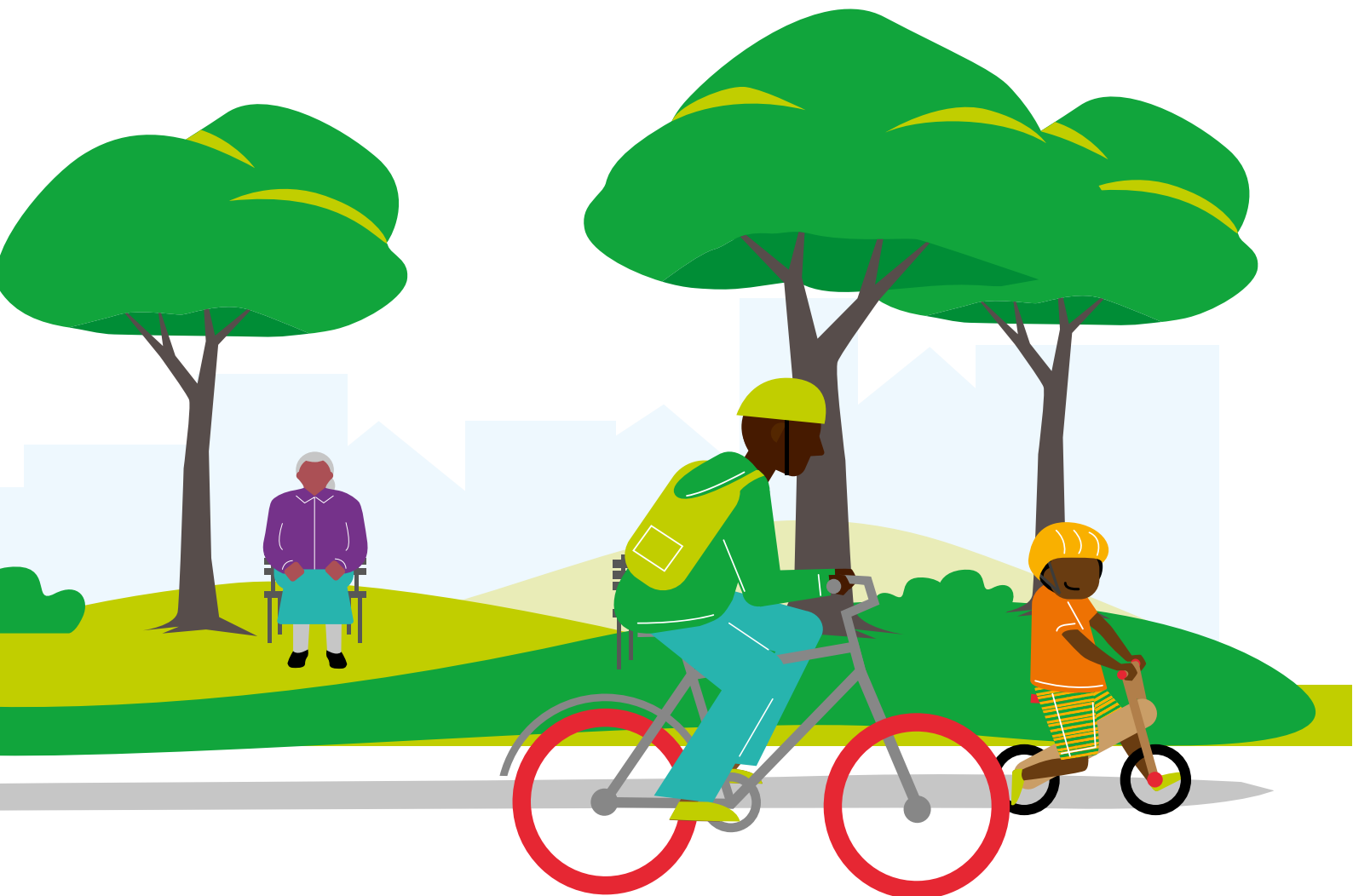


# Getting ready to ride

Providing support and training to enable and improve access to cycling.

In line with Streets for People, we want to increase cycling whilst decreasing car journeys. Increasing access to bikes and cycling is a quick thing we can do in the short-term to support the shift from cars to cycling. The more people in the borough can cycle, the more people will benefit from other investments in cycling.

We will improve access to cycling by focusing on improving skills, reducing the cost of cycling and increasing access to hire schemes.



## Objective 1. Improving cycling skills

We want to improve people's cycle skills, because not everyone grew up with the opportunity to learn how to cycle. Some people may not have had a chance to ride a bike for years and may need help regaining their confidence.

Providing cycle training and other opportunities to improve cycle skills will encourage more people to ride. A fresh start, such as starting at a new school or job, is the most effective time to take up a new habit, like cycling, if provided with the right support.

Becoming a comfortable cyclist isn't just about learning to ride. You also need to know what to do if something goes wrong. This includes routine maintenance, like oiling your chain and inflating tyres, but also fixing punctures and loose cables on the go, so you can get going again if things go wrong.

Having someone to cycle with can also help people gain experience and confidence so we need to provide opportunities for this as well.

### What we will do:

- 1.1 Provide cycle training for all children** in our schools. We will expand this to include specialist types of cycle where these are more suited to the child's needs.
- 1.2 Continue our programme of adult cycle training**, so it is available to anyone that wants it. This will also include all types of cycle.
- 1.3 Make sure cycle training includes maintenance skills**, so people can keep riding long-term.
- 1.4 Develop supervised cycle-to-school routes** for our schools to give children the opportunity to develop their skills in a safe environment.
- 1.5 Encourage employees to cycle to work, and to learn from our experiences of encouraging our staff to use active travel.** We will also support organisations to deliver their own schemes, such as Southwark Cyclists, whose Cycle Buddies scheme pairs experienced cyclists with newer riders to help them gain experience.
- 1.6 Cycle instructors to be well paid and valued for providing a key service by increasing access to cycling.**



## Objective 2. Making cycling affordable

A bike is cheaper to run than a car but cycling does involve an upfront cost. This upfront cost can make it cheaper to use public transport in the short term, trapping people in paying more to travel. To deliver cycling for all, we need to help make cycling more affordable. This includes access to important accessories such as locks.

Cycle freight is often cheaper than relying on van freight. However, the initial investment and learning curve involved with adopting a new process means some businesses consider it too much of a risk. Similar issues can prevent families from switching to cargo bikes to replace cars, with initial investment being a barrier.

In both cases, we can support businesses and families by limiting the upfront costs and by offering opportunities to try out cargo bike or similar vehicles.

### What we will do:

- 2.1** Continue to work with providers that allow residents to **try cycling without having to make a long-term commitment.**
- 2.2** Support organisations that **give young people access to refurbished bikes and the skills needed to maintain them.**
- 2.3** **Increase cycle freight by better considering the needs of cycle freight as part of street design,** and support the use of sustainable freight when considering servicing and delivery plans. We will use our role as a major employer and procurer within the borough to help grow the cycle freight market.
- 2.4** Investigate how we can help to reduce cost barriers to cycling by **including cycling accessories to affordability schemes.** Items such as locks, lights and safety equipment are key to enabling cycle journeys.
- 2.5** **Keep cycle parking cheaper than car parking** so that nobody is penalised by making responsible transport decisions.



## Objective 3. Providing cycle hire options

Cycle and micromobility hire schemes are useful ways to provide and increase access to bikes and other similar vehicles. They let people try cycling without having to make a major investment, or access specialist types of bikes, like cargo bikes, they need infrequently. Improving these options helps deliver multiple Streets for People objectives, leading to an increase in cycling and healthier streets.

Such hire schemes however need to be properly managed. Inconsiderately parked bikes can block routes for pedestrians and other cyclists and have a negative impact on other road users. They also require dense networks of parking to provide a viable alternative to private car use. All cycle parking will be located on the carriageway unless in exceptional circumstances and where it will be provided on the pavement in the street furniture zone, so it does not get in the way of the pedestrian desire line.



### What we will do:

- 3.1** Continue to **support the expansion of TfL's cycle hire scheme**
- 3.2** Continue to **support the trial of e-bikes and e-scooters**. Work with TfL and neighbouring boroughs to identify key lessons from the schemes and identify issues for future improvement.
- 3.3** Continue to **deliver dedicated parking bays for e-bikes and e-scooters** so there is always a convenient place available near the start and end of every journey. This parking will be located on the carriageway, except in exceptional circumstances.
- 3.4** Collaborate with providers, as well as using our enforcement powers where necessary to **stop antisocial behaviour and inconsiderate parking** by users of hire schemes.
- 3.5** **Support the delivery of hire schemes for other types of cycle and micromobility**, so there are options for everyone.
- 3.6** Cargo/family bikes can be an effective alternative to owning a motor vehicle when it comes to carrying passengers or shopping. We will build on the schemes we run to expand the offer and **deliver a rental cargo bike in every town centre**.
- 3.7** Investigate how best to **support long term cycle rental schemes**.

