

From: Stop Killing Cyclists

Dear Scrutiny Committee on Active Travel and Cycling

Thank you for agreeing to our request for an invite to the December 8<sup>th</sup> Scrutiny Committee. We would like to submit the following comments to your scrutiny of the Cycling "Strategy".

- \* It should propose genuine budget of at least £10 million/annum.
- It should have a map of a fully integrated segregated cycle network.
- It should include a map of the existing London Cycle Network routes introduced by Ken Livingstone.
- A map of all the cycle routes should include the cycle routes that were in the Peckham & Nunhead Area Plan but which were eliminated last year in new plan.
- It should include a commitment to a programme of physical left hand turn protections being installed on Southwark's junctions - this is where cyclists are being killed and seriously injured most often in Southwark but the "strategy" is silent on it.
- The strategy should commit to the Mayoral Segregated Superhighway on Blackfriars Road being extended via a segregated cycle route through new Aylesbury Estate and Heygate Estates.
- It should set out a plan and target to switching the council's own staff travel within the borough to cycling from cars.
- It should NOT prioritise routes going through parks but instead take space from motorised traffic for cycle routes - thus avoiding conflict with park users and parents with kids.
- It should clearly reverse the councils opposition to a segregated route going north at the northern Elephant & Castle and support it instead. The council's insistence on 8 years olds using the main road at this junction beggars belief.
- The strategy fails to even mention major dangerous junctions such as the southern Elephant junction. It should therefore set out proposals and time scale to make all our major junctions safe enough for 8 year olds to use.
- It should include measures to address cycle interchanges with public transport (buses / trains) and how to make it easier to do so.
- It should set out how the council will replace the massive loss of thousands of cycle parking spaces due to removal of railings across the borough.

- The strategy should set out clearly that the council will abandon its refusal to use different coloured paint from the pavement/road surface to indicate cycle lanes. (They are insisting cycle lanes (e.g. on Rye Lane) being the same colour as the footpath space they are on! This means pedestrians think cyclists are breaking the law when they are not.)
- The strategy should renew the Southwark Plan commitment to all new developments and transport infrastructure to including space for cycling. Deleting this from the Strategy de facto takes us back 20 years.
- The plan fails to address making residential areas safer for kids cycling. It should set out a strategic map of where it will introduce home zones to protect kids from rat runs through the residential areas.
- The plan should include a map of all one way streets in the borough and lay out a timescale to install a contra-flow in all of them as the Corporation of London already has.

To summarise - making positive friendly statements about cycling is not a strategy. This document is meaningless and should be completely re-written as a proper genuine strategy."

**Many thanks**

**Donnachadh McCarthy FRSA**

Co-organiser Stop Killing Cyclists

[www.stopkillingcyclists.org.uk](http://www.stopkillingcyclists.org.uk)