

**CAMCYCLE**



## Cycling to Work Policy

**Enabling more people to cycle to work is essential for reducing congestion and air pollution. It delivers many benefits to local employers and their staff, such as reliable journeys and a healthier, happier and more productive workforce.**

Cycling to work is an easy and straightforward way for people to integrate cycling into their lives. Regular cycling improves mental and physical health. People who cycle to work often enjoy a better quality of life because of it. The time periods in which most people travel to and from work are the busiest for traffic, so more people choosing to cycle to work rather than driving would significantly help to reduce congestion and air pollution, benefitting population health and contributing to reducing climate change. Increased numbers of people cycling to work creates more vibrant, richer and friendlier communities.

Choosing to drive over cycling is often based on habit and relative convenience and attractiveness. Cars are perceived to be flexible, private and secure. To reduce car-based commutes cycling to work must be made equally or more convenient and attractive.

Cycling to work feeds into Camcycle's broader vision for a thriving, sustainable region. Camcycle would like to see more people cycling to work and a safer and better experience for those who do. This includes a commuter's experience before and after, as well as during, the journey to work.

### **Policy asks:**

- 1. A safe, accessible, direct and comprehensive cycle network must be created and maintained to encourage more people of all ages and abilities to cycle**
- 2. Safe, secure and accessible cycle parking is a necessity both at the workplace and at home**
- 3. Dedicated facilities, and engagement and educational schemes should be funded to make cycling a viable alternative for all**
- 4. Transform attitudes through a positive and inclusive cycling culture**

- 1. A safe, accessible, direct and comprehensive cycle network must be created and maintained to encourage more people of all ages and abilities to cycle**

When cycling is quick and direct, it can often be faster than driving. Many people who would otherwise cycle to work are put off by actual and perceived danger and inconvenience.

- *A network of safe cycleways must be created across the region, with safe junctions giving cycle priority. Cycle traffic should be separated from pedestrians as much as possible. Local government must prioritise dedicated cycling infrastructure as the region continues to develop.*
- *All infrastructure must be accessible and inclusive of different vehicles and users, as laid out in Camcycle's Inclusive Cycling Policy. All new infrastructure should be designed to be inclusive and old infrastructure should be retro-fitted to accommodate non-standard and out-sized cycles.*
- *Developers designing new and existing sites (both workplaces and residential developments) should provide space for cyclists as a priority.*
- *Employers should work with local councils and developers to improve cycling infrastructure on and around their sites.*
- *The cycle network should be designed to serve a variety of journeys and destinations to facilitate effective multi-stop trips.*

## **2. Safe, secure and accessible cycle parking is a necessity both at the workplace and at home**

If people have to spend a lot of time searching for somewhere to lock up their cycle at work or if there is nowhere at their home to easily store and access their cycle, they may opt for another mode of travel. Cycle parking must be safe and secure because the risk of theft puts many people off cycling.

- *Cycle parking must be provided at or near places of work. Employers have a public responsibility, as well as a direct responsibility to employees, to provide parking infrastructure which facilitates cycling to work. Securely mounted Sheffield A-frame stands should be used as the first choice for cycle parking (see our Cycle Parking Policy for more information). This parking should be secure, accessible and able to accommodate non-standard and out-sized cycles.*
- *Local authorities should provide secure on-street cycle parking in dense residential areas where lack of off-street cycle parking could be a barrier to cycling to work.*
- *Local authorities should provide safe, secure and accessible public cycle parking at transport hubs.*
- *As a principle more cycle parking space should be created than currently needed to allow flexibility, space for growth and to reduce the time people spend looking for a space.*

- *National government should provide police with the resources to protect cycle-users against theft. Properly monitored CCTV in popular cycle parking locations, alongside adequate law enforcement, should be used to protect bicycles from theft. This will become more important as the number of e-bikes and e-cargo bikes increases.*

### **3. Dedicated facilities, and engagement and educational schemes should be funded to make cycling a viable alternative for all**

- *Employers should provide storage, shower and changing facilities which allow employees to feel comfortable on the bike and in the office. The lack of such facilities makes cycling a less attractive option.*
- *Employers should undertake an annual assessment of how employees travel to work and judge whether they provide sufficient support for sustainable and active transport. Linking cycle-to-work initiatives to modal shift targets has been shown to be effective.*
- *Local and national governments should invest in schemes and grants which make it easy and affordable to buy or hire a cycle. Programmes which develop people's skills in road safety and cycle maintenance are also desirable. These initiatives should be simple to understand and make use of.*
- *Employers should promote and participate in these local and national schemes to make cycling to work more accessible to employees.*
- *Bikeability schemes at schools and other forms of safe cycling education for all ages form important parts of a transition to healthy and sustainable commute modes.*

### **4. Transform attitudes through a positive and inclusive cycling culture**

- *National and local cycle-to-work campaigns and social initiatives should be devised and supported in an ongoing manner to encourage uptake.*
- *Employers should facilitate Bicycle User Groups (BUGs) within workplaces which can support cyclists, bring cyclists together, and promote cycling to work.*
- *Cycling can be promoted by car parking restrictions, workplace parking levies and congestion zones. Such policies can encourage those who do not need to drive to opt for more healthy and sustainable modes.*

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**To provide feedback on this draft policy please contact Camcycle at [contact@camcycle.org.uk](mailto:contact@camcycle.org.uk)**