

Cycling Action Plan Update

Customer Service and
Operational Performance Panel

13 July 2022



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1 . The role of cycling and TfL's existing commitments

Cycling is a key part of our strategy for mode shift towards sustainable modes



The overarching goal of the Mayor's Transport Strategy is that by 2041, **80% of journeys are to be made by walking, cycling and public transport**. The MTS daughter documents, of which the Cycling Action Plan is one, are designed to be delivered together as a joint suite to achieve the MTS outcomes.

MTS daughter documents:



Cycling Action Plan (2018) targets:

1. Increase the number of trips made by cycling

Increase the number of cycle journeys made every day in London from 0.7 million in 2017 to 1.3 million in 2024

2. Expand the cycle network to reach more Londoners

Increase the proportion of Londoners living within 400 metres of the London-wide cycle network to 28 per cent by 2024 (from 8.8 per cent in 2017)

2021 Mayoral commitments related to cycling:

1. TfL to provide **guidance on removing access barriers** — ensuring the design of pavements, parks, and paths considers everyone's needs, and helping to diversify cycling
2. Continue the **expansion of the cycle network** so it reaches a third of Londoners by 2025
3. Invest to **modernise and expand the Cycle Hire scheme** so it can be accessed by more Londoners, as well as introducing e-bikes
4. Continue **community cycling grants and increase cycle training for adults and children**, including online cycle skills training
5. Improve **on-street signage and digital mapping and wayfinding** to make it easy for people to choose cycling as a transport option
6. Continue to **deliver the cycle parking plan**, providing 5,000 new residential cycle hangars, parking hubs at stations and more parking on our high streets



Growing cycling alongside buses and other sustainable modes will help tackling some of London's key challenges...

Cycling is one of the most **sustainable and space-efficient** modes of transport – encouraging more Londoners to cycle will tackle congestion and improve the efficiency of streets for the movement of people and goods while **improving air quality**

Active travel has a vital part to play in solving **London's physical inactivity crisis**, contributing to the goal for all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day

Decarbonising transport and **increasing use of active travel** and public transport remains a key objective for London in the Mayor's ambitious aims for London to be a **zero carbon city by 2030**

Reducing road danger for vulnerable road users is an essential part of our Vision Zero approach

... and is core to achieving mode shift and enabling car-lite lifestyles

Supporting the growth in cycling is part of a broader package of measures to reduce car use and improve the sustainable transport offer. The Cycling Action Plan is designed to be delivered alongside the **Bus Action Plan, Vision Zero Action Plan and Walking Action Plans**. Taken together, these will deliver on the MTS outcomes.

Joined up streets planning

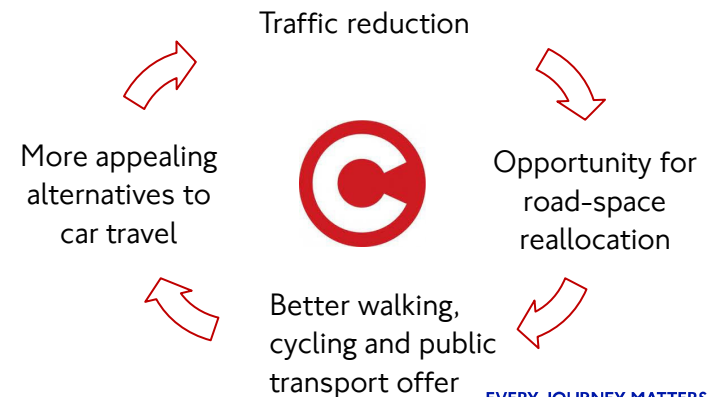
- Integrated approach to planning new schemes, looking to deliver jointly for Vision Zero, walking, cycling and buses along key corridors

Increasing public transport ridership

- An LU station cycling catchment area is typically 3 times larger than its walking catchment.
- Pre pandemic, Londoners made 80,000 daily cycle journeys to and from public transport.



Supporting future road user charging



Delivering for cycling alongside our other action plans

The **Cycling Action Plan** is part of a suite of MTS Action Plans, including the **Bus Action Plan**, **Walking Action Plan**, **Vision Zero Action Plan** and **Freight & Servicing Action Plan**. These plans are designed to be delivered jointly alongside one another, ensuring we are progressing towards all of the MTS outcomes.

To achieve this in practice, we are:

Using a multi-modal evidence base to plan schemes

- We have developed a clear, evidence-led picture of modal priorities on London's streets
- This helps understand the needs of all modes when planning schemes, and to identify potential overlaps at an early stage
- We have shared this analysis data with boroughs, who are using it to inform their own delivery programmes.

Taking an integrated approach to designing schemes

- Our cycling, safety and bus priority programmes do not exist in isolation. Successful delivery requires joint planning
- We are taking an integrated approach to designing schemes on key corridors, looking at improvements for all sustainable modes
- This approach is set out in the Bus Action Plan and will be reinforced in the refreshed Cycling Action Plan

Promoting traffic reduction on London's streets

- Traffic reduction is key to delivering all the Action Plans
- Traffic reduction is particularly important on streets which do not have the space for cycling infrastructure or bus lanes
- Traffic reduction measures could include bus-and-cycle-only streets e.g. Tottenham Court Road, as well as measures such as bus gates, School Streets and well designed Low Traffic Neighbourhoods



2. Recent cycling trends and progress against targets

Cycling is the fastest growing mode of transport and is becoming safer and more inclusive



Cycling levels have boomed during the pandemic and remain higher than pre-pandemic levels

Cycling journeys increased by 152% between 2000 and 2020. This compares with a 84% increase in rail trips and a 53% increase in bus trips during 2000-2019.

During the pandemic, between 2020-22, cycling continued to grow despite a lower overall travel demand, resulting in a 3.1 per cent cycling mode share in the first quarter of 2022 (compared to 2.7 per cent in 2019). However, as travel demand on public transport continues to recover from the pandemic, this is expected to decrease, even though cycling levels remain higher than pre-pandemic.

Preliminary data from cycle counts (mostly in inner London) indicate that between March and mid-June 2022, cycling levels were on average 24 per cent higher than the same period in 2019 (14 per cent higher on weekdays and 82 per cent higher at weekends). Cycle Hire also continues to register unprecedented use with nine consecutive months of record hires.



Cycling has become safer

Cyclist KSIs increased by 15% in 2021 compared to 2020. However, when looking at the rate of cycling KSIs per million journeys, there has been an almost 50% reduction between our 2005-2009 baseline and 2020 (risk analysis for 2021 is underway).

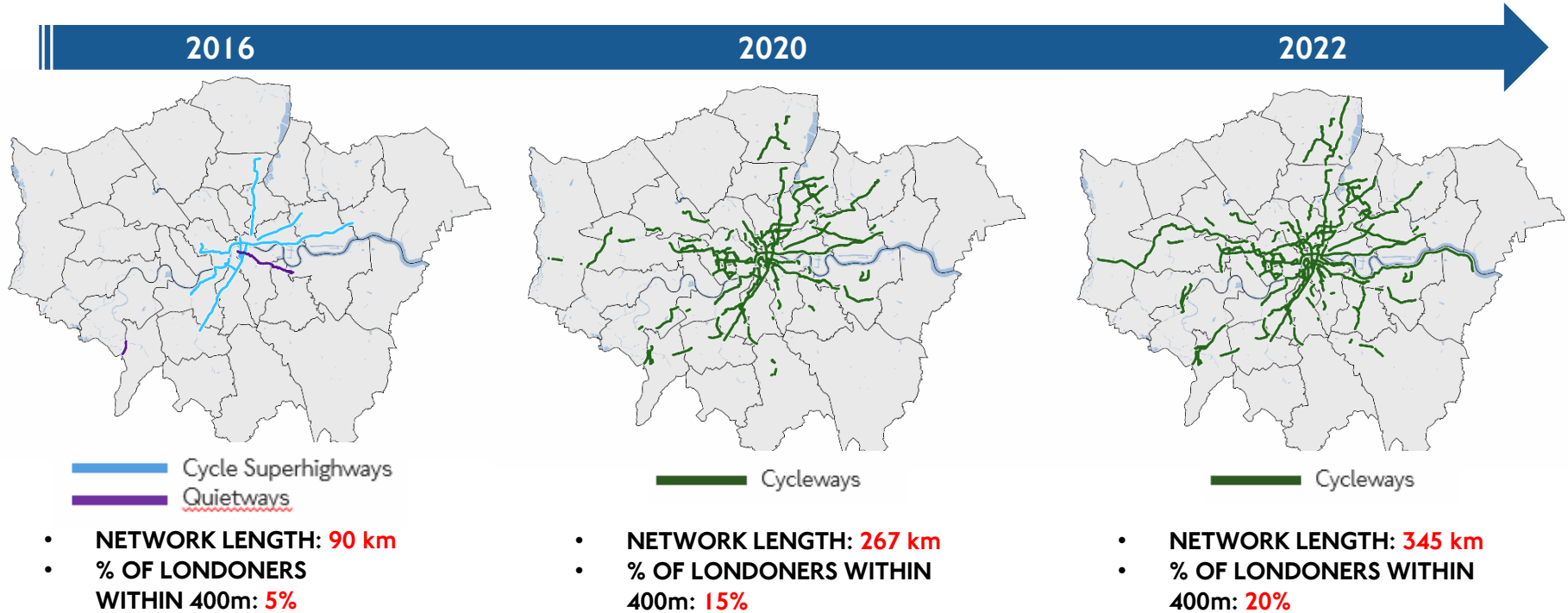


Cycling has started to become more diverse

Londoners who cycled in 2020/2021 were much more representative of Londoners than previous years: 27 per cent of all Londoners had cycled over the past 12 months, compared to 24 per cent of Black people, 25 per cent of Asian people and 31 per cent of people from mixed backgrounds.

The quality and reach of the cycle network have significantly improved

2018 CAP target: Increase the proportion of Londoners living within 400 metres of the London-wide cycle network to 28 per cent by 2024 (from 8.8 per cent in 2017)



The vast majority of routes meet TfL's **Quality Criteria**, developed to ensure all routes are attractive, inclusive and high-quality:

- Total volume of motor traffic
- Speed of motor traffic
- Collision risk from turning vehicles
- Carriageway widths
- Kerbside activity impact
- Interaction with HGVs

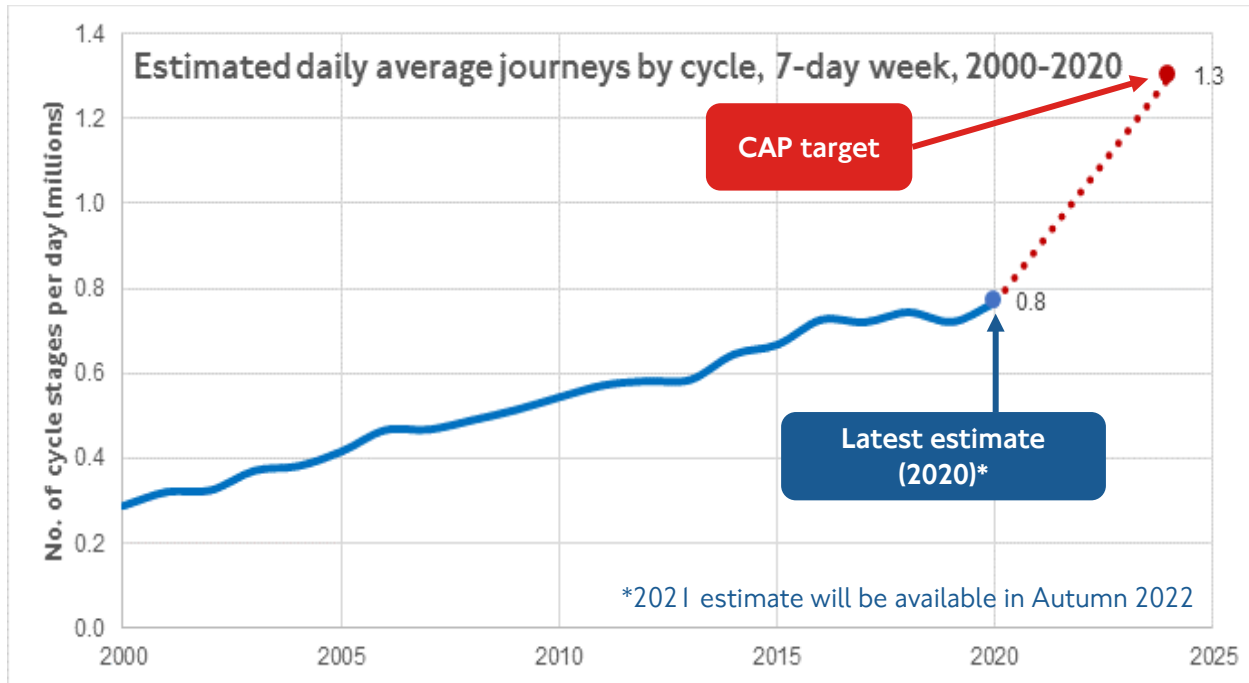


Following our response to the pandemic, there are now over 100 **Low Traffic Neighbourhoods** (with plans for 19 more), over 500 **School Streets**, and **85km of 24/7 bus lanes** (useable by people cycling), reducing car dominance and complementing the Cycleway network.



There has been a step change in cycling levels but more needs to be done to meet our trips target

2018 CAP target: Almost double the number of cycle journeys made every day in London (from 0.7 million in 2017 to 1.3 million in 2024)



While the recent growth in cycling trips is encouraging, the long-term impact of the pandemic is uncertain and there is more to do to reach our aspiration for 2024. Evidence suggests we need to broaden the appeal of cycling for growth rates to increase.

The pandemic has seen a welcome step change in the diversity of Londoners cycling. We now need to understand how the pandemic cycling boom and widening of our near-market might impact our medium-term target.



3. Adapting our strategy

Cycling Action Plan refresh

Cycling has a key role in addressing some of London's most pressing challenges

Cycling will continue to play a key role in reducing car dependency, improving air quality, increasing physical activity levels and reducing road danger. However, the climate emergency and impact of the pandemic have reinforced the case for cycling.

Tackling inequality, including physical and mental health disparities

Cycling has an important role to play in increasing physical activity, social inclusion and improving access to jobs and services. Ensuring our interventions reach all Londoners, with a focus on areas of higher deprivation, will help reducing inequalities and supporting Londoners with the cost of living.

Supporting the recovery of town centres and London's role as a global city

Ensuring cycling plays its part in winning customers back to London's high streets, town centres and public transport while reducing the cost of congestion.

Facing up to the climate emergency

A data-led approach to target interventions where there is the highest potential for growth in cycling and mode shift from car travel will help decarbonise the transport network.

For cycling to respond to these challenges, it must keep growing at pace and become a reality for the broadest range of London's diverse communities



An evidence-led approach to diversifying cycling will be central to the plan

What is the context?

Prior to the pandemic, there were signs we were starting to reach market saturation



Cycling began to diversify during the pandemic - we must build on this opportunity



The diverse near market is how we continue to grow cycling in future while spreading the benefits of cycling more equitably

While road danger remains the primary barrier for all groups, some minority groups are disproportionately affected by secondary barriers



This means that not everyone in London has the same opportunity to choose cycling, even if they want to



By making cycling more inclusive and accessible, we will unlock its potential to address our key challenges

What does the evidence tell us?

27% of Londoners already cycle and 22% of non-cyclists are actively considering taking it up.

More than half of the 8 million daily 'switchable' trips that could be cycled are made by women, and 38% are made by people from BAME groups

The most active cycling considerers are those aged 16-34, and those from Black and Asian ethnic backgrounds

Young Black, Asian, and mixed ethnicity women in particular are strong targets to encourage into



Cycling Action Plan refresh - Proposed structure

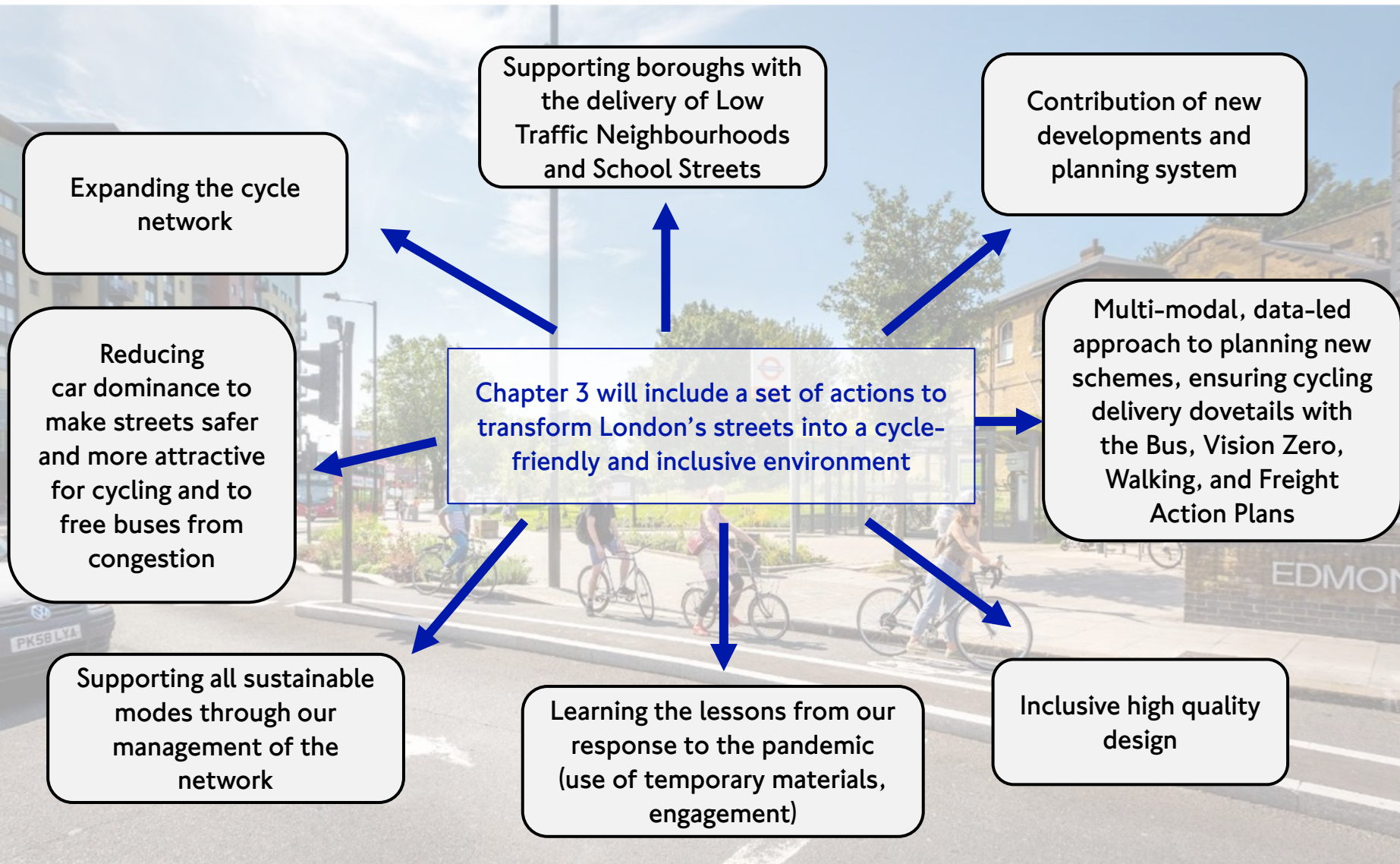
- **Chapter 1 – Delivering the Mayor’s cycling vision**
 - Re-cap of cycling vision
 - Recent trends, including what happened during the pandemic
 - Headline achievements since the action plan was published, including comparison with other global cities
- **Chapter 2 – The role of cycling in a world-leading green and inclusive London**
 - The strengthened case for cycling in London
 - The challenges ahead, the importance of diversifying the cycling population, our latest evidence on the barriers we need to address
- **Chapter 3 – Streets that enable cycling**
 - Transforming our streets to enable mode shift to cycling
 - Integrated planning to enable mode shift to other sustainable modes (including buses) and inclusive design
- **Chapter 4 – Making it easy to get around by cycle**
 - Breaking down barriers and improving the customer experience from start to end of the cycling journey
 - Focus on cycle hire and cycle freight
- **Chapter 5 – Promoting cycling for all Londoners**
 - Enabling measures to improve representation in cycling
 - The role of leisure cycling and grassroots actions
- **Chapter 6 – Delivering the Plan**
 - Working with partners
 - Funding

Diversity & inclusion will be the core theme underpinning all chapters of the plan

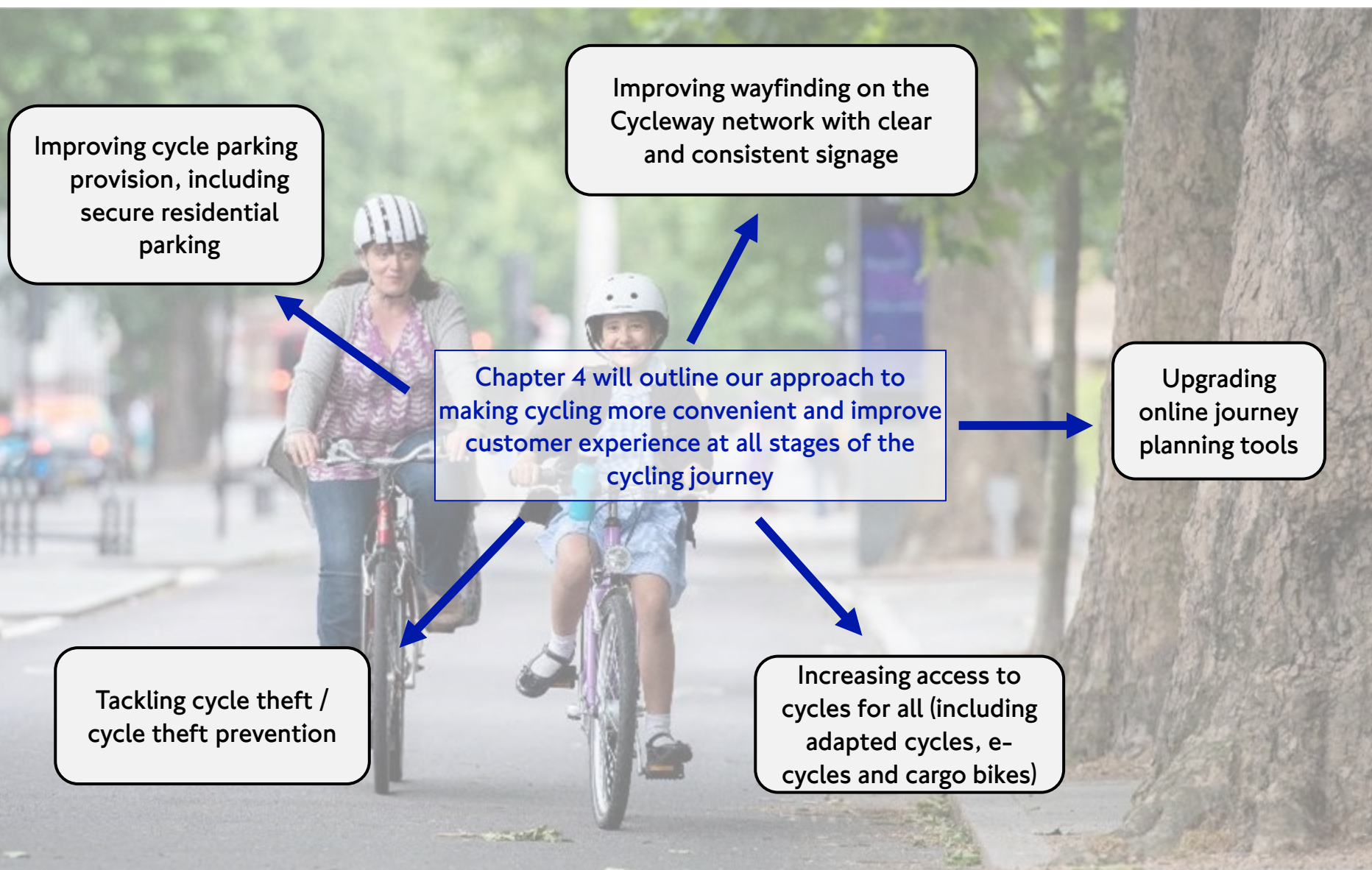
Chapter 3, 4 and 5 will include a summary of key achievements (see appendix) and refreshed actions



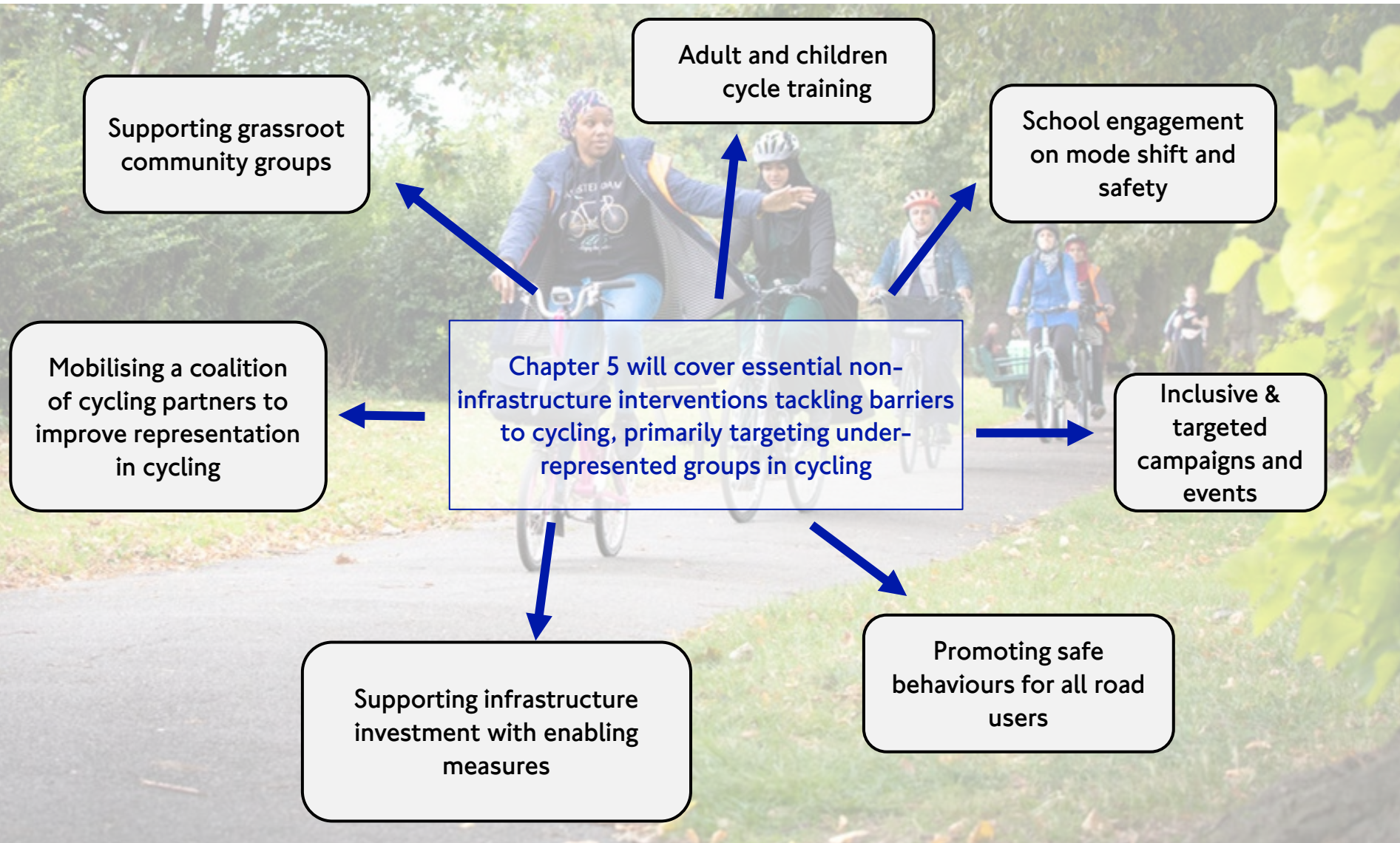
Action themes for Chapter 3 – Streets that enable cycling alongside buses and other sustainable modes



Action themes for Chapter 4 – Making it easy to get around by cycle



Focus on Chapter 5 – Promoting cycling for all Londoners as part of a car-lite lifestyle



Appendix – Summary of recent delivery achievements

2018 Cycling Action Plan Delivery

1. Streets that enable cycling

2. Making it easy to get around by cycle

3. Promoting cycling for all

Action tracker

On track

In progress

Off track

Key actions from the 2018 CAP

Summary of recent achievements

Action 1

Expand the London-wide cycle network to reach 28 per cent of Londoners by 2024

Action 2

Provide funding and support for boroughs to deliver local and neighbourhood improvements for cycling

Action 3

Publish an update to the London Cycling Design Standards in 2019, including setting out quality criteria for new cycle routes

Action 4

Work with London boroughs, local businesses, utilities companies, contractors and other partners to minimise construction impact on all road users, inc. people cycling

- 345km network length under unified high-quality Cycleways brand.
- C4, C9, C23 and C50 in construction with hundreds of kilometres of planned cycle routes in the pipeline.

- Safer junctions: 43rd improved junction completed last year. Average of 45% reduction in injuries for people cycling across improved junctions.
- TfL reduced speed limits on another 30km of TLRN in 2021/22.
- Prioritisation of sustainable modes through signals retiming achieving savings of 12,592 hours for people using sustainable mode in 2021/22.

- Financial constraints are limiting our capacity to support boroughs with the delivery of Healthy Streets Schemes. However, during the pandemic, boroughs delivered a tremendous amount to support active travel, including 101 Low Traffic Neighbourhoods and over 400 School Streets.
- Borough LIP submissions for 22/23 include ambitious range of cycling proposals, but funding is limited and Liveable Neighbourhoods programme is currently paused pending a long-term funding settlement.
- Mini Holland programme completed in Kingston, Enfield and Waltham Forest, providing a step change for active travel in those boroughs.

- Quality criteria for new cycle routes have been designed, published on the TfL website, and embedded within boroughs. They are now in use for all new cycling schemes.
- An update to the LCDS is partially complete, expected publication in 2022/23.

- All highway schemes are assessed by TfL's Network Impact Specialist Team to ensure any disruption is minimised.
- TfL's Strategic Operations team works with developers to ensure safety for all road users, but particularly vulnerable road users.
- We have developed a "3-Tier Assessment process" whereby we assess Traffic Management plans at different stages before and during construction.



2018 Cycling Action Plan Delivery

1. Streets that enable cycling

2. Making it easy to get around by cycle

3. Promoting cycling for all

Action tracker

On track

In progress

Off track

Action 5

Make it easy to plan journeys by launching a digital map of cycle routes, and by launching the Cycling Infrastructure Database

- Digital interactive map live.
- Cycling Infrastructure Database launched in Spring 2019 enabling third parties to develop journey planning tools (e.g. map of cycle parking locations).
- Launch of the TfL Go app for iOS and Android to help Londoners plan their journeys.

Action 6

Develop and implement a Cycle Parking Strategy for London

- Over 13,000 cycle parking spaces installed since the launch of the Cycle Parking Implementation Plan in 2019/20, including over 700 cycle hangar (equivalent to 4,200 secure residential cycle parking spaces).

Action 7

Take action on cycle theft by promoting cycle marking and registration, and working with the police and other partners

- Limited promotion of marking and registration due to competing demands on police resources.
- Funded over 700 Cycle Hangars since 2019/20, providing 4,200 secure cycle parking spaces to Londoners without secure storage at home.
- Working with the National Cycle Crime Steering Group, chaired by the BTP to implement the National Cycle Crime Strategy.
- Promotion of national education campaign on cycle theft prevention through TfL channels.
- Included cycle theft prevention tips in our online Cycle Skills training course and partnered with Halfords to provide good quality locks at discounted price to participants.

Action 8

Improve access to cycles by improving the Santander Cycles scheme and developing a London-wide framework for dockless bike hire

- Improved route planning on the Santander Cycles app
- Introduction of the London Riders rewards function on the app to help with rebalancing efforts
- On street – the introduction of GPS tracking bikes
- The introduction of more manned hubs to help with customer demands
- Introduction of contactless payments
- DfT position on legislative framework for dockless bike hire/e-scooters to be decided by State Opening of Parliament in early May



2018 Cycling Action Plan
Delivery1. Streets that
enable cycling2. Making it easy
to get around
by cycle3. Promoting cycling
for all

Action tracker

On track

In progress

Off track

Action 9

Promote active travel to all Londoners by providing annual community grants for walking and cycling, with an aim to double the number of Londoners engaged through the scheme

- Doubled the number of grants per annum from 30 to 60 per annum. The Walking and Cycling Grants scheme was expanded to include walking in 2020. 92% of participants cycle more and 82% walk more as a result of participating in the programme.
- In 2020/2021 TfL awarded £750,000 in grants to support 150 projects, with a new 5-year co-funding deal with the London Marathon Charitable Trust.
- A new online 'Community Ideas Hub' was launched in 2020 to share easily replicable ideas for projects, enabling even smaller, more isolated or underprivileged groups to apply for funding.

Action 10

Give more Londoners the confidence to cycle by increasing levels of cycle training

- Pandemic restrictions made it impossible to delivery face-to-face cycle training.
- Funding for cycle training has reduced significantly since the pandemic.
- To date over 14,000 people have registered for the Online Cycle Training course launched in 2020.
- For face-to-face training 7,780 adults participated in 2020/21 and 10,948 in 2021/22.
- 9,303 children trained to Bikeability L2 in 2020/21 and 23,265 in 2021/22.

Action 11

Support more younger Londoners to cycle through the STARS programme

- Due to the pandemic, STARS accreditation 'rolled over' from 2019 to 2021.
- We are on track to reach our STARS accreditation 2024 target of increasing the number of gold-accredited schools from 500 to 1,000
- Schools with specific issues, such as poor air quality or high road danger, have been offered additional support

Action 12

Deliver annual promotional activity

- Up to and including this year we delivered a pan-London campaign to encourage more people to walk and cycle. We increased the number of people who claim the advertising makes them want to walk and cycle to 34% (from 29%)

Action 13

Give more people the opportunity to experience cycling by holding car-free events

- While the RideLondon did not take place in 2020 and 2021 due to the pandemic, we signed a 10-year agreement with London Marathon Events.

