

# Cycling Action Plan 2 delivery update



Cycleway 51, the first Cycleway to launch in Barnet on 20 June





## CSOPP annual updates on the cycling action plan

- Since the publication of the first Cycling Action Plan in 2018, we have taken an annual update on cycling trends to the CSOPP.
- In 2023, the annual update provided a summary of the new [Cycling Action Plan 2](#), highlighting the potential for growth, the barriers to cycling, and our plans to overcome these barriers.
- This update focuses on the latest trends in cycling and the key interventions undertaken by TfL and the boroughs to deliver the Cycling Action Plan 2 in the last 12 months.

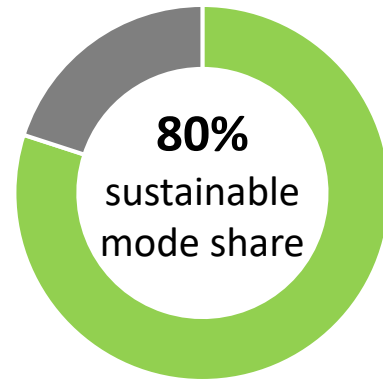


The Cycling Action Plan 2 was launched on 15 June 2023 at Herne Hill Velodrome, in partnership with Wheels for Wellbeing.



# Policy context - The Cycling Action Plan 2 is a key component of the Mayor's Transport Strategy

This is one element of our integrated package of action plans to support mode shift to sustainable modes, achieve Vision Zero and decarbonise transport.



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

2030 target:

**1.6 million**

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



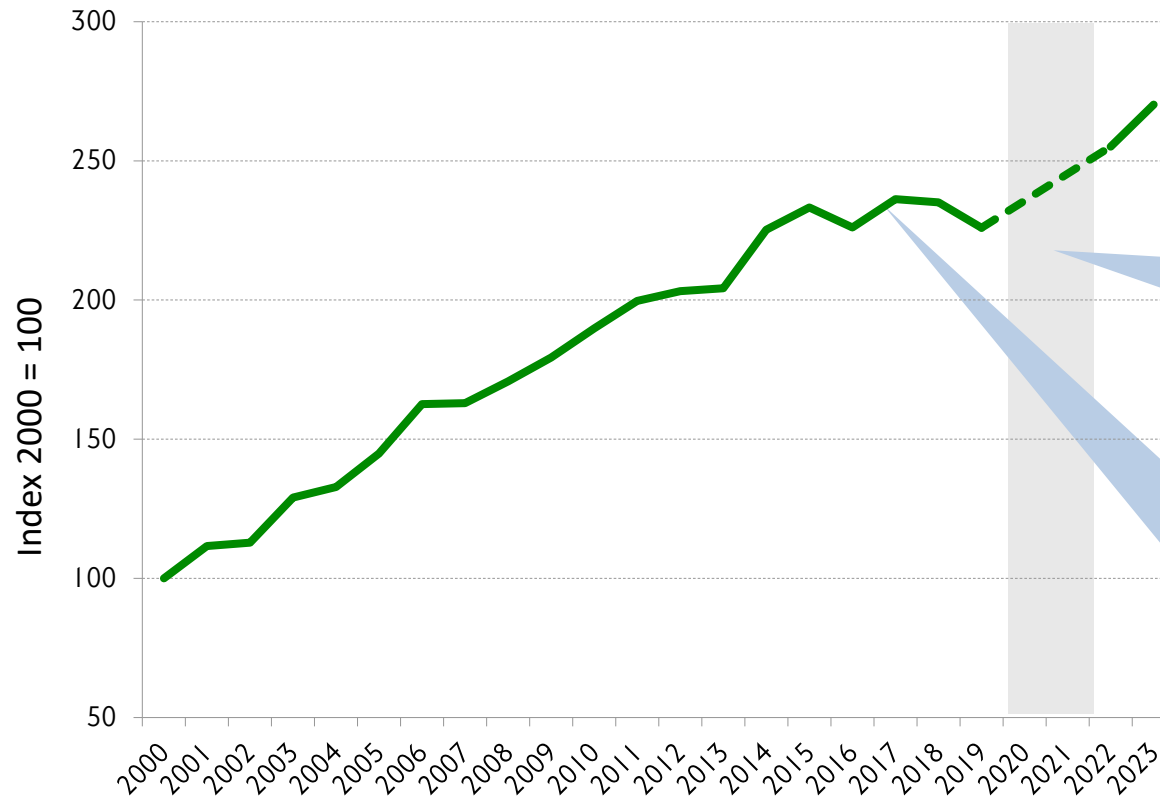
2022

**+33%**



2030

**Change in cycling levels (2000-2023)**



**2023:**  
 1.26m daily journeys (4.6% mode share)  
 +170% since 2000  
 +20% since 2019  
 +6.3% since 2022

**Pandemic years:**  
 Cycling resurgence but uncertainty in magnitude of change in cycling levels in 2020-21

**2014-19: Slow growth mirrored on other modes but cycling continued to increase over this period where we built Cycleways:**  
 +114% on Cycleway 6  
 +61% on Cycleway 17  
 +43% on Cycleway 20  
 +45% on Cycleway 23

**Cycling potential**



**63%**

of all car trips are potentially cyclable



**4.2 million**

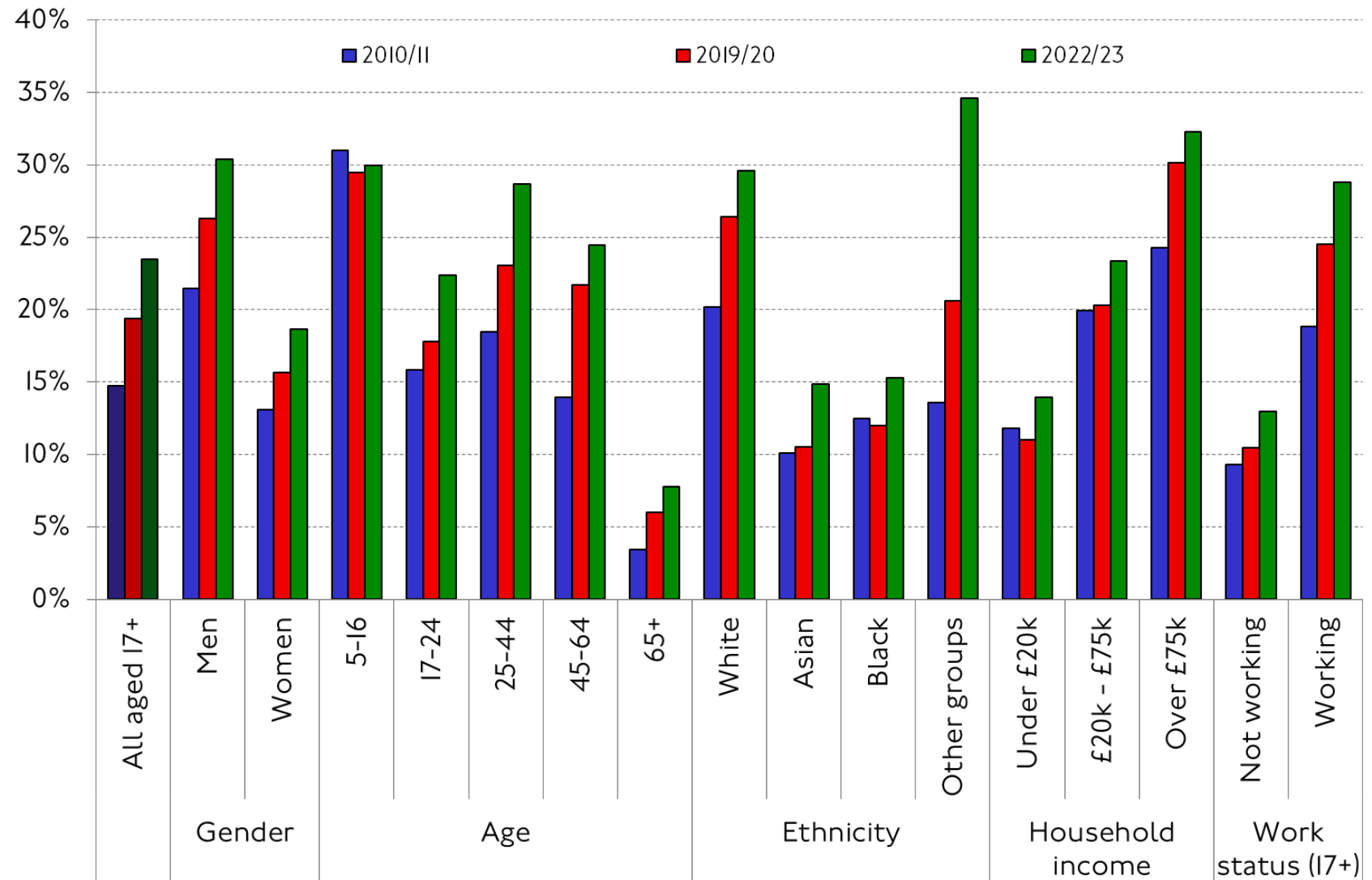
car trips per day could potentially be cycled



## The cycling population is progressively becoming more representative of Londoners, but there are still some significant gaps

- Participation in cycling increased across all demographic groups compared to before the pandemic.
- 23% of Londoners reported having cycled in the last 12 months.
- Particularly strong growth among the Black, Asian and other ethnicity groups.
- Uptake among lower income groups after years of decline.
- Increase in the proportion of women cycling but the gender gap is still significant.

Share of Londoners who cycled in the last year





Broadening the appeal of cycling to a wider range of Londoners and trip purposes is a key priority of our Cycling Action Plan.

This will ensure that:

- All Londoners can benefit from our investment and the health and economic benefits of cycling.
- We continue to see a sustained growth in cycling levels for years to come.

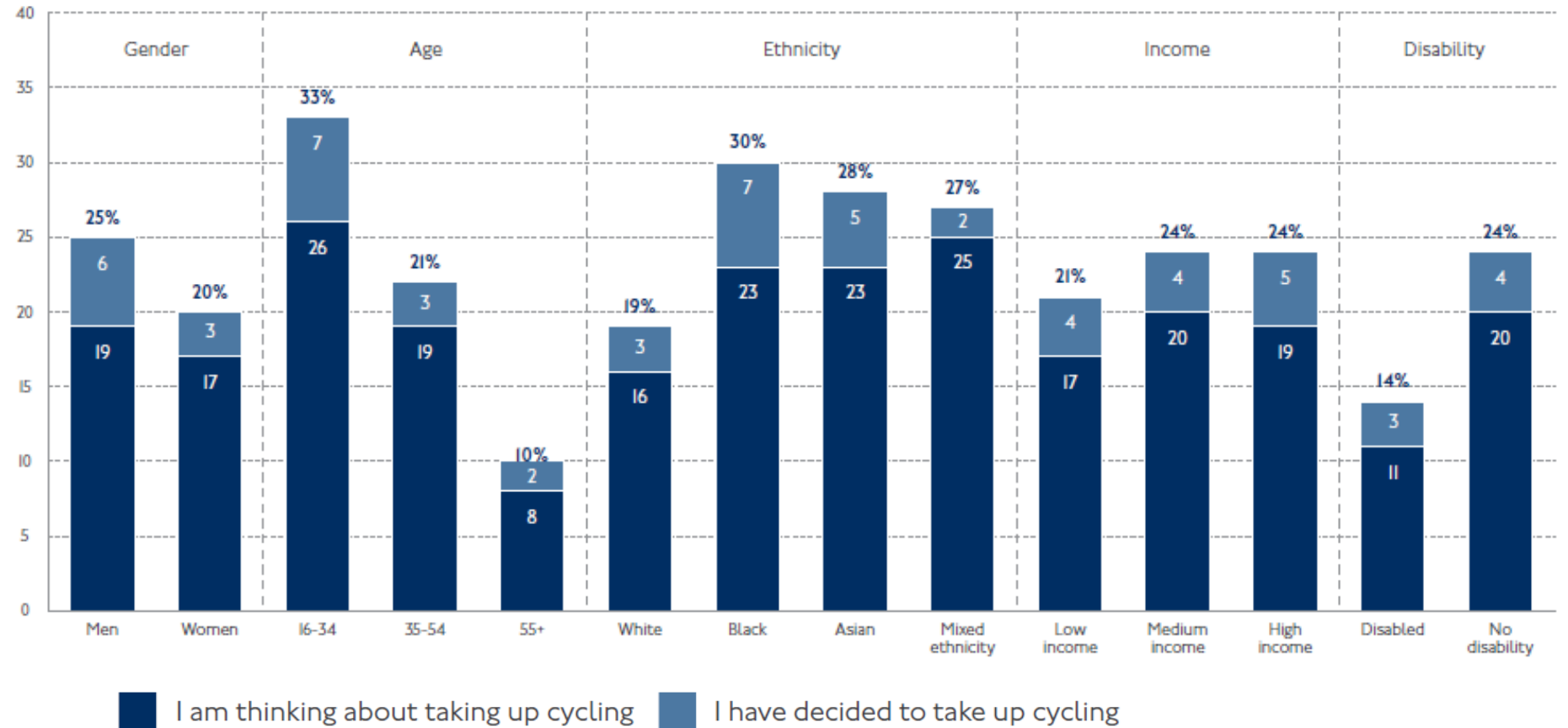




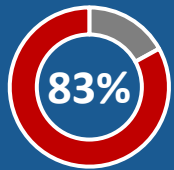
People willing to take up cycling are more diverse and representative of Londoners than the current cycling population

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

Share of Londoners actively considering taking up cycling by demographic group



Despite recent progress, road danger remains the most commonly cited barrier to cycling across all demographic groups

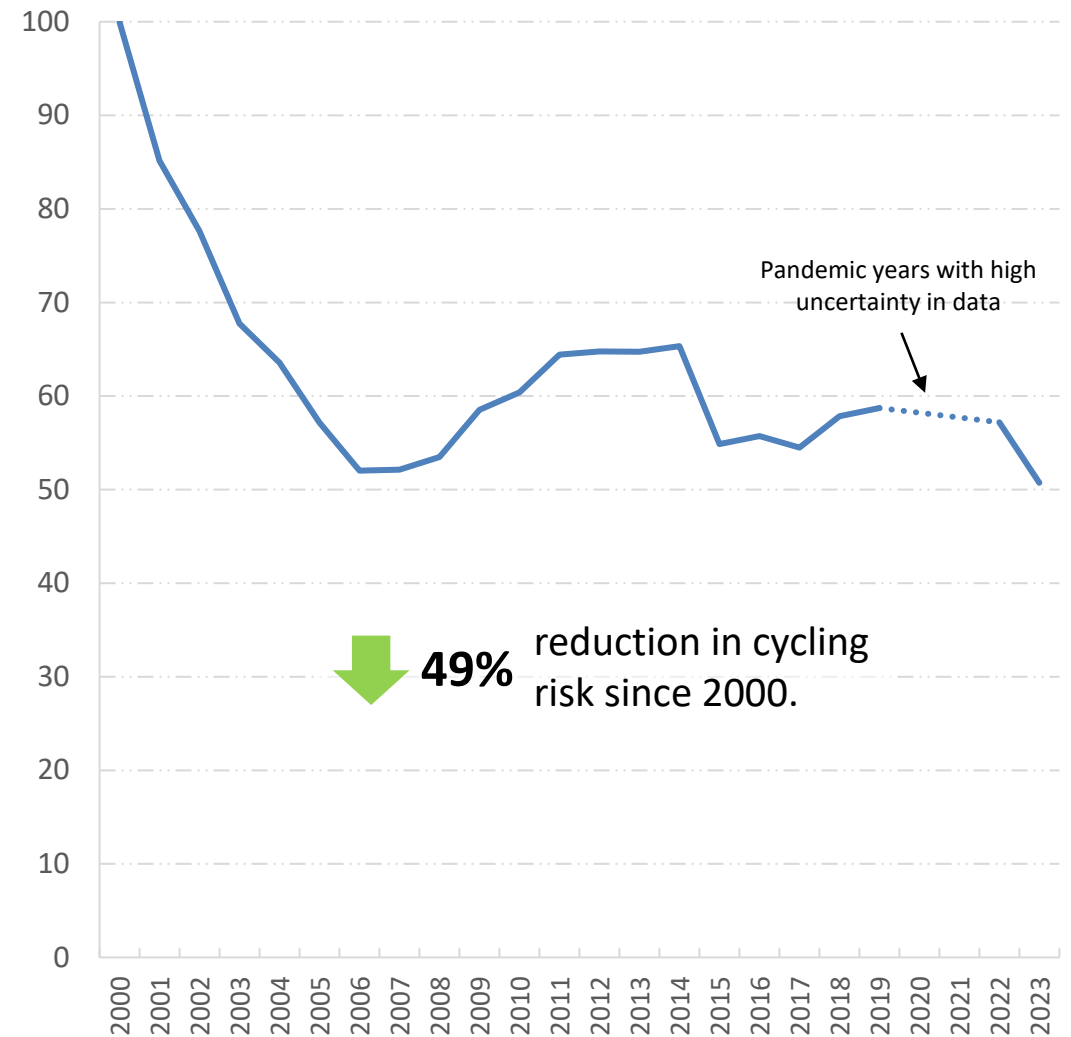


of people are put off cycling by fear of collisions.

Women, children and older Londoners are disproportionately deterred by road danger.

- From 2022 to 2023, there was a **5.7% reduction in cycling casualties** and a **11.3% reduction in cycling risk\***.
- But still too many people suffer injuries while cycling (8 fatalities, 932 serious injuries and 3,861 slight injuries in 2023)\*\*.
- **Cars are causing the greatest harm to people cycling, being involved in 77% of fatal and serious injuries** involving a motorised vehicle in 2023\*\*. However, per vehicle kilometres, HGVs, buses/coaches and motorcycles pose the greatest risk to people cycling.

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



\* Cycle risk is defined as the number of cycling casualties per million cycle journeys.

\*\* Provisional STATS19 data for 2023.



Expanding the strategic cycle network is a key priority to reduce road danger for people cycling

2030 target:

**40 per cent**

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



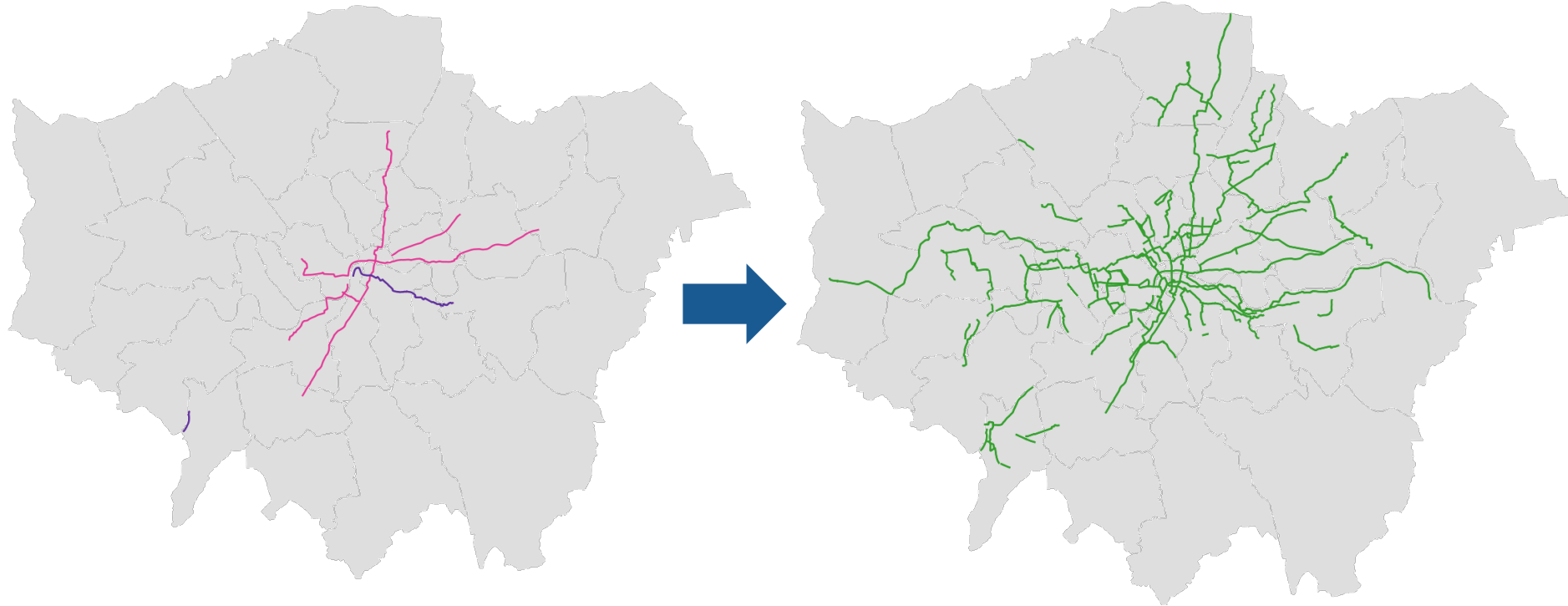
**We have more than quadrupled the size of the strategic cycle network and improved quality standards**



**2016 – 90km**  
(5% of Londoners with 400m of the network). Confusing brands of cycling infrastructure



**June 2024 – 390km**  
(over 25% of Londoners within 400m of the network). Unified brand for high-quality routes: **Cycleways\***



All new Cycleways must comply with the [New Cycle Route Quality Criteria](#), which helps designers assess the level of protection from traffic required based on the local context.

\*map includes a small number of Cycle Superhighways and Quietways not yet integrated to the Cycleway network.



Recent expansions of the network are aligned with the strategic priorities outlined in the Cycling Action Plan.

- Expand the network in outer London with new routes servicing town centres
- Connect town centres in Inner London
- Fill the gaps in central London



- Strategic cycle network
- New Cycleways launched since June 2023
- Cycleways planned for completion by end of Summer 2024





## Our 2041 vision for the network

- Our ambition is to expand the network so that 70% of Londoners live within 400m of a high quality cycle route.
- Our investment programme is informed by the Strategic Cycling Analysis (2022), which identifies the corridors with the greatest potential for cycling.
- Planning for the strategic cycle network is coordinated with planning for other modes, including buses, to maximise benefits to all sustainable modes.

### Long term strategic cycle network



## Breaking down the barriers to cycling beyond road danger (1/4)

While fear of road danger is the top barrier, the cycling action plan highlights other barriers disproportionately affecting under-represented groups.

The following slides highlight some of the key interventions and milestones since the launch of the plan.



In 2023/24, nearly **60,000 individuals** took part in **cycle training sessions** funded by TfL. £2.7m allocated to London boroughs in 2024/25.



**Walking & Cycling Grants to support disadvantaged communities to take up cycling** – record number of applications in 2023. More than £575,000 was awarded to 78 new projects and 69 continuing projects in December 2023, in partnership with the London Marathon Foundation.

We've more than **quadrupled the number of cycle hangars** on London's streets since 2017 to provide a secure cycle parking space to over 33,000 residents as of February 2024, with an additional 2,000 spaces funded by TfL to be installed by March 2025.

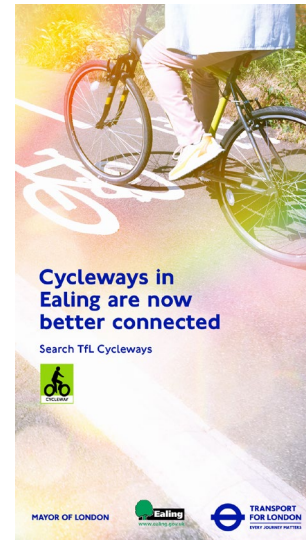


**Travel for Life** – Nearly a quarter of London's schools have achieved Gold accreditation (6% reduction in car use, or 90% sustainable travel). **22 million km of car travel replaced with active travel since 2007.**





## Breaking down the barriers to cycling beyond road danger (2/4)



Locally targeted campaigns to promote newly completed Cycleways, with a focus on under-represented groups.



We published [new guidance](#) on removing access control barriers for people using larger adapted cycles or other mobility aids.



The 11th edition of Ride London was held on 26 March with 21,000 people taking part in the challenge rides and thousands more at the family event. Following the 2023 edition, 52% of participants said it had inspired people close to them to cycle more and 66% of spectators were inspired to cycle more.



In October 2023 we collaborated with **Google Maps** to update its algorithms using our insights to prioritise cycling on safer, quieter roads and make them easier to discover.



## Breaking down the barriers to cycling beyond road danger (3/4)

### Improving the Santander Cycle Hire offer:



- A **new Day Pass** was introduced in March 2024, leading to a significant uptake of casual hires.
- We launched **new concessions** aimed at encouraging under-represented groups to cycle. Holders of an Apprentice Oyster Card, Freedom Pass, 60+ Oyster card, Veterans Oyster photocard, Bus and Tram discount and Jobcentre plus discount can now get 50% off annual or monthly subscription.
- **1,400 additional e-bikes** will be added to the fleet this summer, giving many more Londoners the opportunity to benefit from an affordable, convenient and sustainable way of travelling.
- E-bikes have had double the number of hires per bike per day compared to classic bikes.

### Regulation of privately operated dockless cycle hire:

- We continue to advocate for legislation that would give powers to strategic transport authorities to manage rental operations for micromobility, which would enable **better parking management**.
- In the absence of regulation, we are working with London Councils and London's boroughs to explore the design of one coordinated future scheme to manage dockless e-bikes and e-scooters in London through a contract. The objective of this would be to improve the parking of these vehicles, while also increasing the quality and sustainability of these services in London.





# Breaking down the barriers to cycling beyond road danger (4/4)

## Cycling for leisure is a key opportunity to expand cycling in London

Over half (55%) of people cycling say leisure was the most important reason for them to start cycling.

The new [Cycle Sundays campaign](#), launched in June 2023, aims to encourage Londoners to cycle for leisure on Sundays, when traffic flows are lower. The campaign includes:

- Promotion of leisure cycling routes developed by a range of partners
- Free Santander Cycle Hire for all on Sundays
- Discounts with cycling retailers and partners
- Promotion of local cycling events
- Tips and advice on cycle safety and security





Thank you

Q&A

