

Item: 7	Classification: Open	Date: 22 July 2024	Meeting: Environment Scrutiny Commission
Report title:		Lime and Southwark	
Ward(s) or groups affected:		All	
From:		Jack McKenna, Senior Public Affairs Manager UK and Ireland, Lime	

Lime and Southwark

Phase 1 of our Southwark service has been a huge success, with both trip numbers and user numbers increasing exponentially to record-breaking levels each month. The record-breaking popularity and usage of micromobility and shared e-bikes in the borough is a direct result of the Council's design of the service, which has maximised vehicle availability and access for users, which in turn maximises both the benefits of cycling for residents and the positive impact on achieving the Council's ambitious goals on climate, the environment, active travel and mode shift. Ensuring adequate and convenient vehicle availability to meet user demand through Preferred Parking rules as enforced in Southwark is absolutely essential to maximising the benefits that shared e-bikes deliver in terms of health, climate and environment and mode shift, in addition to women's safety, improving access to transport in underserved parts of the borough and boosting cycling amongst under-represented groups.

Moving forward, Lime is committed to working with Southwark to deliver a long term and mutually beneficial partnership, supporting the Council in achieving its goals on climate, the environment and active travel.

Share the Joy

Lime has teamed up with the London Cycling Campaign and Loud Mobility to launch a new £100,000 'Share the Joy' fund to increase cycling within underrepresented groups and deliver equitable access to its benefits.

The Share the Joy fund will support organisations and community groups who are improving a) Accessibility and Inclusion, b) Health and Wellbeing and c) Skills and Connectivity across London through cycling. Funded by Lime, this community cycling fund is managed by London Cycling Campaign with support from Loud Mobility.

The first cohort of fund recipients are each receiving £2500 to support things like core costs, project costs and new equipment. The first recipients of the funding include Cycle Sisters, London Bike Kitchen, Wheels for Wellbeing, and Londra Bisiklet Kulübü , a Turkish and Kurdish focused cycling club that provides cycle training sessions and bike maintenance sessions to community members.

The fund is designed to support organisations and community groups who are working to increase equitable access to the benefits of cycling. Many of the grants

are urgently needed and will be immediately put to use. This is just the start of a very exciting project and the next round of fund grants will take place in September 2024, with three more before the end of 2025.

You can read more examples of organisations who received funds in the first cohort in the Share the Joy coffee table

book: <https://www.loudmobility.co.uk/campaign/share-the-joy#book>.

Changing Spaces

Earlier this year, Steer and Centre for London published a report on tackling London's shared e-bike parking challenge.

London is missing out on tens of thousands of emission-free journeys per day from rental e-bikes, as demand for cycling exceeds space to park bikes. In comparison, more than 1 in 3 car drivers in London use their cars for trips that are shorter than 1 mile, but on-street car parking in London takes up a space equivalent to 10 Hyde Parks.

By working together with local authorities and campaigners, Lime is committed to reimagining our cities, reallocating our shared space away from cars and towards bikes. This is essential to creating a greener Southwark that prioritises our environment and climate, improves our air quality, reduces emissions and promotes carbon-free and active travel.

Steer and Centre for London recommend the implementation of a single Mandatory Parking Zone in central London boroughs, together with a Flexible Parking Zone across less central London boroughs. The report also recommends the utilisation of shared and expanded cycle stands as parking locations.

In Flexible Parking Zone boroughs, parking locations should be implemented in high demand areas (e.g. high streets and transport hubs) to prevent street obstructions, whereas outside of these areas users will be required to park considerately (enforced by mandatory end trip photos). In less central boroughs providing a usable bay network for users (25 bays per sq. km) in low density residential areas is neither practical nor affordable.

The Flexible Parking Zone approach enables a borough such as Southwark to mandate grouped parking in high-usage and high-footfall areas whilst maximising the benefits of cycling in terms of usage, convenience and access in all other areas. Mandatory Parking Zones also require significant up-front infrastructure costs and time to implement a bay network and work through consultations, TMOs and other processes. The benefits of shared e-bike schemes are only realised under Mandatory Parking Zones if sufficient density (25 bays per sq. km) is achieved - something which no London borough has managed.

You can read the report and recommendations

here: https://uk.steergroup.com/sites/default/files/2024-05/E-bike_parking_bay_gap_analysis_report.pdf