

TRANSPORT FOR LONDON

SURFACE TRANSPORT PANEL

SUBJECT: CYCLING INITIATIVES

DATE: 24 FEBRUARY 2009

1 PURPOSE AND DECISION REQUIRED

1.1 This paper informs the Panel on the future direction of TfL's programme for cycling activities. The paper details the change in direction from a network to corridor-based approach to delivering cycle facilities in line with Mayoral policy.

2 BACKGROUND

2.1 TfL's cycling programme covers infrastructure improvements on the Transport for London Road Network (TLRN) and borough roads, promotional activity and the integration of cycling into other initiatives. The profile of cycling has never been higher; this stems from the success of the programme to date in meeting high-level objectives and encouraging modal shift, and the attendant political and financial support.

2.2 The effectiveness of investing in cycling has been demonstrated by developing clear linkages between objectives and actual results. The investment in cycling to date has enabled TfL to meet its objective, of an 80 per cent increase in 2000 cycling levels by 2010, early. The target was met in 2006/07 followed by a 91 per cent increase to 2007/08.

3 EXISTING INITIATIVES

TfL's existing cycling activities alongside the success measured in 2007/08 are summarised below.

3.1 Cycle Parking

- (a) **At stations:** A co-ordinated plan for delivering cycle parking at all suitable Underground, Rail and DLR stations, and river piers.
- (b) **On-Street:** A programme to provide secure and free cycle parking on street (borough and TLRN) to meet the demands of cycle commuters and leisure users.
- (c) **Parks:** Off-street cycle parking for which users pay a fee for improved safety and security (e.g. Finsbury Park). Maintenance and repairs can also be provided on-site.

In 2007/08, TfL delivered 147 on-street cycle parking schemes with approximately 40,000 spaces (20,000 stands) installed on borough roads, the TLRN, stations and other locations since 2000.

- 3.2 **Cycle Training:** The London Cycle Training Partnership ensures co-ordination of school requests for free cycle training through the boroughs and Local Implementation Plan (LIP) funding requests to TfL. In 2007/08, cycle training for 20,000+ children was delivered. Training is also available for adults.
- 3.3 **London Cycle Network Plus (LCN+):** A 900km strategic cycle network across London, with borough sections (~700km) managed by the London borough of Camden (acting on behalf of TfL) and TLRN sections (~200km) managed by TfL. The delivery focus is now towards cycle highways in line with Mayoral policy. In 2007/08, 75km of the LCN+ was implemented with 600km+ of 900km now in place.
- 3.4 **Local Access:** small scale interventions on borough roads and the TLRN that offer significant safety and / or access benefits for cyclists (e.g. road closure, “no entry” and “one-way” exemptions).
- 3.5 **School Cycle Parking Programme:** provision of parking stands, shelters and lockers at schools and colleges across London. In 2007/08, the 10,000th space under the School Cycle Parking programme was delivered with 12,000+ spaces now implemented.
- 3.6 **Cycling on Greenways:** the provision or improvement of largely off-road paths and tracks that are suitable for use by cyclists and pedestrians. In 2007/08, 22km of Cycling on Greenways were implemented.
- 3.7 **Cycles and HGVs:** Partnership working with the freight industry and the Police to understand better the issues involved and actions required to address the safety matters arising from conflicts between large vehicles and cyclists.
- 3.8 **“Share the Road”:** A TfL-led partnership working to reduce anti-social and illegal activities by cyclists and other road users through awareness raising and enforcement campaigns.
- 3.9 **Marketing Initiatives:**
- (a) London’s Annual Walking and Cycling Conference (Next in April 2009).
 - (b) “You’re Better Off by Bike” (Promotional campaign encouraging behavioural change and modal shift).
 - (c) London Cycle Guides (The third edition of the London-wide cycle maps was published in 2007/08).

4 FUTURE DIRECTION

Transport 2025

- 4.1 In 2006, TfL set out its strategic long term vision for transport in Transport 2025. In the light of the projections for cycling (and walking) set out in this document and given the success achieved under the walking and cycling programme, a Strategic Review of Walking and Cycling was commissioned in 2007.
- 4.2 The Strategic Review suggested that the T2025 projection for cycling, a 400 per cent growth over 2000 levels by 2025, is attainable. Achieving this is dependent on unlocking the growth potential for cycling in London and the review identified that up to 70 per cent of this lay in inner and outer London. Thus future

measures need to be tailored to meeting the specific needs and characteristics of these areas.

New initiatives

- 4.3 Three new programmes have been identified that are closely aligned to Mayoral commitments as set out in “*Way to Go!*” - cycle hire, cycle highways and cycle hubs.

5 CYCLE HIRE

- 5.1 See separate panel paper.

6 CYCLE HIGHWAYS

Background

- 6.1 Cycle Highways are a set of twelve, high-profile radial routes that will provide a safe, convenient and fast way into central London.
- 6.2 They will include measures ranging from engineering interventions and other innovative measures including marketing, training, promotional packages, and additional facilities at home and work to encourage people to cycle.
- 6.3 Cycle Highways will be safe, continuous, direct, visible, comfortable, informative and value for money.

Progress

- 6.4 A range of workshops has been held to define further the concept and identify risks and potential benefits.
- 6.5 Routes are currently being scoped for delivery by 2012.
- 6.6 An announcement on cycle highways is expected at the Cycling and Walking Conference in April.
- 6.7 One or two routes will be selected as demonstration routes in the first instance.
- 6.8 Stakeholder engagement and consultation is due to start in the next few weeks.

Costs

- 6.9 Current preliminary cost is estimated at £1-1.3m per km of route. Work is currently ongoing on detailed costing.

7 CYCLE HUBS

- 7.1 A hub is a series of improvements to facilitate cycle journeys in a locality. Hubs address local access issues in inner and outer London and link with a range of quality of life issues in these suburbs.
- 7.2 Cycle Hire and Cycle Highways will not serve short local trips in these areas.
- 7.3 TfL will work closely with boroughs and other partners, e.g. Health authorities, on local, area-based solutions.

8 CONCLUSION

- 8.1 Significant progress has been made on the two high profile Mayoral initiatives of cycle hire and cycle highways. These initiatives form part of an overall comprehensive package of cycling improvements.

9 RECOMMENDATION

- 9.1 The Panel is asked to NOTE the report.

10 CONTACT

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