



London Greenways

Final monitoring report

2010-2014

MAYOR OF LONDON

Introduction

This is Transport for London's (TfL's) fourth and final Greenways monitoring report. Our Greenways initiative closed in March this year and will now become part of the new Quietways programme.

The most recent results show an 18 per cent increase in users at Greenways monitoring sites since our first report in 2010. Greenways offer new ways of exploring quiet streets plus green and open spaces on foot and by bike – Quietways will continue this legacy.



The Greenways story

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 healthier, more sustainable 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 the Capital.

The projects have been developed and funded by TfL, Sustrans, the Olympic Delivery Authority (ODA), the London 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, as well as Sustrans' Connect2 and National Cycle Network projects.

What has been delivered?

During the Greenways' final year (2013/14), we worked with 22 managing authorities (including London boroughs, the Canal and River Trust, Sustrans and the Royal Parks) at 28 locations across the Capital to deliver walking and cycling schemes. The network now consists of 510km of routes, with potential for significant growth through the new Quietways programme.

Further details on individual Greenways can be found in the case studies in Appendix 3. For the Greenways network map, see Appendix 2.



Greenways' special contribution

Greenways have helped to deliver the following objective of the Mayor's Transport Strategy (MTS):

'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

Greenways have also contributed to each of the six goals identified in the MTS.



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	Providing 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	Offering 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 modes to walking and cycling, offering alternative transport networks
Support delivery of the London 2012 Olympic and Paralympic Games and its legacy	With the 2012 Games' Walking and Cycling Routes linking Games venues, offering a sustainable and active travel legacy

What have Greenways achieved?

More generally, the development and delivery of London Greenways helped to achieve national and regional objectives

relating to local transport, the economy, the environment, health and social policy. For example:

Objective	Greenways contribution
Transport	<ul style="list-style-type: none"> Promoting walking and cycling helps to tackle congestion on London's roads Providing 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
Business	<ul style="list-style-type: none"> More walking and cycling makes good business sense – savings can be made through a fitter, healthier population that opts for more sustainable ways of making journeys
Personal	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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 – 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

We've monitored the use of six sites each year since 2010 (the methodology and six individual site reports can be obtained by emailing boroughprojectsandprogrammes@tfl.gov.uk).

- Rosehill Recreation Ground, Sutton
- Springfield Footbridge, Hackney

The sites surveyed were:

- Albany Park, Enfield
- Hogsmill Bridge, Kingston upon Thames
- Proyers Path, Brent
- Ravensbourne Greenway, Lewisham

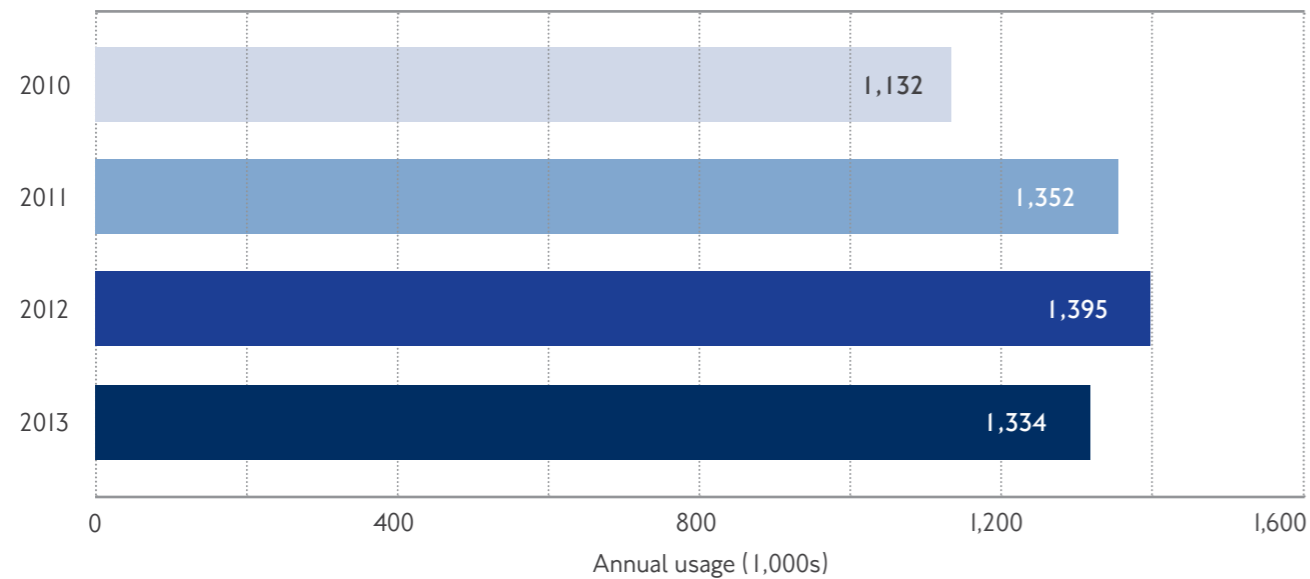
Between 2010 and 2013, we saw a significant increase (18 per cent) in the number of all users¹ across the monitoring sites, from 1.13 million in 2010 to 1.33 million in 2013. While there was a four per cent decline in annual use between 2012 and 2013, from almost 1.4 million to 1.33 million, the overall figures show the growth in popularity of Greenways. These results are summarised in the tables below with detailed analysis of the 2013 results available in Appendix 1.



¹ Covers all users including cyclists, walkers, dog walkers and joggers

The next chapter: Quietways

Greenways annual trends



Greenways user numbers²

Monitoring site	Annual estimate 2010	Annual estimate 2011	Annual estimate 2012	Annual estimate 2013	Change between 2010-13 (%)
Albany Park	86,969	166,988	267,271	259,789	172,820 (+199%)
Hogsmill Bridge	149,440	190,713	264,169	249,660	100,220 (+67%)
Ravensbourne Greenway	81,462	41,793	148,008	113,150	31,688 (+39%)
Rosehill Recreation Ground	50,214	104,013	77,198	67,981	17,766 (+35%)
Springfield Footbridge	618,010	686,839	459,991	477,694	-140,316 (-23%)
Proyers Path	145,675	161,806	177,938	165,984	20,309 (+14%)
Total	1,131,770	1,352,152	1,394,575	1,334,258	202,487 (+18%)

² Explanation of site variances is provided in Appendix I

The success of Greenways has paved the way for the new Quietways. These are part of the Mayor's Vision for Cycling, and will also be routes on lightly trafficked side streets or green routes through parks and open spaces. They will be high quality, easy to navigate, safe to use and suitable for all ages and abilities and for all types of journeys. The first routes will open in 2015.

Quietways will complement other programmes in the Vision, such as the Central London Grid and the mini-Holland schemes in outer London. There will be even more choice, with Quietways possibly being most attractive to new cyclists or those wishing to ride at a more leisurely pace. Projects that formed part of the Greenways network will become part of the wider Quietways initiative.





Conclusion

The end is just the beginning

The results of the monitoring programme show that Greenways provide a great incentive for cycling and walking, regardless of age or ability. The sites surveyed experienced high levels of satisfaction as well as an 18 per cent increase in the number of users during the programme. We also discovered:

- 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
- Improvements to Greenways are felt to contribute to a healthy and more relaxed lifestyle
- Greenways are used by a wide range of Londoners and for different types of journeys

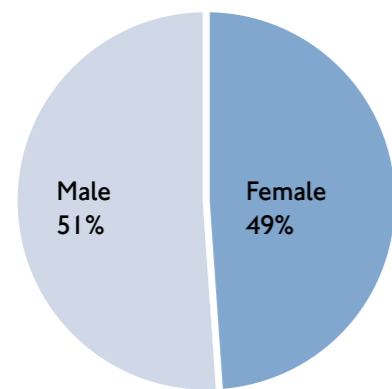
People use them because they are separate from other traffic, enjoyable, safe, help them to feel healthier, provide a pleasant environment and are easy to find and use. These results provide a strong case for continued investment in safe and accessible quiet routes for walking and cycling. It also shows how they can make a real difference to Londoners' quality of life.

We are still working closely with the boroughs and other managing authorities who have contributed so successfully to the delivery of the Capital's green transport infrastructure. As Greenways become Quietways, there are great opportunities to build on the benefits that have been achieved so far.

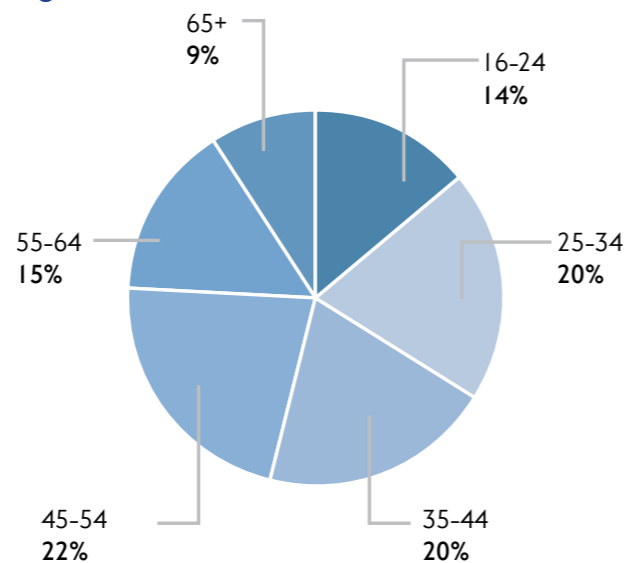
Appendix I: Headline analysis for 2013

These are the results from the 2013 site surveys that were collected through interviews with users aged 16 and over:

Gender



Age



Employment status (%)

Employment	%
Working full-time	47.87
Working part-time	17.38
Retired	13.21
Full-time student	9.15
Looking after family/home	3.96
Not working (looking for work)	3.15
Not working (not looking for work)	2.85
Other	0.91
Part-time student	0.71
Prefer not to say	0.51
Don't know	0.30

Ethnicity of route users (%)

Ethnicity	%
White	75.8
Indian	5.18
African	4.07
Other Asian	3.35
Other ethnic	3.35
Caribbean	3.05
Mixed	2.03
Other black	0.81
Pakistani	0.81
Prefer not to say	0.61
Chinese	0.41
Don't know	0.30
Bangladeshi	0.20

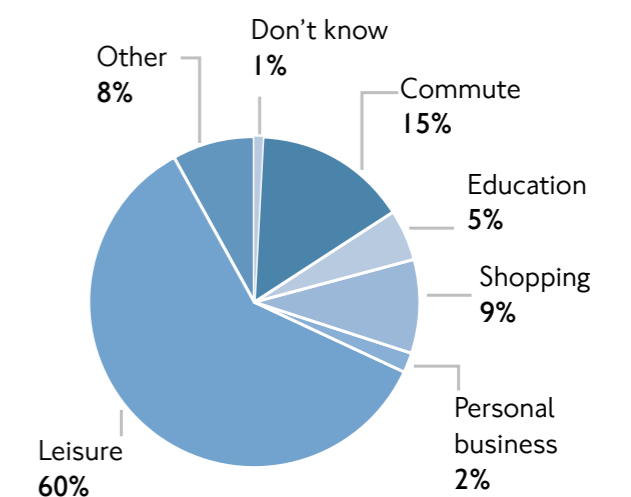
Journey purpose 2013

London's Greenways are used for a variety of journey types. Commuting, shopping and education are popular reasons, although in 2013 most people we interviewed said they used them for leisure. This highlights that Greenways contribute to people's health and social agendas, as well as helping to ease transport congestion.

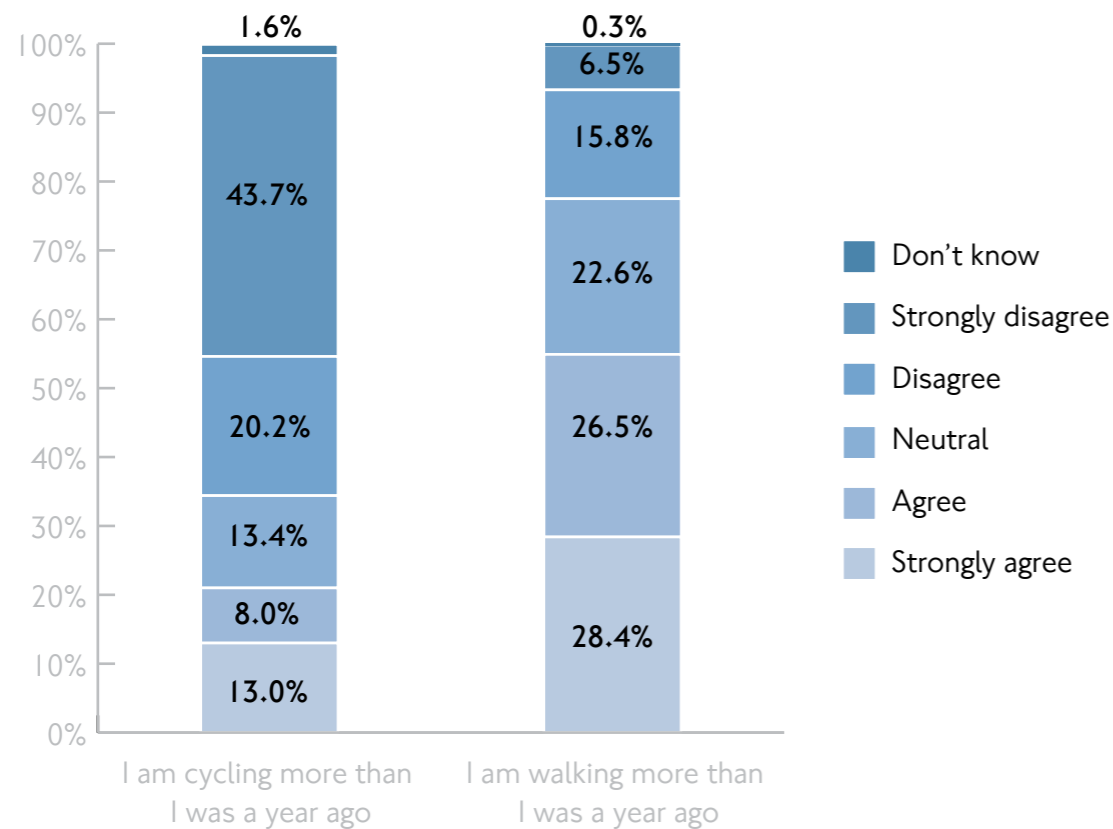
Current and future levels of walking and cycling

Greenways have helped people to realise that it is easy to start, or continue, walking or cycling:

- Fifty-five per cent said they are walking more than a year ago and 59 per cent said they intend to walk more in the next year
- Twenty-one per cent said they are cycling more than a year ago and 31 per cent intend to cycle more in the coming year



Seventy-three per cent of those interviewed said that, for this particular journey, they will only walk or cycle to get to their destination. This shows that Greenways are important to people and are being used on a regular basis (at least five days a week) by 42 per cent of respondents.



Site-specific Greenway user numbers

Monitoring has shown an 18 per cent increase in annual use between 2010 and 2013.

Monitoring site	Annual estimate 2010	Annual estimate 2011	Annual estimate 2012	Annual estimate 2013	Change between 2010/13 (%)
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Total	1,131,770	1,352,152	1,394,575	1,334,258	202,487 (+18%)

Albany Park in Enfield has seen almost 200 per cent more users, with improvements since 2011 attracting a greater number of people. There are new and wider paths, creating an east-west link to the rest of the borough, and an extra north-south route through the park.

All locations saw an increase in use between 2010 and 2013, apart from Springfield Footbridge. This Greenway is unique – user numbers are four times greater than the other

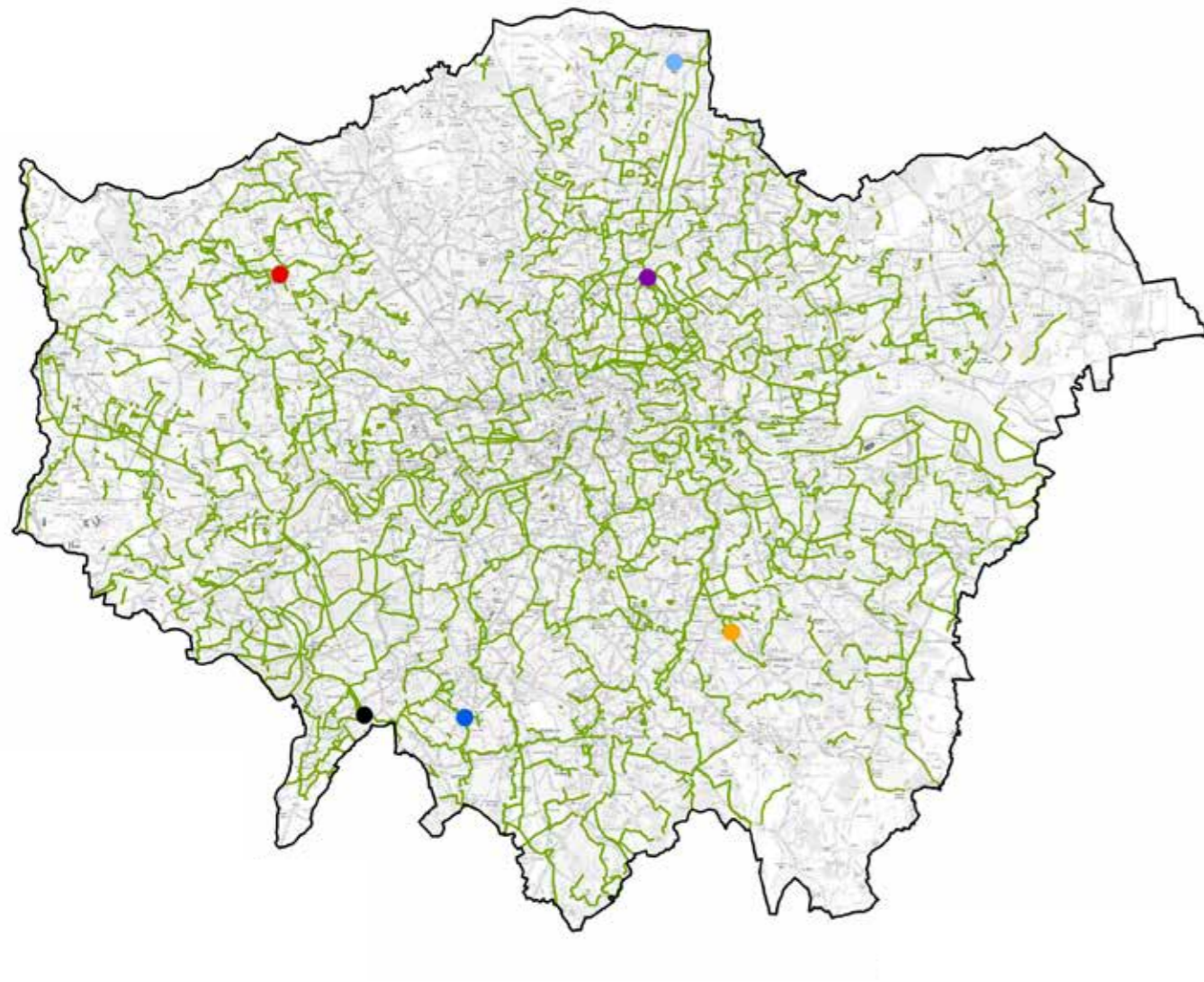
survey sites but it is the only one to see a reduction in the number of users between 2010 and 2013.

One of the reasons overall numbers are so high is that the survey point is close to the intersection of two routes. The nearby cycle route through Leyton Marshes is newly improved, so people may have chosen to go this way instead. This may have reduced the user numbers between 2010 and 2013.

³ Annual use figures for Proyers Path were not included in the 2011 report owing 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

Appendix 2: Cycling on Greenways

Survey locations



Key

Greenways available for use

Survey locations

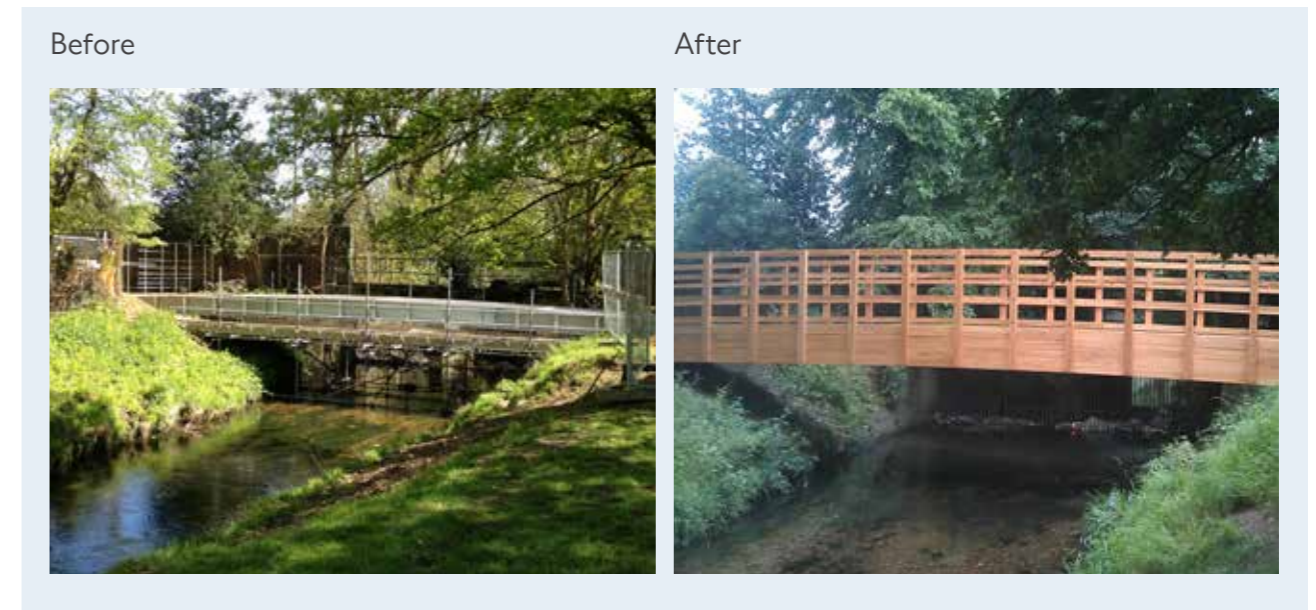
- Albany Park
London Borough of Enfield
- Hogsmill Bridge
London Borough of Kingston Upon Thames
- Proyers Park
London Borough of Brent

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

Appendix 3:

Case study I

Scheme	Chohole Gate
Delivery authority	The Royal Parks
Budget	£215,000
Financial year	2012/13
Scheme description	This scheme extended the popular Tamsin Trail cycle route, allowing users to avoid part of the busy A3. There's now a link around the eastern perimeter of Richmond Park from Robin Hood Gate to the entrance of the relocated Richmond Park Golf Course clubhouse. The scheme includes a new 1,130-metre section of walking and cycling path (adding to the path built in 2009) and a new bridge over Beverley Brook.



Lessons learnt Developers contributed financially towards the scheme, helping to generate wider interest and commitment, as well as ensuring best value for money from programme resources. Adding to existing Greenways infrastructure has improved the overall experience for walkers and cyclists, as well as maximising the benefit from previous and new investment.

Case study 2

Scheme	Hanwell Towpath
Delivery authority	The Canal and River Trust (CRT)
Budget	£175,000
Financial year	2011/12
Scheme description	The Hanwell Flight of Locks is part of the Grand Union Canal in Ealing. It's a Scheduled Ancient Monument enjoyed by more than 300,000 visitors each year. The route provides important local links between residential and employment areas and is a strategic link to the Thames Path at Brentford and Kew. The towpath was not suitable for cyclists and vulnerable users owing to surface damage. The scheme improved 800 metres of towpath to make walking and cycling along this popular route safer and more comfortable.

Before



After



Lessons learnt

It was important to make sure the towpath surface chippings had enough time to bed-in. Where there was heavy use, a second layer was needed. The area has a large number of visitors and residents, so it was vital to keep them well informed about closures and arrange for contractors to escort them to and from their homes when work was under way, to help minimise disruption. The CRT worked closely with community groups and volunteers, cutting back vegetation to maintain towpath width.

Case study 3

Scheme	Spikes Bridge to Bulls Bridge
Delivery authority	Canal and River Trust and London Borough of Ealing
Budget	£261,016
Financial year	2013/14
Scheme description	This scheme continued the 2012/13 towpath works, making another section safer, more accessible and more enjoyable for all users. A 1.2km length of towpath has been widened and improved to provide a great space for local people, including many school children.

Before



After



Lessons learnt

Community involvement was extremely important for this project with local groups brought on board from the start. Engagement with schools has continued in the form of pupil and parent volunteering days. These events encourage people to maintain the towpath while also increasing awareness of the wider network. A launch event raised the scheme's profile, helping to secure funding for related projects in the area.

Case study 4

Scheme	Hogsmill Bridge
Delivery authority	London Borough of Kingston upon Thames
Budget	£200,000 and £27,000
Financial year	2009/10 and 2010/11
Scheme description	The aim was to install a new 10 metre bridge across the River Hogsmill and a new 300 metre walking and cycling path leading up to it. They provide an important link between two residential areas, local schools and train stations.

Before



After



Lessons learnt

This location is one of the six sites used for annual monitoring of the Greenways programme. This has shown that the numbers of people using Greenways has increased – proving the value of investment made as part of the initiative. It also shows how useful monitoring can be, and suggests that it should be considered as part of scheme costs and delivery.

Case study 5

Scheme	Beckenham Place Park – Ravensbourne Greenway
Delivery authority	London Borough of Lewisham
Budget	£225,000
Financial year	2009/10
Scheme description	This scheme was a long-term aspiration of the borough as it formed a link so walkers and cyclists could connect to the boundary with Bromley. It delivered a new 1 km cycle and walking route following the River Ravensbourne in Beckenham Place Park. It links two train stations, connects important town centres and opens up the park to more users.

Before



After



Lessons learnt

The idea came from cycling groups keen to see a connection through this underused park to places outside the borough. Working with local stakeholders helped gain support. It was also important for the borough to work with its neighbours in Bromley to ensure plans were in place to continue the link into and through the borough.

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