Active Travel

05/05/2022

- **It is important for councils to invest in doing engagement well, to seek views from a wide range of stakeholders, and to establish clear principles for action.** The whole community has valuable expertise, and principles should be established before the details. More specifically, there is potential for wider participation in school street policies, and it is important to actively involve children in the development process of such policies, in order to make them more equitable.

- **There is a high degree of polarization on the attitudes of Londoners towards active travel infrastructure, specifically cycle lanes and Low Traffic Neighbourhoods (LTNs).** A large proportion of respondents of the research "Car Wars? Demographic differences in attitudes to different transport modes in times of rapid change" have strong opinions on whether there is too little or too much support for cycling. Age, gender, and income are the most important factors in determining attitudes towards active travel infrastructure. Car ownership is a negative predictor of support for cycling, while knowing cyclists is a positive predictor.

- **While many people want improved neighbourhoods with less pollution and traffic, they do not necessarily support their local active neighbourhood**, according to the findings of the Active Neighbourhoods in Greater Manchester Report. One reason for this is that active neighbourhoods do not always benefit their mode of transport, i.e., walking, with no or little improvements to the walking experience for local residents.

- **Social media can be used to help spread the word about active neighbourhoods, but it can also create divisions between groups of people,** according to the findings of the Active Neighbourhoods in Greater Manchester Report. While it can be a useful media for connecting with other underrepresented cyclists, the role of social media, particularly Twitter, and divisions between cyclists and non-cyclists can make it difficult for people who walk to find out information about active neighbourhoods.

- **We should be addressing the disparity of the distribution of school streets between boroughs and the disparity in air quality between different schools**. There is an uneven distribution of school streets across London according to the Make School Streets Healthier Report, which may lead to some concern about whether the distribution is benefiting or not benefiting different populations. Children are often unfairly disadvantaged by our transport systems, and school streets may help to address some of these injustices. The biggest disparity is in terms of air

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quality between different schools, with schools in areas of worse air quality having fewer school streets.

- **There is a need for safe routes, crossing points, and footways, as well as proximity to destinations, in certain boroughs in order for children there to be able to travel independently**, according to the finding of the research Phenomenal Landscapes: exploring children's neighbourhood mobility and their experiences within three east London neighbourhoods. Parental permission and motivation, as well as opportunities, for children there to use "spaces between places" during their travel in their neighbourhoods is also important, in order for them to gain confidence and experience in travelling independently. Additionally, threshold spaces, spaces outside of a child's home, are important for children's wider mobility in these neighbourhoods. Finally, it is important to consider the local context when designing spaces for children, as what works in one area may not work in another.

- **Stop and search, affordability, and the lack of infrastructure are all key issues preventing black men from cycling**, according to the research Barriers to Black men cycling in London. There is a lack of representation of black men in the cycling world, which renders black men who do cycle "invisible". A wider conversation about cycling, more black-owned cycling shops, and more cycling groups in black communities could help to increase the number of black men who cycle.

- **The dominance of 'sporty' cycling culture can discourage cycling for women of colour**. Some women who are already confident cyclists and have positive relationships with sport are having to negotiate and challenge this culture and the dominant cycling discourses, as is evident in the research Still I Ride: How women of colour are challenging discourses through cycling. Social interventions for both men and women of colour alongside new cycle infrastructure can help remove the numerous barriers that they face.

- **There is a need for more protected cycle lanes, better signage, cycle parking, public toilets and dedicated spaces for delivery cyclists to stop and rest.** Delivery cyclists in London experience a lot of pressure to hurry according to the research Towards an Intersectional Perspective in Cycling, which can lead to dangerous situations on the road. Near-misses are a daily experience, which can be frustrating and scary, and they also lack access to public toilets and water fountains. The business models of many delivery companies create a perfect storm of risk factors that negatively affect the health and safety of not only delivery cyclists, but all road users, often leaving cyclists feeling at the mercy of customers.

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still I ride

Speakers:

Prof. Rachel Aldred, University of Westminster

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Attendees: 128

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