

Date: 13 July 2022

Item: Cycling Action Plan Update

This paper will be considered in public

1 Summary

- 1.1 The purpose of this paper is to provide an annual update to the Panel covering the latest trends in cycling and our approach to updating the 2018 Cycling Action Plan.

2 Recommendation

- 2.1 **The Panel is asked to note the paper.**

3 Background

- 3.1 The [Mayor's Transport Strategy](#) (MTS) – published in March 2018 – sets out the role of cycling as part of an integrated strategy to reduce car dominance and make London a healthier, greener and more prosperous city. The MTS includes several key targets related to cycling:
- (a) achieve an 80 per cent active and sustainable mode share by 2041. To meet this target, it is estimated that the cycling mode share needs to grow from 2.4 per cent in 2017 to between seven and 10 per cent by 2041;
 - (b) all Londoners to achieve 20 minutes of active travel per day by 2041, from a baseline of 30 per cent in 2017;
 - (c) 70 per cent of Londoners to live within 400 metres of the cycle network by 2024 from a baseline of 8.8 per cent in 2017; and
 - (d) Vision Zero target of zero deaths and serious injuries on London's transport network by 2041.
- 3.2 In December 2018, TfL launched the [Cycling Action Plan](#), setting out TfL's commitment and strategy to grow cycling in London and meet the cycling targets in the MTS. The plan included two additional targets to:
- (a) almost double the number of cycle journeys made every day in London (from 0.7 million in 2017 to 1.3 million in 2024); and
 - (b) increase the proportion of Londoners living within 400 metres of the London wide cycle network to 28 per cent by 2024.

- 3.3 In July 2018, TfL also launched the [Vision Zero Action Plan](#) which sets out its vision to eliminate death and serious injuries on the transport network – covering a range of measures to reduce road danger and make London’s streets safer for all, including people cycling.
- 3.4 TfL provided updates to the Panel on TfL’s strategy to grow cycling in [February 2019](#) and [February 2021](#).

4 Recent cycling trends and progress against key targets

- 4.1 Cycling has been the fastest growing mode of transport over the past two decades with an increase in cycled journeys of 152 per cent between 2000 and 2020.
- 4.2 During the pandemic cycling proved to be one of the most resilient modes of transport. As overall travel demand fell, the number of cycling journeys increased by 6.4 per cent in 2020, partly driven by an increase in leisure cycling at weekends. This resulted in the highest cycling mode share on record at 3.4 per cent of all journeys made in London. This remained stable in 2021 but has started to come down as the overall travel demand is recovering from the pandemic and more journeys are made on the network, including on public transport. In the first quarter of 2022, the cycling mode share was 3.1 per cent, up from 2.4 per cent in 2016-2019.
- 4.3 Whilst TfL’s estimates on cycling mode share and the overall number of cycle journeys will be updated in Autumn 2022, our permanent cycle counts across 25 locations (mostly in central and inner London) indicate that cycling levels are still significantly higher than pre-pandemic with a 24 per cent average increase for the March to mid-June period (14 per cent increase on weekdays and 82 per cent increase at weekends). We are also observing a return to peak hour cycling at these locations, indicating a return of cycling commuters.
- 4.4 The demographic characteristics of people cycling has also changed during the pandemic. Customer surveys undertaken in 2020 and 2021 show that for the first time, Londoners from Black, Asian and minority ethnic groups were as likely as white Londoners to have cycled.
- 4.5 Cycling has also become safer. Although in 2020 we saw a 12 per cent increase in the number of people killed or seriously injured while cycling, this is to be seen in the context of a large increase in cycling. The risk of being killed or seriously injured while cycling has almost halved compared to the 2005-2009 baseline.
- 4.6 Despite encouraging progress on cycling levels, safety and representation, more needs to be done to reach our target to nearly double the number of cycle journeys from 0.7 million journeys in 2017 to 1.3 million journeys in 2024. In 2020, 0.8 million journeys were cycled and whilst the substantial growth in cycling observed in 2020 and 2021 is encouraging, the long-term impact of the pandemic is still uncertain. We now need to understand how this cycling boom and widening of our near market might impact our medium term target.

- 4.7 Our evidence shows that to continue to grow cycling at pace, we must capitalise on recent successes and broaden the appeal of cycling to a wider range of Londoners.
- 4.8 In 2020 and 2021, TfL and London boroughs have been rolling out cycling infrastructure at unprecedented pace as part of our emergency response to the pandemic, with 100 kilometres of new or upgraded cycle routes. The cycle network is now 345 kilometres long, with 20 per cent of Londoners living within 400 metres of the network (up from five per cent in 2016).
- 4.9 In addition to the expansion of the cycle network, TfL supported London boroughs with other measures to reduce car dominance and encourage cycling growth, including over 100 new Low Traffic Neighbourhoods, over 400 new School Streets and 85 kilometres of 24/7 bus lanes.
- 4.10 For more details on cycling trends, please see Appendix 1, slides 8-11. For more details on TfL's recent delivery milestones, please see Appendix 1, slides 21-23.

5 TfL's Cycling Action Plan refresh

- 5.1 The current Cycling Action Plan – launched in December 2018 – sets out how TfL and its partners work together to grow cycling and meet the Mayor's Transport Strategy's objectives. This is supported by interim targets for 2024.
- 5.2 Whilst we have not yet reached the end of life of the current plan, the cycling and overall transport and economic context in London has been transformed since the publication of the plan. Reducing car dependency and road danger, improving air quality, and increasing physical activity remain central to TfL's rationale to encouraging more Londoners to take up cycling. However, the heightened inequalities brought on by the pandemic and the cost-of-living crisis, the declaration of a climate change emergency and the need to support town centres and London's place as a leading global city have all strengthened the case for investment and growth in cycling as part of our multimodal approach to mode shift.
- 5.3 TfL's analysis shows that for cycling to grow at pace and contribute to addressing the above challenges, we need to diversify the cycling population.
- 5.4 Prior to the pandemic, there were signs that we were starting to reach market saturation among the cycling population with several groups under-represented in cycling. These include but are not limited to women, people from Black, Asian and minority ethnic groups, people living in lower income households and disabled people. In 2020 and 2021, representation of some of these groups in cycling improved, leading to unprecedented growth in cycling.
- 5.5 Evidence shows that this diverse near market is how we can continue to grow cycling at pace. Some traditionally under-represented groups are among the most active cycling considerers and offer a huge potential for growth.
- 5.6 Diversifying the cycling population is also essential to tackle some of the key challenges facing London such as reducing health inequalities and the impact of the cost-of-living crisis; and ensuring TfL's investment benefits the broadest range of Londoners.

- 5.7 To this end, TfL is currently refreshing the Cycling Action Plan, making the case for sustained investment in cycling interventions alongside the delivery of the Vision Zero Action Plan, Bus Action Plan and Walking Action Plan, and outlining our approach to grow and diversify cycling in London.
- 5.8 The updated plan will highlight how, despite our financial constraints, we continue to innovate and deliver at pace to do all we can and make London a great city for cycling. It will also highlight how sustained funding will support our ambition for the future of London's streets. The plan will reiterate the Mayor and TfL's commitment to growing cycling, highlight the latest trends in cycling, and celebrate the recent delivery records of TfL and London boroughs in Chapter 1.
- 5.9 Chapter 2 will focus on the strengthened case for investment in cycling in a changing London context and the need to broaden the appeal of cycling to the diverse near market.
- 5.10 Chapters 3, 4 and 5 will detail our approach to grow cycling, mirroring the evidence-base structure of the 2018 Cycling Action Plan but with a focus on how our interventions will broaden the appeal of cycling to the diverse near market. These three chapters will include new and refreshed actions to:
- (a) create streets that enable cycling (Chapter 3);
 - (b) make it easy to get around by cycle (Chapter 4); and
 - (c) promote cycling for all Londoners (Chapter 5).
- 5.11 Chapter 6 will outline how we will work together with London boroughs and other partners to deliver the plan.
- 5.12 For more details on our approach to updating the Cycling Action Plan and emerging action areas, please see Appendix 1, slides 12-18.

6 Next Steps

- 6.1 Following a period of engagement with external stakeholders, including but not limited to the London Cycling Campaign, Sustrans, London Councils, disability groups, British Cycling, cycling community groups and the Healthy Streets Advisory Group, TfL is now in the drafting phase of the plan, with the aim to publish the updated Cycling Action Plan in September 2022.

List of appendices to this report:

Appendix 1 – Cycling Action Plan Update

List of Background Papers:

[Cycling Action Plan](#)

[Mayor's Transport Strategy](#)

[Strategic Overview of Cycling in London - CSOPP paper presented in February 2019](#)

[Strategic Overview of Cycling in London - CSOPP paper presented in February 2021](#)

Contact Officer: Christina Calderato, Director of Transport Strategy and Policy

Email: ChristinaCalderato@tfl.gov.uk