Redefining Sustainability in London
Cycle-Centric Development

VeloCity 2018

Image © Iwan Baal
London Mode Share

- Public transport
- Private transport
- Cycle
- Walk

Data source: TfL; Image © citybase apartments, pinterest
Public transport infrastructure investment

Increased public transport demand

Homes and offices near stations, with limited car parking

Public transport the obvious, convenient mode of travel

Image © Infratrans, Mayor of London, Crossrail
Data Sources: Census 2011
Resident population: +8%
Daytime population: +21%
Public transport investment

Additional public transport demand and reduced physical activity

Homes and offices near stations, with limited car parking

Public transport too convenient and/or too far to walk or cycle

Image © Londonist, Crossrail
Data Source: Propensity to Cycle Tool; Image © Giulio Ferrini
<table>
<thead>
<tr>
<th>Cycling Mode Share</th>
<th>0%</th>
<th>1.6%</th>
<th>3.3%</th>
<th>4.9%</th>
<th>6.6%</th>
<th>8.2%</th>
<th>9.9%</th>
</tr>
</thead>
</table>

![Map of London showing cycling mode share and affordability](image)

- Largely affordable
- Largely unaffordable

Image © DataShine, New London Architecture
Homes and offices located in areas of high walking and cycling propensity, close to each other and not to stations.

Increased physical well-being and reduced pressure on public transport network.

Walking and Cycling Infrastructure Investment

Car-free development with high-quality cycling facilities

Image © Kasper Egeberg, YoungZine
Data Source: Propensity to Cycle Tool; Image © Giulio Ferrini, DeZeen, Peter Murray
Thank you!

Sustrans is the charity making it easier for people to walk and cycle. We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

Join us on our journey

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