

Getting on your bike

Supporting residents and visitors by providing equal access to parking for everyone, including cyclists with disabilities. Provide maintenance areas to support residents and visitors to repair and maintain their cycles.

People need to have somewhere secure and weatherproof to keep their cycles when not in use. Before you set off on a ride, you want to be confident that you will have somewhere to lock your bike when you reach your destination. Both long- and short-term parking needs to be increased in Southwark, especially for users of larger or adapted cycles.

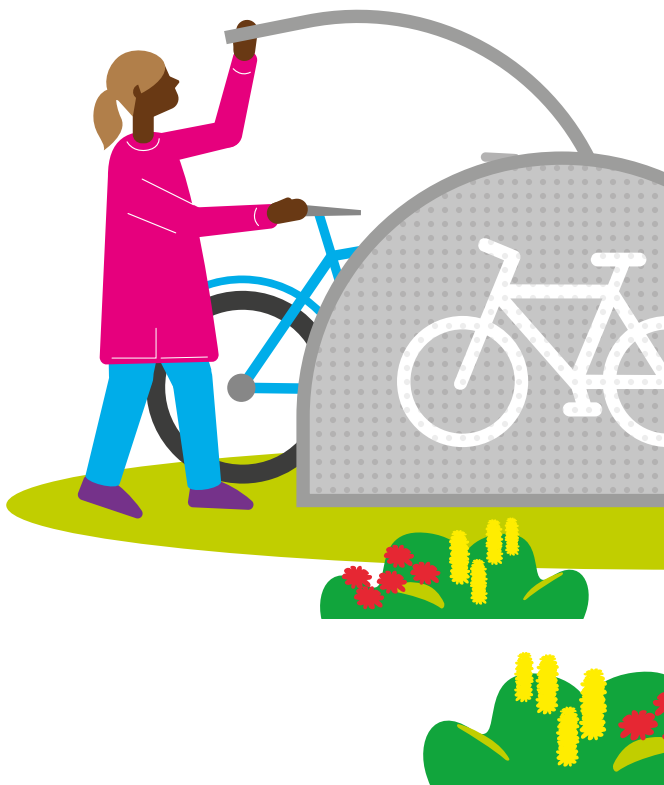


Objective 4. Providing long-term cycle parking

The majority of our residents live in flats or maisonettes¹, most of which were built without dedicated bike storage. Many people also lack a private garden, or are unable to build such storage due to space or they are renting. To help address this problem, we have installed 650 cycle hangars on our highways, providing over 3,900 secure parking spaces for residents as of July 2023.

Current cycle hangars only offer parking for standard two-wheeled bicycles. This is also often true of cycle storage in private residential development. The design of cycle storage often assumes that all cyclists are able-bodied – and overlooks areas where bikes might have to be lifted up kerbs or taken through heavy doors. To ensure cycling is accessible to all, we need to make cycle parking accessible to all.

In line with Streets for People, we will expand our offer in regard to disabled parking spaces, providing secure storage for adaptive cycles and mobility scooters instead of only motor vehicles.



What we will do:

- 4.1** Accelerate the delivery of Streets for People is to continue to **deliver cycle hangars** so everyone who needs it can access secure storage on the highway. We will expand the programme to provide for all types of cycles. Parking will be located so it is directly accessible from the street or cycle route, without having to carry bikes up kerbs or over obstacles.
- 4.2** Give disabled residents the option of requesting an **accessible, convenient and secure cycle store for an adapted bike**, as we already do with motor vehicles, and stated in Streets for People. We will also deliver cycle hangar storage for cargo and larger bikes.
- 4.3** Update our planning policy so that new private developments will also **provide cycle parking in quantities that align to capacity of bedrooms that can be accessed by all**, including ensuring that every home has space for a cargo or family cycle. Cycle storage will include charging facilities for users of micromobility or e-bikes.
- 4.4** **Deliver high-quality cycle parking for tenants on council-owned housing estates.**

Objective 5. Providing short- and medium-term cycle parking

Having somewhere to park at the end of a journey is as important as having somewhere to park at the start of the journey. Short-term cycle parking, found in places like town centres and near railway stations, is often insufficient and difficult-to-use. A lack of suitable or well located cycle parking discourages people from making these local journeys by bike, especially since car parking is often provided in higher numbers, in better locations and is easier to use.

To deliver the modal shift set out in Streets for People, we need to provide cycling parking in abundant quantities at the best locations in our town centres and across the borough. Streets for People aims to reduce car journeys and increase cycling, by improving our cycle parking network to encourage more drivers to switch to cycle journeys.

When cycle parking has been provided it has often been located as an afterthought, in any place it will fit. This can lead to less convenient cycle journeys and parked bikes blocking pedestrians. This problem is even worse if someone tries to park a larger bike, such as a family bike or a tricycle, the needs of which are rarely considered. We will ensure that cycle parking does not block the footway or inconvenience pedestrians.

We have these problems because a lot of Southwark was built before considering the needs of people travelling by cycle. As we have updated planning requirements, this problem has lessened. We aim to resolve this issue by updating requirements further and utilising space previously used for cars.

What we will do:

- 5.1** Provide **convenient cycle parking as close as possible to every destination in the borough**, closer than motor vehicle parking where possible. It will serve every type of cycle and be easy to access directly from the nearest cycle route, without needing to carry bikes over kerbs or navigate obstacles.
- 5.2** Ensure that **cycle parking is better provided and designed**. It will be designed considerably, so there is plenty of space to park any bike without blocking pedestrians.
- 5.3** Ensure that planning policy continues to require high levels of cycle-related infrastructure including short and medium- term parking, showers, changing rooms and drying rooms. This ensures that when new retail and employment areas are built, or existing ones are redeveloped, **visitors and workers have the option of travelling by bike**.
- 5.4** **Future-proof our cycle parking network** by building capacity for the future, ensuring plentiful parking is available now, to meet and surpass current demand.



Objective 6. Future-proofing our cycle requirements

Demand for short-, medium- and long-term cycle parking often occurs in the same place: where people want to meet their friends; in town centres, at friends homes, employment and retail areas. Co-locating the different types of cycle parking in the same location helps support every type of cycle journey.

We will provide mobility hubs that may include the following, dependent on the needs of the area: parking bays for micromobility and all types of cycles, cargo bike and other rental cycle options, places to rest, maintenance areas and secure long term cycle parking for nearby residents. We will also ensure that there are areas reserved for those servicing these hubs. These hubs will be delivered across the borough to support the aims of Streets for People. This includes providing space for communities and nature. To help repurpose our streets from places for motor vehicles to spaces for people to spend time in.

If people do not have access to a private garden to store their bike, they are unlikely to have a suitable space to maintain them either, making it harder to deal with even small problems like a punctured tyre or loose gear cable. We will address this by providing maintenance facilities when we deliver cycle hangars and estate parking. We will also update our policies to ensure private developers deliver the same.



What we will do

- 6.1 Deliver a network of mobility hubs** across the borough on our streets and estates. They will be in every neighbourhood and near to every major destination, designed to meet the specific needs of each location.
- 6.2 Provide various facilities for cyclists at the hubs**, such as parking for different types of bikes for different lengths of time, vehicle rental bays, and a maintenance space. They could also include benches and wayfinding tools.
- 6.3** Where significant new cycle traffic is generated as part of private developments, **we will expect developers to contribute the same facilities**, including public seating, water fountains and shower facilities for employees.
- 6.4 Future-proof our cycling facilities** to match demand now and include provision for the future.

