- Greenways open up London's parks and other green spaces to a wide range of users while encouraging considerate and respectful use
- The routes are popular with under-represented groups, eg older people, children, disabled people and minority ethnic groups



Greenways and the MTS

Greenways contribute to each of the six goals in the Mayor's Transport Strategy (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

Other policies and initiatives

Biking Boroughs

As a key component of the Mayor's Cycling Revolution, £4m has been awarded to 13 Biking Boroughs to target the 2.4 million journeys in Outer London that are potentially cycleable. Greenways complement the Biking Boroughs initiative by providing safe and attractive routes that are suitable for both novice and experienced cyclists.

Health Inequalities Strategy

The strategy aims to tackle the issue of low levels of physical activity among many Londoners, and reduce the gap between those with the highest and lowest health outcomes. London Greenways contribute by widening the opportunities for Londoners to walk or cycle in pleasant surroundings.

Local Implementation Plans: Policy

Each London borough produces a Local Implementation Plan (LIP) which contains proposals for how it will implement the MTS.

Many boroughs are introducing Greenways through this process and have identified them as a priority in their LIP documents, for example:

‘There are three Olympic Greenway Routes (Hackney Parks route/Regents Canal Towpath/Lea Valley Path North) currently being implemented in the borough that will enable families to safely cycle to the Olympic Park during the 2012 Games.’

– London Borough of Hackney

‘The Council is implementing four Greenways pedestrian and cycle routes to encourage leisure trips as well as supporting the Mayor’s cycle superhighways. We have programmes for cycle training and parking and are working with Haringey Primary Care Trust on health checks for over-40s and links to behavioural change.’

– London Borough of Haringey

Local Implementation Plans: Practice

‘In 2009 a new shared use route was provided across Hounslow Heath, providing a new off-road option for cyclists travelling between Hanworth Road and Staines Road. Between July 2009 and September 2010, the number of cyclists rose 21 per cent, while the number of pedestrians rose 24 per cent.’

– London Borough of Hounslow



Monitoring the impact of Greenways

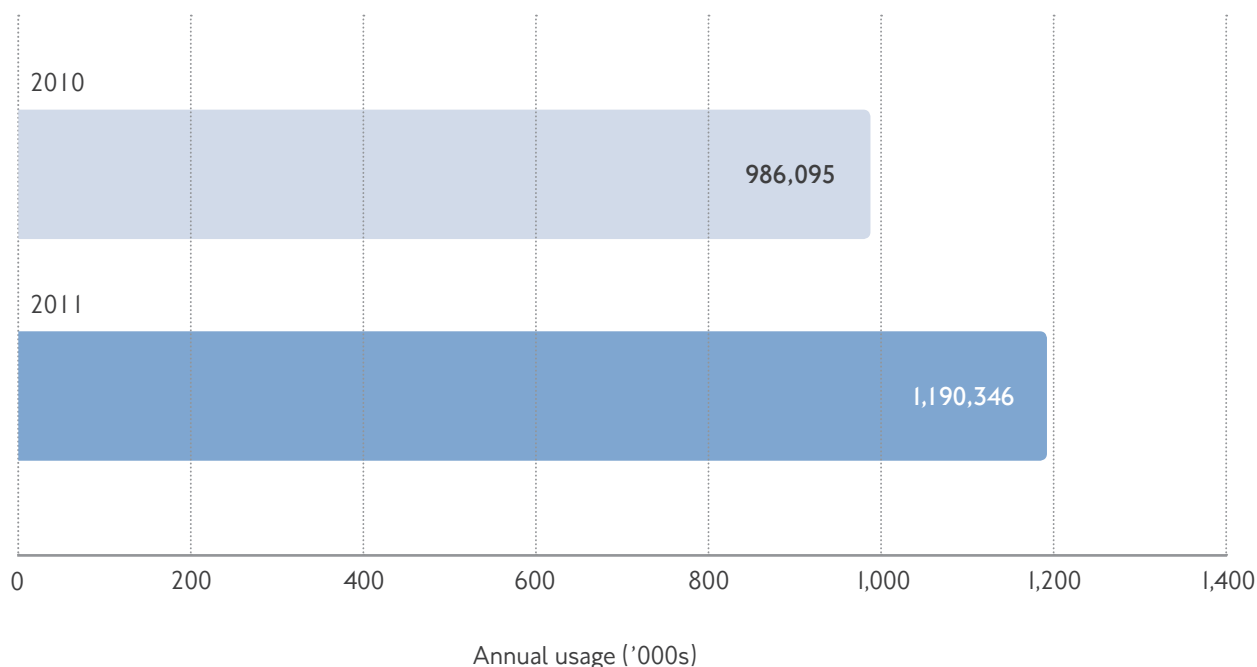
It is important that Greenways are being used to best effect.

TfL's Greenways monitoring programme involves measuring usage 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 report focuses on an overall picture of how each site is being used. Individual site reports and a methodology report can be obtained by emailing BoroughProjectsandProgrammes@tfl.gov.uk

Overall usage: Year-on-year comparison¹

Across the monitoring sites, there was substantial growth in overall usage between 2010 and 2011, amounting to a 21 per cent² increase.



¹ Includes all users: cyclists, walkers, dog-walkers, joggers etc.

² This increase relates specifically to the sites in the monitoring programme and may not reflect the picture across all Greenways. There was, in fact, significant variation in results between the individual sites, including one (Proyers Path) where there was an unexplained substantial increase (there is some suggestion that new lighting may have improved amenity/addressed personal safety concerns). The survey was repeated at this site and although a similar result arose this has not been included in the analysis as it would distort the figure for overall growth.



Greenways user numbers: Growth in numbers

Monitoring site	Annual estimate 2010	Annual estimate 2011	Change between 2010/11 (%)
Albany Park	86,969	166,988	80,019 (92%)
Hogsmill Bridge	149,440	190,713	41,273 (28%)
Ravensbourne ³	81,462	41,793	-39,669 (-49%)
Rosehill Recreation Ground	50,214	104,013	53,799 (107%)
Springfield Footbridge	618,010	686,839	68,829 (11%)
Total⁴	986,095	1,190,346	204,251 (21%)

³ The reduction in users at the site may be attributable to refurbishments having only recently been completed before the 2010 survey, leading to an increase in interest, awareness and use.

⁴ Annual usage figures for Proyers Path have not been included in the analysis as it would distort the figure for overall growth.

Greenways for all

London Greenways reach out to people who might not otherwise walk or cycle.



Greenways are bringing many neglected and underused spaces back to life. They are:

- **Empowering:** By increasing confidence. Nearly a third of those cycling at Albany Park said that they were now cycling on the road more often
- **Reaching out:** By helping under represented groups become more active. A fifth of the people using Proyers Path were from Asian backgrounds
- **Liberating:** By creating safe and attractive spaces. Women are using the Albany Park Greenway in growing numbers, and now represent more than half of all users (57 per cent)
- **For all ages:** By helping people feel at ease. Nearly half the users of the Ravensbourne Greenway are over 65 years old, while more than a third of those using Hogsmill Bridge are children
- **For all abilities:** By catering for all. Nearly one in 10 users at Albany Park, Hogsmill Bridge, Proyers Path and Springfield Footbridge confirmed that their lifestyle was constrained by a long-term physical or mental disability, with this figure even higher on the Ravensbourne Greenway (13 per cent of all users)

Making a difference

Greenways improve the transport offer and meet a wide range of needs.

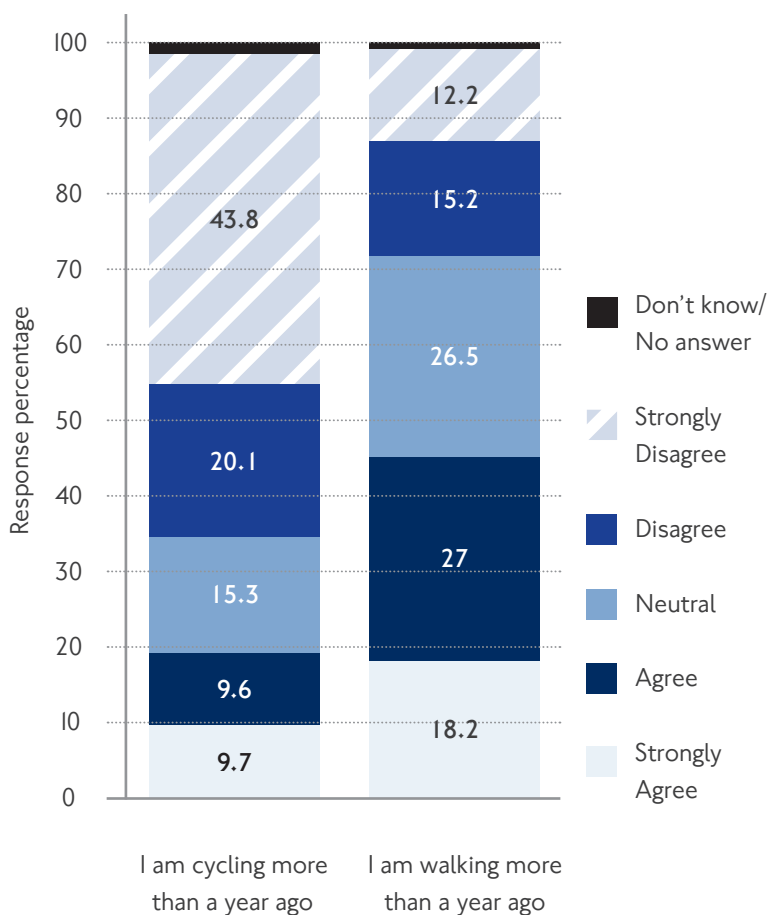
The monitoring showed that they encourage people to start, or continue, cycling or walking:

- Of the users surveyed, 45 per cent said they are walking more than a year ago, and 49 per cent claim they intend to walk more over the next 12 months
- Nineteen per cent agreed that since using the routes, they have started to cycle more often
- Twenty-six per cent of users surveyed said that they intend to cycle more over the next 12 months

The figures also suggest that sustainable and active travel habits are becoming permanent, eg 77 per cent of users surveyed said they would only be using walking or cycling to get to their destination; they wouldn't be using any other form of transport. Nearly half of respondents (43 per cent) used Greenways at least five days a week.

Two-thirds of those surveyed (64 per cent) revealed that their journey could not have been made by another mode. This suggests that Greenways are effective in meeting the needs of particular user groups and are providing valuable links between local communities and the places they want and need to go.

Greenways are used for all journey purposes, with the particular mix perhaps partly dependent on the Greenway's location relative to other transport networks and local facilities, such as town centres, schools and shops. There is a predominance of leisure (including health and exercise-related) journeys over commuting and shopping/personal business journeys. This shows the importance of Greenways in addressing not only transport issues but also a wider range of social, health and environmental agendas.



London Greenways map



Key

- Open
- Proposed
- 2012 Games Walking and Cycling Routes

Sites at which usage is measured

- Albany Park
London Borough of Enfield
- Springfield Footbridge
London Borough of Hackney
- Proyers Park
London Borough of Brent
- Ravensbourne Greenway
London Borough of Lewisham
- Hogsmill Bridge
London Borough of Kingston Upon Thames
- Rosehill Recreation Ground
London Borough of Sutton

Conclusion

Greenways provide a great incentive to cycle or walk.

They contribute to achieving the six MTS goals plus local and wider national policy objectives.

Greenways continue to attract both cyclists and pedestrians, and survey sites have experienced a remarkable increase (21 per cent) in the number of users.

TfL has committed to providing Greenways and monitoring the outcomes of this programme. This work has provided evidence that:

- Between 2010 and 2011 there was a significant increase in use of the Greenways included in TfL's monitoring programme
- Users say they are walking and cycling more than a year ago
- They are used by a broad spectrum of Londoners for a range of journeys including leisure, shopping and commuting to work or a place of education
- The key reasons for using a Greenway are that they are separate from other traffic, enjoyable to use and help users to feel healthier
- They can help to address the biggest barrier to cycling (concerns over safety) and provide an incentive to walk more

This monitoring report shows the importance of continued investment in the Greenways programme, and how the routes can improve Londoners' quality of life.

Methodology

For the monitoring, SPA Future Thinking was commissioned to undertake:

- Counts of route users over a four-day period in August⁵ and September 2010 and 2011, using a methodology widely used by Sustrans on the National Cycle Network (and in previous monitoring reports), plus other UK walking and cycling routes
- Interviews of a sample of 1,079 route users, including 655 walkers, 223 dog-walkers, 130 cyclists, 41 runners/joggers and 30 others. Interviewing took place between 07:00 and 19:00 on one weekday during term-time, one weekend day during term-time, one weekday during school holidays and one weekend day during school holidays

5 The 2010 surveys in Brent and Sutton were in July (in schools holidays) and September.

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