

Environment Scrutiny Commission

Monday 14 October 2024
7.00 pm
160 Tooley Street, London SE1 2QH

Membership

Councillor Margy Newens (Chair)
Councillor Graham Neale (Vice-Chair)
Councillor Leo Pollak
Councillor Reginald Popoola
Anna Colligan
Simon Saville
Councillor Sabina Emmanuel
Councillor Bethan Roberts

Reserves

Councillor Rachel Bentley
Councillor Adam Hood
Councillor Youcef Hassaine
Councillor Darren Merrill
Councillor Naima Ali
Councillor Sunil Chopra
Councillor Esme Dobson

INFORMATION FOR MEMBERS OF THE PUBLIC

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Contact Julie Timbrell on 020 7525 0514 or email: julie.timbrell@southwark.gov.uk

Members of the committee are summoned to attend this meeting

Althea Loderick

Chief Executive

Date: 6 October 2024



Environment Scrutiny Commission

Monday 14 October 2024
7.00 pm
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Order of Business

Item No.	Title	Page No.
1.	APOLOGIES	
	To receive any apologies for absence.	
2.	NOTIFICATION OF ANY ITEMS OF BUSINESS WHICH THE CHAIR DEEMS URGENT	
	In special circumstances, an item of business may be added to an agenda within five clear working days of the meeting.	
3.	DISCLOSURE OF INTERESTS AND DISPENSATIONS	
	Members to declare any interests and dispensations in respect of any item of business to be considered at this meeting.	
4.	MINUTES	
	To approve as a correct record the Minutes of the meeting held on 22 July, to follow.	
5.	TEMI LATEEF, MY CHOICE/ BLACK RIDERS ASSOCIATION	
	Temi Lateef, founder of My Choice and Black Riders Association will attend to present.	
	He will contribute to the review on Environmental Health - the health and wellbeing impacts of active travel and improved access to nature and how these can be extended through our borough.	

6.	STREETS FOR PEOPLE: WALING AND CYCLING PLANS	1 - 46
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As part of our Streets for People strategy the council have now agreed plans to make walking, wheeling and cycling quicker, easier and safer for everyone in the borough.

These will be discussed with reference to the scrutiny review on Environmental Health.

Walking Plan (enclosed)

Building on significant work already underway, the Walking Plan prioritises pedestrians. It sets out how we will improve streets and paths for everyone, young and old, including:

- people with mobility issues
- people who use wheelchairs or mobility scooters
- the visually-impaired
- people with children or pushing prams

Cycling Plan(enclosed)

The Cycling Plan sets out to create a network of safe and accessible streets and routes for all types of cycles, ensuring Southwark is a borough in which everyone who would like to cycle, can.

7.	INTERVIEW WITH THE CABINET MEMBER FOR CLEAN AIR, STREETS & WASTE	47
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The Commission will interview Councillor James McAsh, Cabinet Member for Clean Air, Streets & Waste, whose portfolio is enclosed.

8.	BIODIVERSITY SCRUTINY REVIEW	
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The draft report is to follow.

9.	WORK PROGRAMME	
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The work programme is to follow.

DISCUSSION OF ANY OTHER OPEN ITEMS AS NOTIFIED AT THE START OF THE MEETING.

EXCLUSION OF PRESS AND PUBLIC

The following motion should be moved, seconded and approved if the sub-committee wishes to exclude the press and public to deal with reports revealing exempt information:

“That the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in paragraphs 1-7, Access to Information Procedure rules of the Constitution.”

Walking plan

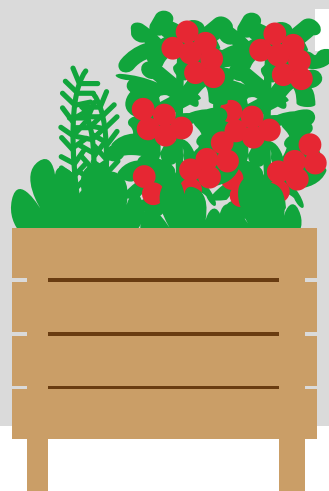


STREETS FOR PEOPLE

LONDON BOROUGH OF SOUTHWARK

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Vision for Walking

By 2030, Southwark will be well on its way to becoming a borough built for pedestrians. When you step out of your house you are met with a quiet, comfortable and safe environment. There is space to stop and talk to your neighbours. If motor vehicles are passing by, they are infrequent and moving slowly.

Heading into town to do your shopping or just running some errands will be easy. The route is level, clear and free from obstruction. There is also a scenic route through nearby parks and estates, but even along main roads you know the route is comfortable, safe and spacious. If you need to stop along the way there is always a place to sit. On a hot day there is plenty of shade; if it's raining there is shelter.

Maybe there's a market or something on when you get to the high street. Either way it's a nice place to hang out. After you've done some shopping maybe

you visit the new café that opened up and stop for some refreshment. Maybe just sit there and watch the world go by. There's plenty of seating amongst the trees.

It is a nice day, a good afternoon to go out and be in nature. There's plenty of nice walks around and between the parks. Or maybe you can send the kids out to play for the afternoon, and sit in the little park near your house, with a good book listening to nothing but the birds.



Delivering a new plan

In July 2023, we adopted Streets for People, which set out how we plan to transform transport in the borough by 2030. Streets for People contains four main themes, looking at the different ways we can support our residents and visitors. They focus on delivering Streets for Communities, Streets for Journeys, Streets for the Economy and Streets for Nature.

Central to Streets for People is recognising that our streets are designed to prioritise motor vehicle journeys, and that this does not reflect the majority of people who live in, work in and visit Southwark. More than 60% of Southwark households do not own a car¹. 37% of journeys in Southwark being pedestrian journeys², the biggest proportion of any mode of travel. Most of the rest are by public transport, which involve sections of walking or wheeling. One of the key things we heard during the consultation on Streets for People was that people want to see less traffic on our streets. This was key to them feeling safer and enjoying time outside more, and encouraging them to walk and wheel more often and to visit new places.

Reducing the proportion of our streets that are used for motor vehicles, as well as the overall volume of traffic, is key to providing more space and a better environment for pedestrians. It will help to address some of the most important issues facing the people in Southwark over the coming decades. In 2021, 41 pedestrians were seriously injured in traffic collisions on our roads³. Such injuries are most likely to happen in more deprived areas⁴, even though the people living here are less likely to own motor vehicles.

In addition to causing serious injuries, the carbon, air and noise pollution created by motor vehicles, including electric vehicles, negatively impacts on the health of humans and the whole environment. These health and injury concerns discourage people from using public space, which makes it harder for people to exercise, even just by walking down the road, contributing to poor physical health. It also separates people from each other, weakening our communities and increasing their isolation. This is a significant contributor to the ongoing mental health crisis.

This plan sets out how we will support pedestrians and achieve the goals of Streets for People. It is divided into four sections, which look at different aspects of the pedestrian experience:

Going outside

How we make sure every street is safe and accessible for everyone.

Going places

How we make sure pedestrian journeys are easier.

Going out

How we redesign busy public spaces around the needs of pedestrians.

Going for a walk

How we will support walking, wheeling and running for leisure and exercise, by yourself or with friends.

- 1 Office for National Statistics, Census 2021. Available at: <https://www.ons.gov.uk/census/maps/>
- 2 Transport for London, London Travel Demand Survey 2017/18 – 2019/20 Available at: <https://tfl.gov.uk/corporate/publications-and-reports/travel-in-london-reports>
- 3 Transport for London, Road danger reduction dashboard. Available at: <https://tfl.gov.uk/corporate/publications-and-reports/road-safety>
- 4 Transport for London, Inequalities in road danger (2017–2021). June 2023. Available at: <https://content.tfl.gov.uk/inequalities-in-road-danger-in-london-2017-2021.pdf>

Everyone is a pedestrian

Whether you are walking five miles to work, five minutes to the shop or five feet to the cycle hangar, everyone deserves a pedestrian environment they can use.

Historically, streets have been built around the needs of motor vehicles, with facilities for pedestrians provided around the edges. What facilities are provided have focused on the needs of a physically fit, able-bodied man, walking alone. Narrow, uneven pavements, frequent kerbs and poorly-sited street furniture create barriers that limit where people can go. This leaves people who struggle to navigate such obstacles feeling unwelcome and unsafe, and can exclude them from public spaces.

This plan sets out how we will change this, and how we will support all pedestrian journeys. We will improve streets for everyone who uses our pavements and footpaths. We will improve them for people in wheelchairs or mobility scooters, people with mobility issues, the visually-impaired and people with children or pushing prams. We will improve them for young children taking their first steps and older people who may need somewhere to rest. We will improve them for people taking shopping home and people making deliveries. We will improve them for the people who use our streets to go about their work, as well as those who maintain them. Everyone who spends time on the street outside of a vehicle, for however long, is a pedestrian, and this plan is for them.

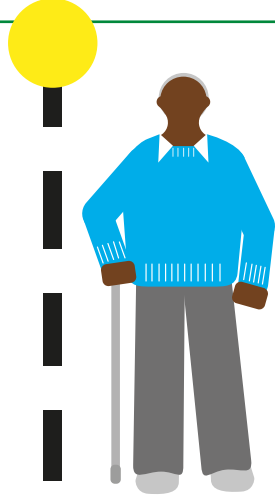


What we have done so far

We already have a strong base on which to continue improving the walking experience in Southwark, we have:

Installed

27
zebra crossings and
made it easier to
cross in more than
125
other locations
since 2019



Introduced

20 mph
speed limits on **all**
our roads



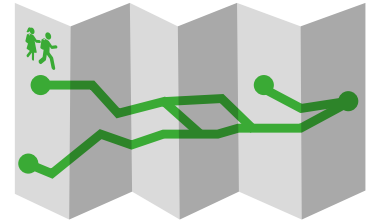
Delivered

28
School Streets, closing
streets at the start and end
of the school day to make
them safer and healthier



Produced

35
Walk to
School maps



Increased the coverage of
low-traffic areas from

11% to 41%

since 2020, making residential
neighbourhoods safer.



We will build on these achievements to turn Southwark into a borough where everyone feels safe and welcomed as a pedestrian.

Going outside

Ensuring that all our pavements are safe, accessible and welcoming for everyone

Streets are the first public space people encounter. They are the first space children become familiar with outside of their homes. It is essential they are designed to welcome everyone, into their local neighbourhood and wider community.



Objective 1: Providing a safe and accessible pedestrian environment

Streets for People commits us to providing quality public space that is accessible for all people. Too often, however, our streets are a barrier to movement, isolating people in their homes or encouraging them into cars if they want to get around.

To deliver on our commitment to create Streets for Communities, we need them to be places where everyone feels safe and comfortable. People in Southwark told us that cluttered, narrow, dirty, badly-lit and uneven pavements and paths discourage them from walking more⁵. Badly-designed pedestrian spaces make people feel unwelcome and unsafe. We need to redesign these spaces so people feel protected from collisions, crime and harassment.

We are committed to Vision Zero, and ensuring no-one is killed or seriously injured on our streets. Pedestrians are the most vulnerable road users, and

street design needs to protect them from dangerous and illegal behaviour by others. Streets should be a space for pedestrians first, where other visitors, especially motor vehicles, are guests.

The width of many pavements does not give enough space for all pavement users, including wheelchair users, people pushing prams or carrying shopping and making deliveries.

Signal-controlled crossings force pedestrians to wait, slowing down their journey; crossings with multiple phases are slower and less accessible and can leave pedestrians feeling vulnerable in the middle of a busy road. The Highway Code says that motor vehicles and cyclists on main roads should give way to pedestrians who have started crossing side roads. This is not reflected in the design of most junctions and often not respected by drivers. Redesigning our streets around pedestrian safety and comfort is key to addressing these issues. By reducing the space given to motor vehicles, we can ensure our streets are accessible to all pedestrians. By reducing vehicle speeds and dangerous conflicts with pedestrians, we reduce the risk of collision and injury, making our streets a safer environment.

Southwark is a signatory of the **Equal Pavements Pledge**, committing us to working with disabled groups and delivering a public realm that is accessible to everyone, regardless of their mobility needs.

Equal Pavements Pledge

The Equal Pavements Pledge (see Appendix) commits us to do the following to make sure our pavements are accessible for disabled people:

- Listen, and act
- Keep it clear
- Cut the clutter
- Mind the trash
- Drop the kerbs
- Protect Blue Badge Bays
- Work with disabled experts

Source: *Transport for All*



⁵ Southwark Council, Sustainable Transport Strategy Consultation Report, July 2023

What we will do:

- 1.1 Engage with local people and residents groups**, especially those representing traditionally excluded groups, to help design our streets.
- 1.2** In Streets for People, **we committed to delivering pedestrian paths of at least 2.4 metres wide**, wherever possible. This increases to four metres or in more in busy places. This width will be kept free from obstruction, such as street furniture, trees and new crossovers.
- 1.3** When we add things to the street, such as cycle parking, electric vehicle chargers or new planting, **we will not make pavements narrower** and will install them on the carriageway instead.
- 1.4** Ensure that **new pedestrian paths are as flat as possible and easy to use**, free from trip hazards such as loose paving and tree roots.
- 1.5 Ensure good drainage** to prevent standing water.
- 1.6** Design pedestrian infrastructure to be **usable in all weather and seasons**.
- 1.7 Use tactile surfaces and other guides** to make our streets as easy to navigate as possible for blind and partially-sighted people.
- 1.8 Not allow staggered barriers to be installed on paths on the highway**; these reduce access for people in wheelchairs and mobility scooters, or pushing prams.
- 1.9** Deliver safer facilities for all cyclists with our Cycling Plan. This will help **reduce cycling on the pavement**.
- 1.10 Design crossings and junctions to meet the needs of pedestrians.** Crossings will be located along desire lines: where people want to cross. They will be designed to prevent parking nearby, giving clear sightlines and allowing people to cross safely. Crossings at junctions will be designed to encourage drivers to give way.
- 1.11 Allocate space for motor vehicle parking where it is safe to do so.** We will use street design and traffic enforcement to prevent parking near junctions, as this makes crossing unsafe, and in front of dropped kerbs, which are essential for accessibility.
- 1.12 Design roads to encourage drivers to move at safe speeds.** Protecting pedestrians from traffic collisions is one of the most important things we can do to improve safety. Reducing speeds will reduce the chance of collisions and of serious injuries.
- 1.13 Whenever someone is killed or seriously injured on our streets, we will make sure we understand what happened** so we can keep making our streets safer.
- 1.14** Only **use signal-controlled crossings where they are necessary**, such as where there are high volumes of motor traffic. Crossings will allow pedestrians to cross the road completely, and not to wait halfway.

1.15 Update the Southwark Streetscape Design Manual to reflect these commitments. This will ensure they are delivered as part of all development in the borough, not just projects led by the council.

1.16 Use street lighting effectively to make sure people feel safer going out at night, while limiting the harmful effects of light pollution on humans and animals.

1.17 Make sure waste is collected on time and streets are cleaned frequently so rubbish doesn't block footways.

1.18 Support businesses to keep pavements clear and use our enforcement and licensing powers to ensure this if necessary.

1.19 Factor in utilities access when designing pedestrian spaces, so works don't block all of the pavement. Make sure that pedestrian spaces are restored to the highest quality after highways and utility works.

1.20 Continue to respond to at least 95% of maintenance call-outs on time and ensure at least 93% of our pavements are maintained in good order at any one time.



Going places

Supporting pedestrian journeys

Everyone starts and ends their journey as a pedestrian, even if it is just for the short distance from the front door to the bus stop. In Southwark, the biggest proportion of journeys are pedestrian journeys.

Supporting pedestrians means providing connected streets that are suitable for walking and wheeling. We need to think of our street network as a whole, supporting pedestrian journeys and reducing and removing barriers and providing crossings wherever we can. We want streets to provide the simplest, clearest routes possible that connect people and places directly together.



Objective 2: Creating a connected network of streets

Walking and wheeling make up the biggest share of journeys in Southwark. Journeys by public transport – which generally also involve some walking and wheeling – make up the second biggest share of trips.

These two modes account for more than two-thirds of trips in Southwark, and yet we don't build our streets around pedestrian journeys. We build them to support motor vehicle journeys, giving drivers direct routes and clear signage. Pedestrians often use these same roads, but they are not built to support their journeys, making them unsafe and unpleasant.

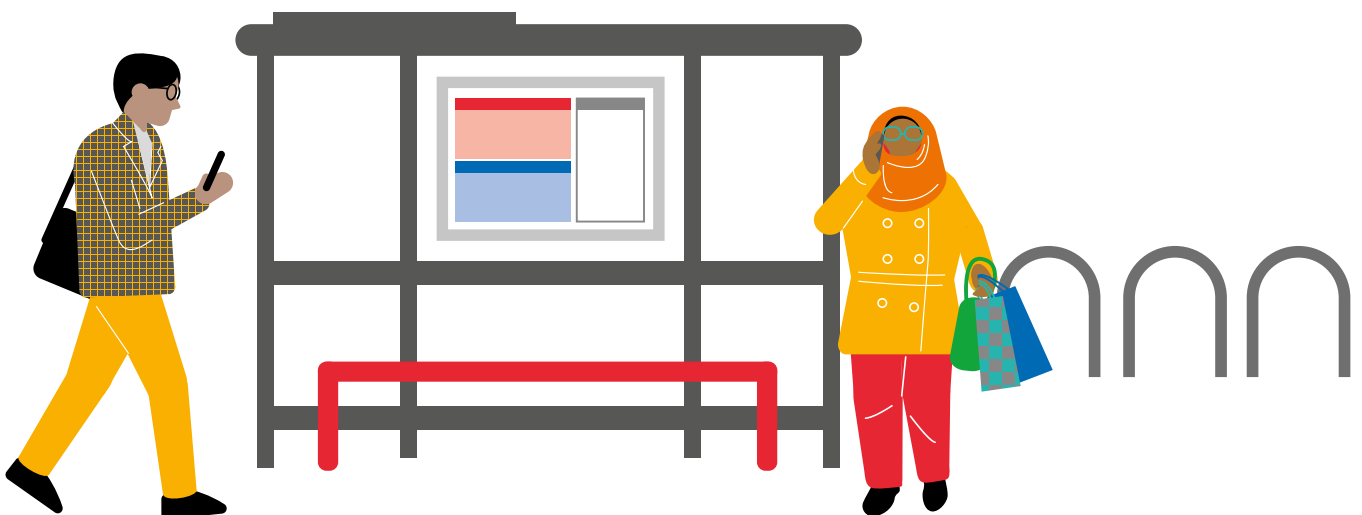
Putting the car first encourages driving. The proportion of journeys by car is still higher than it needs to be – more than a third of car journeys in London are less than 2km, about half-an-hour's walk⁶.

To support pedestrians, we need to think of streets and spaces as a coherent, connected network, helping people get to where they need to go. The goals of Objective 1 – making streets safe and accessible for everyone are key to this, as people's journeys can start and end anywhere. Major destinations, such as schools, train stations and high streets are busy places. Routes to these places will form the backbone of our high-quality Pedestrian Network. This Pedestrian Network will pass within 200 metres of everyone in Southwark and will be where we provide additional facilities to support pedestrian journeys. These will include places to rest for people that need it, and information on where to find toilets and other local amenities. This will also support people who work on our streets, such as delivery workers, street cleaners

and social and community health staff. The Pedestrian Network will connect to the mobility hubs that will be delivered as part of the Cycling Plan, to help people using both modes.

The Pedestrian Network will help us focus improvements where they are needed most. On local residential streets we will redirect traffic, reduce speeds and the space for motor vehicles. This will help make us pedestrian journeys safer and more comfortable, and allow us to deliver new facilities. Where the network reaches busier places, additional investments, such as new crossings, will be needed to keep pedestrians safe while maintaining necessary vehicle access. Thinking of movement across the whole borough will help us to identify gaps – such as across railway lines, retail parks, green spaces and housing estates – where new routes are needed to make pedestrian journeys shorter, quicker and quieter.

The Pedestrian Network will make it easier for people to get around different parts of Southwark. It should be easy to find where you are going, especially if you are new to an area. Maps and clear signs will help people get where they need to go. The Network should also reflect the character of the local areas and its residents. This will ensure that the Network feels a part of the neighbourhoods it passes through.



⁶ Transport for London, Roads Task Force – Technical Note 14: Who travels by car in London and for what purpose? Available at: <https://content.tfl.gov.uk/technical-note-14-who-travels-by-car-in-london.pdf>

What we will do:

- 2.1 Develop a borough-wide Pedestrian Network plan by 2024.** This will be used to identify where improvements to comfort and safety, such as new crossings, rest areas and signs and maps, are required.
- 2.2 Listen to local residents and community groups to develop this Pedestrian Network.** This will make sure that the network reflects where people actually walk and wheel. We will give people an opportunity to let us know what improvements are needed to make pedestrian journeys safer, more direct and more comfortable.

- 2.3 Include the Pedestrian Network in our local plan.** This will ensure that new development in the borough helps to deliver the Pedestrian Network, and that new places are always easy to reach for pedestrians.
- 2.4 Deliver new walk-to-school routes.** This will help children become familiar with using the Network and getting around Southwark as a pedestrian.



Going out

Prioritising pedestrians in public spaces

Our public spaces in Southwark are centred around streets. High levels of traffic undermine the aim of making these spaces safe and comfortable places to be.

Changing the way we manage public spaces is key to reimagining them as centres of a connected community and local economy.



Objective 3: Designing public spaces around pedestrians

Prioritising motor vehicle access to social places increases noise and air pollution and the risk of collisions. It means when people visit these social spaces, whether by car or not, they are less likely to stay, reducing the opportunity to discover new places or meet new people.

By reducing traffic volumes and vehicle speed, and by providing more space to pedestrians in public spaces, such as outside schools, leisure centres or on our high streets, we will create opportunities for people to come together and connect with the wider community. Town centres that are welcoming to pedestrians, are more vibrant and encourage people to spend more time there⁷. Improving the pedestrian experience will help improve the local economy.

Reducing traffic on residential streets reduces people's exposure to noise and air pollution, benefitting their health. Streets with less traffic are nicer and safer places to be, helping people to build relationships with their neighbours and connect with their local community.



⁷ Living Streets, The Pedestrian Pound, 2018. Available at: <https://www.livingstreets.org.uk/media/3890/pedestrian-pound-2018.pdf>

What we will do:

3.1 Consider opportunities for new social spaces as part of the Pedestrian Network plan.

3.2 Look for opportunities to improve existing, and create new, public spaces when preparing the delivery plan for new projects.

3.3 Reduce traffic on local residential roads, while protecting access. This will make the streets quieter and safer, and **provide more opportunities and space for communities to connect.**

3.4 Direct traffic away from our town centres wherever possible, and use the space created to provide **new social spaces and to support the local economy, through measures such as markets and outdoor dining.**

3.5 **Maintain motor vehicles access where it is needed for public transport access and to support the operation**

of local businesses. Use timed loading restrictions and other traffic control measures to keep vehicles away from the busiest times of the day.

3.6 Reduce reliance on motor vehicles for delivering goods and services, including the use of cars for shopping. we will do this by supporting walking and cycling first, and then sustainable freight measures on our streets. This includes expanding our cargo bike hire scheme, and using parcel consolidation, for example in lockers or local shops to reduce the traffic created by home deliveries. All this will allow us to create more space for pedestrians while allowing essential business to continue. Full details will be provided in our forthcoming Freight Plan.

3.7 Deliver School Streets, or, where they are not possible, other safety and public realm enhancements to create social spaces outside schools, allowing students, parents and guardians to interact.



Going for a walk

Walking, wheeling and running for leisure and fitness

Walking and wheeling are great for mental and physical health.

We need to make sure we remember the importance of fun and enjoyment when we deliver facilities for pedestrians. Walking and wheeling are not always about getting somewhere.

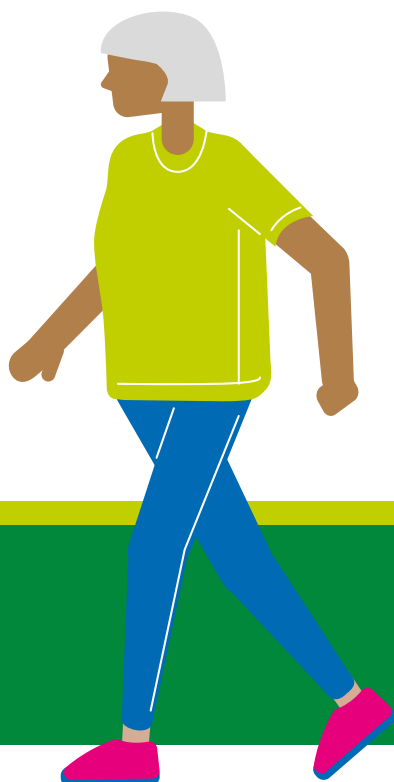


Objective 4: Supporting walking, wheeling and running for leisure

Southwark is very green for inner London. We have many large parks and other green spaces across the borough. These are already pleasant and peaceful places to be, but not everyone lives close to a park.

Outdoor exercise is great for mental and physical health, and we need to do what we can to support these activities. We have recently developed a series of pedestrian routes, helping people visit and explore our historic urban environment. The Green Chain Walk passes through the borough, linking Nunhead and Camberwell Old and New cemeteries through other green spaces and quiet streets. The Thames Path follows the river from one side of the borough to the other. We are also helping to create the Low Line through Borough, Bermondsey, Walworth and Camberwell, as part of the regeneration of railway arches.

More of this type of amenity is needed although we need to minimise conflict between people moving at different speeds by making sure there is enough space for everyone.



What we will do:

- 4.1** Consider **the needs of all leisure journeys, including runners and dog walkers** in the development of our pedestrian network.
- 4.2** Look for opportunities to **extend existing long-distance leisure routes** and connect them with our parks and green spaces. We will link them to our town centres and train stations so they are easy to access.
- 4.3** Work with neighbouring councils to **introduce new, high-quality long-distance routes**. We will aim to deliver routes across the borough, so all residents get the opportunity to enjoy them.
- 4.4** Seek to deliver space and **facilities for running and other exercise** in places where we can provide wide pedestrian spaces, separated from motor traffic, and on routes connecting people with our parks.
- 4.5** **Coordinate pedestrian routes and our leisure centres**, developing programmes that use our streets as an additional exercise space and an easy way for people to improve their fitness.
- 4.6** Organise events to **celebrate our pedestrian network and leisure routes** and showcase the borough's achievements in delivering them. These could include runs and walks through our parks and connected routes, as well as street parties and seasonal markets. We will work with neighbourhoods and other groups to generate ideas and deliver events.

Appendix:

The Equal Pavement Pledge

Southwark is a signatory to Transport for All's Equal Pavements Pledge, which commits us to working with and considering the needs of disabled people to make sure we deliver a pedestrian environment that is accessible to everyone.

The Equal Pavements Pledge contains seven commitments:

1. Listen, and act

Engage with and listen to the perspectives of disabled people, across the impairment groups, who have been significantly erased from the conversation. By doing this, we can move forward with accessible, inclusive, pan-impairment solutions which benefit everyone, and the environment.

2. Keep it clear

Maintain a minimum of 1.5m clearance on all pavements, by enforcing the terms of your licenses with businesses. Issue written warnings and follow up with on-site visits to premises to enforce the terms. Use roaming 'inspectors' to ensure pavements aren't blocked.

3. Cut the clutter

Operate a zero-tolerance approach to street clutter. Issue warnings to businesses that obstruct pavements with A-boards, and follow up with fines. Consider temporarily removing permanent fixtures, for example bollards and lamp posts, while outdoor furniture is on pavements to maintain a clear path. Electric Vehicle charging points should only be situated on a pavement as a last resort if there are no other options, and must be placed in a way that will not cause obstruction or trip hazard from trailing cables.

4. Mind the trash

Schedule waste removal at times that will be the least disruptive, reducing the issue of bags of rubbish being left on pavements during periods of high footfall.

5. Drop the kerbs

Undertake a professional accessibility audit of your streetspace and install immediate short-term measures (e.g: asphalt ramps) at problem areas to ensure step-free access. This is a short term and immediate solution while more long-term solutions, including proper dropped kerbs and correct tactile paving where appropriate, are devised and installed.

6. Protect Blue Badge Bays

Do not remove parking spaces for Blue Badge holders except where supported by robust data and in consultation with disabled residents. In rare occasions where this is unavoidable, the bays must be relocated close to the original location and any plans should be consulted on with disabled residents to avoid impeding access.

7. Work with disabled experts

We want to see local authorities and transport providers commit to a co-production model built on the views and expertise of a wide range of disabled voices. Work with representatives from a pan-impairment organisation who can train your team and work with you to embed the Social Model of Disability to ensure all future streetspace schemes are delivered with accessibility at their core.

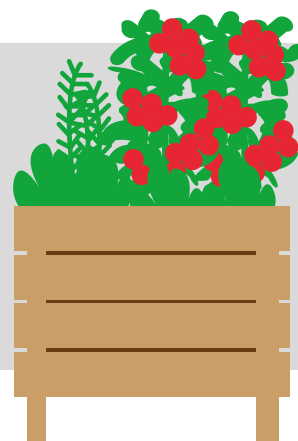


Cycling plan



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Vision for Cycling

By 2030, cycling will be the fastest and most direct way to travel in the borough. Cycle journeys will be the default choice for all trips, whether using rental cycles or personal bikes. The cycle network will be accessible by all types of bikes and safe for all users. This will increase cycling and reduce the reasons to drive and own a motor vehicle.

Streets will be safer enabling more cycling. In residential areas we will restrict through traffic and only allow buses and cycles through on direct routes. This will make cycling safer and quicker. Car traffic will use the main road network to directly access residential areas and smaller roads when their destination is within those neighbourhoods. Segregated cycle lanes will be present on all major roads, ensuring that the direct routes are safe to enable cycling where there are higher volumes of through traffic.

Cycling will be easier as cycle parking will plentiful and located closest to destinations. There will be ample parking for all types of bikes across the borough in residential and commercial areas.

We have reduced the time it takes to provide a cycle hangar down to six months and those with adaptive cycles can get accessible cycle storage outside their houses almost as easily as a disabled parking bay. Residents will also be able to access secure cycle parking for all types of bikes, with secure cargo and family bike parking available to all. Children, residents and workers can all take advantage of free cycle training. This will result in people being healthier because of the increase in cycling and walking, with fewer injuries and less pollution because there is less driving.



Introduction

Streets for People

In July 2023 Southwark adopted Streets for People, setting out how we plan to transform transport in the borough by 2030. Central to Streets for People is recognising that while only a minority of people drive in the borough, we still build our streets around cars and other motor vehicles. Our vision is that cycling infrastructure is prioritised, ensuring that cyclists have the safest and best infrastructure available, with better routes with motor vehicles no longer being prioritised, to improve road safety, air quality, people's health and fitness and help to tackle climate change.

Streets for People sets out targets to increase the share of people travelling sustainably to 87% as well as making transport carbon neutral by 2030. This means we need to deliver big changes to reach these targets. The best way to encourage cycling is through a mixture of improving our cycle infrastructure and network, reducing the volume and speed of motor vehicles on our roads, and training and education. These changes will help Southwark contribute towards the Mayor of London's Vision Zero target of nobody being killed or seriously injured on London's streets. In 2021 there were four fatalities and 188 serious injuries in traffic collisions in the borough (Streets for People).

A key goal of Streets for People is to create a safe and enjoyable cycling experience for everyone who wants to cycle in Southwark. By changing driving to cycling trips, this takes up less space and so we release space for our other Streets for People goals, like neighbourhood meeting points and nature, while still supporting the journeys people need to make.

Cycling does not generate noise or air pollution, and when accidents do occur, they are much less likely to be serious. Cycling is enjoyable and a great way to get exercise. Cycling offers transport freedom in a way that motor vehicles cannot whilst also improving health and being far more affordable.

The four themes of Streets for People are: Streets for Communities, Streets for Journeys, Streets for the Economy and Streets for Nature. By delivering increases in cycling, we can deliver benefits for all four themes.

What we have done

Our previous strategy set out a vision for cycling and a cycle network that we have built upon to produce this Cycling plan. Cycling in Southwark currently makes up 7% of transport mode share in the borough. We have over 35km of cycle network and have delivered traffic reduction schemes to make some residential neighbourhoods safer to walk and cycle around. We also provide cycle training for anyone that goes to our schools, lives or works in the borough, as well as expanding cycle rental schemes to provide easy access to vehicles across the borough. And have a cycle hangar programme that provides secure long-term parking for residents' bicycles.



We use the words 'bike', 'cycle', 'cyclist(s)' and 'rider(s)', throughout this plan for convenience, but we will build cycle parking, routes and junctions for everyone and every type of user. Unless a proposed cycle infrastructure project can support different users' needs, we will not build it. Where different vehicles have different needs, such as with parking, we will deliver a mix as part of every project.

What we will do

Streets for People commits us to using our streets to better support the needs of all our residents and visitors, including creating space for more community interaction, for sustainable journeys, for our local businesses and for nature. Our priority is to improve walking and cycling in the borough, ensuring the safety of both groups is paramount and cyclists aren't routed into pedestrians.

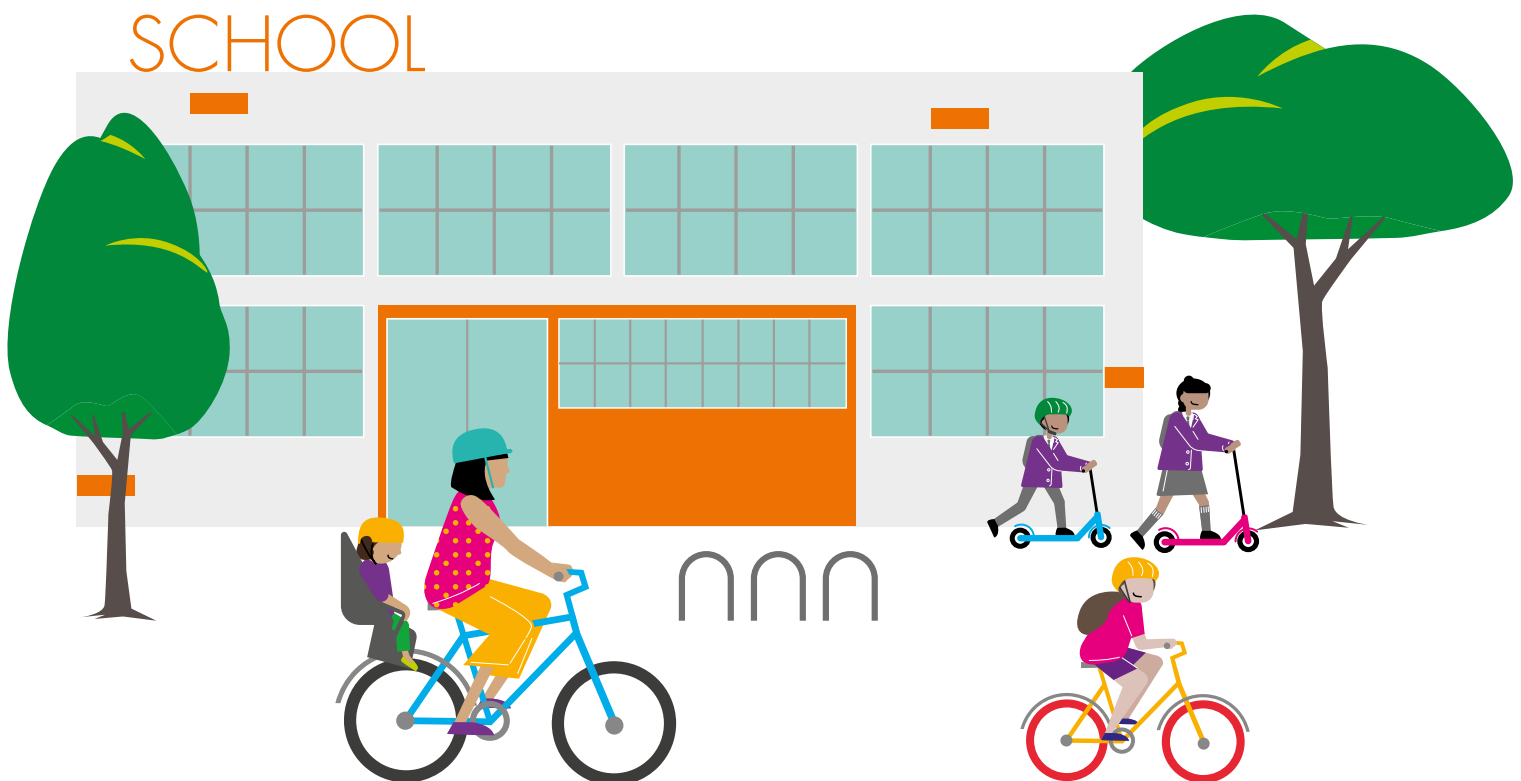
People in Southwark have told us they want to cycle more, but do not feel safe doing so on our roads. Cycling in Southwark can expose the rider to noise and air pollution, and risk of injury created by motor vehicles.

Southwark's population has increased by 25% over the last two decades and we want to increase the percentage of people cycling, so we need to build not only for current demand, but also for what will be required in the future; ensuring that the resources, support and infrastructure are planned and delivered now.

By making cycling simple, easy and accessible to all, we will reduce the need to own or use a car. We will integrate our cycle network with walking, wheeling and public transport, ensuring journeys are safe and well connected further reducing reliance on private motor vehicles.

Motor vehicles currently monopolise our roads and kerb space. To improve road safety with better walking and cycling facilities we will need to relocate and reduce some kerb and vehicle parking spaces in some places. We know that the danger posed by cars is a key barrier to the uptake of cycling so delivering a network of safe streets and routes to cycle on will improve safety and security for everyone using our streets. Everything outlined in this plan will make cycling easier for everyone that wants to cycle.

We will optimise our road network for cycling. This means routing through traffic away from our quieter streets, ensuring that our main roads carry traffic and cycling is safe and direct on all of our roads, wherever you may want to go. We will use our pioneering Accessible Cycle Tool (Appendix) to assess our network and ensure it is accessible to all types of cycles. We will also deliver school streets and our cycle network to ensure that our streets are safe for children to cycle wherever they need to go. Providing an increase in cycle parking and cycle rental in our town centres will support our vision to create streets that are pleasant to be in and easy to get to. We also outline our support for cycle freight, building a cycle network that is capable and suitable for all types of cycles. Above all, this plan helps us to deliver a reduction in emissions from transport, thus improving air quality and making Southwark a great place to cycle.



Delivering a new plan

Southwark has a history of cycling, having hosted Olympic cycling events at Herne Hill Velodrome and invested in facilities such as The BMX Track London in Burgess Park. These facilities support people of all ages and abilities to cycle in a safe environment off the roads. Our new plan will deliver safety for all cyclists and make our roads safe enough that everyone feels they can cycle. To deliver this we have set out bold aims and objectives to make cycling safer, more accessible and easier. The Cycling Plan covers the whole cycling experience, from choosing to cycle in the first place, to arriving at your destination.

We have developed this new plan to set out how we will make Southwark a borough in which everyone who would like to cycle can. It will also support and encourage those who may not see themselves using cycles as transport. This is key to reducing people's need to use motor vehicles, especially for short journeys. To reduce the demand on our limited street space and help us achieve the vision of creating Streets for People. The Cycling Plan lays the basis for bold change in our approach to travel in the borough, we are championing cycling and aim for cycle trips to be the preferred method of transport for all journeys. As most households don't own cars, we need to support these people already making sustainable travel choices, and encourage car users to change in order to improve people's health and air quality in the borough.

We support a vision of cycling for everyone that wants to cycle. Historically, the idea of the cyclist has been limited to a confident, generally male, rider of a two-wheeled bicycle. This is reflected in narrow cycle lanes that cannot fit a tricycle or quadracycle. This is also seen in the bike parking that is almost exclusively closely-spaced Sheffield stands and two tier racks, which are not accessible and can be impossible to use with cargo bikes or accessible cycles. We will therefore work with underrepresented groups including people with disabilities, women and people from Black, Asian and Minority Ethnic communities to support cycling across all demographics and abilities. We will also support access to cycling for all socio-economic groups, ensuring nobody is excluded due to economic circumstances.

This plan supports all types of cycles. This is key to encouraging as many people as possible to take up cycling and reduce the reliance on motor vehicles. The programmes, measures and projects it proposes will accommodate all types of cycles. By using our Accessible Cycle Tool, we can ensure our cycle network will be suitable for tricycles and cargo bikes and future proofed to ensure access for cycle freight vehicles. Signs and other wayfinding will be clear and visible to all road users. Parking will be available for all types of cycles, from a small child's bike to a large family cycle.

It will also mean building infrastructure suitable for micromobility (such as electrically assisted bicycles, electric scooters or other similar small electric vehicles), including parking and charging facilities. These types of vehicles can be used to support those who live up steep hills or who lack the strength to ride unaided.

Wherever possible, we will support other forms of active travel, such as skateboards, roller blades and scooters. These forms of travel are as quiet as cycles. If someone prefers these methods to cycling, we should support their journey.

Our Cycling Plan is broken down into three sections to explain how we will support each step of the journey:

Getting ready to ride

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

Getting on your bike

Supporting residents and visitors by providing equal access to parking for everyone, including cyclists with disabilities, as well as maintenance areas.

Getting where you're going

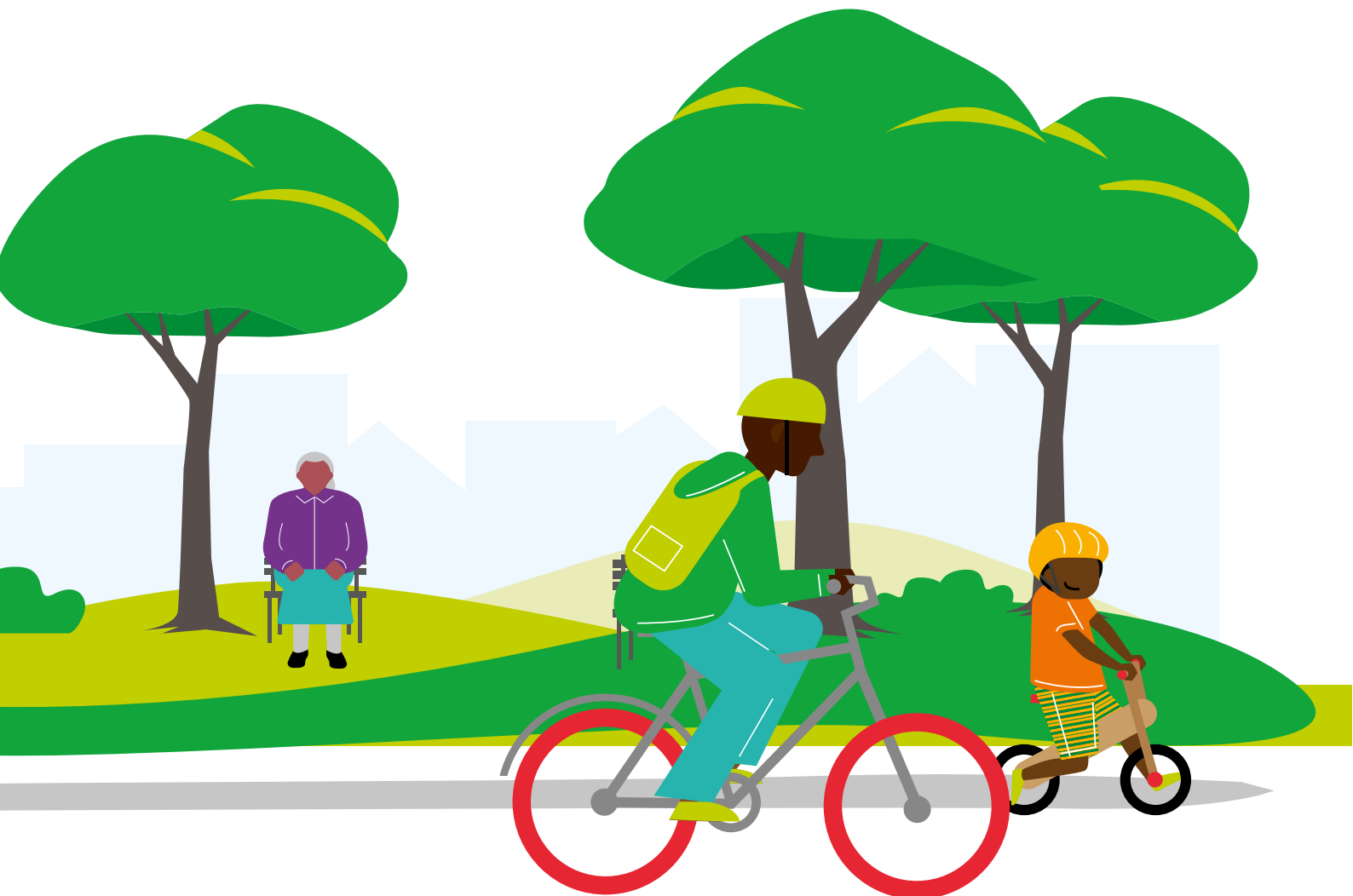
Creating a borough wide cycling network that is future-proofed for all vehicle types and connects all cyclists to their destinations.

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.

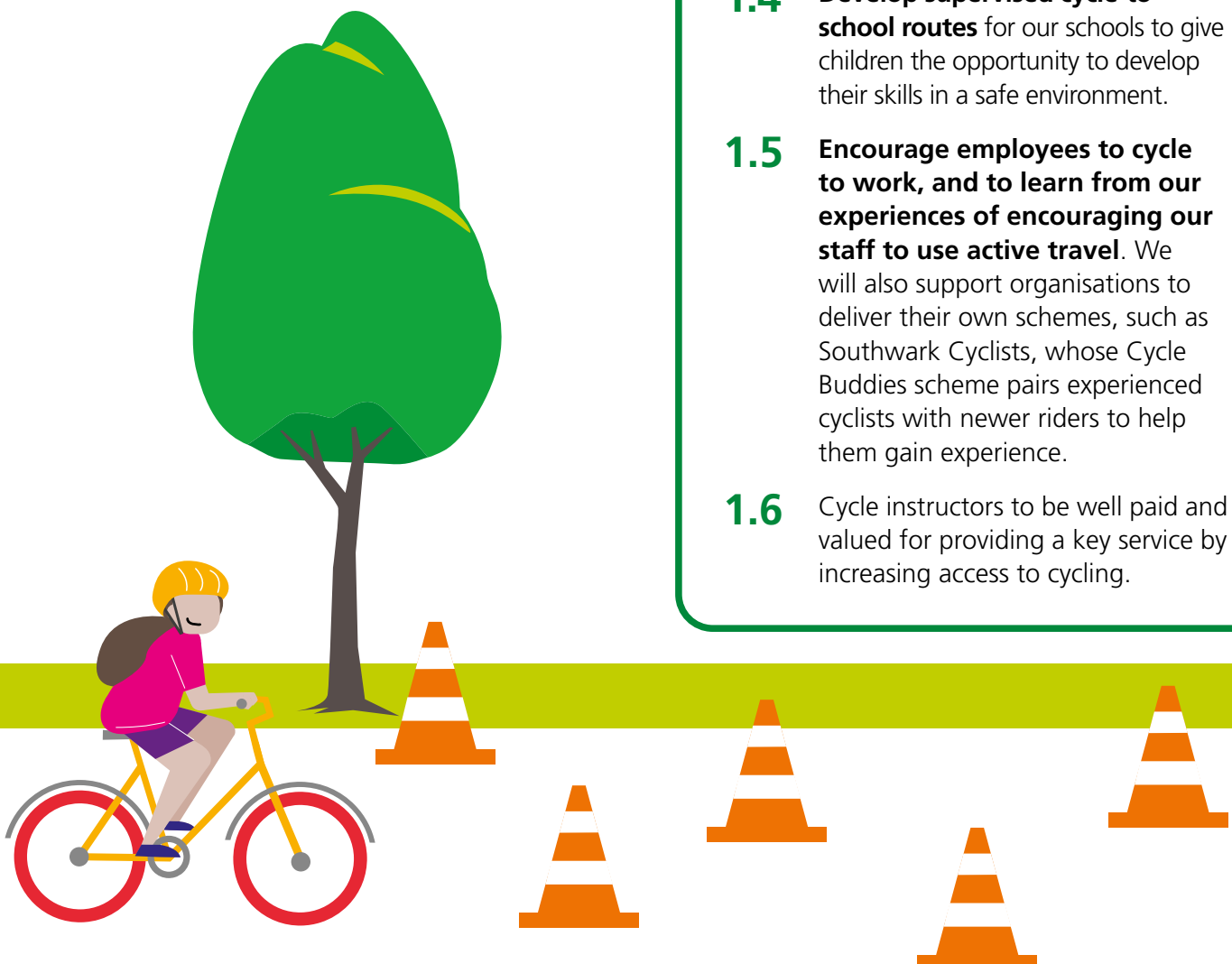
Providing cycle training and other opportunities to improve cycle skills will encourage more people to ride. A fresh start, such as starting at a new school or job, is the most effective time to take up a new habit, like cycling, if provided with the right support.

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

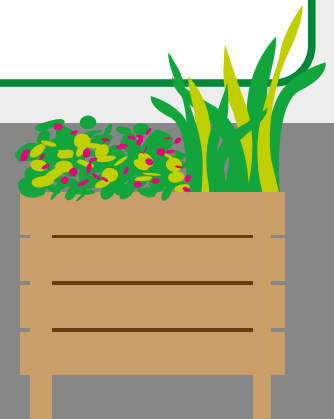
Cycle and micromobility hire schemes are useful ways to provide and increase access to bikes and other similar vehicles. They let people try cycling without having to make a major investment, or access specialist types of bikes, like cargo bikes, they need infrequently. Improving these options helps 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**.



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

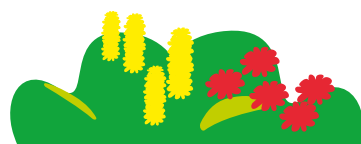
The majority of our residents live in flats or maisonettes¹, most of which were built without dedicated bike storage. Many people also lack a private garden, or are unable to build such storage due to space or they are renting. To help address this problem, we have installed 650 cycle hangars on our 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 considerately, 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.

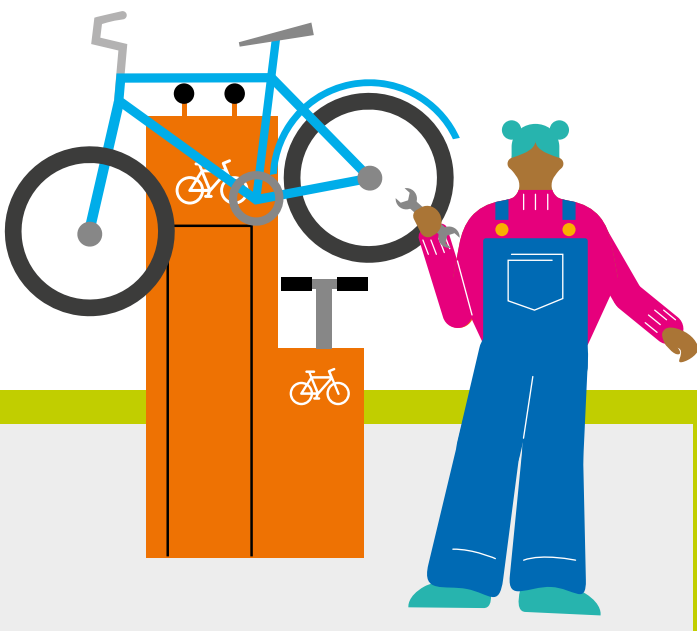


Objective 6. Future-proofing our cycle requirements

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

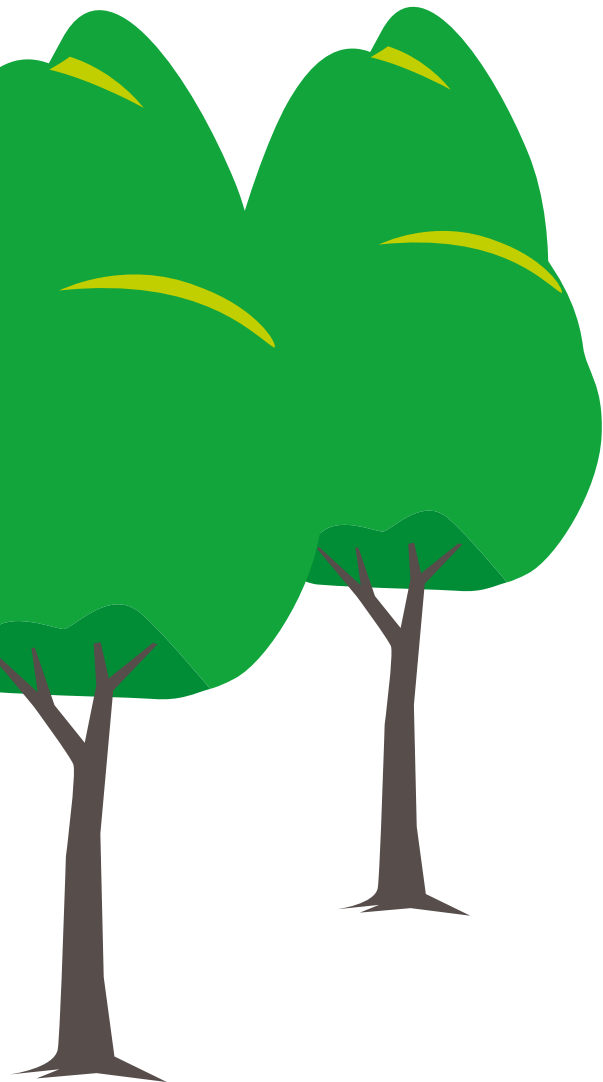
- 6.1 Deliver a network of mobility hubs** across the borough on our streets and estates. They will be in every neighbourhood and near to every major destination, designed to meet the specific needs of each location.
- 6.2 Provide various facilities for cyclists at the hubs**, such as parking for different 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.



Getting where you're going

Creating a borough wide cycling network that is future-proofed for all cycle types and connects all cyclists to their destinations.

We need to ensure we provide safe, direct and easy to navigate cycle routes. To help people get to where they are going, there needs to be a clear, easy-to-follow network of cycle routes that leads to all major destinations across Southwark and beyond, as already exists for drivers. These need to be built so that all cyclists, whatever bike they ride, whatever their navigation ability and skill level, feel safe, confident and comfortable using them.



Objective 7. Designing a cycle network

We will design a cycle network that makes cycling quick, easy and safe, so cycling is the first choice for more people. Driving is often the default transport mode for people because of the danger posed by motor vehicles. It can also be seen as the most convenient to people who want to walk or cycle. We will design a cycling network that is safer and more direct so bikes can compete with the car for people's journeys.

To deliver a safe, cycle-prioritised road network we need to create streets where cycling is the default. The best way to increase cycling is to make our streets safer, by creating a borough wide cycle network that connects everyone and allows easier, safer and more convenient access to cycling.

Southwark's road network is currently optimised for motor vehicles. When setting out by bike in Southwark, you may currently have to choose between a busy road or a less direct route that could still have many cars on it. As stated in Streets for People, Southwark will build a cycle network that is more direct and convenient for cyclists with superior infrastructure. The easiest way to make Southwark's streets safe and attractive for cycling is to reduce traffic volume and speed. We will do this by traffic calming unsafe areas and using Low Traffic Neighbourhoods to prevent through traffic by redirecting motor vehicles away from residential areas, utilising bus gates and modal filters. The cycle network will be safe, direct and connect all journeys in Southwark, making cycling the fastest mode for most journeys.

We will also improve the cycle network and road safety for all by traffic calming to ensure motor vehicles are within the speed limit.

Cycle routes around the borough are often not marked, signed or numbered consistently or continually, and destination signposts are often absent. It can be hard to know where you are going without pre-planning or stopping to check. And cyclists are often sent on the long route to avoid disruptions to motor traffic. We will address these issues to improve using our cycle network.

A comprehensive cycle network, connecting every neighbourhood in the borough to every major destination is key to increasing cycling. It means people will always be able to set off in confidence, knowing they can find their way to their destination.

We will use our engagement as part of Streets for People to understand where local improvements are needed and how best to deliver them.



What we will do:

- 7.1** We will **prepare a cycle network plan** by 2024, showing existing and proposed cycle routes. It will connect major destinations in the borough, such as town centres, stations, schools and leisure centres, as well as routes out of Southwark and across the Thames. It will pass within 400 metres of every home in the borough. This plan will also link with our Pedestrian Network, incorporating walking, public and community space, and public transport. This network plan will enable prioritisation and delivery of highways projects to achieve the goals in this plan and wider Streets for People objectives. Where necessary we will collaborate with TfL and neighbouring boroughs.
- 7.2** This network plan will be used to **prepare a delivery plan of the most efficient and effective projects of cycling improvements.**
- 7.3** **Reduce traffic volume and speed to make cycling safer**, by planning our network to prioritise cycles, we can design roads to prevent through traffic and reduce motor vehicle speed.
- 7.4** **Make routes direct and intuitive**, ensuring that cycling is quicker than driving over short distances. We will create new routes through barriers such as railway lines, and make use of greenspaces to ensure riders are always moving towards their destination.
- 7.5** **Prioritise improving signage and upgrading cycle routes to address gaps in the network.** The current cycle network is mostly laid out to help workers get to central London. We will improve all routes, including those needed for local and leisure journeys, and for journeys across the borough that are under-served by public transport.
- 7.6** **Incorporate our cycle network into the Southwark Plan**, so it is delivered as part of major development and regeneration schemes. New development that will attract increased levels of cycle traffic will be expected to connect to and expand the existing network to cater for the additional journeys.
- 7.7** **Roll out consistent route and destination signage** across this cycle network, so it is always easy for people to find their way. We will work with cyclists from all backgrounds to identify where signs are most needed and how they are best installed.
- 7.8** Design and construct the cycle network to **minimise the effort involved in starting, accelerating and riding uphill.** As much as possible, cycle routes will be designed to follow the landscape, avoid signal control, and allow riders to maintain a consistent speed.
- 7.9** Explore **using street and urban design tools to make routes intuitive and obvious.** We will engage cyclists to test these designs to ensure they are effective.



Objective 8. Building cycle infrastructure

An easy-to-follow route needs to be paired with safe roads. People in Southwark have repeatedly raised safety concerns as the main barrier preventing them from cycling².

Safety concerns can also push cyclists onto the pavement³, especially along busy roads and near junctions, creating concerns for pedestrians. To reduce car trips in Southwark, in line with Streets for People targets, we need to make our cycling network safer to cycle on and prioritise cycling over cars.

Safe cycle routes mean that all roads in the borough are safe to cycle on. Instead of segregating cyclists everywhere we can, we will prioritise cycling by making roads safer by naturally limiting vehicle speed, as well as reducing traffic volume on smaller streets and residential roads. We will do this by creating bus gates and zoning neighbourhoods, directing through motor vehicle traffic to the larger roads that can better cope with the traffic volumes.

Safe cycling routes will be on low speed, low volume roads and on busier roads we will aim to segregate riders from motor vehicles as much as possible.

Where space constraints mean cyclists have to share space with drivers, we need to make sure the roads are designed well to reduce speeds to improve the safety of cyclists.

Most importantly, we need to make sure that the cycle lanes we build are suitable for all cyclists, including the most vulnerable. This also includes reaffirming our commitment to removing staggered barriers and kissing gates on our road network, and not installing them or similar infrastructure that can impact both cyclists and pedestrians on the highway.



What we will do:

8.1 Future proof our cycle network by building capacity for the future and not limiting ourselves to current demand.

8.2 Ensure that pedestrian safety is paramount and that cycle routes do not reduce it or the amount of space required by pedestrians.

8.3 Review all existing and proposed cycle infrastructure using our Accessible Cycle Tool (see appendix). Where cycle infrastructure is not up to standard, we will identify what needs to be done to improve it.

8.4 Seek to deliver a cycle network of safe routes according to the following principles so we prioritise cyclists and reduce the speed and volume of motor vehicles as much as possible:

- **Shared carriageways:** Most of the roads in Southwark aren't suitable for segregated cycle lanes, they also don't have sufficient space, but these are the roads that connect peoples homes and destinations. We must make these roads as safe as possible by reducing through traffic and making roads safer where necessary. We will do this by installing bus gates and modal filters that remove through traffic and installing traffic calming measures to reduce the speed of motor vehicles.

- **Segregated cycle lanes:** cyclists share a road with motor traffic, but use a separate space protected by barriers or kerbs.

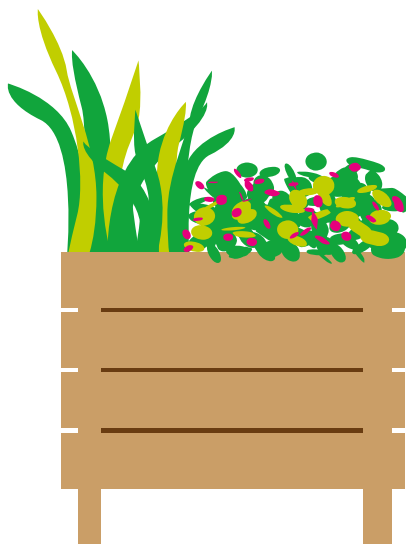
- **Separate greenways:** areas of cycle route that are cycle or active travel only routes, completely separate from motor vehicles.

8.5 Separate most dangerous motor vehicles such as lorries and vans from cyclists by introducing loading and access restrictions where needed.

8.6 Use the same traffic reduction and calming tools to make the borough's streets as safe as possible. This will support the last mile to and from the designated cycle network and ensure all the roads in the borough benefit from increases in safety.

8.7 Ensure that the cycle network enables cyclists to take the fastest, most direct route such as on busy commuter routes, where large direct roads will be designed to ensure cyclists safe, prioritised journeys without having to avoid major roads or junctions.

8.8 Update the Southwark Streetscape Design Manual to reflect these cycle network principles so that they can be delivered as part of highway maintenance and private development.



Objective 9. Delivering long-term maintenance, management and improvement of the cycle network

The investment in a cycle network does not end when it has been built. A cycle network that is not properly cared for and maintained will become another barrier to cycling. Road surfaces degrade over time due to weather, vehicles and utility works. Even small problems like potholes or the build-up of leaves and litter have the potential to injure cyclists.

Cycling is not just a fair-weather activity. As our climate changes we need to make sure our cycle network is robust and resilient in all seasons and in all types of weather. This includes providing places to rest and shelter during both rain and extreme temperatures.



What we will do

- 9.1** Build a cycle network that is **easy to maintain**.
- 9.2** **Locate cycle routes away from utility network access** to minimise disruption, wherever possible. Where utility work needs to take place on cycle infrastructure, we will make sure that it is restored to the same high standard to which it was built.
- 9.3** **Aim to create cycle infrastructure that does not interfere with the delivery of other services on the street.** The needs of street lighting, green space maintenance, utility companies and emergency services will be considered during the design stages, to ensure cycle infrastructure and other street uses can be maintained long-term.
- 9.4** **Ensure that cycle routes and infrastructure remain open during construction,** demolition and other development activities so that cycle safety is not diminished.
- 9.5** Design **cycle infrastructure to be resistant to extreme heat and high levels of rainfall,** with resilient materials and good drainage and shade provided. It will be designed with leaf removal and ice clearing in mind.
- 9.6** **Protect the cycle network against inconsiderate behaviour** from other road users. Cycle infrastructure will be designed to contribute towards Vision Zero by making inconsiderate parking or dangerous driving impossible. Where this is not possible, we will make full use of our traffic enforcement powers to discourage unsafe and illegal behaviour.
- 9.7** **Design cycle infrastructure capable of handling cycle freight** as will be set out in Southwark's forthcoming Freight Plan.
- 9.8** Investigate the potential of **de-icing the cycle network** as part of highways management.

Appendix – Accessible Cycle Tool

The Accessible Cycle Tool (ACT), developed by Southwark Council in partnership with Wheels for Wellbeing, sets out the criteria we will use to assess our cycle infrastructure. Southwark is the first council to create an Accessible Cycle Tool to spot check sections of routes to ensure it is accessible to all types of cycles, so our network can be used by as many people as possible. It is a checklist of the characteristics that need to be considered to determine whether infrastructure is suitable for all types of cycle and micromobility, and for every user, including freight users. The Accessible Cycle Tool has been developed to focus on ensuring that our cycle network is navigable by all types of cycles. Where tools such as the Cycling

Level of Service⁴ are developed to look at routes and their suitability for cycling, the ACT is focused on ensuring accessibility.

The Accessible Cycling Tool is intended to be a live, responsive document.

The Accessible Cycling Tool is concerned with the qualitative experience of the users, as such, strict numerical parameters are less useful than how the space feels to different types of cycle users. We will work with user groups, and follow the lead from best practice worldwide, to determine our design goals for each aspect.



- 1 Office for National Statistics (ONS), Population Census 2021 Available at: <https://www.ons.gov.uk/census>.
- 2 Office for National Statistics (ONS), Population Census 2021 Available at: <https://www.ons.gov.uk/census>.
- 3 Ihlström, Jonas, Henriksson, Malin and Kircher, Katja (2021). Immoral and irrational cyclists? Exploring the practice of cycling on the pavement. Available at: <https://doi.org/10.1080/17450101.2020.1857533>
- 4 Transport for London (TfL), London Cycling Design Standards: Chapter 2 2016 Available at: <https://content.tfl.gov.uk/lcds-chapter2-toolsandtechniques.pdf>



Councillor James McAsh, Cabinet Member for Clean Air, Streets & Waste, portfolio.

The Cabinet Member's responsibilities include:

- **Air quality** - improving air quality, reducing harmful emissions and air quality monitoring
- **Walking and cycling** - making Southwark a great place to walk, wheel or cycle; including cycle lessons, infrastructure, hire and storage
- **Streets and parking** - creating safer, greener and healthier streets; road safety; parking (on the council's highways and estates); street lighting (including on council estates and in parks); and highways maintenance, surface water & flood risk
- **Road transport** - including improving local bus services and public transport, promoting sustainable freight; reducing traffic and electric vehicle charging; and managing the council's fleet
- **Accessible travel** - including blue badges and the Freedom Pass
- Waste and recycling – waste and bin collection and the council work to reducing waste and increasing recycling
- **Cleaning, pest control and grounds maintenance** - street and estate cleaning; fly-tipping and graffiti removal; pest control; and maintenance of verges and green spaces on the council's highways and estates
- **Flood risk and surface water**

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Environment Scrutiny Commission

MUNICIPAL YEAR 2024-25

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