

Cycling action plan 2

Building on successes

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Foreword

Increased cycling levels benefit public health and our high streets, and are vital in our fight against climate change – but cycling must become a genuine option for all

Our 2018 Cycling Action Plan set out our vision for London to be the world's best large city for cycling – this remains our ambition today.

This new Action Plan takes stock of recent successes and uses our latest insights to shape an ambitious delivery programme that will further accelerate the take-up of cycling.

Cycling in London today is undoubtedly better than it was just a few years ago. With the boroughs, we have rapidly expanded and improved the quality of London's Cycleway network.

Low Traffic Neighbourhoods, School Streets and residential cycle hangars, once limited to pioneering boroughs, are now common features across many parts of London. Speed limits on more than half of our roads have been lowered to 20mph and it is easier than ever to hire a cycle.

There is a long way to go, but the impact of these improvements is reflected in the latest statistics. In 2022, there were 1.2 million daily cycle journeys in London.

Crucially, we are starting to see changes in the groups of people who cycle as they become more representative of London's diverse communities. Therein lies the key to growth.

Cycling has been the fastest-growing mode of transport over the past 20 years, but sadly not all Londoners have felt included.

Further diversifying cycling will ensure that its growth is sustained and that more communities realise the health, environmental and financial benefits of switching more trips from cars to cycles.

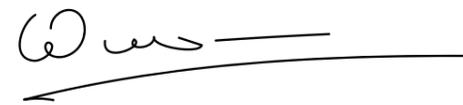
This plan sets out how we aim to do it. Reducing road danger remains the top priority, as we know that it is the greatest barrier to people taking up cycling.

We need to build on the successes of recent infrastructure delivery and carefully prioritise future investment.

To diversify cycling we must ensure our schemes support a wider range of journeys, including trips to schools, local shops and amenities, rather than focusing solely on the

commute. We must reach the communities that stand to benefit the most from cycling, including areas of higher deprivation. Our network of Cycleways must branch outwards into outer London boroughs, with a focus on orbital routes connecting town centres. We must use the power of community-led cycling initiatives.

I am confident the Cycling Action Plan 2 will unleash another wave of positive change in our city, supporting the Mayor's goals for a city that is safer, greener and fairer.



Will Norman
London's Walking and Cycling Commissioner



Commissioner's foreword

Cycling has gone from strength to strength, but has much more to offer

Reducing our reliance on car travel is one of London's toughest challenges, and one we must face with urgency. The human, economic and environmental costs of inaction are too great. For London to thrive, the transport network must become its green heartbeat. Encouraging more people to cycle is integral to this.

There is potential for considerable growth in cycling, as demonstrated by other cities around the world and by our own research. With the right infrastructure and incentives in place, cycling will complement our world-class public transport services to strengthen our sustainable transport offer.

Expanding the Cycleway network is a key priority. Working closely with London boroughs we have more than tripled the size of the Cycleway network since 2016. Yet, many Londoners still do not have access to this network, and we must go further.

For cycling to become a genuine option for all, we need to break down the complex barriers to cycling that affect each Londoner in a different way.

I am proud that this plan builds on years of research and delivery to set out a comprehensive package of interventions which aim to broaden the appeal of cycling to all of London's diverse communities.

The pandemic has had a profound impact on London, but cycling proved a resilient mode of transport and continued to grow against a backdrop of lower travel demand. Londoners rediscovered the joy and benefits of cycling and we want to maintain this momentum.

This plan sets bold new targets for cycling by 2030. However, with no funding certainty beyond March 2024, we urgently need Government to confirm a longer-term funding arrangement, as is already available to other cities in the UK.

With this certainty, we can continue to work with partners to deliver more for less and make the most of our long-term planning and pipeline.

This is a time of change for cycling and this plan is a call to action to all our partners to seize this opportunity and ensure cycling continues to grow and contribute to London's success.



Andy Lord
Commissioner
Transport for London

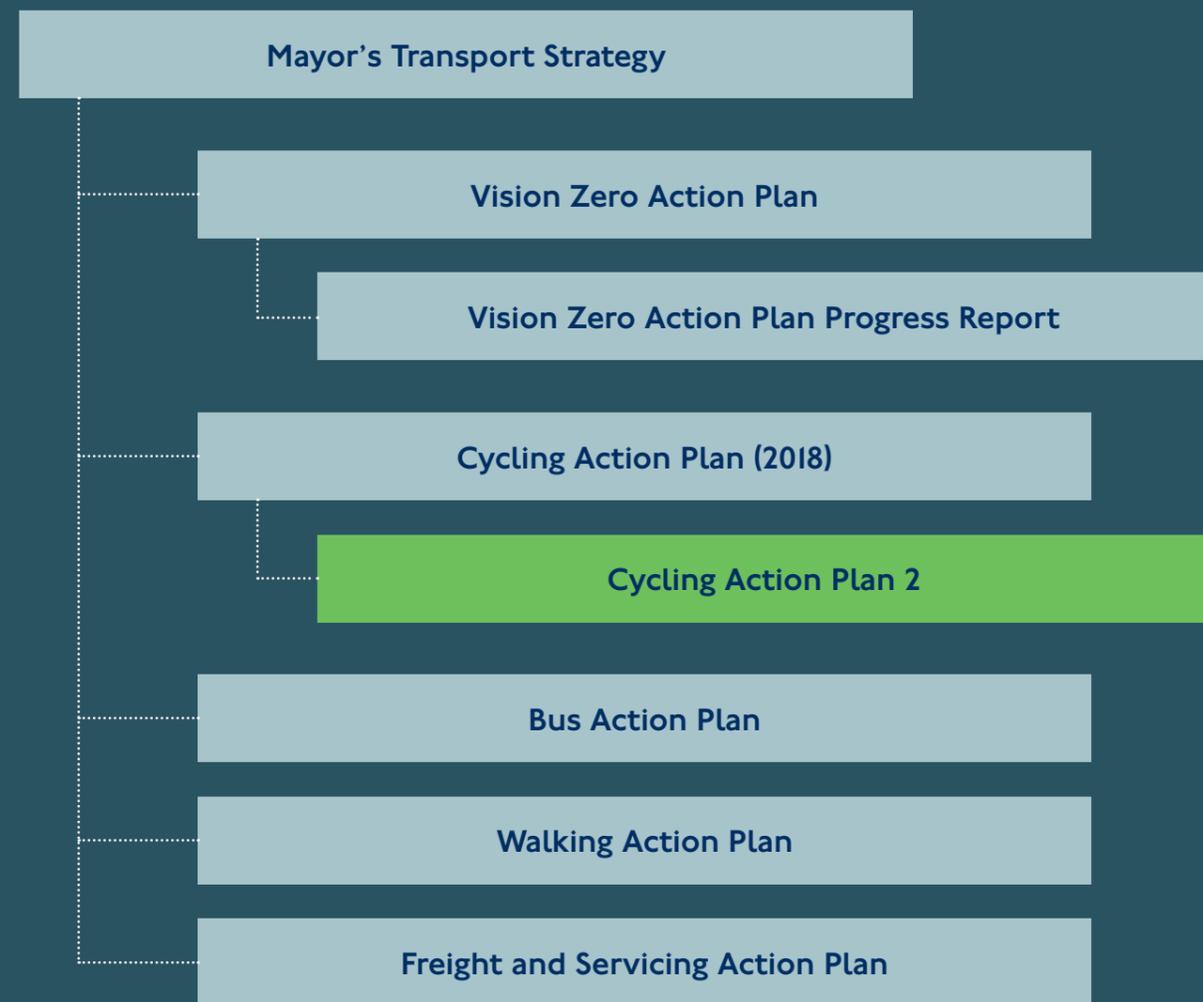


Cycling in London

Cycling levels have increased steadily over the past 20 years. We will ensure this continues by broadening the appeal of cycling to a wider range of Londoners.



The Cycling Action Plan 2 is part of our coordinated approach to achieve the Mayor's Transport Strategy



Delivery highlights since the publication of the first Cycling Action Plan in 2018

340km+

of high-quality routes under a unified Cycleways brand, doubling the size of the network since 2018



17,000

cycle parking spaces funded by TfL since 2019 through our Healthy Streets programme, with thousands more funded by London boroughs



500+

School Streets across London supporting active travel to school



100,470

children were trained to Bikeability level 2 between 2018 and 2022

100+

Low Traffic Neighbourhoods delivered since 2020, reducing car dominance in residential areas



150

community-led projects supported through our partnership with the London Marathon Charitable Trust each year to promote active travel in the most disadvantaged communities



63,270

adults attended cycle training sessions across London between 2018 and 2022



Contributing to London's success

Cycling plays a key role in achieving the aims of the Mayor's Transport Strategy and working towards a cleaner, more sustainable city

The Mayor's Transport Strategy set the aim to make London the world's best big city for cycling, where everyone who wants to cycle can do so and where it becomes a fundamental part of a thriving, progressive modern city. It set a target for 80 per cent of all trips to be made by sustainable modes by 2041, up from 63 per cent in 2015.

We have published a suite of action plans, including the Cycling action plan, Walking action plan and Vision Zero action plan, as well as the Freight and Servicing action plan, and Bus action plan. These complement each other and are all

essential to deliver on the Mayor's ambition to transform London's streets for a more sustainable future.

Our first Cycling action plan outlined our strategy to increase cycling levels. While the overall approach of the plan remains relevant, a lot has changed since 2018. London declared a climate emergency in 2019 and the coronavirus pandemic up-ended working and travel habits, while aggravating health inequalities. This new action plan sets out how we will expand London's cycle network and ensure cycling becomes a genuine option for all.

Reducing car use and increasing cycling levels will help address many of the challenges we face, including the climate crisis, air pollution, health and inactivity, road danger, congested roads, and fairer access to amenities, jobs and services. It will enable children to travel independently, create more pleasant streets and strengthen the economic recovery of our town centres and high streets.

As we emerge from the pandemic, cycling, walking, wheeling* and public transport will help us achieve the goals that will ensure London's success.

* A term that encompasses the use of pushchairs, scooters, wheelchairs, mobility scooters and other mobility or carrying aids

Our key targets

We have set two ambitious new 2030 targets for cycling in London

1.6 million

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



40%

of Londoners living within 400 metres of a Cycleway by 2030, up from 22 per cent in 2022





Cycling plays a key part in cleaning London's air

Decarbonisation

Climate change will lead to warmer, wetter winters and hotter, drier summers, while sea levels will rise. It will cause more flooding, storms, drought and heatwaves, all of which will affect people's travel choices.

The UK must significantly reduce its carbon emissions to meet its legally binding goal of reaching net zero carbon emissions by

2050 and avoid the worst effects of climate change. The Mayor has set an ambitious goal for London to become carbon neutral by 2030.

Transport is responsible for more than a quarter of London's carbon emissions, although this proportion is increasing as other sectors decarbonise more quickly.

The electrification of London's buses, now the greenest fleet in Europe, and the rollout of charging points will help reduce emissions, but this will not be enough.

Even if all new vehicles are electric by 2030, transport emissions are still likely to exceed what is needed to limit global warming by 1.5°C without substantial traffic reduction. Swapping private cars for sustainable modes is therefore essential.

1.2 million

journeys cycled every day on average



27%

reduction in car vehicle kilometres is needed to meet our net zero carbon ambition by 2030*

* Analysis of a Net Zero 2030 Target for Greater London, GLA, 2022



We want to ensure everyone can enjoy the health benefits of cycling



£1.7bn

saving to the NHS in treatment costs over 25 years if all Londoners did 20 minutes of physical activity each day*

£10.4bn

cost to the NHS and social care system by 2050 if no action is taken to reduce air pollution in London**



Air quality

Even at lower levels, air pollution is harmful to the health of all Londoners. In 2019 air pollution contributed to around 4,000 premature deaths, with the greatest number in outer London. Babies, young children, pregnant women and people with health conditions are more likely to suffer from the impacts of dirty air. Around 500,000 Londoners suffer from asthma and a similar number will develop diseases linked to dirty air over the next 30 years.

London has led the way with innovative interventions, such as the Ultra Low Emission Zone, driving up vehicle standards and significantly reducing harmful nitrogen dioxide concentrations. However, more needs to be done to clean up our air. Cleaner vehicles, including electric vehicles, still emit harmful particulate matter through non-exhaust sources like

brakes and tyre wear, highlighting the need to reduce reliance on private motorised vehicles and support the growth in cycling and other sustainable modes.

Health

Building physical activity into daily travel routines has many health benefits and is the easiest way for most Londoners to keep active. It can play a key role in solving London's inactivity and childhood obesity crises and reducing health inequalities.

The Mayor's aim is, by 2041, for all Londoners to do at least 20 minutes of active travel each day, which broadly aligns with the Chief Medical Officer's guidelines. This would help reduce people's risk of developing Type 2 diabetes, cardiovascular disease, breast cancer, dementia, depression and hip fractures, as well as other medical conditions.

Along with the Greater London Authority and London boroughs, we have a legal duty to improve public health through active and sustainable travel. Section 508A of the Education Act 1996 requires authorities to promote sustainable travel and transport to schools. The Health and Social Care Act 2012 requires transport authorities to promote health for all people.

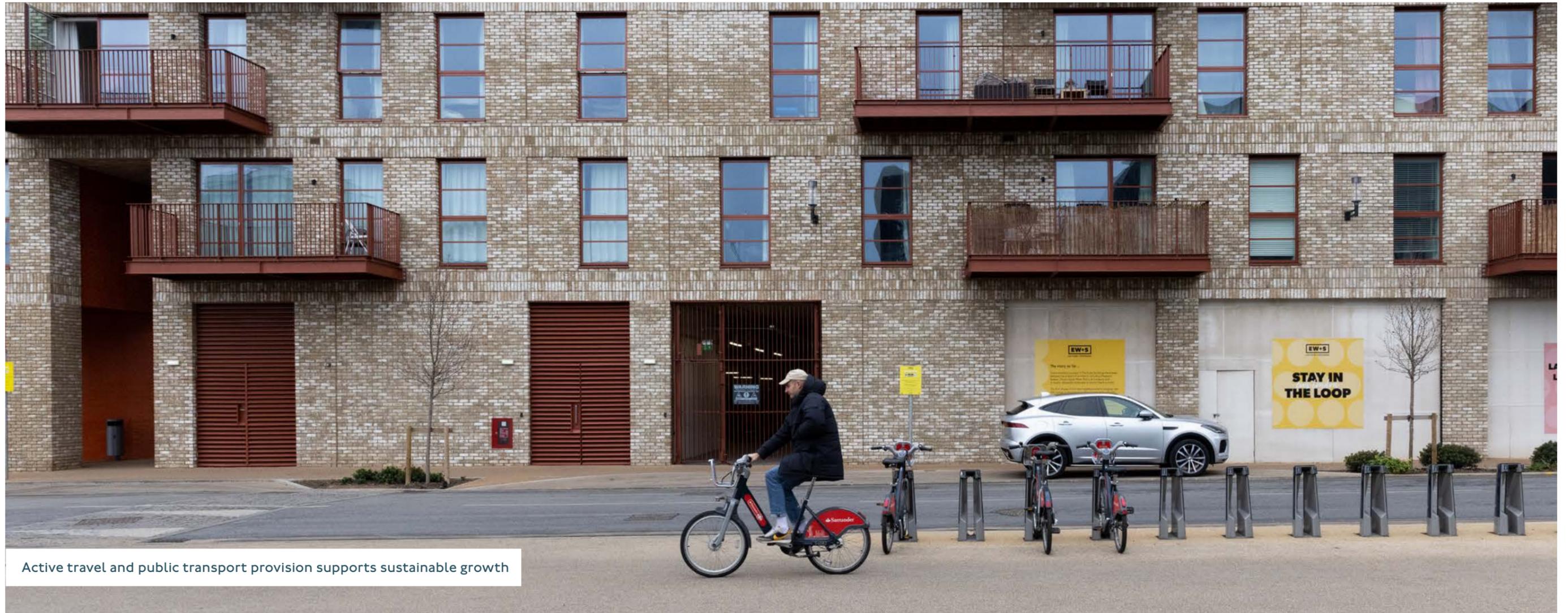
The proportion of Londoners doing 20 minutes of active travel per day fell from 42 per cent before the pandemic to around 35 per cent in 2020 and 2021. This is partly because people made fewer trips, particularly on public transport, which almost always includes an active stage, as well as trips being shorter as people followed Government advice to stay local during the pandemic. This decline in physical activity disproportionately affected people in more deprived areas, making existing health inequalities worse. Active travel levels have partially recovered with 38.3 per cent of Londoners achieving the target, but it is likely inhibited by changes in travel behaviours, such as working from home.

Cycling is an affordable way to travel in a short amount of time, providing more access to employment, services, education and social opportunities – all of which are important to maintaining good physical and mental health and wellbeing.

Interventions to reduce car use and grow sustainable travel have shown we can reverse the trend of reduction in physical activity. Studies into the long-term impact of Low Traffic Neighbourhoods in Waltham Forest showed that residents in these areas walked and cycled more, relative to people elsewhere in outer London.

* UK Chief Medical Officers' Physical Activity Guidelines, Department for Health and Social Care, September 2019

** Modelling the long-term health impacts of air pollution in London, GLA, 2020



Active travel and public transport provision supports sustainable growth

Sustainable home building

More people than ever want to live and work in London. Around 1.2 million extra jobs were created between 2007 and 2019 and the population is expected to grow to up to 10.1 million people by 2041. To support this growth and alleviate London's housing crisis, tens of thousands of new homes will be needed every year.

Home-building is accelerating, with 36,000 new homes per year on average since 2016. This includes record numbers of council and affordable housing, with more than 18,000 affordable homes started in 2022 alone and more council homes than at any time since the 1970s.

The transport network has a crucial role to play in supporting home-building. By ensuring new developments are located, designed and built to support sustainable travel habits we reduce the need for car use and the space required to store and move cars.

Alongside good access to public transport and low or no car-parking provision, access to cycle routes and good-quality cycle parking have shown that embedding the Healthy Streets approach to home-building leads to sustainable travel outcomes.

Reducing the need for car parking within new developments also supports the delivery of affordable housing by maximising the use of available space.

In London's Opportunity Areas, where entire new neighbourhoods are being built, walking and cycling will play a key role in creating vibrant and sustainable places where people want to live, work and play.



66,000

new homes needed in London each year for 20 years

Economy

Public transport and active travel are much more space-efficient than private motorised vehicles. With travel demand expected to grow and a finite amount of space on our streets, reallocating space to more efficient modes will be essential to keep London moving and support our economy.

Quality cycling infrastructure, both on-street and within developments, alongside good access to public transport, will support good growth, and delivery of regeneration areas and housing. Car-free developments are space-efficient and more affordable. Alongside good-quality cycle parking, they also increase the number of occupants who cycle. As we tackle the housing crisis and build homes at a rate not seen for decades, cycling and other sustainable modes are vital.

Better cycling access to town centres and high streets will contribute to London's on-going economic recovery from the pandemic. Our research shows that people who walk and cycle visit the high street more often, with high-street walking and cycling improvement able to increase retail spend by up to 30 per cent.

Cycling also boosts productivity. Employees who cycle regularly take 1.3 fewer sick days each year, worth £128m to the national economy. A survey of Business Improvement Districts revealed that 85 per cent of businesses think cycling is important to their business performance, while 73 per cent of employees who cycle to work feel it makes them more productive.

Cycle freight can also support businesses, particularly in denser activity zones. Our Cargo bike action plan shows that up to 17 per cent of van kilometres in central London could be replaced by commercial cargo cycles by 2030, or up to four per cent London-wide, depending on the measures put in place. This does not include the use of cargo cycles for domestic purposes, such as school runs and grocery shopping, for which there is also considerable potential.

At an individual level, cycling offers an affordable way to travel and access jobs, services and social opportunities. By tackling the barriers to cycling faced by the most disadvantaged Londoners, we have the opportunity to reduce economic and health inequalities at a time when households on low incomes are under considerable pressure.

£5.1bn

cost to London's economy from traffic congestion*



5x

more retail spend per dedicated square metre of cycle-parking space, compared with car-parking equivalent**

* Global Traffic Scorecard, INRIX Global Traffic Ranking

** Walking and cycling economic benefits summary pack, TfL



Cycling can play an important role in London's economic recovery

Reviewing the evidence

Cycling in London has grown in popularity

In the 20 years before the pandemic, travel in London was increasingly sustainable, with a growing share of trips made by walking, cycling and public transport, while car use slowly declined.

Among sustainable modes, cycling grew the fastest, with 126 per cent more daily cycling journeys, compared to a 68 per cent increase in public transport and a 15 per cent decrease in car journeys.

After 15 years of growth, cycling levels remained broadly stable in the four years preceding the pandemic, with a similar trend on public transport. This is likely to be because of slower population growth and a prolonged period of slow decline in the number of trips each Londoner makes.

Cycling levels continued to increase where we invested in new infrastructure, such as Cycleways. Our monitoring of Cycleways launched before the pandemic showed that they supported substantial increases in cycling levels between 2014 and 2019

114%

increase on Cycleway 6 extension between Kings Cross and Kentish Town

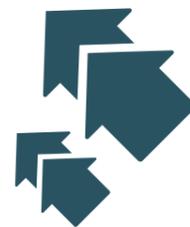


61%

increase on Cycleway 17 between Elephant & Castle and Burgess Park

43%

increase on Cycleway 20 between Enfield Town and Palmers Green



45%

increase on Cycleway 23 between Lea Bridge and Whipps Cross

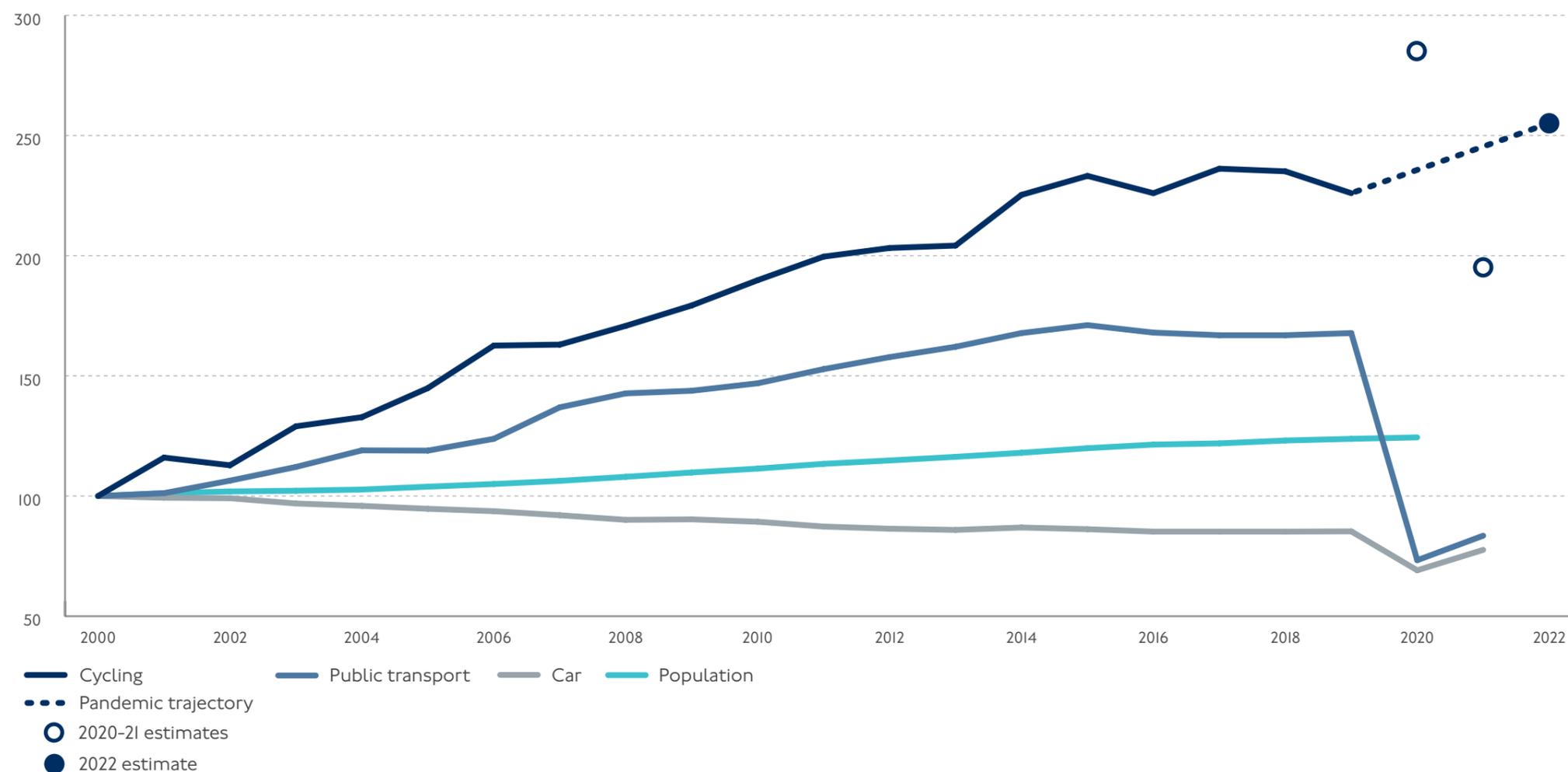


There has been marked increase in the number of people cycling

In 2020 and 2021, cycling levels frequently fluctuated, mainly due to Government advice and successive travel and social restrictions in response to the pandemic. Owing to the volatility of cycling levels during this time and the challenges of data collection during lockdowns, our annual cycling estimates for 2020 and 2021 should only be considered as indicative. However, our best assessment about cycling during the pandemic, using multiple data sources, suggests that levels increased noticeably in 2020 but dropped again in 2021, although the magnitude of the change is not precisely known. Despite this, cycling was the most resilient mode of travel at this time.

In 2022, cycling levels were much more stable, enabling us to estimate with more confidence. This growth in cycling levels is all the more remarkable given that Londoners were still making fewer trips in 2022 than before the pandemic.

Change in the number of journeys made on selected modes and change in population, indexed to 2000



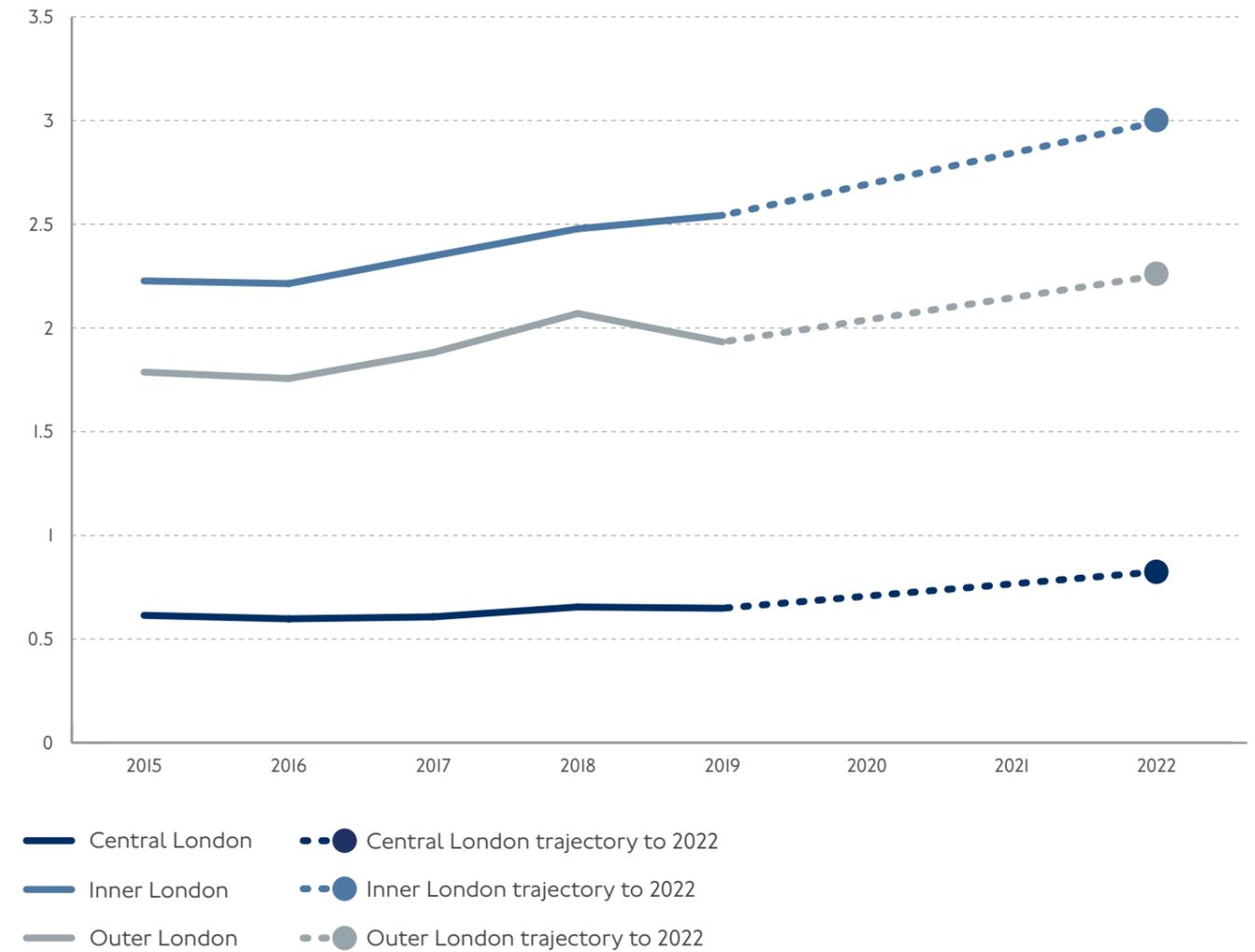
13%

increase in cycling between 2019 and 2022, or 155 per cent since 2000



Cycling levels have grown significantly since 2020

Cycling volume in central, inner and outer London (km)
Millions



Our cycling volume indicators show a net growth in cycle kilometres between 2015 and 2018, particularly in outer London which had a 16 per cent increase, followed by a small decline in 2019.

In 2022, cycle kilometre was 18 per cent higher than in 2019, with the largest increase in central London, 27 per cent, marking a return of cycling commuters, followed by inner London, 18 per cent, and outer London, 16 per cent.

Improving the way we monitor cycling levels

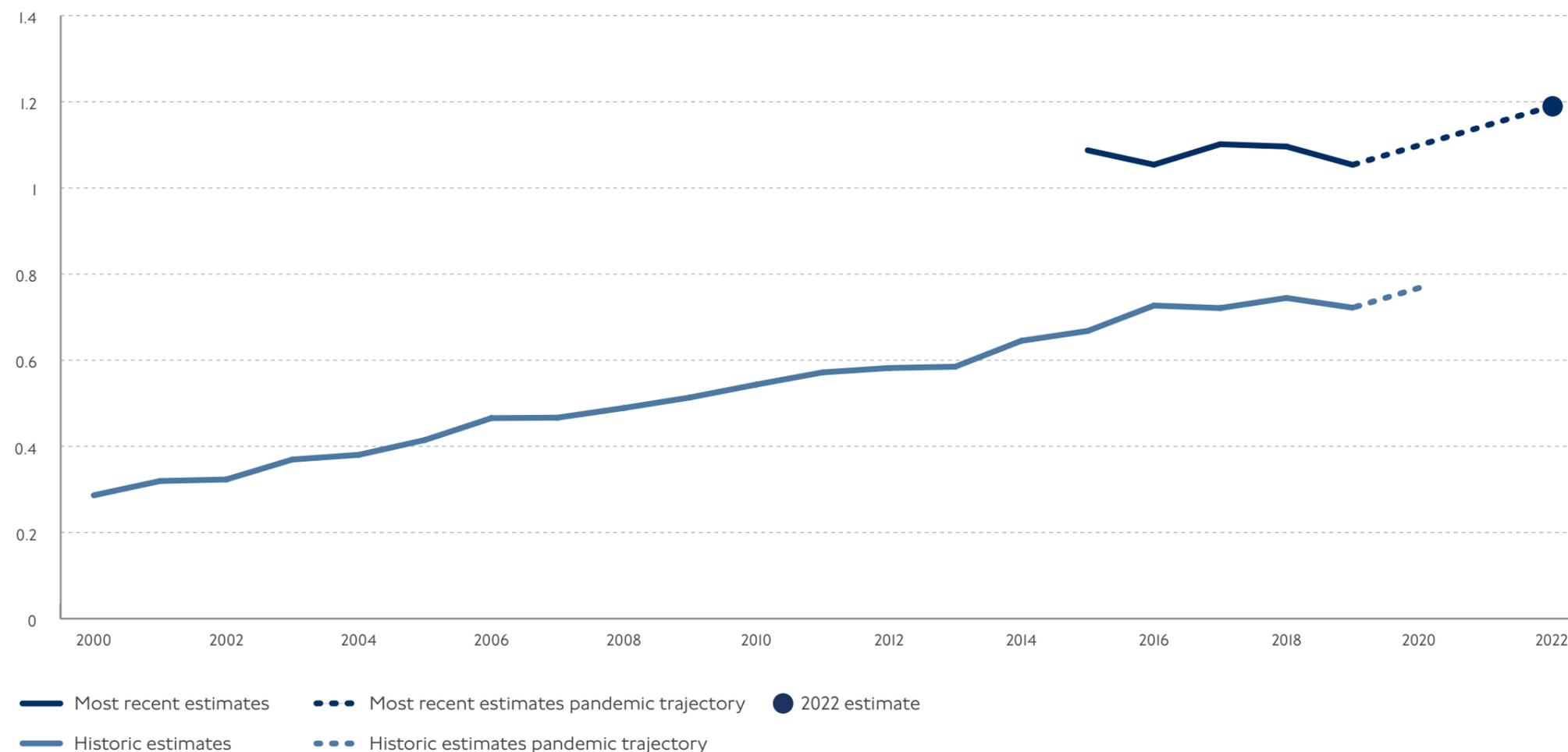
Recent trends in cycling are assessed through an extensive programme of cycle counts across central, inner and outer London, which dates back to 2015. From this, we can estimate the number of cycle journeys made in London.

In 2022, we improved the way we collect and process cycling data. Using our previous methodology, we estimated that there were about 0.67 million daily cycle journeys in 2015. With our new methodology, we can now estimate that there were 1.08 million daily cycle journeys.

While this creates breaks in the data series, the new methodology is more robust and consistent and enables us to produce estimates of cycling levels within the same year of the data collection, instead of the following year.

It might therefore be more useful to focus on the relative changes in cycling, rather than on the absolute number of cycle journeys. Both methodologies show a similar trend where they overlap, with little variation in the number of cycling journeys between 2015 and 2019, and return to growth in 2020.

Number of daily cycle journeys Millions



 **1.2 million**
daily cycle journeys in 2022



People cycling in 2020 broadly reflected London ethnicities

Cycling during the pandemic

Together with the London boroughs through the Streetspace for London programme, our emergency response to the pandemic, we delivered around 100km of new or upgraded cycle routes, more than 100 Low Traffic Neighbourhoods and more than 370 School Streets between 2020 and 2021. This rapid construction of cycling infrastructure saw London come top of a survey of global and capital cities for kilometres of cycle routes delivered since 2020.

Pandemic-related restrictions, along with better cycling infrastructure and a drop in motorised traffic, led to an unprecedented increase in cycling, bucking the trends seen on other modes. As a result, the cycling

mode share between July 2020 and June 2021 was on average twice as high, 5.3 per cent, as it was before the pandemic, 2.7 per cent.

The places where people were cycling also changed during the pandemic, with fewer journeys to and from central London and more in outer London, reflecting changes in working patterns, a growth in leisure cycling and a greater proportion of local, home-based trips.

Cycling flows also changed during the day, with lower volumes during peak hours and much higher levels outside peak hours, particularly at weekends, reflecting changes in trip purposes. There were also record numbers of Santander Cycles hires and numbers of new members.

There was also a step-change in the demographic of people cycling in London, with surveys showing that people cycling were broadly representative of Londoners in terms of ethnicity, with increases in participation among other groups such as women, disabled people and people on lower incomes.

The drop in commuter cycling and rise in leisure cycling, along with lower traffic levels in residential areas, are likely to have been key contributors to this change. This action plan sets out how we plan to build on this positive change by supporting an ever-more diverse range of Londoners to take up cycling for their everyday travel.

27%

of Londoners used a cycle in 2020



Percentage of Londoners who used a cycle in 2020 by demographic group

By ethnicity

White	28%
Black	24%
Asian	25%
Mixed/multiple	31%

By gender

Men	34%
Women	20%

By age

16-34	36%
35-54	28%
55+	12%

By disability

Any	18%
Mobility	12%
Age-related	15%

By household income

Low	17%
Medium	31%
High	37%

Source: Cycling potential in London's diverse communities, TfL, 2021

Diversifying cycling

We want to ensure everyone has the opportunity to cycle by removing the barriers people face

There is huge potential to increase cycling in London. Our Analysis of Cycling Potential shows that Londoners make more than eight million trips by motorised modes each day that could potentially be cycled instead.

Most of these cyclable trips are currently made by car. About two-thirds of all car trips are less than five kilometres, well within the cycling range.

Potential cycle journeys are spread across London, with the highest density in inner London, while the greatest volume is in outer London (55 per cent of potential cycle journeys).

Cycling has therefore a key role to play in reducing our reliance on car use. However, to fulfil this potential, we must ensure that cycling becomes a mode of choice for a broader range of trips and people than it is currently.

Potential cycle journeys

The definition of a potentially cyclable journey is one by a person with no mobility impairments, such as disability or age, travelling short distances without encumbrance, such as tools or a pushchair, and is not part of a longer journey that could be cycled in full.



4.2 million

car trips per day could potentially be cycled



63%

of all car trips are potentially cyclable



We want to give more people the potential to cycle



Many more shorter journeys could be made by cycle in London

Cyclable trips are made for a wide range of purposes, with only 20 per cent of potential cycle trips related to work. This contrasts with 47 per cent of pre-pandemic cycle trips made for work purposes.

People making trips that could be cycled are also more diverse and representative of Londoners. Fifty-five per cent of cyclable trips are made by women and 38 per cent are made by people from Black, Asian and minority ethnic groups.

Despite sustained growth in cycle journeys over the past 20 years, the cycling population lacked the diversity of London's communities. The demographic disparities between people already cycling and those who could take up cycling did not significantly change between 2010 and 2019. This suggests that the growth in cycling was driven by similar demographic groups, rather than new segments of the population taking up cycling. It also highlights the huge potential for growth through broadening the appeal of cycling to traditionally under-represented groups.

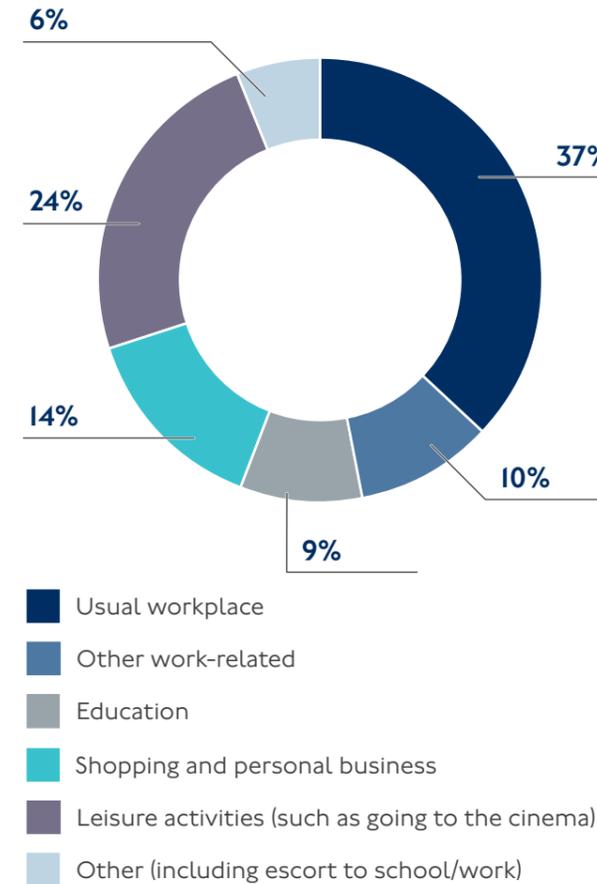
80%

of potentially cyclable trips could be cycled in under 20 minutes

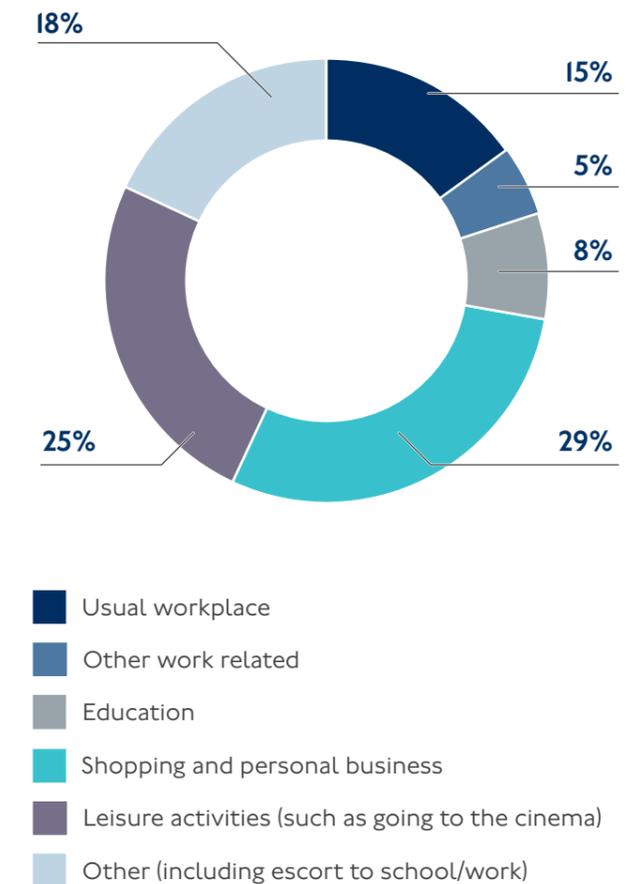


Existing and potential cycle journeys in London

Existing cycle journeys (pre-pandemic)



Potential cycle journeys



Our London Travel Demand survey shows that between 2010 and 2019, almost two-thirds of people who cycled at least once a year were male, with only an incremental increase in the proportion of women cycling over the same period, from 36 to 38 per cent. This contrasts with other countries with more established cycling infrastructure, such as the Netherlands where 55 per cent of cycle journeys are made by women.

Women tend to commute shorter distances and less often, with an average of 0.33 commute trips per day, compared to 0.42 by men. Women make more trips to take children to school (0.21) than men (0.09). Whether measured in distance or trip numbers, the commute is not the most significant trip for women or many of those with protected characteristics.

People from Black, Asian and minority ethnic groups make up nearly 40 per cent of Londoners, but only 22 per cent of people cycling in 2018/19. People from lower-income households and disabled people were also significantly under-represented.

There is huge potential for more cycling among children. In 2019, only 1.6 per cent of journeys to primary schools and 1.2 per cent of journeys to secondary schools were cycled, despite three-quarters of children living within a 15-minute cycle ride of a secondary school.

For under-16-year-olds, the longest distance travelled was for visiting friends, while going to school is the most frequent trip type. Many of these trips are short and could be walked or cycled if street environments were made suitable.

Similarly, disabled Londoners are far less likely to cycle than other Londoners, despite 76 per cent of disabled people stating they are able to ride a standard cycle, and the use of e-cycles and adapted cycles further broadening access to cycling.

This pattern of under-representation fits the international evidence. A study of cycling behaviour in 17 countries, published in Transport Reviews in 2021, showed that in cities where fewer than seven per cent of trips are by cycle, women, children and older people are much less likely to cycle.

The change in cycling during the pandemic was encouraging, with people from Black, Asian and other minority ethnic groups broadly as likely to have cycled as White people. There were also slight increases in participation among groups, such as women, disabled people and people on lower incomes. While this is encouraging, other surveys suggest little change in the demographic profile of people cycling over the same period and there is some uncertainty on whether any changes during the pandemic will be sustained.

Our challenge is to build on recent increases in cycling and support a greater range of cycling trips, to ensure every Londoner can reap the health and economic benefits of cycling.



An inclusive cycling environment benefits everyone

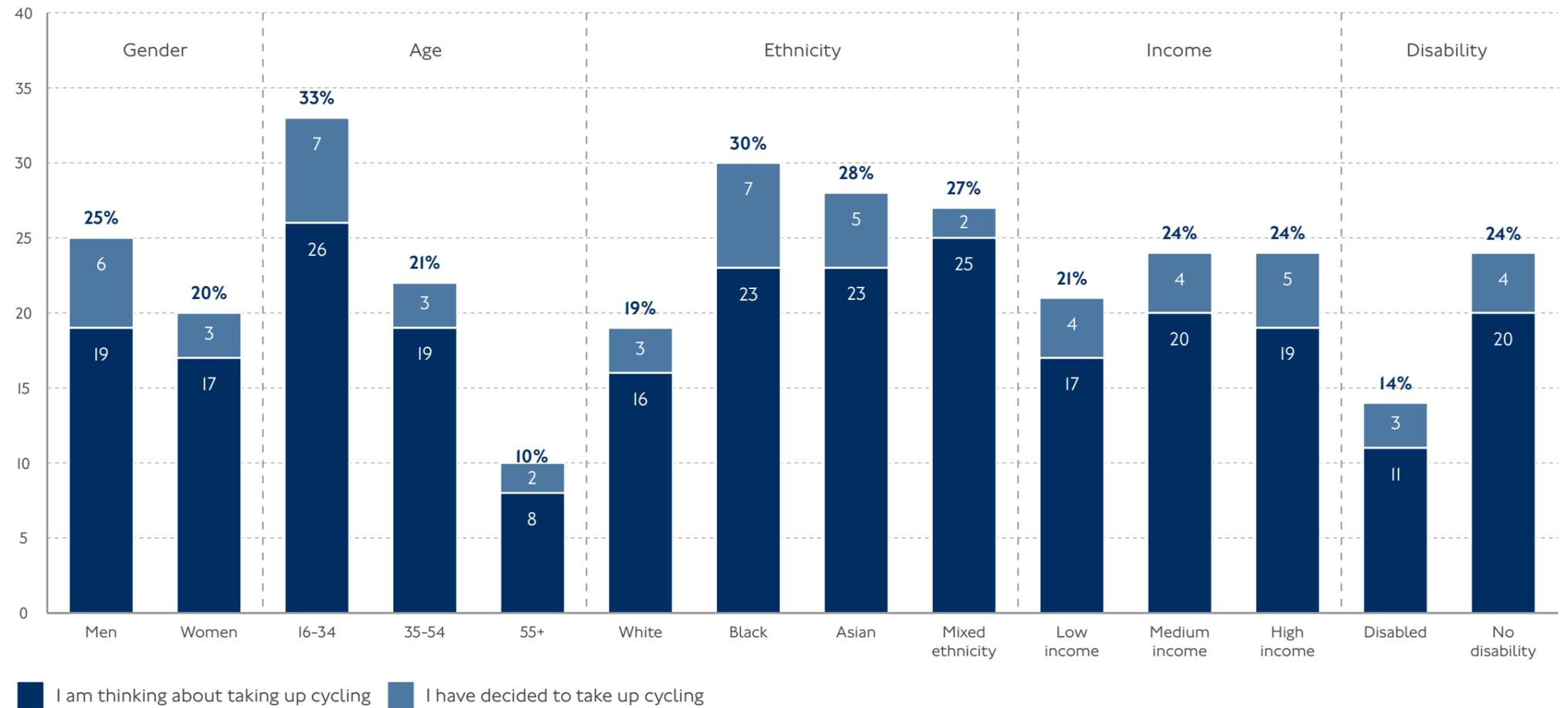
Potential for diversification

Focusing our efforts and investment on diversifying cycling will help us to increase levels of cycling in London. Just over one in five Londoners not already cycling are actively open to cycling, meaning they are thinking about taking up cycling or have decided to do it.

People from Black, Asian and minority ethnic groups were significantly more likely to be considering taking up cycling than White Londoners. Women and low-income groups showed a broadly similar interest in cycling to men and higher earners.

There is a huge potential for growth among groups traditionally under-represented in cycling. We are continuously developing our understanding of the barriers these groups face and are using these insights to shape our policies and interventions.

Share of Londoners actively considering taking up cycling by demographic group



Reducing road danger

Road danger remains the primary barrier deterring Londoners from taking up cycling

Prioritising road danger reduction
 Concerns over road danger and fear of collisions is the most common barrier to cycling, with 82 per cent of non-cyclists citing it as a deterrent. This is despite cycling becoming significantly safer in the last two decades.

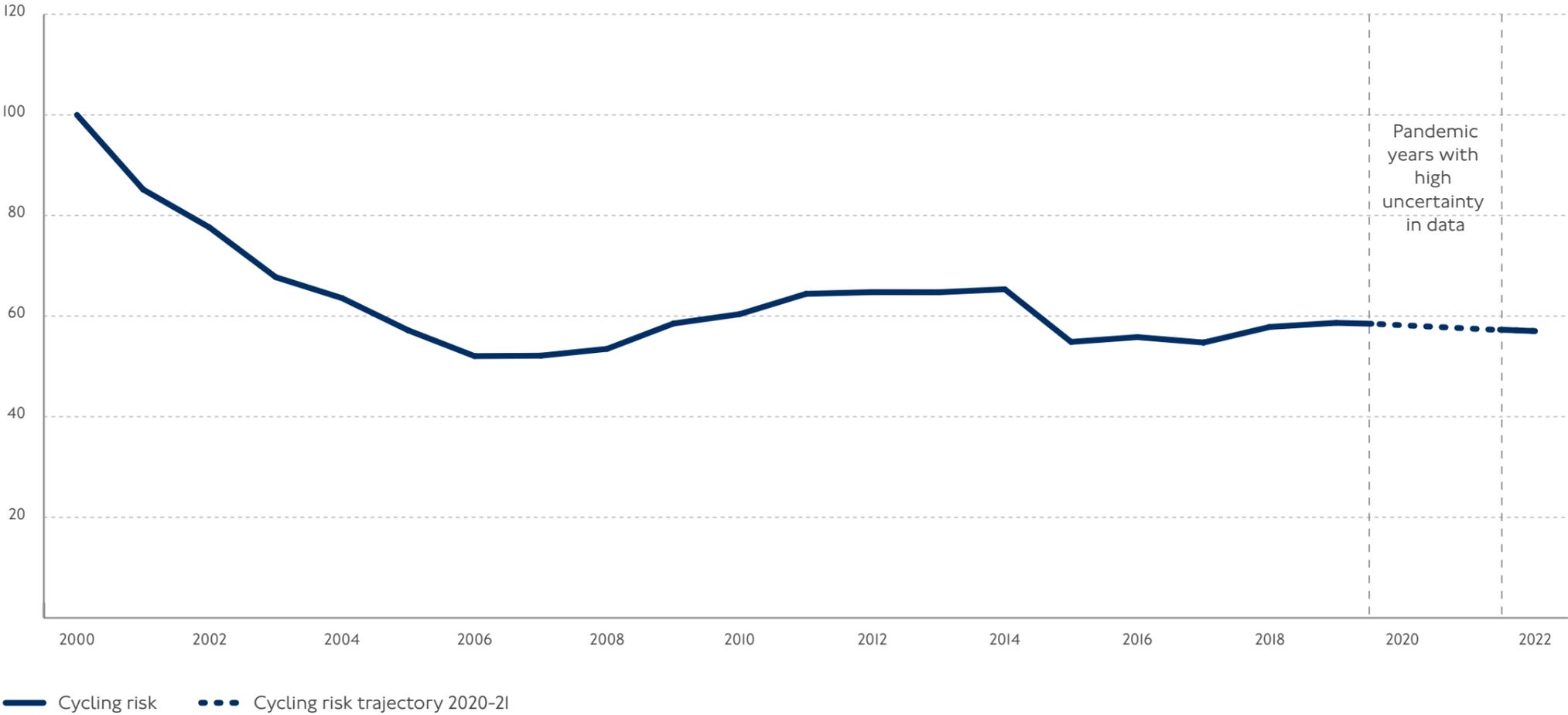
These concerns are common across all demographic groups, regardless of gender, age, ethnicity, or disability. However, women, children and older Londoners are more likely to be put off cycling by road danger and have a stronger preference for protection from motor traffic.

Reducing road danger will therefore not only help us achieve Vision Zero and the elimination of deaths and serious injuries on the network, but it will also support a broader range of Londoners taking up cycling. Tragically, the absolute number of people being killed or sustaining serious and slight injuries has been increasing. This is, however, largely due to the fact that more people are choosing to cycle.

The number of casualties per million cycle journeys, known as cycling risk, reduced by 43 per cent between 2000 and 2022. While this is encouraging, we must go further and faster.

The reduction in cycling risk has been slower over the past 10 years, and sustained investment will be required to keep driving it down.

Risk of being killed or injured while cycling in London, 2000-2022
 (indexed to 2000, provisional data only for 2022)



Many factors affect cycling risk and this is a dynamic system with evolving challenges. For example, changing travel patterns during the pandemic meant many Londoners took up cycling and/or driving for the first time on roads they were not familiar with.

The reduction in motor traffic also led to higher traffic speeds and worsening severity of collisions. We will closely monitor these trends to ensure our interventions are tailored to reduce risk most effectively.

Crucially, we know that local interventions to expand the Cycleway network and reduce the dominance of motorised traffic have a positive impact on cycling safety and we must continue to implement these.

Cycleways are effective in reducing risk to people cycling

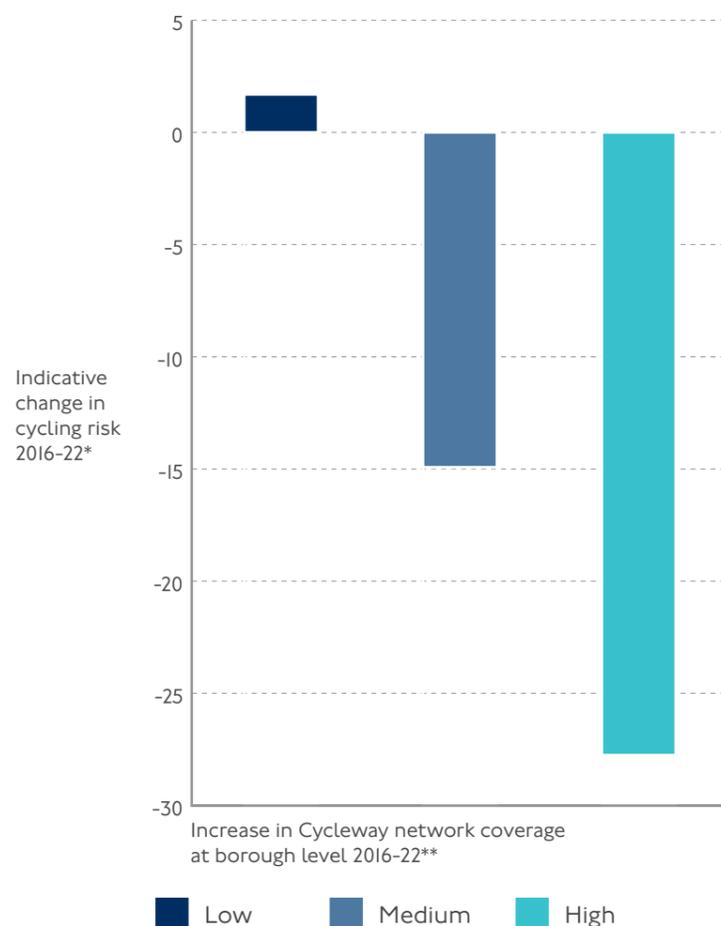
Measuring cycling levels and cycle risk at borough level is difficult, owing to the limited number of cycle counts. However, we can compare the change in cycling levels at our count sites with the change in the number of cycling injuries within each borough. This gives an indication of the change in cycling risk.

The graph on the right, comparing the indicative change in cycling risk between 2016 and 2022 to the expansion of the Cycleway network over the same period, shows that there tends to be a greater reduction in cycling risk in boroughs where the Cycleway network expanded the most. Conversely, the risk increased most in boroughs with no or limited investment in the Cycleway network.

The impact of Cycleways is also reflected in recent customer surveys, with over 70 per cent of users saying they feel safe cycling on the network.

Cycling risk reduced most where TfL and boroughs built new Cycleways

Relationship between the expansion of the Cycleway network at borough level and change in cycling risk (2016-2022, all cycling injuries, provisional data only for 2022)



* Difference between relative increase in cycling injuries and relative increase in cycling levels between 2016 and 2022

** Increase in the proportion of residents living within 400m of the Cycleway network between 2016 and 2022 (11 boroughs in each category)



We want all Londoners to be and feel safe while cycling

Expanding the Cycleway network is vital to reduce exposure to road danger. Despite good progress in extending the reach of the network, the majority of Londoners, especially those in outer London, still do not have easy access to the Cycleway network.

This means that as more people take up cycling, some have no choice but to mix with uncomfortable levels of motorised traffic for parts of their journeys and are therefore exposed to road danger.

Improving access to the Cycleway network is a core part of our Healthy Streets programme, which also includes other essential road danger reduction interventions such as reducing traffic dominance, addressing collision hotspots, lowering speed limits and a range of behaviour-change and enforcement actions detailed in this plan.

Causes of road danger

All motorised vehicle types have the potential to cause harm to people cycling, but the number of collisions resulting in death or serious injuries for people cycling is higher for cars than any other vehicle types. Between 2017 and 2021, cars, private hire vehicles and taxis were involved in collisions resulting in 2,770 serious injuries and 12 fatalities, 65 per cent of all people killed or seriously injured while cycling. This reflects the fact that cars make up most of London's motorised traffic.

The volume of motorised traffic on London's streets remains high. This is a particular challenge in residential areas where streets are not designed to carry high volumes of traffic.

To understand the risk posed by vehicle type, it is helpful to compare the number of fatalities and serious injuries to their share of traffic. Buses/coaches and motorcycles are the two vehicle types posing the greatest risk to people cycling in that they have the highest number of people killed or seriously injured while cycling relative to vehicle kilometre travelled. Heavy goods vehicles are 13 times more likely to be involved in a collision resulting in a cycling fatality relative to their share of traffic, with 16 fatalities between 2017 and 2021.

Human error and risky behaviours are the source of nearly all collisions, with STATS19 data showing that risky manoeuvres are a key contributor in collisions involving someone cycling. The manoeuvres most likely to result in a fatality or serious injury are when another vehicle turns left or right across the path of someone cycling. More than half of cycling fatalities and serious injuries occur at junctions.

The speed at which people drive also impacts the likelihood and severity of the outcome of a collision. People walking hit by a vehicle at 30mph are around five times more likely to be killed than at 20mph*.

Driving for work involves risk factors such as fatigue, time pressures and travelling on unfamiliar streets. People driving for work are involved in 57 per cent of all deaths and serious injuries on London's roads. Vehicles driven for work also tend to be larger and heavier, such as vans, and sometimes lack the safety technologies that are common in cars.

Collisions involving someone cycling are 40 per cent more likely to occur in the most deprived areas than in the least deprived areas, highlighting the need to prioritise investment and road danger reduction interventions in areas of higher deprivation.

We need to address key sources of road danger for people cycling



Reduce the volume of private motorised traffic, such as cars and motorcycles, particularly in residential areas and where walking and cycling is concentrated



Prioritise road safety investment to help reduce the gap in road safety outcomes in areas of higher deprivation, inequality and vulnerability



Reduce the danger posed by the vehicles and drivers with the greatest risk



Reduce the likelihood and severity of collisions by lowering vehicle speeds



Design streets with safety in mind to make active travel more attractive, with a focus on the most dangerous locations, particularly junctions



Reduce dangerous behaviours to better protect people when they are most at risk, including through enforcement of road traffic offences

* [Pedestrian fatality risk as a function of car impact speed](#)

Vehicle danger for people cycling – cycling fatalities and serious injuries by vehicle type, 2017-2022

Number of cycling fatalities and serious injuries by motor vehicle involved in the collision

Number of cycling fatalities by motor vehicle involved in the collision:

Motorcycles		1
Cars and taxis		12
Buses and coaches		3
LGV		7
HGV		16

Number of cycling serious injuries by motor vehicle involved in the collision:

Motorcycles		182
Cars and taxis		2,770
Buses and coaches		103
LGV		466
HGV		54

Provisional data only for 2022

Risk of motor vehicle being involved in cycling fatalities and serious injuries by share of traffic (vehicle kilometre)

Risk of motor vehicles being involved in cycling fatalities (relative to share of traffic in vehicle kilometre):

Motorcycles		0.98
Cars and taxis		0.40
Buses and coaches		5.35
LGV		1.09
HGV		12.92

Risk of motor vehicles being involved in cycling serious injuries (relative to share of traffic in vehicle kilometre):

Motorcycles		1.94
Cars and taxis		1.01
Buses and coaches		2.00
LGV		0.79
HGV		0.48

Provisional data only for 2022

Other barriers to cycling

Aside from road danger, other barriers prevent people from taking up cycling

Reducing road danger, on its own, may not be sufficient to achieve a cycling population reflective of London's diverse communities.

There is a range of barriers that prevent people from cycling, such as concerns over air pollution, lack of cycle parking, not being able to afford a cycle, fear of harassment, or the perception that 'cycling is not for people like me'.

The reasons people do not cycle principally come from the individual's physical and social environments. These influence different people in different ways.

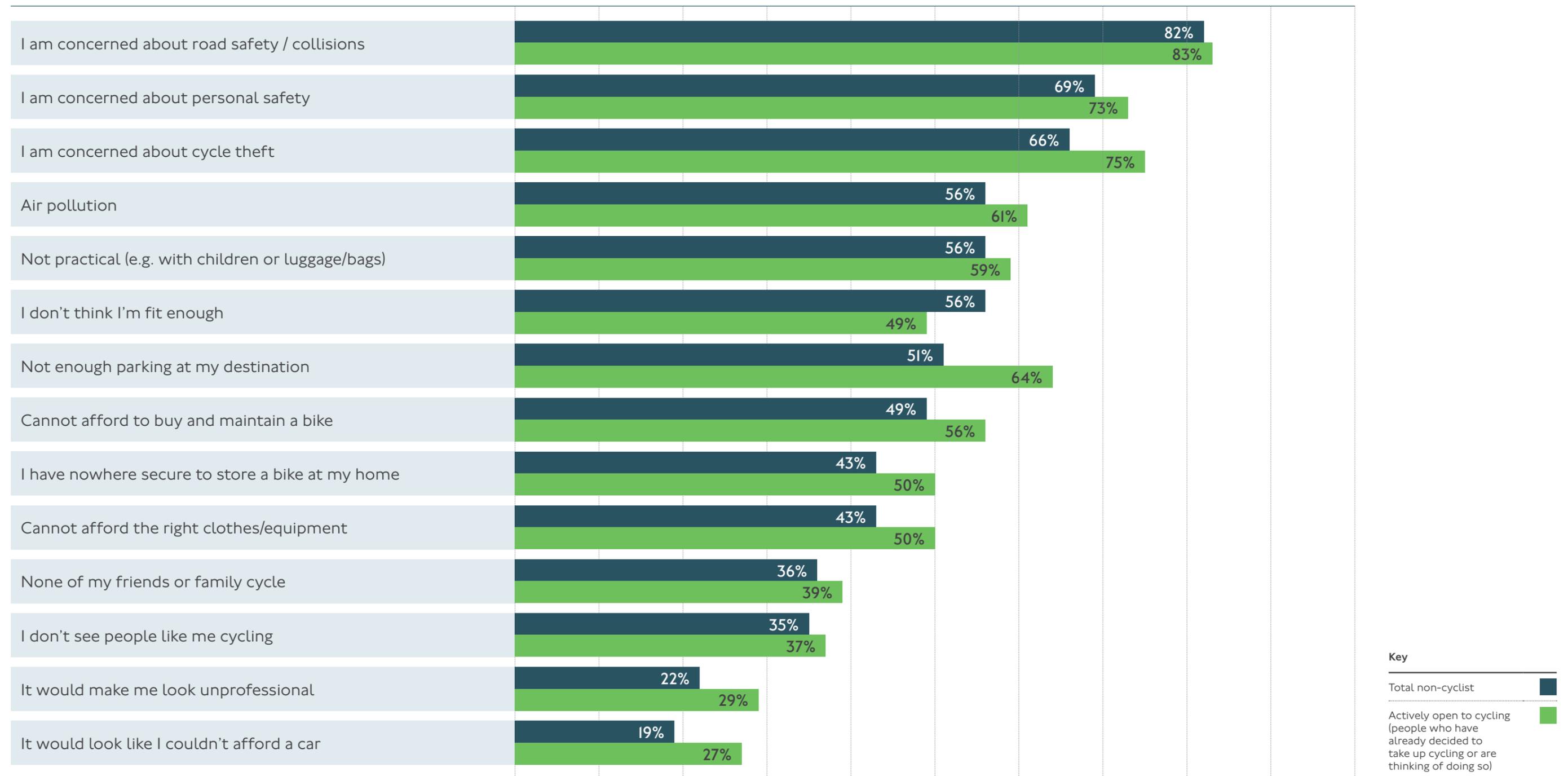
We know that they create inequalities in access to cycling for traditionally under-represented groups, such as women, people from Black, Asian and other minority ethnic groups, older people, disabled people and those on low incomes. The barriers are most acute where these groups intersect, such as disabled women on low incomes.

While there are signs people in under-represented groups have cycled more in the last two years, we need to tackle the barriers that disproportionately affect them to ensure this change is sustained and built upon.



Physical and social environments affect people's decisions to cycle

Barriers to cycling among people not currently cycling and those considering taking up cycling



Source: [Cycling potential in London's diverse communities, TfL, 2021](#)



Santander Cycles saw record hires in 2021/22

Five types of barrier deterring under-represented groups

These are barriers that some people with protected characteristics are more likely to face. Each of these barriers will affect different segments of the population in different ways.

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.

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

This is where people fear they will look unprofessional or unable to afford a car.

More details on barriers and motivators to cycling are set out in our 2021 research report, [Cycling potential in London's diverse communities](#)

Examples of barriers and their disproportionate impact on specific groups

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%



Can't afford to buy and maintain bicycle	
Mixed ethnicity people	59%
People on low incomes	57%
Disabled people	53%
Black people	48%
Women on low incomes	58%
Low income and disabled people	64%
Low income and Black people	58%



I am concerned about harassment or intimidation	
Women	54%
Women aged 16-34	58%
Asian people	55%
Mixed ethnicity people	56%
Asian women	64%



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%



Source: [Cycling potential in London's diverse communities, TfL, 2021](#)



Interventions must reflect the needs of London's diverse communities

We can use these insights to target interventions that are most likely to support the take-up of cycling in traditionally under-represented demographic groups.

For example, there is strong interest in cycling among Black, Asian and minority ethnic women and we know that Asian people tend to be more put off cycling by not seeing people who they can identify with cycling.

Better representation of Asian women in our cycling promotion campaigns and supporting community-led initiatives would be an effective way to encourage this group into cycling.

Similarly, cost is a serious concern for disabled Londoners, not least because cycles used as mobility aids are expensive. Providing financial help to purchase a cycle or community projects that enable disabled people to borrow or rent a cycle would help tackle this issue.

Most of our understanding of the barriers faced by Londoners with protected characteristics comes from customer surveys, but these surveys do not always provide the detail required to fully understand the barriers faced by a particular community or demographic group.

For example, grouping Asian ethnicities into one category will not reflect differences between Bangladeshi and Chinese communities.

Similarly, due to relatively small sample sizes, challenges identified by disabled people may not be statistically significant.

While these surveys provide essential insights that are useful at a London-wide level, we will continue to engage with local communities and stakeholders to better understand the needs of our customers. This includes consultation on our schemes and bespoke engagement, such as the 2021 Diversifying Cycling Summit, where many stakeholders and community groups contributed to this plan.

Transforming our streets

For cycling to become a realistic choice for all Londoners, we need to transform our streets to make cycling more attractive. Reducing road danger and the dominance of motorised traffic is essential to achieve this. We have made significant progress in recent years, but we need to go further and faster to realise London's cycling potential.



Expanding the Cycleway network

Our network of Cycleways is key to enabling people to cycle in a safer, more attractive environment

Increasing the coverage and quality of the network

The development of a dense, connected, high-quality strategic cycle network is fundamental to our strategy for enabling more cycling in London. Without a network of safe, attractive and direct routes connecting the places that people need to get to, cycling won't be a genuine option for many people. As with London's rail and bus networks, the cycle network needs to span the city, be reliable and easy for everyone to use.

In 2016, London's strategic cycle network consisted of 90 kilometres of Cycle Superhighways and Quietway routes. This was designed to support existing cycle trips among the burgeoning cycling population, which was dominated by commuters. The network was therefore primarily made up of routes linking inner and central London. It included a mix of branding and signs, with no consistent quality standards. This caused confusion and was a deterrent for people considering taking up cycling.

London has since seen historic levels of delivery of new and upgraded cycle routes, including more than 250 kilometres of new cycle routes since 2016 and a world-leading

pandemic response of pop-up cycle lanes and Low Traffic Neighbourhoods. Since 2018 alone, the Cycleway network has doubled in size.



Expansion of the strategic cycle network between 2016 and 2023

Working with London boroughs

Working closely with London's boroughs, we have delivered a number of major new cycle routes on borough streets, including:

Cycleway 9

This route connects Hammersmith and Chiswick while transforming Hammersmith Gyratory.

Cycleway 4

A route connecting Tower Bridge and Greenwich, overhauling Rotherhithe Roundabout.

Cycleway 23

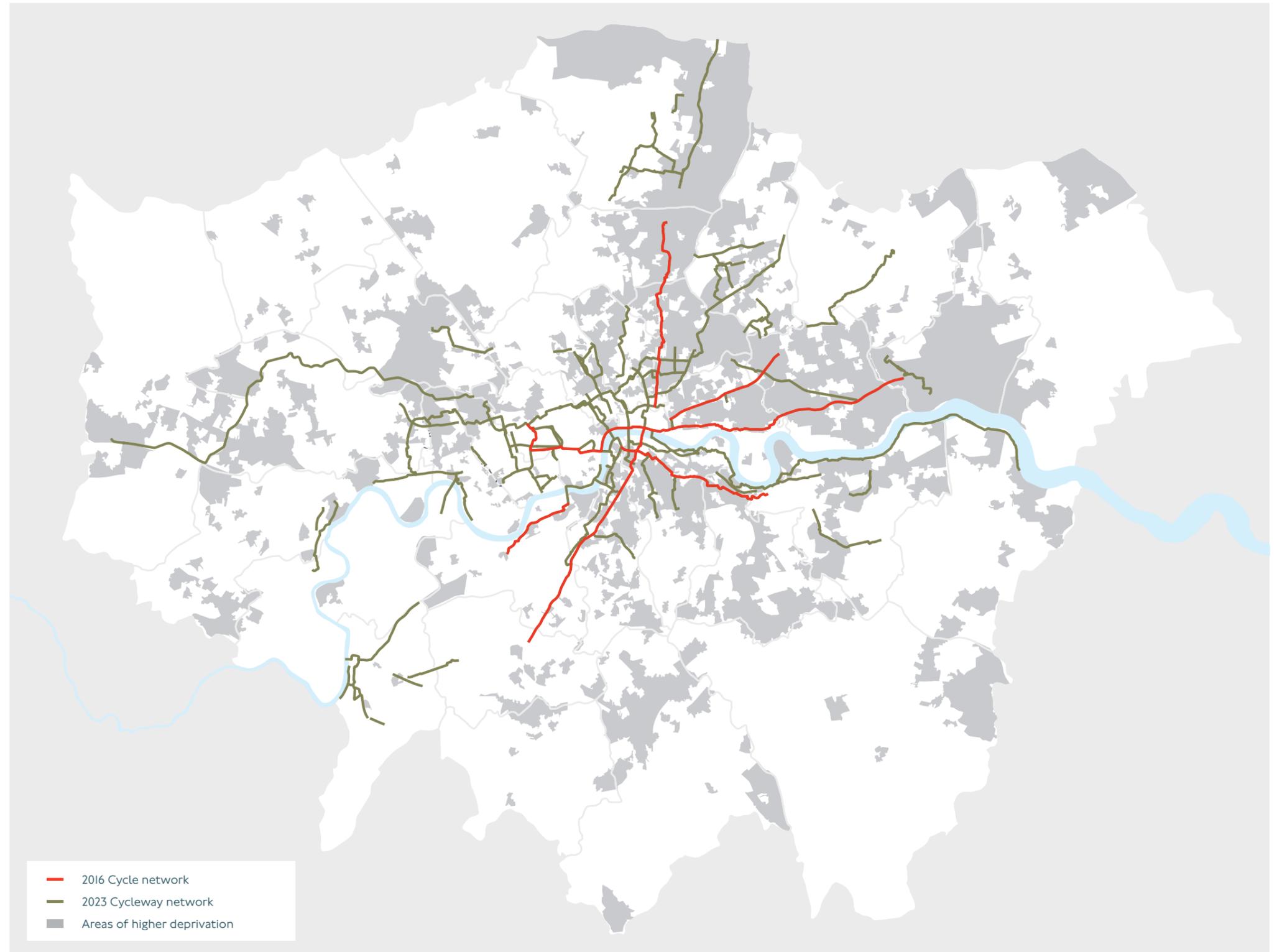
This route links Hackney with Whipps Cross Hospital, and outer reaches of Waltham Forest.

Cycleway 1

This is a 7.5km extension to the route in Enfield.

Our cycle network has become more dense in inner London and has branched out to reach more outer London boroughs.

Our investment in new Cycleways has been targeted at areas of greatest need and potential, much of which has been in areas of higher deprivation in recent years.



Cycleways Quality Criteria

To ensure the Cycleway network is fit for purpose, safe and accessible to all users, we published new Quality Criteria for London's Cycleways in May 2019. Working alongside other technical guidance, such as the London Cycling Design Standards, these criteria provide additional quality assurance from an early design stage.

Six essential criteria

Our Quality Criteria focus on six aspects that are essential to cycling safety and comfort when designing new infrastructure.

1. The degree of separation for people cycling related to motorised traffic volumes.
2. Speed of motorised traffic is appropriate for people cycling.
3. An appropriate width for cycling is provided to suit the local context.
4. Collision risk between cycles and turning motorised vehicles is minimised.
5. Kerbside activity has a minimal impact on people cycling.
6. Interaction between heavy goods vehicles and people cycling is minimised.



Planning the network

Our ambition is for 70 per cent of Londoners to live within 400 metres of the Cycleway network by 2041. Achieving this will mean that the majority of town centres, stations and other major trip attractors are connected to the cycle network, and most schools, high streets, parks and places of work are within easy reach of a high-quality cycle route. To ensure we are on track for this long-term ambition, we have set an interim target for 40 per cent of Londoners to live within 400m of the Cycleway network by 2030, up from 22 per cent in 2022.

Our overall strategy for expanding the network is driven by our data-led Strategic Cycling Analysis. We use this alongside similar data sets, including those for tackling road risk, improving infrastructure for walking and planning bus priority interventions. The analysis, first published in 2017, provides an evidence-based

framework for the strategic cycle network, setting out cycling connections with the greatest potential to increase cycling.

The Strategic Cycling Analysis is based largely on potential cycle journeys that are currently made by car, but which could be cycled if barriers were broken down, including through the provision of a high-quality cycle network. As such, the analysis identifies potential cycle routes across the whole city, including outer London areas where cycling levels are currently relatively low.

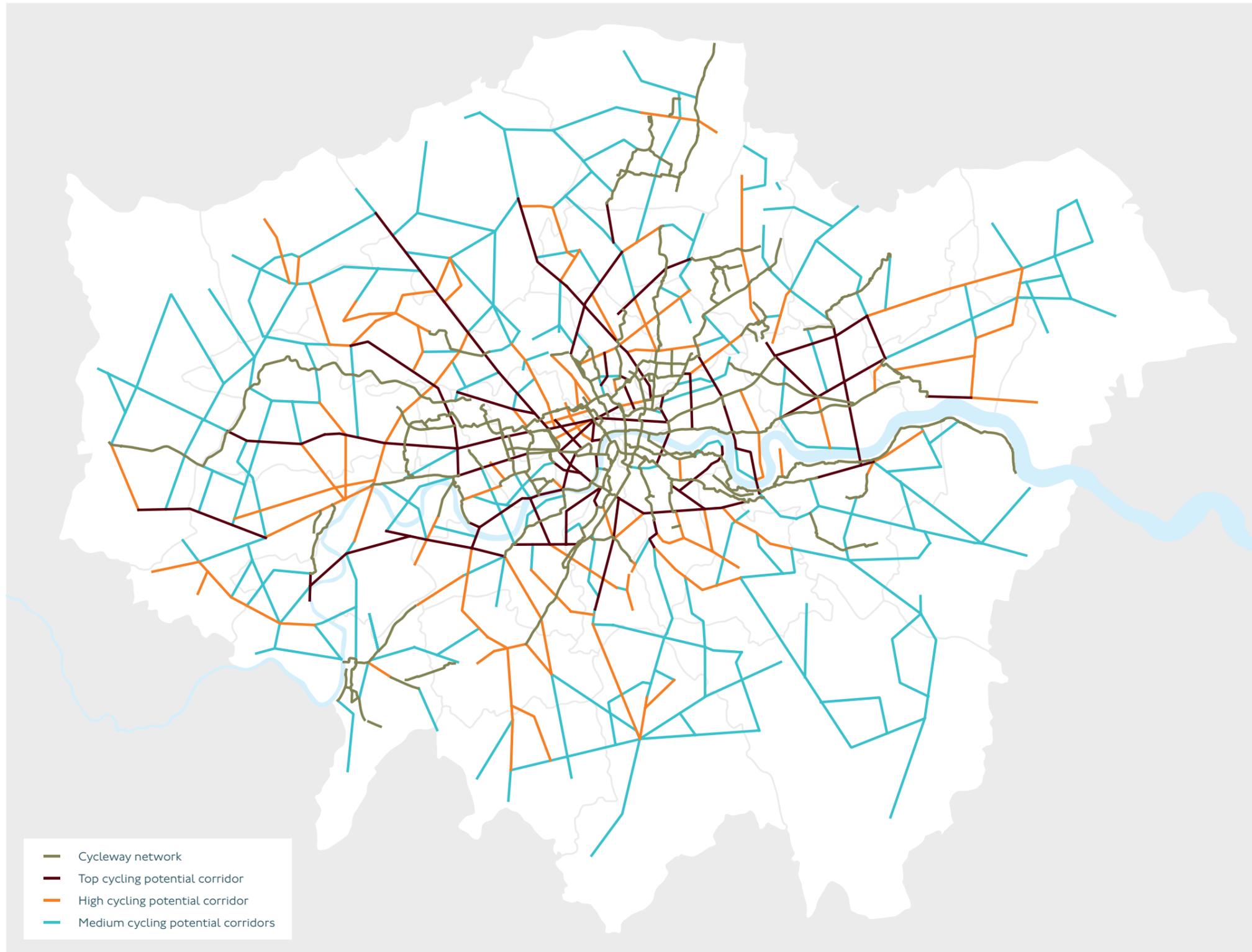
It moves beyond focusing on commuter cycling and supports our aim to make access to the cycle network more inclusive. Just 15 per cent of potential cycle journeys reflected in the analysis are commutes, with the vast majority being trips such as journeys to school, visits to the shops and leisure trips such as visiting friends. The Strategic Cycling Analysis also takes into

account more complex travel patterns, such as 'trip chaining', where there are multiple destinations within one trip, such as dropping children at school on the way to work. This tends to be a greater barrier to cycling among women than men.

We recently refreshed the Strategic Cycling Analysis using new evidence on current and potential demand. Our new analysis highlights the need for a denser cycle network in outer London, which has the biggest cycling potential.

Together with the boroughs, we are embedding the new analysis in our planning processes to prioritise investment in London's strategic cycle routes, alongside data on wider challenges such as deprivation and health inequalities, air quality and road danger, and plans for walking and bus infrastructure.

Our updated Strategic Cycling Analysis identifies new priority corridors connecting town centres across London



There are three main delivery channels to translate the corridors of demand identified by the Strategic Cycling Analysis into new cycle routes. These are the 'building blocks' of our approach to expanding the cycle network.

Busy roads

Some of London's busy main roads, including some of our roads, align to the highest levels of cycling potential in the country, and present a barrier to cycling that can be overcome with new protected facilities, safer crossings and reduced traffic.

Borough roads

Around 85 per cent of connections identified in the analysis are away from our roads. New cycle routes delivered by the boroughs are vital to expand the network, including both protected routes on busier streets and routes on quieter streets.

Unlocking existing routes

There are many quiet streets and routes across London that are already popular and well-used by people cycling, and more of these are being unlocked as boroughs roll out Low Traffic Neighbourhoods. By providing clear, consistent signs and upgrades, such as improved crossings, we can bring these routes into the Cycleway network and enable more people to use them. In some cases, major roads or junctions prevent these potential new routes from connecting to the rest of the network, requiring local changes to these intersections.

We consider the varying needs of central, inner and outer London when prioritising investment, as well as historical levels of investment

Central London

There has been significant investment in the past 10 years, which has created a dense, high-capacity cycle network, with 85 per cent of central London employees being within 400 metres of the network. Our focus will be to fill gaps in this dense network, such as working with the City of Westminster to address the lack of east-to-west and north-to-south routes through the West End, as well as tackling key road danger hotspots, like Holborn.

Inner London

The cycle network has grown significantly, with most town centres served by high-quality, radial routes. Our focus will be to densify and connect this network, including investing in more orbital routes, such as C34 between North Acton and Shepherds Bush, and C37 between Hackney and Westferry, to support travel between town centres.

Outer London

The existing high-quality cycle network is limited, with few existing signed Cycleway routes and only 26 per cent of town centres connected to the network. We will work with boroughs to plan new cycle routes focused around town centres, delivering mini-networks that connect to places like stations, schools and shops and Low Traffic Neighbourhoods. This approach builds on the approach that has worked well in the boroughs of Enfield, Kingston and Waltham Forest.

Action 1

Expand the Cycleway network so that 40 per cent of Londoners live within 400 metres of the network by 2030.

Our spatial approach to expanding the Cycleway network

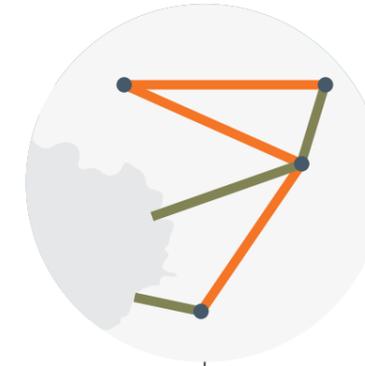
Central London

Fill gaps in the existing network



Inner London

More orbital routes connecting town centres



Outer London

Develop new networks around town centres





We want to ensure London's roads are used efficiently

Planning for all sustainable modes

Our building block approach enables us to carefully and holistically plan, taking into account our ambitions for other essential sustainable modes, particularly buses, and the varying land uses and street functions across London.

This will ensure our schemes have complementary improvements for cycling, walking, wheeling and buses by taking an integrated approach to planning, and by designing schemes that prioritise active travel and buses over general traffic.

We aim to work with boroughs to deliver benefits for sustainable modes, making them safer and more attractive.

Our plans also consider the role of essential freight and servicing trips. For example, we delivered an experimental 'bus-and-cycle-only' corridor along Bishopsgate in the City of London.

Our interim evaluation of the scheme, published in September 2022, found that up to 9,000 people are now cycling on Bishopsgate every day, while bus journey

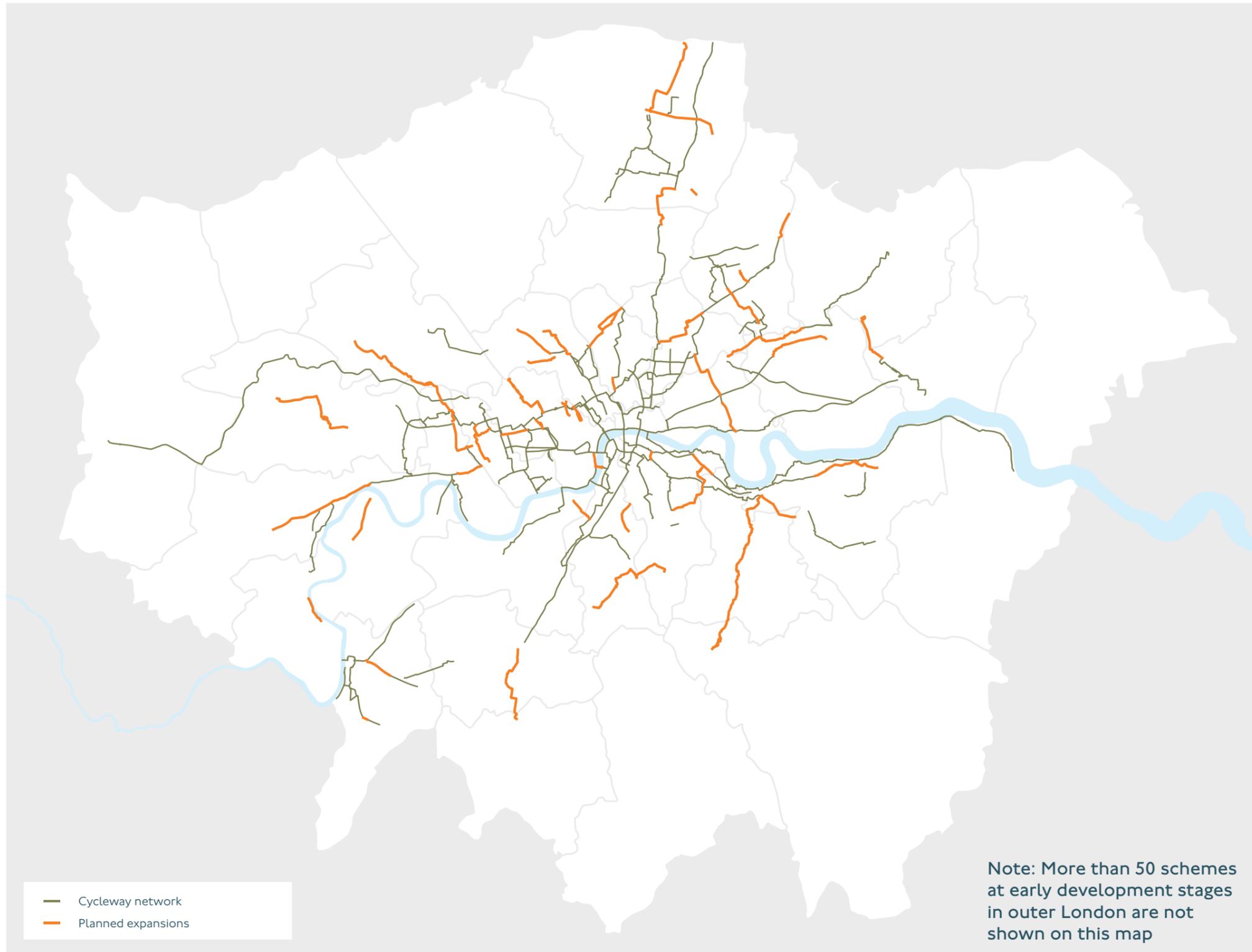
times are faster and more consistent, and the scheme appears to be having a positive impact on road safety.

We will strengthen this integrated, multi-modal approach to planning, and encourage boroughs to do the same, including by producing a suite of strategic analyses setting out priority locations for all sustainable modes.

Action 2

Develop and promote the tools that support London boroughs in the planning of balanced outcomes, maximising efficient use of road space. This will include the publication of the refreshed Strategic Cycling Analysis, alongside other strategic data to support planning for Healthy Streets, in 2023.

Planned expansions of the Cycleway network in the near term



All planned routes shown on this map are at a relatively advanced stage. We are working with London boroughs to develop more schemes that support our vision for the future of the Cycleway network, with a greater focus on new routes to town centres, and to and within outer London.

In 2023 we allocated funding to London boroughs to progress the planning and designs of over 100 projects to expand the Cycleway network, half of which are in outer London.

The expansion of the network is complemented by other interventions to make cycling in London more attractive, such as road danger and traffic-reduction schemes.

To ensure as many Londoners as possible benefit from these street improvements, we must take a coordinated approach to tackling barriers to cycling. We will do this by aligning our behaviour-change programmes or the provision of cycle parking with the delivery of new Cycleways. In practice, this means boroughs that are delivering street improvements will receive extra funding from us for other complementary measures such as cycle training.

Action 3

Coordinate our investment in cycling infrastructure and other enabling measures to tackle all barriers to cycling and maximise the number of trips unlocked by our investment.

Local measures

We will work with borough partners to make local neighbourhoods more inviting spaces for cycling

Most journeys begin on one's local street. If the local street is not safe to cycle on, chances are the journey will not be made. For cycling to become truly inclusive, the network will need to be complemented with improvements to local residential streets, which may not be part of the Cycleway network.

Reducing traffic is at the heart of these local measures. This will not only make cycling safer and more appealing, but also benefit other sustainable modes, such as people travelling by bus or walking.

Low-traffic streets and neighbourhoods

The dominance of motorised traffic on residential streets is particularly damaging on those who are most likely to need to use local streets for short journeys, including children, women and older people, who are also those most put off cycling by the threat of motor traffic.

Low Traffic Neighbourhoods, which are areas where through motor traffic is greatly restricted, sit within a suite of measures to deliver our Healthy Streets Approach. They are an integral part of our focus on creating a coherent London-wide network that overcomes severance and knits communities together.

Removing through-traffic on local and residential roads is critical to enabling more people to cycle and will play a greater role in future cycle planning.

Many opportunities and synergies exist between Low Traffic Neighbourhoods and cycling. They create conditions to unlock cycle routes, ensuring our Cycleways standards are met by reducing motorised traffic volumes and speeds. They inherently cater for a wider variety of trips than just those along a cycle route, improving local cycling connections more widely.

When designed in an inclusive way and paired with other measures such as new secure residential cycle parking, cycling community events and school cycle training, Low Traffic Neighbourhoods can create the conditions for a thriving cycling culture at a local level.

Modal filters, created using bollards, green infrastructure, or Automatic Number Plate Recognition camera enforcement, remove through-traffic to create streets that are more peaceful and pleasant, while retaining vehicle access for residents and essential services.



Low Traffic Neighbourhoods enable more cycling

Cycleway network and recent Low Traffic Neighbourhoods

The infrastructure required to implement a Low Traffic Neighbourhood or other traffic filtering measures, such as bus gates enabling cycling access, is relatively low and the use of temporary or semi-permanent materials, like planters, offer the opportunity to test schemes to understand wider benefits and impacts, and adjust them. Bus gates also bring benefits to bus users, with faster and more reliable journeys.

These schemes are not a new concept, with some London boroughs implementing similar interventions for many years, such as Hackney or Waltham Forest. However, the pace of delivery has increased significantly over the last three years. Our ambition is to significantly grow the number and coverage of Low Traffic Neighbourhoods across London to support a reduction in car travel and a shift to sustainable modes, including cycling

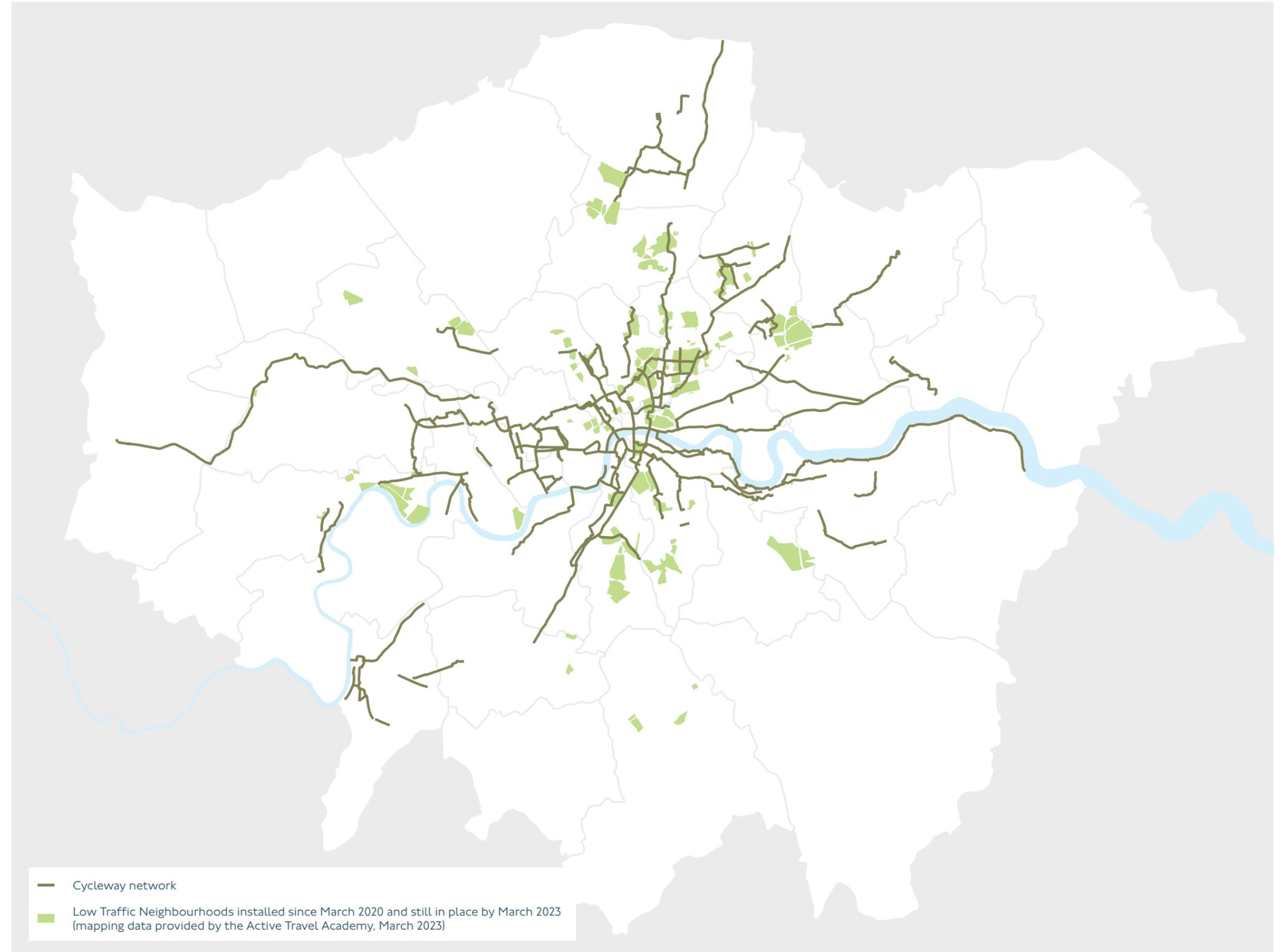


100+

Low Traffic Neighbourhoods rolled out across London boroughs since March 2020

34

minutes more cycling per week by residents living in areas with a high number of roads in Low Traffic Neighbourhoods, compared to those without*



* People & Places: final quantitative report

The benefits of Low Traffic Neighbourhoods

Our recently published report *The benefits of Low Traffic Neighbourhoods: an overview of the evidence*, highlights the positive impact of Low Traffic Neighbourhoods, including:

More walking and cycling

Waltham Forest residents living in Low Traffic Neighbourhoods walked and cycled more compared to people living elsewhere in outer London, with 115 minutes more walking per week and 20 minutes per week for cycling after three years.

The Railton Road Low Traffic Neighbourhood in Lambeth saw 32 and 36 per cent increases in travel by foot and cycle respectively, while car and van travel fell by 24 per cent.

Cycling diversity

Evidence shows that filtering streets not only increases walking and cycling levels overall but can particularly benefit people from under-represented groups, including women and children.

Reducing road danger

Analysis of police data across London shows that traffic-related injuries within Low Traffic Neighbourhoods reduced by half, compared to the background trend, with no statistically significant change in injuries on their boundary roads.

The London Borough of Waltham Forest saw a 70 per cent reduction in road traffic injury risk per trip on roads within Low Traffic Neighbourhoods for people walking or cycling and for car occupants, with no negative impact on collisions on boundary roads.

Better air quality

A study found that concentrations of nitrogen dioxide fell by 5.7 per cent within Low Traffic Neighbourhoods and by just under nine per cent on their boundaries, compared to control sites.

Reducing crime

Police data in and around the Waltham Forest Low Traffic Neighbourhoods shows there was a 10 per cent reduction in street crime inside the area, with larger decreases for violent crime and no crime displacement to adjacent areas.

This effect increased over time, with an estimated 18 per cent reduction after three years. Only bicycle theft increased, which was likely related to the estimated 59 per cent increase in cycling within these Low Traffic Neighbourhoods.



Low Traffic Neighbourhoods can complement the Cycleway network

Action 4

Support London boroughs to roll out Low Traffic Neighbourhoods that prioritise sustainable modes by:

- Updating the Strategic Neighbourhood Analysis by summer 2023 to identify areas with the most potential for local traffic reduction interventions
- Continuing to evaluate the impact of Low Traffic Neighbourhoods on travel behaviours and community safety, to inform design and make the case for intervention
- Providing technical support during the scheme development process to ensure it does not disproportionately affect the surrounding network and buses
- Providing funding to boroughs for the design and implementation of new Low Traffic Neighbourhood schemes

School Streets

A School Street is typically a road, or roads, outside a school with restrictions on motorised traffic during school drop-off and pick-up times. This will usually be for one to two hours during the start and end of the school day.

Our research report, Getting to know School Streets, shows that they have been very well received by children, parents and school staff, who appreciate the benefits with reduced congestion, improved safety and better air quality. The evaluation of five school streets, all but one in outer London, shows that they lead to a 70 to 90 per cent decrease in motorised traffic, reduced traffic speeds and an increase in the number of people cycling during the closure periods.

Enabling the take-up of cycling to school helps embed sustainable travel habits and reach some key groups currently under-represented in cycling, including children and women, who tend to accompany children to school more than men.

Action 5

We will encourage boroughs to implement more School Streets, helping young Londoners to travel sustainably and actively to primary and secondary schools by:

- Providing funding and guidance to London boroughs through Local Implementation Plans
- Continuing to work with schools across London to support their journey towards more sustainable travel through our school engagement programmes



400

School Streets introduced in London since the start of the pandemic

500+

School Streets in place across 31 boroughs in London



Reducing traffic and improving air quality

There are various road-charging schemes, either in operation or with formal approval to proceed. They aim to reduce congestion, such as the Congestion Charge Zone, or to improve air quality, such as the Low Emission Zone and Ultra Low Emission Zone.

These schemes, while not directly aimed at increasing cycling levels, cut motor vehicle use and have a major role to play in addressing the main deterrents to cycling, including reducing road danger and concerns over air pollution, which are mentioned by 82 and 56 per cent of non-cyclists respectively.

In November 2022, the Mayor announced expansion of the Ultra Low Emission Zone London-wide to tackle the triple threats of air pollution, the climate emergency and congestion, and to ensure five million more Londoners can breathe cleaner air. This will come into effect on Tuesday 29 August 2023 and will operate across all London boroughs up to the existing Low Emission Zone boundary.

We are also exploring ways to replace existing charges with a single simple and fair road-user charging scheme in the future. Any new proposal would be subject to consultation.



Case study: Bessemer Grange Primary School

The School Street at Bessemer Grange Primary School in Southwark was introduced as a trial in 2018, following a parent consultation that raised concerns about poor air quality, road safety and dangerous parking during drop-off and pick-up times. During the trial, all non-essential vehicles were banned from the School Street during the hours of operation.

The school used temporary traffic filters and signs on surrounding streets, with residents and Blue Badge holders allowed access to the street.

The London Borough of Southwark found it led to a six per cent increase in people walking and cycling. The number of people cycling during closure times was 130 per cent higher than at other times, with 23 people

cycling per hour compared to 10. There was a general improvement of perception of road safety, as well as an 82 per cent reduction in motorised traffic and lower vehicle speeds.

Of the children and accompanying adults who cycled to and from school, 80 per cent chose to cycle on the road instead of on the pavement, a good indicator that they felt safe.

Following the success of the trial, the School Street was made permanent, with collapsible bollards and Automatic Number Plate Recognition cameras to enforce it.

Tackling the sources of road danger

Making cycling a safer option is key to encouraging people to have the confidence to take up cycling

The expansion of the strategic cycle network and measures to reduce the dominance of private motorised traffic are essential to reducing road danger for people cycling. This will be complemented by other measures targeting the sources of greatest harm, including the riskiest locations, vehicles and behaviours, as set out in our Vision Zero action plan progress report.

Junctions and intersections

For the cycle network to function as a connected, coherent network, people cycling must be able to safely negotiate junctions, side roads and roundabouts. The Safer Junctions programme targets locations on our roads where high numbers of people have been killed or injured while walking, cycling or riding motorcycles.

We will continue to roll out Safer Junctions, including locations such as the junction of Battersea Bridge Road and Cheyne Walk, Mile End junction, and both north and south junctions of Lambeth Bridge.

We are working with boroughs to address road danger on borough roads, where 70 per cent of collisions leading to people killed or seriously injured occur. We have shared our analysis on road danger hotspots and road danger risk, which boroughs are using to identify and prioritise junction improvements through their Local Implementation Plans.

We will also ensure that our future transformative safety schemes include high-risk locations, both as standalone schemes and as part of wider Cycleways and bus priority corridors work. This includes funding for the London Borough of Camden for an ambitious safety scheme at Holborn gyratory.

Alongside improvements to major junctions, we also have a programme of smaller junction improvements designed to connect cycle routes and Low Traffic Neighbourhoods with new, safer crossings of main roads.

Action 6

We will develop designs for 10 more Safer Junction locations by 2024, and bring forward a new, larger pipeline of transformative junction safety improvements on both our and borough roads, which will be identified and prioritised through a risk-based approach.



45

junctions have been completed or are under construction as part of our Safer Junctions programme

26%

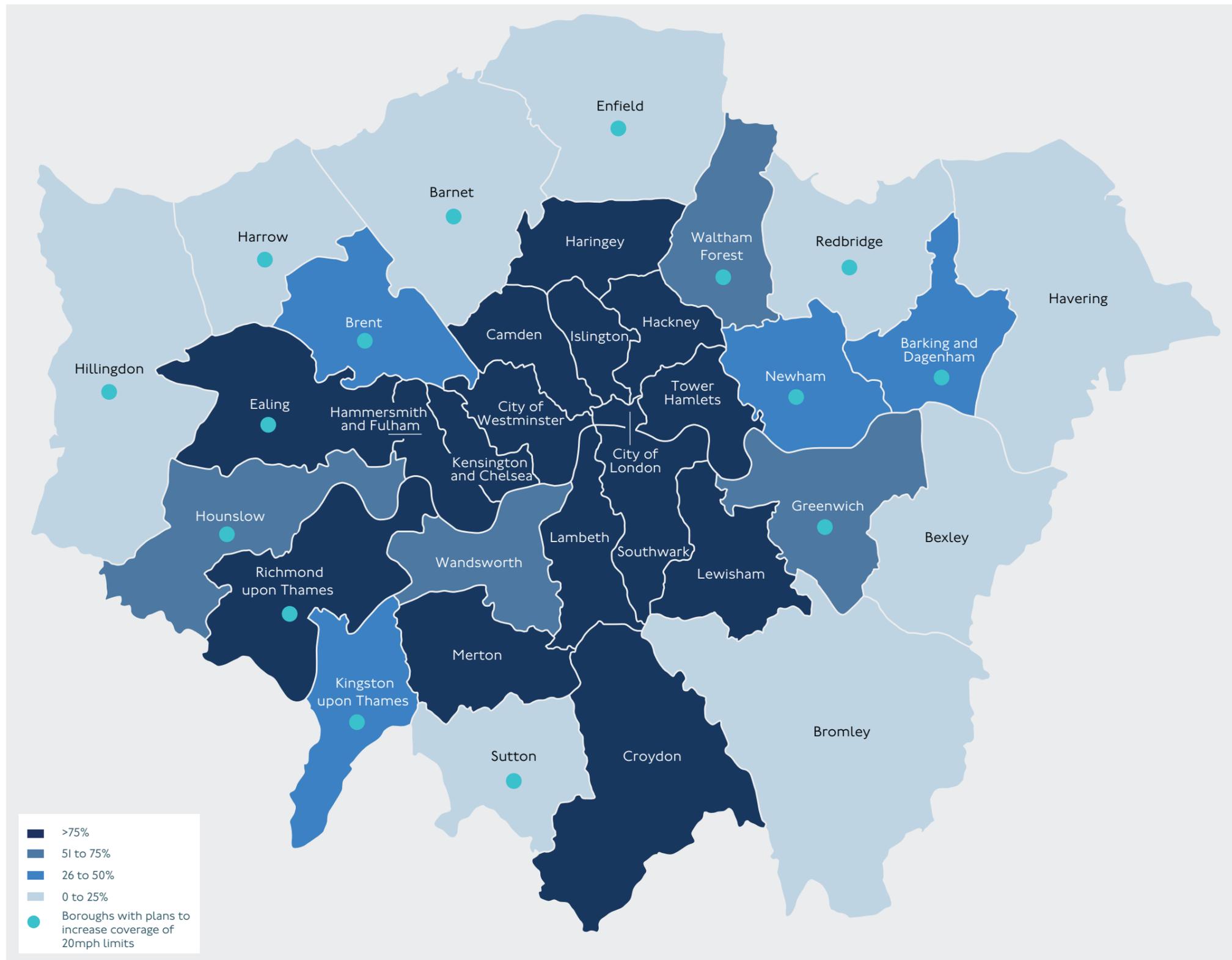
fewer collisions at junctions that have been improved through our Safer Junctions work



42%

reduction in collisions for people cycling at locations we have improved through the Safer Junctions programme

Boroughs by percentage of roads with 20mph speed limits



Lower speed limits

Reducing speeds and imposing a default 20mph limit is one of the most impactful things we can do to reduce the risk of people being killed and seriously injured on our roads.

As of March 2023, 19 London boroughs have committed to a 20mph default speed limit on all their roads and we continue to reduce speed limits on our roads. At sites monitored on our roads, collisions involving people walking, cycling or motorcycling have decreased by 36 per cent, while collisions resulting in someone being killed or seriously injured decreased by 25 per cent after speed limits were lowered.

Our Vision Zero action plan progress report outlines our partnership commitment with the Metropolitan Police Service to challenge the culture around speeding in London by significantly enhancing police capacity to enforce up to one million offences per year by 2024/25. This is being done through an increase in safety camera enforcement, the deployment of five new mobile safety cameras and roadside police activity.

Safer vehicles

Heavy goods vehicles, such as lorries, in London are becoming safer, with the number of collisions resulting in someone cycling being killed or seriously injured reducing by more than a third between 2010 and 2021, despite the number of cycling journeys increasing. However, relative to their share of traffic, heavy goods vehicles are still 13 times more likely to be involved in collisions resulting in the death of someone cycling.

Our Vision Zero action plan sets out how we are working with partners to make heavy goods vehicles safer through a wide range of interventions, from promoting the Fleet Operator Recognition Scheme and Construction Logistics and Community Safety, to the world-class Direct Vision Standard and educational programmes.

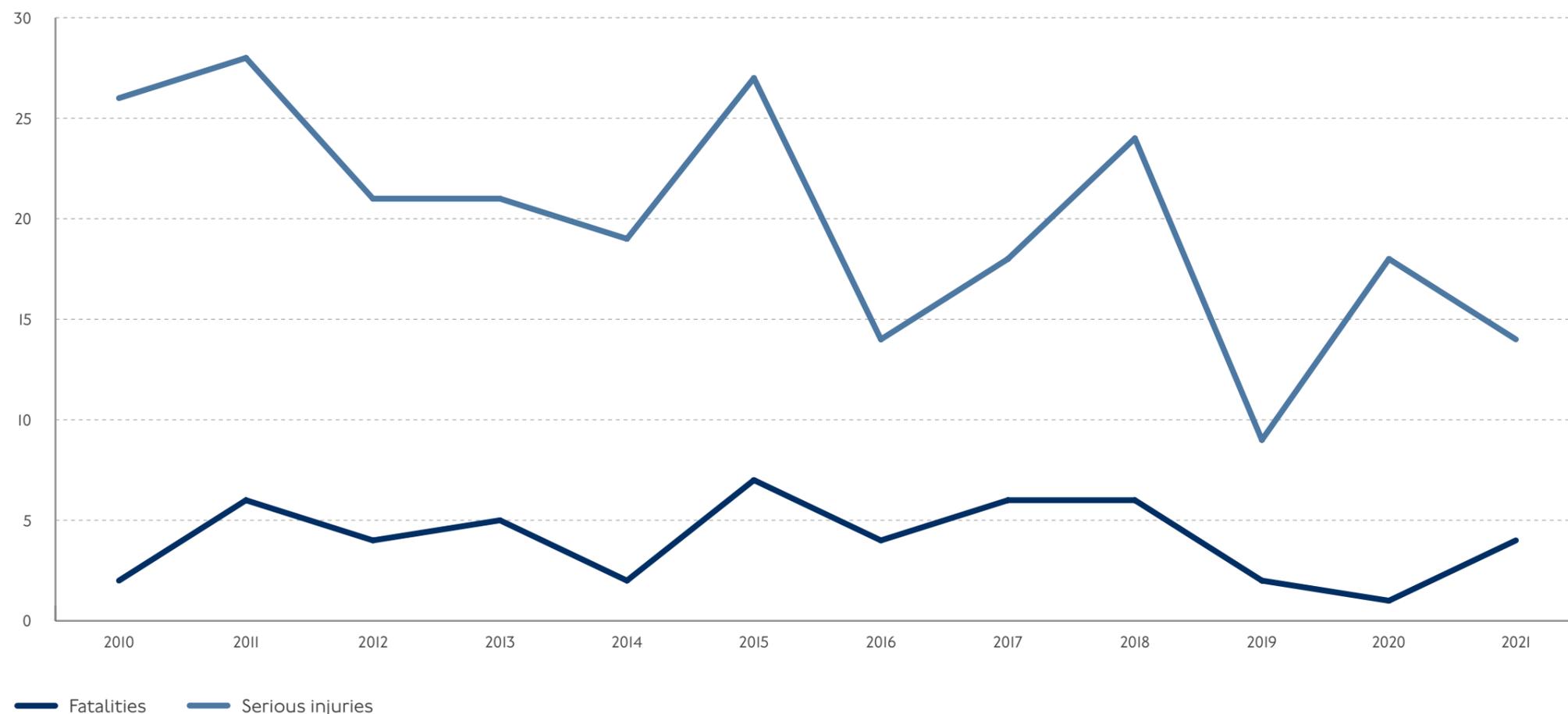
Bus safety

We have made good progress on bus safety, with a 70 per cent reduction in the number of people killed or seriously injured on, or by, a bus between our 2005-09 baseline and 2021.

Our new Bus Safety strategy will outline the activities that have been undertaken through the Bus Safety programme over the last six years to improve the safety of bus occupants and vulnerable road users through reducing the danger posed by buses.

The strategy will also set out our priorities to ensure we deliver our Vision Zero targets for no-one to be killed on, or by a bus, by 2030 and for zero serious injuries by 2041.

Number of cycling fatalities and serious injuries involving a heavy goods vehicle



In particular, the Bus Safety Standard launched in 2018 has resulted in more than 1,000 buses now having a range of innovative safety measures, including

- Intelligent Speed Assistance speed-limiting technology
- Acoustic vehicle alerting systems which alert road users to the presence of quiet-running buses

- Camera monitoring systems that improve indirect visibility for bus drivers and vastly reduce blindspots

These safety measures, together with others set out in the Bus Safety strategy, will help to significantly reduce the risks that buses pose to people walking and cycling.

Motorcycle safety

Motorcycles are the second-riskiest vehicle type for people cycling, relative to their share of traffic. Beyond encouraging a shift towards sustainable travel options, we fund training courses for riders of powered two-wheeled vehicles, such as mopeds and motorcycles, with the aim of helping them to be safe on the road and consider other road users. We are also working with the Department for Transport to identify improvements to the Compulsory Basic Training course.

Following the recent growth in cycle and motorcycle use in food delivery, we will launch a road safety charter for the industry to keep riders safe and promote safe behaviours. We are also working closely with other stakeholders such as the Metropolitan Police Service, the Greater London Authority, London boroughs and the Health and Safety Executive to improve the safety performance in the industry.

Promoting safe behaviours

There are five behaviours that contribute to 90 per cent of all collisions in London:

- Speed
- Risky manoeuvres
- Distractions
- Drink/drug driving
- Non-compliant vehicles or drivers

We use a combination of engagement, education, training and enforcement measures to improve road user behaviour and make our streets safer. We continue to fund and work with the Metropolitan

Police Service Roads and Transport Policing Command (RTPC) and the City of London Police to reduce road danger. This partnership ensures that cycle safety remains a key priority for the police.

Our police partners work with us to reduce the barriers to cycling through an unparalleled level and range of roads policing and enforcement activity, focused on the vehicles and behaviours that pose the greatest risk. This includes targeted freight compliance activity by the Commercial Vehicle Unit, intelligence-led operations and patrols by the Roads Policing teams, high visibility and Safer Transport teams carrying out traffic enforcement and community engagement. The Motorcycle Safety team and the Cycle Safety team also do targeted activity to keep powered two-wheelers and people cycling safe on the road.

The RTPC Cycle Safety Team consists of 20 police officers, who work alongside us, other police teams and partners to reduce risk and harm to people cycling. They use a range of tactics to deter, detect and disrupt activity that poses a risk to people cycling. This includes using unmarked police officers on cycles to detect and enforce against people who drive dangerously close to people cycling, as well as routine enforcement of other traffic offences such as speeding, using mobile phones, running red lights or careless driving.

The police will take enforcement action against people cycling who disregard road rules and put themselves and other at risk. However, our priority, together with Metropolitan Police Service, is the behaviours and vehicles that cause the greatest harm. Enforcement action is

complemented by extensive education, engagement and training activity, targeted at people cycling and other road users.

Along with other partners, we have been at the forefront of advocacy efforts to update the Highway Code to reduce road danger and protect road users. In January 2022, changes to the Highway Code came into effect with a new hierarchy. Road users who cause the greatest harm have the greatest responsibility to reduce road danger. New guidance on priority for people cycling at junctions, safe passing distances and speed when overtaking people cycling was also introduced. We have been supporting the Department for Transport's campaign to embed these important changes by informing Londoners across our channels and through our training programmes.

The Government has granted us and the London boroughs enforcement powers in mandatory cycle lanes. We can now fine motorists who infringe upon cycle lanes and cycle tracks in the same way that we do for bus lanes and yellow box junctions. From June 2022, we began enforcing this on our roads, using the CCTV network. While there are some exemptions and mitigating circumstances, drivers who fail to comply are fined £160.

Action 7

We will tackle dangerous behaviour through education campaigns and enhanced enforcement, focusing on the behaviours causing the greatest harm

Design guidance

London must remain at the forefront of cycling infrastructure design and design guidance. Our London Cycling Design Standards have been integral to raising the bar for quality, and we have built on this success through the development of our New Cycle Route Quality Criteria and the Healthy Streets Check for Designers.

Our world-leading engineering capabilities support London boroughs and third-party organisations in delivering the infrastructure we need to make London an inclusive, cyclable city.

We are responsible for setting design standards for schemes that are implemented on London's roads and we are working closely with Active Travel England to ensure our standards are aligned with national guidance. Together with the boroughs, we benefit from having guidance tailored to London, which links with wider London policy documents, including the London Plan.

We want our streets to be fully inclusive. There are two main characteristics of inclusive design. First, it is design that is accessible in terms of the physical aspects of the street itself, such as widths, surfacing, tactile paving, railings, bollards and signs. It must also be able to be comfortably and safely used by everyone. We are embedding an inclusive design approach throughout our projects' lifecycles.

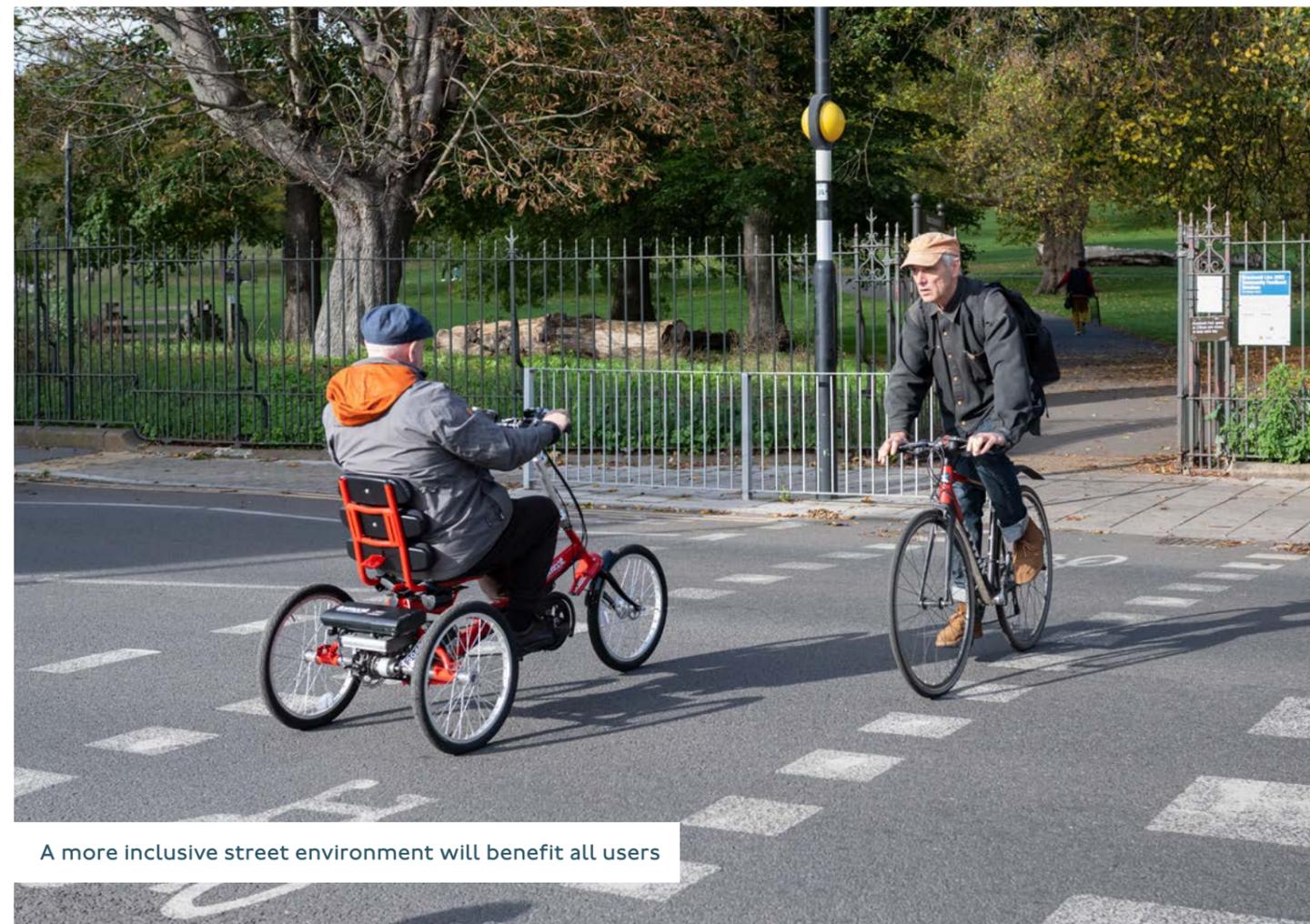
We will continue to do new research and monitor innovative infrastructure to ensure our designs are inclusive as possible. This includes engaging with various user groups. Our research has included looking at continuous footways, shared-use bus boarders, stepped cycle tracks, coloured surfacing, backless bus-stop bypasses, parallel zebra crossings and zebra crossings over cycle tracks.

This research is used to develop or update design guidance, such as the recently published guidance on the use of traffic wands and our guidance on shared-use bus boarders.

We will publish new guidance on removing access barriers, such as chicanes and gates that restrict access. Too many of these barriers still exist across London and prevent access for disabled people using adapted cycles or people using cargo bikes to transport children or goods.

As new evidence emerges on the impacts of different types of infrastructure and the needs of protected groups, we will continue to review our suite of design guidance. We will particularly focus on guidance to ensure cycle routes are well-integrated into the network, side-road junctions, roundabouts and junctions, crossings, and threshold metrics for mixing people cycling with motor traffic.

We also intend to update our design guidance on point closures, cycle parking and design features supporting cycle and bus interactions.



A more inclusive street environment will benefit all users

Action 8

Ensure that our design guidance documents use inclusive design principles, are based on the latest research and evaluation of infrastructure, and reflect changes to national standards, such as the Highway Code 2021 amendments. We will:

- Work with London boroughs and Active Travel England to ensure all schemes meet the most stringent local and national standards
- Refresh the London Cycling Design Standards, including new sections on point closures, cycle parking and bus-cycle interactions
- We will publish guidance on the removal of access barriers, and promote the new guidance on traffic wands and shared-use bus boarders



Case study: Designs for cycling and buses

While relatively new to the UK, bus-stop bypasses and bus-stop boarders have been deployed in cities such as Copenhagen for several decades and can be a solution where cycle tracks intersect with bus stops. They are designed to reduce road danger to people cycling without compromising the needs of people walking or travelling by bus, regardless of ability.

We have worked with a range of stakeholders, including accessibility groups, to establish a layout for bus-stop bypasses and boarders that meets inclusive design standards and aligns with national guidance. Our Guidance Note on Pedestrian Crossings at Bus-stop Bypasses is part of our Streets Toolkit.

However, we are aware non-compliance issues have been raised about pedestrian crossings at bus-stop bypasses and are exploring ways to enhance priority for people walking at these locations. We will also continue to consult on a scheme-by-scheme basis, particularly with visually impaired and accessibility groups, and are monitoring various sites to help inform future designs.



Safety fears can be a barrier that prevents women from cycling

Supporting women cycling through design

The safety of women and girls, including how safe they feel, is a barrier to cycling, with 54 per cent of women saying that concerns over harassment and intimidation puts them off, rising to 58 per cent of women aged 16-34 and 64 per cent of Asian women.

Improving the personal safety and road safety of women as they cycle requires a London-wide effort, given that different agencies are responsible for the planning, design, maintenance, management and policing of public space.

The design of our cycling infrastructure can significantly reduce exposure to road danger. Planning and design can help improve natural surveillance, while policing can help reduce crime.

We are reviewing our planning and design processes to better understand how our schemes affect the safety and feeling of safety for women and girls. As part of this, we will trial a new women's safety auditing process that, alongside the use of crime data and testimonies, will help us develop a more holistic approach to understanding women's experience of cycling in London.

Operational improvements

The way we operate the road network is central to making London a great city for cycling

Our Temporary Traffic Management Handbook provides guidance to keep people cycling safely around roadworks. We also offer bespoke training to utility companies. The most active organisations, responsible for doing more than 90 per cent of works on our roads, have signed up to our Roadworks Charter, which commits them to embracing the handbook to ensure their work sites include adequate provisions for people cycling, wheeling and walking, and enable journeys to continue without significant deviation. This includes retaining or re-provisioning existing cycle routes, such as having safe access past sites where there are road or lane closures.

In 2021, we increased the extent of the Lane Rental scheme to protect all Cycleways on our roads. This means anybody wanting to work on the roads when these routes are in highest demand may be charged up to £2,000 per day, giving an incentive to complete the works quickly and minimise disruption. The proceeds from the Lane Rental scheme are reinvested to improve people's journeys on our roads.

Our operational modelling expertise enables us to enhance the scheme designs for sustainable modes. In 2022, Cycleway 9 was extended through the complex Hammersmith Gyratory, which was a difficult place to navigate for people cycling.

We completed operational modelling for the scheme, which meant journey times for around 20,000 bus passengers could be protected and wait times for people walking could be kept low, while ensuring that people cycling could progress easily.

We have invested in the Surface Intelligence Transport System, a suite of projects to future-proof London's road network control systems and ensure we use data to support the live management of London's streets. This includes prioritising people cycling during incidents, events and other disruptions.

We are continuously improving our traffic lights to make cycling and other sustainable modes more efficient, with more than 1,200 sets of traffic lights reviewed every year.

Action 9

Work with construction and utility companies to educate them on temporary traffic management to ensure streets are accessible to all, including people using larger cycles, such as cargo bikes, or adapted cycles used as mobility aids.



Better road management can support cycling

Lessons learnt from the Streetspace for London programme

During the pandemic, the Streetspace for London programme saw us and the boroughs rapidly implement schemes to enable social distancing and provide alternatives to public transport, including new cycle routes. These emergency measures showed that small changes can have a transformative impact.

Planters, temporary soft landscaping, bollards, wands and Automatic Number Plate Reader cameras all provide relatively inexpensive, swift ways to test design ideas, such as space reallocation and point closures, measure impacts, and to gauge opinion. Trials also enable us to understand medium- and longer-term impacts, which traffic models cannot always accurately predict. This can, where appropriate, replace some of the lengthy traffic modelling at the early stages of a scheme development, which means we can reduce delivery lead-times and costs.

Experimental schemes enable us to engage with residents about a specific intervention over the course of the respective Traffic Order, which is often 12 or 18 months. Temporary and semi-permanent interventions can be amended in response to resident feedback or impacts on the network. Trials often provide an opportunity to add temporary soft landscaping, but could also mean we can add trees, shrubs or sustainable drainage systems if the schemes become permanent, to help address air pollution and the climate emergency.



Planters can be effective and attractive traffic filters

We have reinforced our design and engagement processes to ensure our schemes and policies are inclusive. This includes using the Equality Impact Assessment process to help ensure we take an evidence-based approach to the design and implementation of cycling infrastructure and enables better compliance with our Public Sector Equality Duty.

We are also improving the way we work with stakeholders and communities to ensure we have a robust evidence base to assess the impact of new policies and schemes on people with different protected characteristics, including through the establishment of a Heathy Streets Advisory Group, and reinforcing our approach to engagement. This includes pre-consultation engagement, to ensure we design schemes that respond to local needs and that the community is involved from an early stage.

Action 10

We will make appropriate use of trials and semi-permanent measures to test interventions, and support boroughs to do the same. We will take steps to ensure we engage local communities, with the aim of speeding up the delivery of schemes that meet local needs and reduce road danger.

Use of temporary material and light segregation

We used temporary segregation with bolt-down rubber kerbs and light segregation with wands to quickly deliver sections of Cycleway 9 and a new route on Mansell Street, connecting Cycleway 2 and Cycleway 3.

On Cycleway 9, this led to a 50 per cent reduction in construction costs compared to the original design. This approach also meant we could test new street layouts and tweak the design when required, replacing with more permanent materials where appropriate.



Use of light segregation on C9

Making cycling a genuine option for all

To diversify cycling, we will tackle the barriers faced by under-represented groups. This includes improving access to cycles, secure parking and training, as well as working with local communities to promote cycling for all.



Breaking down the barriers to cycling

Physical and social barriers must be overcome to support a more diverse range of Londoners to take up cycling

There are a number of barriers that people face when considering taking up cycling. These range from functional barriers, such as not having access to a cycle or cycle storage, to social barriers, such as feeling that cycling is not for them. There might be other practical barriers, such as lack of confidence in cycling or not knowing how to navigate London's streets by cycle.

The reasons people choose not to or cannot cycle stem from the physical and social environment around them. Some demographic groups are disproportionately put off cycling by these barriers.

We have a good understanding of the interventions that can break these barriers. Most interventions have been delivered by us, the boroughs and other partners for some time, but we are adopting a more tailored approach to ensure our investment benefits currently under-represented groups and unlocks opportunities for everyone to take up cycling.

To maximise the impact, we will also improve coordination between our programmes. For example, by ensuring that our behaviour change programmes are geared towards areas where cycling has been made safer through better infrastructure provision.

Improving cycle-parking provision

We cannot grow cycling without increasing the availability and improving the quality of cycle parking in London. The scale of this challenge is set out in our 2019 Cycle Parking Implementation Plan. The growth in cycling has been outstripping supply of cycle parking, leading to a lack of cycle parking both at destinations and at home.

Following the publication of our plan, we increased investment through our Healthy Streets programme to fund more than 17,000 new cycle parking spaces. This is in addition to what boroughs are already delivering through their own funding sources or Local Implementation Plan funding. These new places have been installed on our roads, at our stations and on borough networks, including town centres, high streets, schools and residential areas.

However, the lack of good quality, accessible and secure cycle parking continues to be a barrier to cycling. As cycling grows in popularity, we must keep up with demand and further improve cycle parking provision across London.



Secure parking will help people take up cycling

Residential cycle parking

A 2021 survey showed that nearly half of Londoners actively considering taking up cycling have nowhere secure to store a cycle at home. Without it, people are less likely to own a cycle or use it regularly. Storing a cycle in halls, stairways or balconies is not only inconvenient but can also obstruct emergency evacuation routes.

The lack of parking at home disproportionately affects some minority groups, particularly people living on low incomes, who are more likely to live in high-density housing, as well as disabled people and people of Black, Asian and other minority ethnic backgrounds.

Cycle hangars have become one of the most effective ways to retrofit cycle parking in established residential areas. More boroughs are developing plans to increase the number of cycle hangars in London and we are supporting them by providing funding to accelerate delivery. However, many more Londoners are still on waiting lists for a secure parking space.

We will step up our support to boroughs, with the aim to retrofit 42,000 secure cycle parking spaces by 2030, equivalent to 7,000 new cycle hangars. We will also encourage boroughs to provide more parking bays for rental dockless e-bikes in residential areas, providing an alternative to cycle ownership, and prioritising spaces on the carriageway to avoid clutter on footways.

To ensure our investment maximises the number of cycle trips unlocked and supports the diversification of cycling, we will prioritise investment in areas of higher deprivation, council estates and neighbourhoods with access to cycling-friendly streets, such as Cycleways and/or Low Traffic Neighbourhoods.

Through the London Plan, we will work with developers and boroughs to ensure new developments adhere to the minimum cycle parking standards and design cycle storage in line with our design guidance, ensuring that all users are considered, including people with reduced mobility, disabled people and children who are not able to use all types of cycle parking.

3,800

cycle hangars in London in 2022, giving secure parking space to 22,000 residents



215%

increase in the quantity of cycle hangars in London from 2017 to 2022

Using cycle hangars

Cycle hangars provide a secure, self-contained space to store cycles. They include stands for six cycles to be locked to and can also be adapted to fit cargo bikes or adapted cycles used as a mobility aid. The hangar can only be accessed using a key or mobile app.

Users pay an annual fee, usually subsidised by boroughs, for access to a space in the hangar. The fees are set by boroughs and vary significantly, with some boroughs providing discounts to residents of council housing to ensure they are not priced out of the scheme.

Cycle hangars can be installed off-street, in car parks or under-utilised spaces, or on-street, preferably replacing a car-parking space to ensure it does not encroach on space for people walking. A cycle hangar takes up just half the space of a car-parking bay.

Other features such as trees and green infrastructure, dockless bike rental parking spaces or seating space can be provided alongside cycle hangars to benefit other street users and local residents.

Cycle parking in public spaces

Better cycle parking in town centres and high streets will help a more diverse range of people access shops, socialise or access places of faith and essential services, and will reduce the risk of cycle theft. By extending the Cycleway network and Local Implementation Plans, we will install more cycle parking in town centres and high streets. This includes spaces for larger cycles, as well as testing new cycle-stand designs and signs for disabled cyclists and cargo-bike users.

We will support borough proposals for more cycle parking in schools, prioritising those that are engaged in our STARS programme – our accreditation scheme for schools to inspire young Londoners to travel to school sustainably and safely – and where steps have been taken to make cycling safer, such as School Streets, Low Traffic Neighbourhoods, or close to an existing or planned cycle route.

We aim to improve cycle access to stations and major bus interchanges to expand the reach of the public transport network. The cycling catchment area of a station is about 6.5 times greater than its walking catchment. In outer London, where the public transport network is not as dense and accessible by walking as in inner London, cycling can contribute to increased use of public transport.

We will build on the delivery of more than 400 cycle parking spaces at London Underground car parks since 2020 and explore opportunities to build a network of secure cycle hubs. Recent cycle hubs, supported by us, include those at Hackney Central station and Barking Riverside station as part of broader station works. Three more secure hubs are expected to open soon at London Overground stations in Waltham Forest.

We are partnering with the private sector to pilot secure cycle storage lockers at six London Underground stations, which can be remotely booked on a pay-as-you-go basis or through a membership.

Through the on-going redevelopment of our car parks, providing new commercial and residential space for London to grow while securing revenue to reinvest in the network, we will lead by example and, wherever possible, improve station cycle parking as part of the project.

Action 11

We will improve cycle parking provision on-street, at stations, in schools and in residential areas to support a wide range of trips and Londoners, with a focus on the delivery of 42,000 new secure residential cycle-parking spaces by 2030.



Secure cycle parking at stations improves access to public transport

Combating cycle theft

Tackling cycle theft is a multi-agency task requiring education, prevention, enforcement and better infrastructure, and we are committed to supporting the implementation of the national Cycle Safety and Security Plan.

Our main intervention, and one of the best ways to prevent cycle theft, is to ensure good-quality cycle parking is provided, not only on the high street but also at stations and at home. Providing secure cycle hangars is a key measure to reduce the risk of theft.

We support cycle training programmes, both face-to-face and online, which include educational material to help people new

to cycling to choose an adequate lock and learn how to secure their cycles.

Marking and registering cycles is another tool to deter theft by enabling the police to identify the rightful owner of retrieved cycles and helping their investigations. We are working with the Metropolitan Police Service to increase awareness of and encourage more systematic marking and registering of cycles through training, campaigns and cycling events.

The police will continue to support wider partnership efforts to tackle cycle theft by targeting prolific thieves and organised criminal networks and/or locations that are repeatedly targeted by thieves.

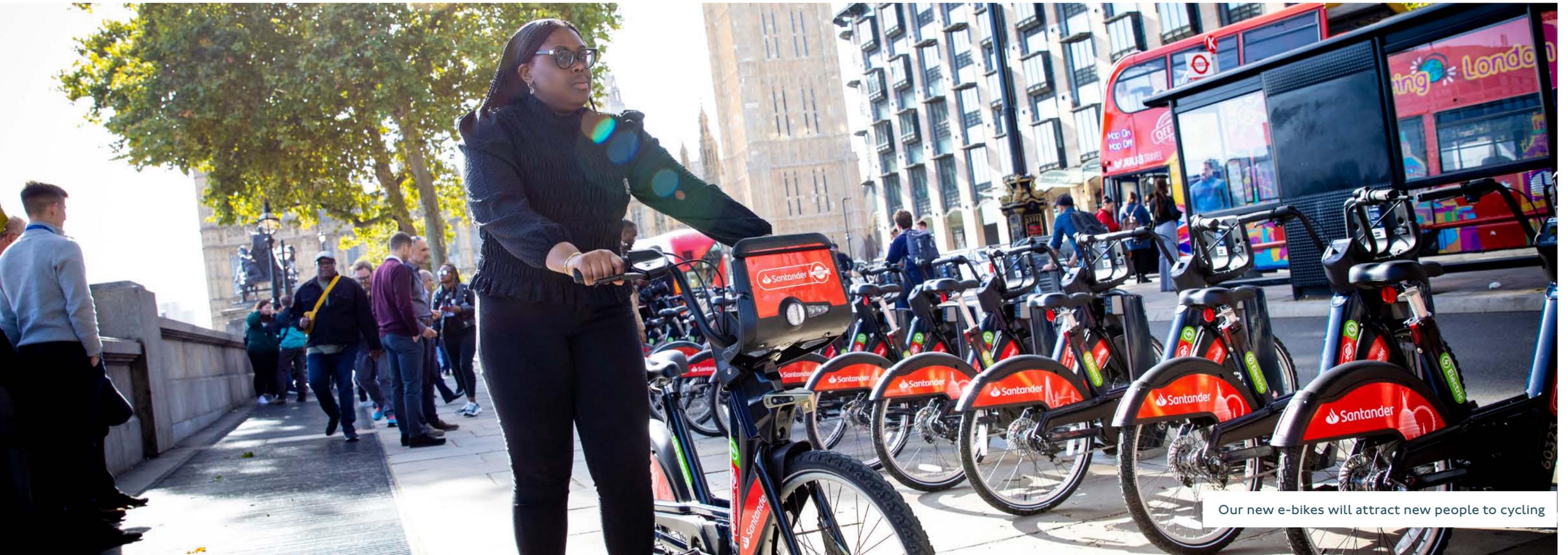
Action 12

We will support national and local partners to combat cycle theft, including through a new Cycle Crime Prevention Partnership targeting cycle theft hotspots in London and through our own infrastructure and education programmes.

69%

of non-cyclists are put off cycling by fear of their cycle being stolen





Micromobility and access to cycles

We are delivering forms of micromobility rental through our record-breaking Santander Cycles scheme and London's e-scooter trial.

Micromobility also encompasses rental dockless e-cycles, which are popular in London but unregulated. Managed the right way, these rental services could play an important part in London's transport offer, as sustainable connections to public transport, reducing congestion and improving air quality.

Did you know?

Micromobility generally applies to personal transport with low-speed, low-emission devices, such as cycles, e-cycles, cargo cycles and e-scooters.

350,000+

hires of Santander Cycles e-bikes since they launched in October 2022



Santander Cycles

Half of Londoners do not have access to a cycle at home. For some, this is due to the lack of secure and convenient cycle parking at home or to the cost associated with cycle ownership – these barriers disproportionately affect some groups already under-represented in cycling, such as people on low incomes or disabled Londoners.

Our Santander Cycles hire scheme offers them the opportunity to spontaneously hire a cycle, as well as people who are considering taking up cycling but want to try it first before committing to buying one. Hiring a cycle also enables greater flexibility in incorporating cycling in daily travel

needs. For example, someone might cycle to the high street but return by bus with their shopping, cycle to restaurants in the evening but return by taxi, or commute to work by public transport but travel by cycle for non-work trips during the day.

Our customer surveys show that the scheme is an effective tool to attract a more ethnically diverse population into cycling, with people of Black, Asian and minority ethnic groups accounting for 44 per cent of Londoners using the scheme. Women represent 40 per cent of users and are slightly better represented among cycle hire users than among the general cycling population. Seventeen per cent of users report having a disability.

Since 2019, 36 new docking stations have been added to the network of more than 800 Santander Cycles docking stations. London boroughs are key partners in this, including through the allocation of developer funding. Southwark installed eight new docking stations in 2022, totalling 163 new docking spaces. In coming years, we will aim to densify the network of stations in the existing operation area and significantly expand outwards towards the North and South Circular roads.

As we expand the scheme, we will follow a strategic, data-led approach to identify priority locations. We will consider the potential for cycling growth in any target area, the availability of cycle-friendly infrastructure and streets, and the need to reach the most disadvantaged communities, alongside operational requirements.

We added 500 e-cycles to the 12,000 strong fleet of Santander Cycles in October 2022 to help broaden the appeal of cycling in London to people who feel they might not be fit enough to cycle, consider longer journeys or not want to physically exert themselves. This has the potential to increase participation among key under-represented groups, including women, older people and disabled people, for whom barriers relating to physical ability are more prevalent.

We introduced a new, simplified tariff structure in September 2022, including a monthly membership option that costs £20 per month and allows customers unlimited journeys. The monthly option supports people who are not able to commit to an annual membership, while providing better value than a single fare. The single fare, at £1.65 per ride, continues to offer one of the most affordable and quickest ways to get around London.

We will explore the feasibility of concessionary fares to provide discounted cycle hires to those most in need. This could include discounts for job seekers and/or council housing residents – as we have done on other modes or on other cycle hire schemes outside London and the UK. We will also explore ways to support more disabled people to access the scheme.

Cycle hire users will also benefit from other improvements, including major updates to the Santander Cycles app – such as a new rewards function – more staffed hubs in areas of high demand, and contactless payment.

11.5 million 

Santander Cycle hires made in 2022, the highest number ever



Our Santander Cycles had a record year in 2022

Action 13

Subject to funding, we will expand, modernise and electrify the Santander Cycles scheme to support the growth in cycling, including:

- Densification and expansion of the operational area using a strategic approach that prioritises areas with the greatest potential to increase levels of cycling and areas of higher deprivation
- Monitor the use of the new e-cycles to inform future changes
- to the fleet and continue to modernise the scheme through ensuring new e-bikes to the fleet are future-proofed to support new technologies, such as in-dock charging
- Explore the potential and feasibility of concessionary fares to support the most disadvantaged Londoners
- Improve customer service via upgrades to the app, payment systems and staffed hubs



Our rental e-scooter trials will help shape how they are used in the future

Rental micromobility opportunities

Private operators have been providing dockless cycle hire in London since 2017. There are several operators in London supplying e-cycles, but these are unregulated. Operators enter into agreements with boroughs, meaning the nature of deployment, parking density and operator availability varies across London.

These privately operated services have the potential to complement our Santander Cycles scheme. However, the unregulated nature of these services presents challenges, particularly when users or operators do not park cycles responsibly.

These cycles must work for all Londoners, offering a flexible solution without making streets less attractive, particularly for people walking and people with reduced mobility or visual impairments. When dockless cycle rental operators first launched in London, we developed a Code of Good Practice with boroughs to standardise expectations on boroughs and operators. We are now working with London Councils and boroughs to improve dockless cycle parking provision and standardise services.

In 2021, together with London Councils, five boroughs and three e-scooter operators, we launched an e-scooter rental trial, one of 32 such trials authorised by the Department for Transport across the UK. The rental e-scooters have high safety standards that go beyond the national standards, including a speed limit of 12.5mph, larger wheels and lights that are always on throughout any ride. Private e-scooters remain illegal for use on roads, pavements and cycle lanes.

The e-scooter trial operates in 10 boroughs, with 4,490 vehicles and 500 designated parking locations, and has supported more than 2.25 million trips. In October 2022, we announced that we would be extending the trial until May 2024, in line with Government legislation.

In 2022, the Government proposed legislation to legalise e-scooters and grant powers to strategic authorities to manage rental operations for micromobility. The timing of this new legislation is uncertain, but we continue to advocate for it, to enable us, working closely with London Councils and the boroughs, to apply the same approach we have taken with the e-scooter trial to all micromobility rental services in London, specifying standards and how operations should work, including parking. These regulated rental services, alongside our Santander Cycles scheme, could ensure consistent rental services over a larger network of docked and designated parking spaces, offering a wider-reaching customer proposition.

Action 14

We will work with micromobility operators, London Councils and London boroughs to optimise micromobility rental opportunities, ensuring a consistent service that complements London's sustainable transport offer. This includes increasing the number of dedicated parking bays for micromobility services to reduce clutter on footways.

Access to cycles

Cycling is considerably cheaper than many transport alternatives, but a roadworthy cycle along with a robust lock and other accessories could cost several hundred pounds. Many Londoners on low incomes cannot afford to spend this amount upfront, particularly at a time of rising cost pressures.

People from minority ethnic groups and disabled Londoners are also disproportionately affected. For the latter, the issue is compounded by the fact that some people with disabilities require adapted cycles, which are considerably more expensive than standard bicycles.

Finance options are available to some, with the Cycle to Work scheme saving up to 42 per cent of the total cost of a new cycle and spreading the cost over a longer period. However, many are not eligible for this scheme, including the self-employed and lowest earners.

A number of London boroughs offer a try-before-you-buy scheme or cycle loans to their residents, with adapted cycles, child cycles and cargo cycles available. Community projects also aim to collect and redistribute cycles to people in need, including projects funded through our Walking and Cycling Grants London scheme or the Local Implementation Plan.

We have also launched a new Scrappage scheme to financially assist eligible Londoners on low incomes or disability benefits to swap the highest-polluting vehicles for more sustainable options. As part of this, successful applicants have access to several exclusive offers, including discounts on the purchase or hire of cycles, e-cycles and cargo-bikes.

Action 15

We will engage with stakeholders and Government to explore ways to support the lowest earners, the self-employed and disabled people with the cost of purchasing a cycle. We also continue to support community groups and boroughs with measures to improve access to cycles to those in need.

43%

of non-cycling Londoners (50 per cent of those actively considering taking up cycling) cannot afford to buy and maintain a cycle



57%

of people living on low income say they cannot afford to buy and maintain a cycle



Case study: Supporting children with special education needs

Funded through our Walking and Cycling Grants, a project led by the North Beckton Parent Teacher Association aims to encourage members of the local community to develop skills and confidence when cycling.

The Let's ALL Get Cycling project is focused on engaging children with special educational needs and enabling them to cycle confidently. Improved facilities, including specialised cycles, were funded through the scheme and an after-school cycling club was established with twice-weekly

sessions. During these sessions, the children learn how to cycle in a safe, traffic-free environment, as well as basic repair and maintenance skills.

The project has been especially successful in enabling children with special educational needs to learn how to cycle using specialised cycles, while socialising in a supportive environment. Volunteers from the Parent Teacher Association are also training to become Bikeability level 2 instructors, enabling them to delivery cycle training to more children.

Unlocking the potential of cycle freight

Cycle freight is becoming more popular and, although it is still a burgeoning market contained to some pockets of London, offers significant potential to reduce motorised freight traffic, especially from light goods vehicles.

Our analysis suggests that cargo bikes could replace between one and four per cent of all van kilometre in London by 2030, depending on the level of supporting measures put in place. The potential for mode shift is highest in central London where between six and 17 per cent of van traffic could be replaced by cargo bikes.

We published our Cargo bike action plan in March 2023, which sets out how we will support the transition to cycle freight to support a thriving economy and reduce the impact of motorised freight traffic on air quality, congestion and road danger. It highlights the potential for growth and the key measures required to increase the use of cycle freight in London.

Action 16

Support the growth of cycle freight and its role in reducing motorised traffic by implementing London's first Cargo bike action plan, which was published in 2023.



Cargo bikes are increasingly popular in London

Journey planning and digital wayfinding

In August 2020, we launched the TfL Go travel app, which gives people a journey planning solution that features live travel updates for rail, bus and tram services, as well as suggesting walking and cycling options as the default for shorter journeys.

We are developing the cycling functionality of the TfL Go app to improve our cycle routing algorithm and customer experience features, such as the integration of the Santander Cycles mobile app to the TfL Go app.

We are also working with our third-party digital partners, such as Google Maps, Apple Maps and City Mapper, to improve journey planning platforms used by millions of London's residents and visitors. From working with third-party partners who offer cycle-specific routing, such as CycleStreets, Cycle.travel and BeeLine, we know that our data and insights could help developers determine the safest and most appealing route for our shared customers.

We will create a set of routing principles that optimise the best routes for cycling and share this with our partners, so that everyone using digital tools to cycle in London can have confidence in their route choice.

We will share, maintain and create new data sets to ensure journey planning tools are accurate, and explore improvements to how we plan journeys. This means that, whatever journey-planning tool our customers use, they can expect improved cycle routing.

Action 17

We will improve digital journey planning and navigation tools by:

- Developing routing principles to determine the best route for cycling
- Embedding these principles in the routing algorithm of our TfL Go journey-planning app and sharing them with third-party developers to improve other journey-planning services
- Working closely with third-party developers to harness their own insights and datasets, and assist with their research and development
- Sharing, creating and maintaining the datasets required to improve routing



We work with schools to encourage children to cycle

Cycle training and STARS

Our school accreditation scheme, STARS, is an effective way to encourage children to travel safely and sustainably, with a six per cent reduction in car travel and a four per cent increase in active travel across gold-accredited schools.

Our priority is to grow the number of gold-accredited schools as these show the greatest increase in use of sustainable travel modes. We aim to reach 1,000 gold-accredited schools by 2025, with a focus on targeting schools in areas of higher deprivation and higher car dominance.

We have worked closely with London boroughs to provide cycle training to school children and adults, giving them the skills and confidence to cycle.

Providing cycle training through schools is an effective way to reach a diverse range of Londoners.

Take-up of our adult cycle training sessions has been particularly strong among some traditionally under-represented cycling groups, with 76 per cent of female participants and more than 40 per cent of participants from Black, Asian, mixed and other minority ethnic groups.

Ninety-five per cent of participants said the course increased their confidence in cycling, with the proportion of participants saying they don't feel at all confident about riding on the road dropping from 38 per cent to five per cent.

After a pause during the pandemic, we have resumed our support to boroughs for cycle training, ramping up the number of adults and children participating in cycle training sessions. We will upweight cycle training funding allocation in areas with the greatest potential for cycling, particularly among traditionally under-represented groups and where it supports on-going investment in making streets safer for cycling.

In 2020, we launched London's first online cycle training course, with modules that cover checking a cycle is roadworthy, how to cycle safely and advice on cycling with children. The course was updated in 2023 with more content on adapted cycles and the new Highway Code. By March 2023, more than 17,000 people had registered for the course, with slightly more women. We also published videos showing how to navigate relatively new safety features used on the Cycleway network, such as shared use bus boarding areas, which may be unfamiliar to some users.

Action 18

Give a more diverse range of Londoners the confidence to take up cycling by:

- Funding the training of more than 40,000 children to Bikeability level 2 and more than 20,000 adults in 2023/24, which boroughs can top up through other funding sources, including Local Implementation Plan funding
- Continuing to provide and improve online Cycle Skills training
- Supporting sustainable travel to school by enrolling more schools in the STARS programme to reach 1,000 gold-accredited schools by the end of September 2025

1,400

London schools are accredited on the STARS programme, almost half of London's schools



747

gold-accredited STARS schools in London



Community groups are essential to broaden the appeal of cycling

Supporting grassroots community groups

London's diverse communities are the best advocate for cycling. Across London, dozens of community-led projects aim to improve access to cycling for people from minority groups or deprived areas. These projects often have a wider remit than just cycling, which supports social cohesion and inclusion. These community groups and projects are often run by passionate volunteers and rely on funding grants from various organisations.

Our Walking and Cycling Grants London programme, run in partnership with the London Marathon Charitable Trust, enables small community projects to benefit from grants to encourage Londoners to take up active travel. These grants, of up to £10,000

over three years, aim to address barriers among under-represented groups, with a focus on boosting wellbeing and mental health, and reducing social exclusion. Since its creation, the programme has benefited more than 251 projects and 44,000 participants in every London borough. Our latest evaluation shows that in 2021/22, 78 per cent of participants cycled more and 85 per cent walked more after taking part in these projects.

An online Community Ideas Hub was launched in 2020 to share easily replicable ideas for projects, enabling even smaller, more isolated or under-privileged groups to apply for funding. The hub also provides tips and guidance on how to run a project, and upskilling staff and volunteers.



Case study: Supporting Cycle Sisters

Cycle Sisters aims to inspire and support people from Muslim communities in Redbridge to cycle, with a particular focus on women and families. It offers community-led, culturally and religiously sensitive opportunities for this under-represented group to experience the physical and mental benefits of cycling. In 2019, Cycle Sisters secured funding from our Walking and Cycling Grants London

programme to organise led rides, with cycles provided to participants. The regular rides help to reduce participants' social isolation and build their confidence. With our support, Cycle Sisters has set up a women-only cycling group for beginners or less-confident riders, recruiting and training volunteers to sustain the project. The group engaged with more than 130 women, giving them the confidence to cycle in their area.

The project has exceeded its target with very little promotion, owing to the appetite for these activities in the community. Most participants found out about the project through word of mouth and publicity by Redbridge council. The council also supported the project by providing 10 cycles. Cycle Sisters now operates across nine London boroughs and is looking for more volunteers to expand further.

‘Riding with Cycle Sisters has given me confidence to cycle on the road on my own and with my children, which I was not able to do before. Cycling has been great for my mental health, especially through the lockdown. My physical health has improved remarkably, which made a positive impact on my self-esteem’

Cycle Sisters ride participant

Action 19

Support the take-up of active travel among minority audiences through grassroot projects by:

- Providing financial support through the Walking/Cycling grant programme to fund 150 community-led projects per year
- Sharing best practice and ideas for replicable projects through our online Community Ideas Hub
- Working with partners to make the case for investment in community projects and simplify grant application processes

Connecting with Londoners

Our communications strategy is designed to support more people to leave their car at home and experience London by cycle instead. We have reviewed our active travel research and insight to help us understand our audiences and ensure the opportunities for growth shape our communication and behaviour-change strategy.

We found that people's attitudes to cycling change after they start to cycle, rather than the other way around. We must continue to emotionally connect with Londoners who aren't actively considering cycling, and, in doing so, make them want to cycle rather than feel that they should.

Our advertising makes cycling look appealing and shows how it is good for 'you' and good for London too, creating a win-win for Londoners. We will continue in this vein, ensuring our messaging is aligned with our research on motivators, promoting the quality of life, money-saving and the health benefits, while also addressing barriers such as confidence and the physical environment. We will also look at how we can better integrate our active travel and public transport marketing to support people in making the most of London's sustainable transport offer.

Those most interested in taking up cycling are more likely to be aged 25-34, extending to 35-44, and from Black, Asian and other minority ethnic groups. We will use these insights to inform our communications plans to encourage more Londoners to take up cycling, with a particular focus on under-represented audiences.

Some under-represented groups are put off cycling by the perception that it is not for them. Showcasing a wide range of people in our marketing campaigns helps challenge this perception and portrays cycling as something that everyone can enjoy. Our casting is inclusive and deliberately weighted towards women, minority ethnic groups and disabled people and will continue to be so. Identifying appropriate communications channels is also essential to reach the desired audience.



Ride London FreeCycle event celebrates cycling for all

We will run high-profile, large-scale events to inspire people to try cycling. In 2022, RideLondon returned to our streets, with participants coming from all abilities and backgrounds. More than 20,000 people took on challenge rides and tens of thousands more got on their cycles and spent the day at RideLondon FreeCycle – a free family-friendly event that gives everyone the opportunity to explore London on traffic-free streets. Surveys showed the impact of this flagship event, with more than 45 per cent of participants in the family-orientated event saying they are likely to cycle more after attending FreeCycle.

Action 20

Promote active travel for all as a sustainable, enjoyable and healthy mode of transport through an evidence-led approach that focuses on inspiring, informing and influencing Londoners to do more walking and cycling.



Case study: Diversifying our channels

To celebrate and encourage an ever-more diverse cycling population, we partnered with Trace TV, a multimedia platform dedicated to urban and Afro music and cultures, with a particular focus on social inclusion and positive diversity initiatives.

Together, we hosted an influencer bike ride to inspire women of colour to cycle, using our Santander Cycles. Sixteen women took part, many of whom hadn't cycled since childhood and rediscovered the joy of getting around on two-wheels. The influencers shared their renewed enthusiasm for cycling with their followers

- tens of thousands of people from London and elsewhere within communities we know have a huge potential for cycling.

The partnership will continue, with more rides planned with Trace TV and influencers.

'I found cycling with the ladies very therapeutic. Taking part in the bike ride has made me want to cycle more and as a form of transport. My advice for other women considering cycling would be to just go for it. I guarantee you will love it once you do it'

Alexis Economou
Star of Married at First Sight

Delivering our plan

We are committed to delivering this plan at pace to accelerate the uptake of cycling across London, to achieve our vision for a world-class city, where people from all walks of life can enjoy the benefits of cycling in safe and appealing streets.



Achieving our key targets

We are focused on achieving the two key targets that are fundamental to the ambitions of this plan

Our key targets are to:

- Increase cycling levels by a third by 2030 (from 1.2 million cycle journeys in 2022 to 1.6m journeys in 2030)
- Expand the Cycleway network so that 40 per cent of Londoners live within 400m of the network by 2030

These targets will be supported by a coordinated approach to reducing road danger and other known barriers to cycling and a multimodal approach to reduce car dominance. This is essential to reach our ambition for 80 per cent of trips to be made by sustainable modes by 2041.

Funding this plan

Securing funding is key to achieving our vision. Our 2023 Business Plan sets out how we will become the strong, green heartbeat of London. It includes funding of £150m per year for safe and active travel, alongside investment in public transport.

The pandemic had a profound impact on our finances and, while our passenger fares income is growing again, it is not sufficient to fully fund our long-term capital investment. However, thanks to funding arrangements in place with the Government and the Greater London

Authority, we have funding certainty until March 2024. Confirmation of funding is re-energising our Healthy Streets programme, helping to achieve the objectives to improve safety and enable more people to choose sustainable travel options.

The funding settlement with Government includes an average of £80m per year of capital investment to be spent directly by us on walking and cycling schemes as part of our Healthy Streets programme. This includes new cycle routes on our roads, such as Cycleway 50 and cycle routes covering ours and borough roads, such as Cycleway 34.

C9 East

Running from Brentford to Kensington Olympia

C23

From Lea Bridge to Dalston

C34

Running from North Acton to Shepherds Bush

C37

From Hackney to Westferry

C50

From Finsbury Park to Camden Town



We have set out funding to improve our cycling infrastructure



We continue to prioritise sustainable modes for a healthier London

We will also progress the design of another 16km of Cycleways, including:

C9 West

Running from Hounslow to Brentford

C4 Extension

From Greenwich to Charlton

Cycleway 50

Further sections along this route

A new cycle route

Running from Wembley to Wood Lane

There is also £69m per year allocated to London boroughs. This includes, among other things, funding for key cycling interventions such as expanding the Cycleway network, cycle parking, cycle training, and funding to deliver the boroughs' Local Implementation Plans, which set out how each borough will meet the objectives of the Mayor's Transport Strategy.

This includes, but is not limited to, completing the final section of C1 in Enfield and C42 in Barking and Dagenham, and starting construction on:

- The missing section of C4 on Lower Road
- Extending C2 from Stratford to Forest Gate
- Extending C6 from Kentish Town to Hampstead
- Protected cycle lanes on Loughborough Road, Brixton

- Cycleway between Rotherhithe and Peckham
- Completion of C23 from Lea Bridge to Dalston
- A new cycle route from Ealing to Greenford
- Extending C16 extension to Victoria Park via Queen Elizabeth Park
- Cycleway between Brockwell Park and Gipsy Hill
- Continued extension of C38 from Liverpool Road to City Road
- C26 from Leyton to Lea Bridge

Through this pipeline of existing projects, and others still at feasibility and design stage, we will seek innovative ways to deliver more for less without compromising on safety and quality.

This includes greater use of semi-permanent materials and exploring opportunities to expand the Cycleway network through Low Traffic Neighbourhoods.

Other measures funded through our Business Plan aim to improve public transport services, which will help win our customers back and enable us to achieve operational financial sustainability by 2023/24, a key requirement of our funding deal with Government.

Beyond March 2024, we will need ongoing Government support for capital investment, just like every other major transport authority in the world. We will continue to make the case that investing in London's transport networks, including cycling infrastructure, benefits not just London's economy but the whole of the UK, as well as the Government's net zero carbon ambitions.

The funding available for Healthy Streets investment in our 2023 Business Plan is lower than in our 2019 Business Plan. This reflects the current financial pressure we operate under. However, that does not mean the scale of ambition is any lower. Beyond our current funding deal, we will need fair and equitable access to funding for our streets, like the rest of the country.

We will proactively seek third-party funding opportunities, promoting them to our borough partners and, where appropriate, supporting them to develop bids that are aligned with London's strategic transport priorities.

Some boroughs have already secured funding for cycling interventions through the Levelling Up Fund, such as new stepped cycle track on Dagenham Heathway and improved cycling access to Lewisham High Street. Hillingdon and Hounslow have secured funding from the National Highways Designated Fund to improve cycling access to, and around, Heathrow Airport.

As the integrated transport authority for London, we are uniquely placed to support boroughs and make the case for investment to third parties. Our evidenced, integrated approach to planning for walking, cycling and public transport will demonstrate the schemes put forward for funding contribute to the objectives of the Mayor's Transport Strategy.

We will also make greater use of developer contributions to fund cycling infrastructure benefitting new residents, such as the new cycle route planned through Nine Elms and connecting to Cycleway 8, or the recently installed Santander Cycles docking stations in Southwark.

We will look for funding partners to help us make London a byword for cycling, building on existing partnerships, such as our Santander Cycles sponsorship, or our partnership with the London Marathon Charitable Trust, which contributes £2m to our Walking and Cycling Grants London programme.

By diversifying our funding sources, we will improve the resilience of our plan and accelerate the pace of delivery.



We are investing in a greener, healthier London



We will work with our partners to promote cycling

A collaborative approach

We will work hand-in-hand with London boroughs to fulfil the potential of cycling and make it an attractive proposition to all Londoners. With control of more than 95 per cent of London's streets, the boroughs are essential to the expansion of the Cycleway network, the rollout of Low Traffic Neighbourhoods, 20mph speed limits and School Streets, and the provision of cycle parking.

With in-depth knowledge of their areas, boroughs are also best placed to engage and support local communities and businesses in taking up cycling, whether it is through school engagement, support for local cycling groups and clubs, or the provision of cycle training.

We are supporting boroughs with the development and funding of their Local Implementations Plans, which are essential to the delivery of the Mayor's Transport Strategy. We will further strengthen our collaboration by providing technical support and share our latest insights, analysis and guidance.

Beyond the boroughs, we will continue to work closely with other partners, including:

The Metropolitan Police Service

To help achieve Vision Zero and tackle violence against women and girls

Private and academic sectors

To innovate and experiment with the open data that we are providing

Businesses

To help make the economic arguments for growing cycling

Cycling advocates

To continue making the case for investment and promoting the benefits of cycling

London's communities

To drive change in local areas and help all Londoners to share in the benefits of cycling

Developers

To ensure new developments support cycling and other sustainable modes

We will also continue to engage with other stakeholders, including advocacy groups representing people with reduced mobility, to ensure our streets are inclusive and accessible to all Londoners.

At a national level, we will work alongside the newly established Active Travel England. We are developing a collaborative relationship where we can learn from each other and share our experience of planning, designing and delivering world-class active travel infrastructure.

Together, we look forward to making a strong case for investment in walking and cycling across the country, as well as in London.

Tracking progress

Increasing participation in cycling across London, and among traditionally under-represented groups, will take time as it requires a step-change in the provision of cycling-friendly streets, as well as overcoming deep-rooted barriers.

We will continue to monitor progress towards the targets of this plan, reporting every year in our Travel in London report. This includes tracking the demographic profile of people cycling in London, enabling us to assess the impact of the plan on the diversification of the cycling population.

We will also continue to monitor the impact of our investment in cycling, to build an even stronger picture of what interventions are most effective in getting new people cycling.

This will be complemented by bespoke customer research to further develop our understanding of the barriers and motivators to cycling, which we review regularly to ensure our strategy to increase cycling levels is based on the latest evidence.

About us

Part of the Greater London Authority family led by Mayor of London Sadiq Khan, we are the integrated transport authority responsible for delivering the Mayor's aims for transport. We have a key role in shaping what life is like in London, helping to realise the Mayor's vision for a 'City for All Londoners' and helping to create a safer, fairer, greener, healthier and more prosperous city. The Mayor's Transport Strategy sets a target for 80 per cent of all journeys to be made by walking, cycling or using public transport by 2041. To make this a reality, we prioritise sustainability, health and the quality of people's experience in everything we do.

We run most of London's public transport services, including the London Underground, London Buses, the DLR, London Overground, Elizabeth line, London Trams, London River Services, London Dial-a-Ride, Victoria Coach Station, Santander Cycles and the IFS Cloud Cable Car. The experience, reliability and accessibility of these services is fundamental to Londoners' quality of life.

We manage the city's red route strategic roads and, through collaboration with the London boroughs, we are helping to shape the character of all London's streets. These are the places where Londoners travel, work, shop and socialise. Making them places for people to walk, cycle and spend time will reduce car dependency, improve air quality, revitalise town centres, boost businesses and connect communities. As part of this, our expanded Ultra Low Emission Zone and fleets of increasingly environmentally friendly and zero-emission buses are helping to tackle London's toxic air.

During the pandemic, we took a huge range of measures to ensure people were safe while travelling. This included extensive cleaning regimes across the public transport network and working with London's boroughs to introduce the Streetspace for London programme, which provided wider pavements and cycle lanes for people to walk and cycle safely and maintain social distancing. London's recovery is vital to the UK's recovery as life returns to normal. We want to ensure London avoids a car-led recovery and we continue to reassure people the capital and our transport network is safe and ready for them.

We have constructed many of London's most significant infrastructure projects in recent years, using transport to unlock much needed economic growth. This includes major projects like the extension of the Northern line to Battersea Power Station and Nine Elms in south London, as well as our work at Barking Riverside and the Bank station upgrade.

Working with the Government, we opened the Elizabeth line in time for Queen Elizabeth II's Jubilee. This transformational new railway adds 10 per cent to central London's rail capacity and supports the delivery of high-density, mixed-use developments, which are planned around active and sustainable travel to ensure London's growth is good growth. We also use our own land to provide thousands of new affordable homes and our own supply chain creates tens of thousands of jobs and apprenticeships across the country.

We are committed to being an employer that is fully representative of the community we serve, where everyone can realise their potential. Our aim is to be a fully inclusive employer, valuing and celebrating the diversity of our workforce to improve services for all Londoners.

We are constantly working to improve the city for everyone. This means using information, data and technology to make services intuitive and easy to use and doing all we can to make streets and transport services accessible to all. We reinvest every penny of our income to continually improve transport networks for the people who use them every day. None of this would be possible without the support of boroughs, communities and other partners who we work with to improve our services. By working together, we can create a better city as London's recovery from the pandemic continues.

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