

Date: 10 July 2024

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 2023, the annual update provided a summary of the new [Cycling Action Plan 2](#), published on 15 June 2023. The paper set out the potential for growth in cycling, the key barriers to cycling, and our plans to overcome these barriers.
- 1.3 This update focuses on the latest trends in cycling and provides a summary of the key interventions and milestones achieved in the last 12 months since the publication of the Cycling Action Plan 2. Appendix 1 – Cycling Action Plan 2 delivery update – provides a more detailed update.

2 Recommendation

- 2.1 **The Panel is asked to note the progress in the delivery of the Cycling Action Plan 2 and the latest cycling trends.**

3 Background

- 3.1 The Mayor's Transport Strategy set a core target for 80 per cent of all trips to be made by sustainable modes by 2041. The Cycling Action Plan 2 is part of a coordinated suite of action plans to support this mode shift to sustainable modes, achieve Vision Zero and decarbonise transport.
- 3.2 The plan, published in June 2023, outlines our strategy to increase cycling levels and make London's streets safer and more accessible for everyone who wants to cycle, with a particular focus on currently under-represented groups.
- 3.3 The plan introduced new high-level targets to put us on track to deliver the Mayor's Transport Strategy by 2041:
 - (a) 40 per cent of Londoners to live within 400m of the Cycleway network by 2030, up from 22 per cent in 2022; and
 - (b) increase cycling levels by a third from 1.19m in 2022 to 1.6m in 2030.

- 3.4 The Mayor is committed to increasing cycling levels in London by continuing to expand the Cycleway network and securing 40,000 new cycle parking spaces by 2030.

4 Latest cycling trends

- 4.1 Cycling has been the fastest growing mode of transport in London in recent years, with 170 per cent increase in the number of daily cycle journeys between 2000 and 2024.
- 4.2 Over the 2014-2019 period, cycling levels stabilised, amidst a reduction in travel demand also affecting other modes. During the coronavirus pandemic, cycling went through a resurgence, led by a rise in leisure cycling and Londoners avoiding public transport.
- 4.3 Cycling levels continued to increase significantly post-pandemic. The latest data from 2023, published in the [Travel in London reports](#), indicates a 6.3 per cent increase in daily cycle journeys on the previous year (or 20 per cent increase on 2019) to reach 1.26 million daily journeys. The cycling mode share increased to 4.6 per cent of all journeys.
- 4.4 The demographic profile of people cycling is also changing, with a broader range of Londoners reporting cycling. Overall, 23 per cent of Londoners reported having cycled in 2022/23. Participation increased across all demographic groups, but there was particularly strong increase in participation among the Black, Asian and other ethnicity groups. There was also a significant uptake among people on low income, after a decade of decline. However, some gaps remain significant, including between men and women.
- 4.5 Cycling continues to become safer. Between 2000 and 2023, cycling risk (number of casualties per million cycle journeys) reduced by 49 per cent. From 2022 to 2023, the absolute number of cycling casualties dropped by 5.7 per cent while cycling levels increased by 6.3 per cent, meaning a 11.3 per cent reduction in cycle risk.

5 Delivery update

- 5.1 Reducing road danger for people cycling is a key priority in the Cycling Action Plan 2. While TfL's interventions are wide-ranging to achieve Vision Zero (for example 20mph speed limits, School Streets, strengthened Direct Vision Standards for heavy goods vehicles, enforcement of traffic offences), the plan's core action to make cycling safer is to expand the strategic cycle network.
- 5.2 We have made good progress by more than quadrupling the length of the network between 2016 and 2024. The latest batch of Cycleways launched in June 2024 brings the total length of the network to 390km, up from 90km in 2016.
- 5.3 All these new routes meet TfL's Quality Criteria, ensuring they provide an adequate level of protection from motorised traffic reflecting local conditions.
- 5.4 As of June 2024, over 25 per cent of Londoners live within 400m of a high-quality route, up from 5 per cent in 2016.

- 5.5 Recent Cycleways and those currently in construction follow the strategic priorities set out in the plan, with a focus on expanding the network in outer London and new routes linking inner London town centres. This shift in focus from radial routes servicing central London will support a wider range of trips and a broader range of Londoners taking up cycling.
- 5.6 Beyond the expansion of the network, TfL and the boroughs have achieved significant milestones in the last 12 months which all contribute to breaking down the barriers faced by Londoners when considering taking up cycling:
- (a) we funded the delivery of cycle training sessions for nearly 60,000 individuals in 2023/24, including children and adults;
 - (b) the number of cycle hangars has more than quadrupled since 2017 to provide a secure cycle parking space to over 33,000 Londoners by February 2024, with another 2,000 spaces funded by us in 2024/25;
 - (c) 147 community projects supporting disadvantage groups taking up walking and cycling;
 - (d) nearly a quarter of London's schools have achieved a Gold accreditation through our Travel for Life programme;
 - (e) we worked with Google to change their algorithm used in their journey planning service to direct Londoners to safe roads and Cycleways;
 - (f) we published new guidance on the removal of access control barriers preventing access to people using adapted cycles;
 - (g) we promoted cycling through localised campaigns highlighting new Cycleways and world-class events such as the eleventh edition of Ride London;
 - (h) we delivered key improvements to our Santander Cycles hire scheme, with new e-bikes added to the fleet (usage figures are included in a paper elsewhere on the agenda for this meeting), new concessions and a new Day Pass;
 - (i) we continue to raise with government the importance of legislation to give powers to strategic transport authorities to manage rental operations for dockless cycle hire schemes, which would enable better parking management, while working with London Councils and boroughs to explore the feasibility of a new contract encompassing both e-scooters and dockless bikes; and
 - (j) we launched our new Cycle Sundays campaign to encourage Londoners to try out cycling for leisure on Sundays, as a gateway to cycling.

List of appendices to this report:

Appendix 1: Cycling Action Plan 2 delivery update

List of Background Papers:

Cycling Action Plan 2 (2023)

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