

Date: 12 July 2023

Item: Cycling Action Plan 2

This paper will be considered in public

1 Summary

- 1.1 Since the publication of the first Cycling Action Plan in 2018, an annual update on cycling trends and delivery has been provided to the Panel.
- 1.2 In 2022, the annual update included the rationale for updating the Cycling Action Plan and set out a proposed structure for the new plan.
- 1.3 On 15 June 2023, we launched our new [Cycling Action Plan 2](#). This plan supersedes the first Cycling Action Plan published in 2018. This paper and associated appendix give an overview of the plan and high levels targets within it.

2 Recommendation

- 2.1 **That the Committee note the publication and content of the Cycling Action Plan 2.**

3 Background

- 3.1 The Mayor's Transport Strategy (MTS), published in 2018, set a core target for 80 per cent of all trips to be made by sustainable modes by 2041. To deliver this ambition, the 2018 Cycling Action Plan outlined our strategy to increase cycling levels and make London's streets safer and more accessible for everyone who wants to cycle.
- 3.2 The overall approach of the plan remains relevant today, but a lot has changed since 2018. London declared a climate emergency in 2019 and the coronavirus pandemic has changed working and travel habits, while exacerbating health inequalities.
- 3.3 Considering new evidence and priorities, Cycling Action Plan 2 sets out our latest plans to increase cycling levels and break down the barriers to cycling, with a particular focus on under-represented groups.
- 3.4 While celebrating our recent successes, the plan makes the case for further investment, highlights the need to diversify cycling, demonstrates our evidence-led approach, and sets new interim targets for 2030.

- 3.5 The Cycling Action Plan 2 is part of a coordinated suite of action plans setting out our approach to deliver the MTS (including the Vision Zero Action Plan and Bus Action Plan).

4 Key points from the Cycling Action Plan 2

- 4.1 The key points from the plan are outlined below, with a slide deck providing an overview of the full Cycling Action Plan 2 at Appendix 1.
- (a) Cycling has continued to grow, with a 13 per cent increase between 2019 and 2022, despite lower travel demand.
 - (b) Cycling risk has reduced by 43 per cent, between 2000 and 2022, but has mostly stagnated over the past ten years. Evidence shows that where we invested (e.g. Cycleways, Lower Traffic Neighbourhoods (LTNs), 20mph speed limit) we have seen a reduction in cycling risk.
 - (c) Road danger remains the primary barrier to cycling across all groups. We need sustained investment to drive down cycling risk and achieve Vision Zero.
 - (d) Broadening the appeal of cycling to traditionally under-represented groups is essential for cycling levels to keep growing. This serves as the core theme of the plan – to ensure all Londoners can enjoy the health and economic benefits of cycling.
 - (e) Hence, we have shaped our delivery programmes to support greater take-up among under-represented groups, for instance:
 - (i) ensuring our cycling infrastructure programmes (and broader Healthy Streets programme) support a wider range of trips, not just focusing on work-related trips and central London, and follow an inclusive design approach;
 - (ii) prioritising investment in areas of higher deprivation (e.g. Cycleway network expansions, cycle parking, cycle training); and
 - (iii) implementing a range of complementary measures targeting the barriers to cycling faced by under-represented groups (e.g. lack of secure parking at home, cost and social barriers).

5 New targets

- 5.1 The plan introduces new high-level targets to put us on track to deliver the Mayor's Transport Strategy by 2041:
- (a) Forty per cent of Londoners to live within 400m of the Cycleway network by 2030, up from 22 per cent in 2022.
 - (b) Increase cycling levels by a third from 1.2m in 2022 to 1.6m in 2030.

5.2 The plan also sets short- and medium-term delivery targets for specific interventions, including the delivery of secure residential cycle parking, cycle training, and community grants.

List of appendices to this report:

Appendix 1 – Cycling Action Plan 2 overview

List of Background Papers:

Cycling Action Plan 2

Cycling Action Plan (2018)

Mayor's Transport Strategy (2018)

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