

Cycling Action Plan 2 overview

Appendix I



CSOPP annual updates on cycling trends

- Since the publication of the 2018 Cycling Action Plan, we have taken an annual update on cycling trends to the CSOPP.
- In 2022, the annual update included an outline of the proposed structure and content of the new Cycling Action Plan 2.
- Cycling Action Plan 2 content structure:
 - Cycling in London**
 - Cycling's contribution to London's success
 - Reviewing the evidence
 - Diversifying cycling
 - Reducing road danger
 - Transforming our streets**
 - Expanding the Cycleway network
 - Local measures
 - Tackling the sources of road danger
 - Operational improvements
 - Making cycling a genuine option for all**
 - Breaking down the barriers to cycling (e.g. cycle parking, cycle hire, behaviour change measures)

Delivering the plan

- Achieving our key targets



The Cycling Action Plan 2 was launched by Will Norman on Thursday 15 June at Herne Hill Velodrome, in partnership with Wheels for Wellbeing, with guest speakers from LB Southwark and cycling community groups.



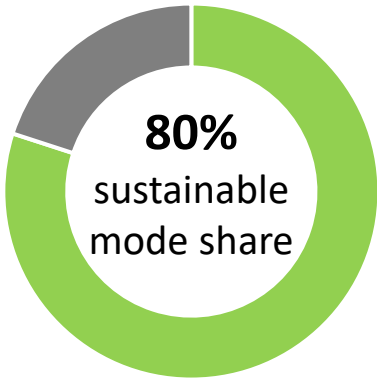
Cycling in London



Cycling is a key component of the Mayor's Transport Strategy

A lot has changed since the publication of the 1st cycling action plan in 2018:

- Climate emergency
- Covid19 pandemic
- Deepening health inequality
- Cost of living crisis
- Step change in cycling infrastructure provision
- Changes in cycling behaviour and participation
- Financial context



Vision Zero for road danger



3m fewer private car trips



All Londoners will do 20 minutes of active travel per day by 2041



Zero emission transport network



70% of Londoners will live within 400 metres of the London-wide cycle network by 2041



Cycling in London has grown in popularity over the past 20 years, but there still is considerable room for growth

New 2030 target:

1.6 million

daily cycle journeys by 2030, increasing by a third from 1.2 million journeys made in 2022



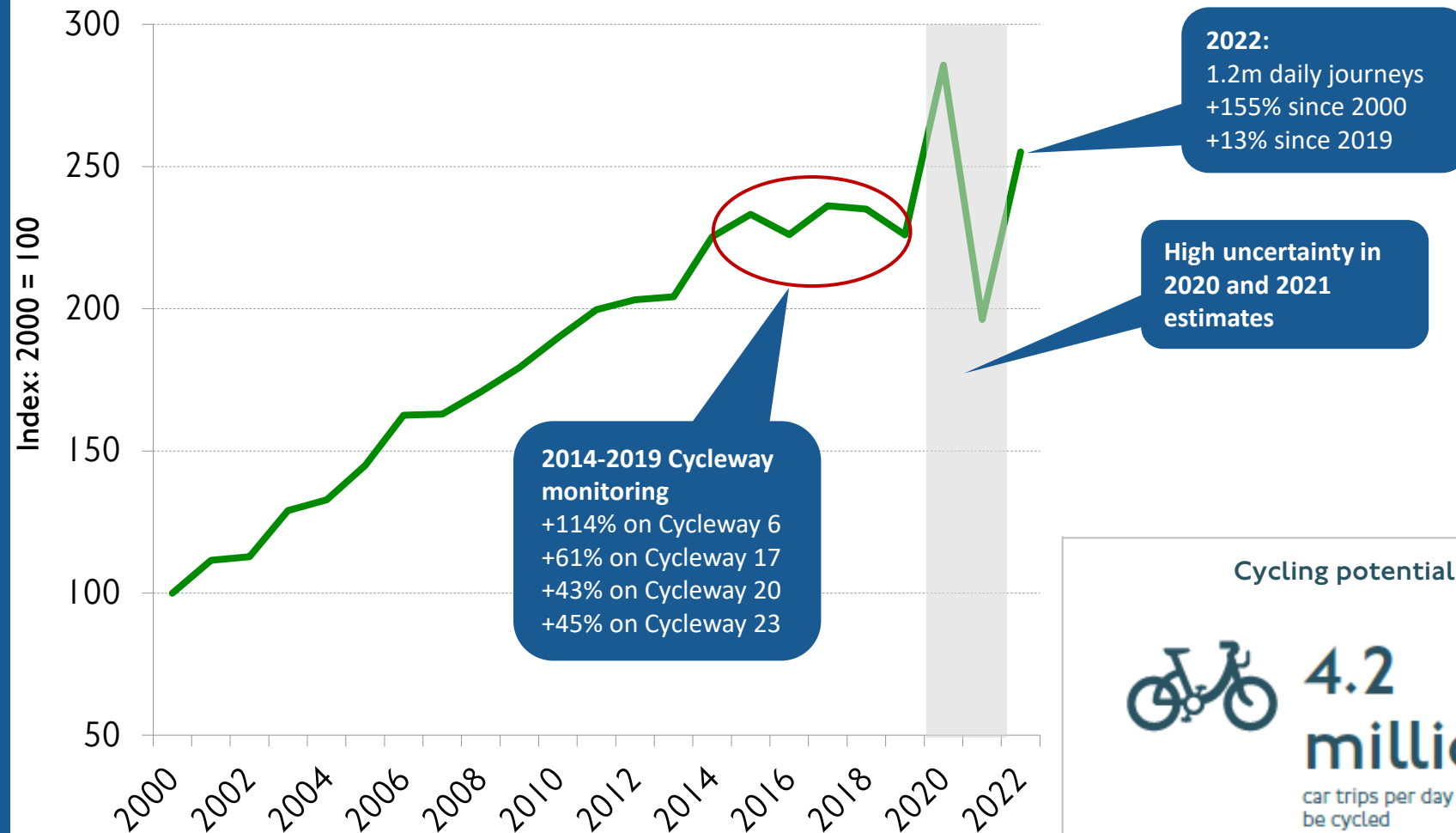
2022

+33%



2030

Change in cycling levels (2000-2022)



Cycling potential



4.2 million

car trips per day could potentially be cycled



63%

of all car trips are potentially cyclable

While cycling numbers increased, this growth was dominated by commuting and largely driven by the same demographic groups



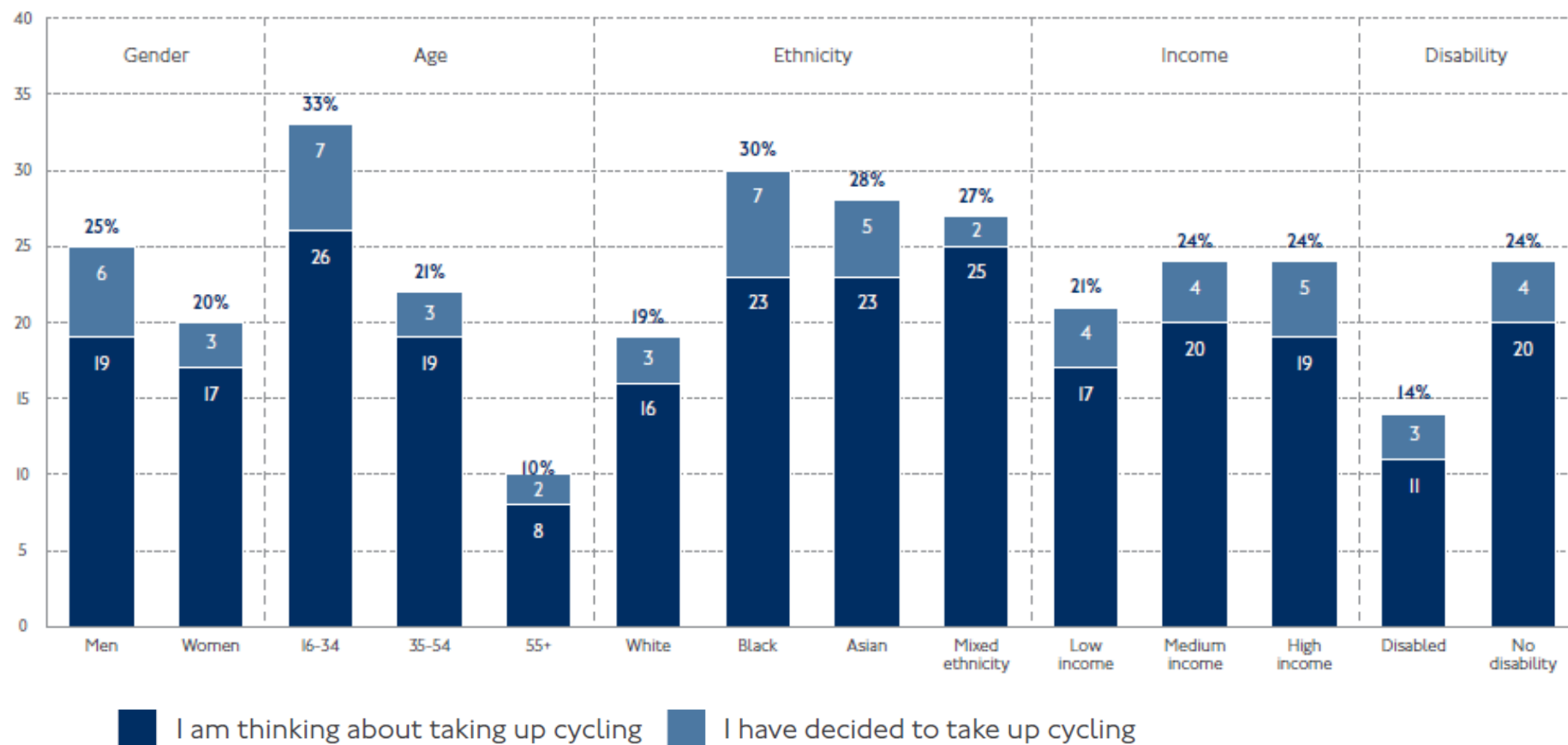
To realise our ambition for cycling, we need to broaden its appeal for a wider range of trips and Londoners



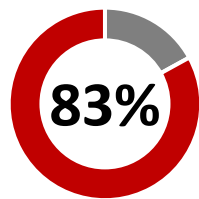
People willing to take up cycling are more diverse and representative of Londoners than the current cycling population

But to realise this potential we must address the barriers they face

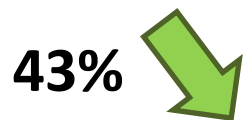
Share of Londoners actively considering taking up cycling by demographic group



Road danger remains the most commonly cited barrier to cycling across all demographic groups

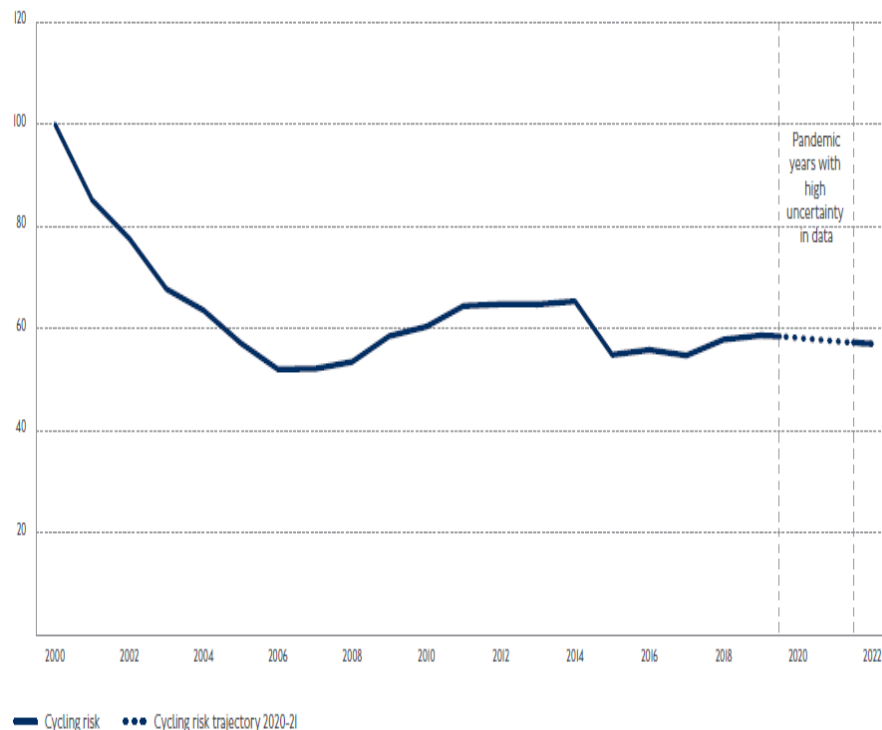


of people are put off cycling by fear of collisions – but women, children and older Londoners are disproportionately deterred by road danger.

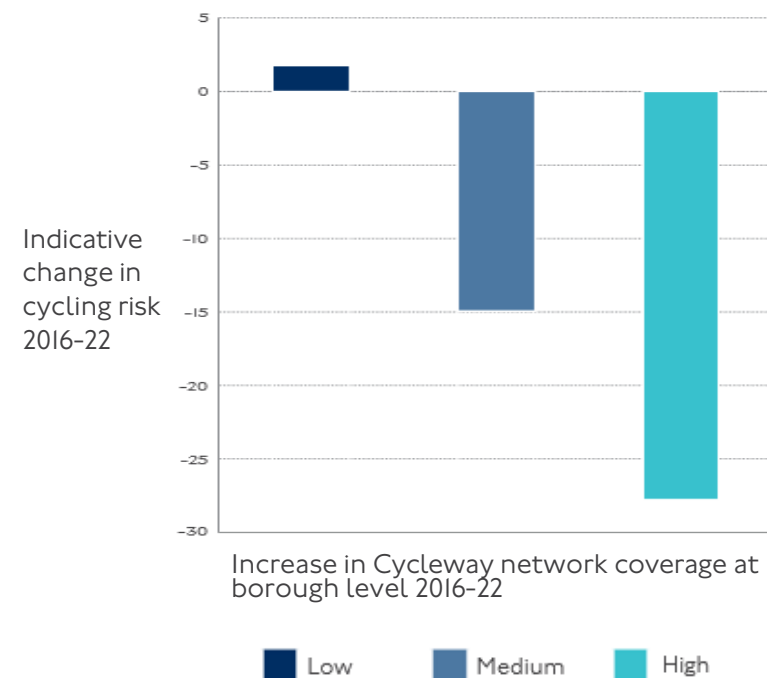


reduction in cycling risk since 2000, but still too many Londoners are victims of collisions.

Risk of being killed or injured while cycling, (indexed to 2000)



Cycling risk reduced most in areas with significant expansion of the Cycleway network (2016-2022)



Transforming our streets



Expanding the
Cycleway network is a
key priority

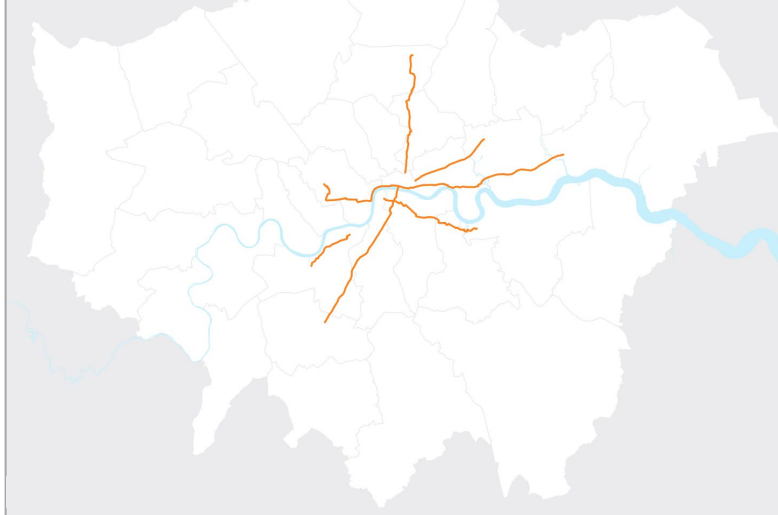
New 2030 target:

40 per cent

of Londoners living within 400m of the
Cycleway network by 2030, up from 22 per
cent in 2022



2016 strategic cycle network

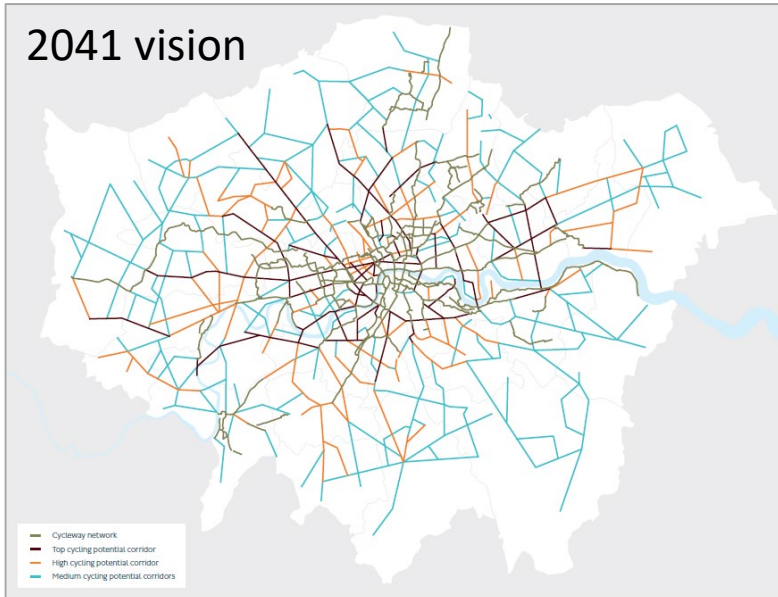


➔
+277%

2023 Cycleway network



2041 vision



- We need a denser Cycleway network, reaching all parts of London, including outer London where most cyclable trips take place
- Our data-led approach to identifying potential new routes reflects the variety of trips that could be cycled – just 15% of these are commuting trips



We have developed a data-led approach to prioritising potential schemes

- As the network expand outwards, we need to tailor our approach to each part of London
- We prioritise our schemes based on their potential to address London's challenges (e.g. road danger, air pollution, deprivation)
- We plan our cycling interventions in tandem with other street improvements – including bus priority



Our spatial approach to expanding the Cycleway network

Central London

Fill gaps in the existing network



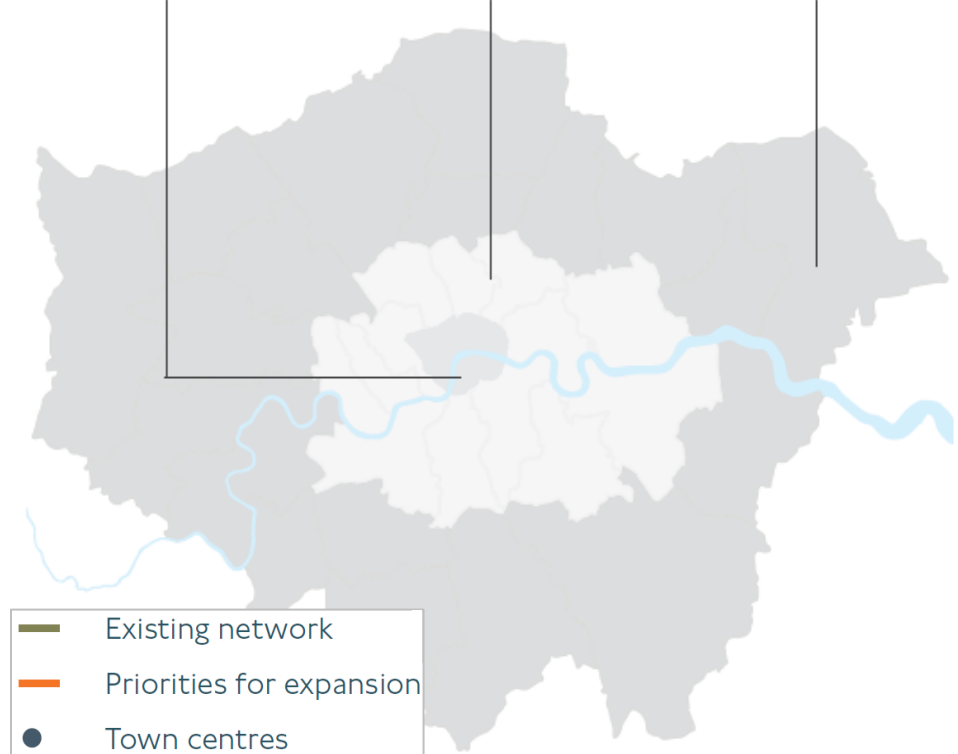
Inner London

More orbital routes connecting town centres



Outer London

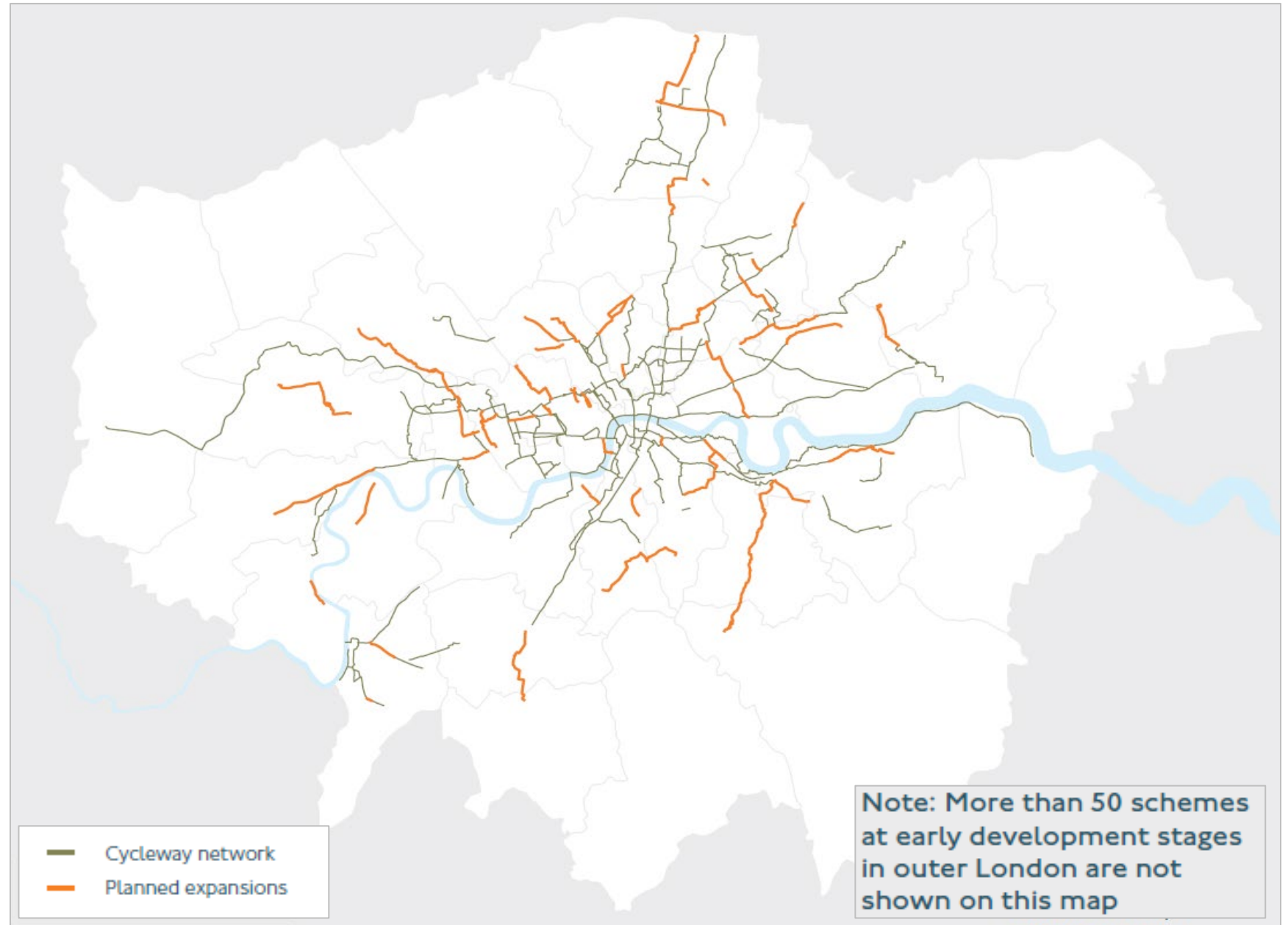
Develop new networks around town centres



Our short-term delivery plan reflects our new approach, with many more schemes in development.

135 schemes received funding in FY23/24 across 31 boroughs, with more funding to be unlocked once schemes' proposals reach a certain level of maturity.

Short-term expansions of the Cycleway network



Traffic reduction is an increasingly important part of our strategy to create cycle-friendly streets

34 minutes

more cycling per week by people living in or close to an LTN

20%

of people cycling at peak times in Dulwich Village LTN are children

92%

increase in cycling on Railton Road



New guidance on access control



- Too many chicanes and gates still exist, preventing access to public spaces by:
 - Disabled people using adapted cycles
 - Cargo bikes used to carry children and goods.
 - Anyone unable to lift their cycle
- Access controls should have a minimum clear width of 1.5m, in line with LCDS and LTN1/20



Obstructive railings on cycle path



Alignment of railings permits comfortable park access to legitimate users



Making cycling
a genuine
option for all



Reducing road danger is the most impactful intervention, but other barriers must be addressed too

x5 Types of barriers disproportionately affecting under-represented groups



Cost barriers

This includes not being able to afford to buy and maintain a cycle, or purchase the right equipment, including after cycle theft.

Practical barriers

This could include not enough cycle parking or nowhere to store a cycle at home, access barriers for larger cycles.

Social barriers

There may be concerns about harassment, intimidation or unwanted attention.

Personal and identity barriers

This includes concerns about fitness, lack of friends or family members cycling, or not seeing people from similar groups cycling.

Status barriers

People may fear they will look unprofessional or unable to afford a car.

Where under-represented groups intersect, the barriers are the most acute.

I have nowhere secure to store a bike at my home	
People on low incomes	47%
People aged 16-34	46%
Disabled people aged 16-34	56%
Black, Asian, ethnic minority people, low income	48%
All non-cyclists	35%
I don't see people like me cycling	
Disabled people	42%
Asian people	44%
Disabled women	44%
Disabled and Black, Asian and ethnic minority people	51%
Women aged 16-34 and people on low incomes	41%
All non-cyclists	35%
I am concerned about harrassment or inimidation	
Women	54%
Women aged 16-34	58%
Asian people	55%
Mixed ethnicity people	56%
Asian women	64%
All non-cyclists	49%

Our Cycling Action Plan 2 includes a range of targeted interventions to address these barriers



42,000 new secure residential cycle parking spaces by 2030, prioritising areas of higher deprivation and council estates



Targeted campaigns and high-profile events celebrating diversity in cycling



Cycle training for over 40,000 children and 20,000 adults in 2023/24



1,000 Gold-accredited school through our STARS programme by 2025



Support grass-root interventions, including through funding



Explore options to provide financial help for the purchase, loan or hire of cycles with local and national partners



Expand and electrify our Cycle Hire scheme to give more people access to a bike

