

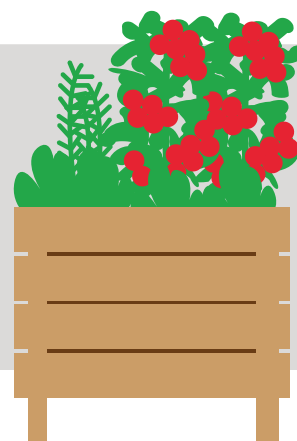
Cycling plan



STREETS FOR PEOPLE
LONDON BOROUGH OF SOUTHWARK

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Vision for Cycling

By 2030, cycling will be the quickest 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.

Our vision is for streets to be safer enabling much 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 be plentiful, frequent and located closest to destinations. There will be ample parking for all types of bikes across the borough in residential and commercial areas.

By 2030 we will 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 homes almost as easily as a disabled parking bay.

Residents will also be able to access secure cycle parking for all types of bikes, including secure cargo and family bike parking. Children, residents and workers can all take advantage of free cycle training. Increasing cycling and walking will result in people being healthier, 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 residents drive in the borough, we still build our streets around cars and other motor vehicles. Our vision is to create Streets for People by giving greater priority to cycling, walking and wheeling infrastructure to ensure that cyclists and pedestrians have the safest and best infrastructure available, with motor vehicles no longer being prioritised. This will also improve road safety, air quality, peoples' health and fitness and to help tackle climate change.

Streets for People sets out targets to increase the share of people by walking, cycling, wheeling or public transport to 87% by reducing driving from 21% to 11% by 2030. This will help to make transport carbon neutral by 2030. This will require accelerating the delivery and scope of changes to our streets to reach these targets. By using our Accessible Cycling Tool (ACT) in tandem with Local Transport Note 1/20 (or updated guidance) to deliver improvements, we can support an increase on all types of cycles using our streets.

We will encourage cycling by improving our cycle infrastructure and network, reducing motor vehicle speeds and volumes on our roads, and training and education. This will help to achieve 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).

By changing driving to cycling trips, we can free up space for our other Streets for People goals, while still supporting an increase in the number of journeys made by walking and cycling.

Cycling does not generate air or noise pollution, and when collisions occur, they are far less serious. Cycling is enjoyable and a great way to get exercise, and offers transport freedom improving health and fitness 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 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 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. If a proposed cycle infrastructure project is not inclusive and does not improve cycling for a wide range of users', we will not build it. Where different cycles have different needs, such as with bike parking, we will deliver a mix as part of every project.

When we refer to 'all types of cycles' we include multi-wheel vehicles, EAVs (electric assist vehicles), adaptive cycles and cargo bikes of all types. A cargo bike is a bike that can carry either multiple people, a larger load or a combination of the two, you often see them being used for deliveries or transporting children. Please note that wheeling is the term used by inclusive groups as aids for pedestrians, such as wheelchairs, mobility scooters, and walking frames.

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 high levels of air and noise pollution, and risk of injury by motor vehicles.

Southwark's population has increased by 22% over the last two decades (Southwark Plan 2022) and we want to increase the percentage of people cycling, so we need to build not only for current demand, but also for future demand; 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 peoples' 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 roads. 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 ACT as well current standards such as Local Transport Note 1/20 to assess our network and ensure it is inclusive for 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 on 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 driving and the emissions from transport, thus improving air quality and making Southwark a great place to cycle.



Delivering a new plan

Southwark has a long history of cycling with the Herne Hill Velodrome being one of the oldest cycle tracks in the world and hosting Olympic cycling events in 1948. The BMX Track London has existed in Burgess Park since the late 1970s with more recent upgrades. These facilities support people of all ages and abilities to cycle in a safe environment off the roads. Our 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 peoples' need to own and 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. Thus the Cycling plan lays the basis for bold change in our approach to reduce driving by designing cycle facilities that compete with driving to reduce motor vehicle use in the borough. By changing the emphasis on how streets are designed from car priority to firstly being streets for people who walk and cycle. So walking and cycling become the preferred method of transport for all journeys. As most households in Southwark do not own cars (60%), we need to support the people who are already making sustainable travel choices, and encourage drivers to drive less to improve everyone's health and air quality in the borough.

We support a vision of cycling for everyone that wants to cycle. Historically, a cyclist is typically seen as a confident, generally male, rider of a two-wheeled bicycle. This is reflected in narrow cycle lanes that cannot fit larger bikes or a tricycle or quadracycle. This is also seen in 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 adaptive cycles. We will therefore work to greatly broaden the appeal of cycling amongst 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.

Building better cycle infrastructure that aligns to the latest guidance and our ACT will also accommodate larger and non-standard cycles, micromobility (such as electrically assisted bicycles, electric scooters or other similar small electric vehicles). Micromobility can increase cycling by supporting one way and more flexible trips. These modes can also help riders to go further, get up hills or enable access for those who are less able to ride unaided.

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

Our Cycle 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 peoples' 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

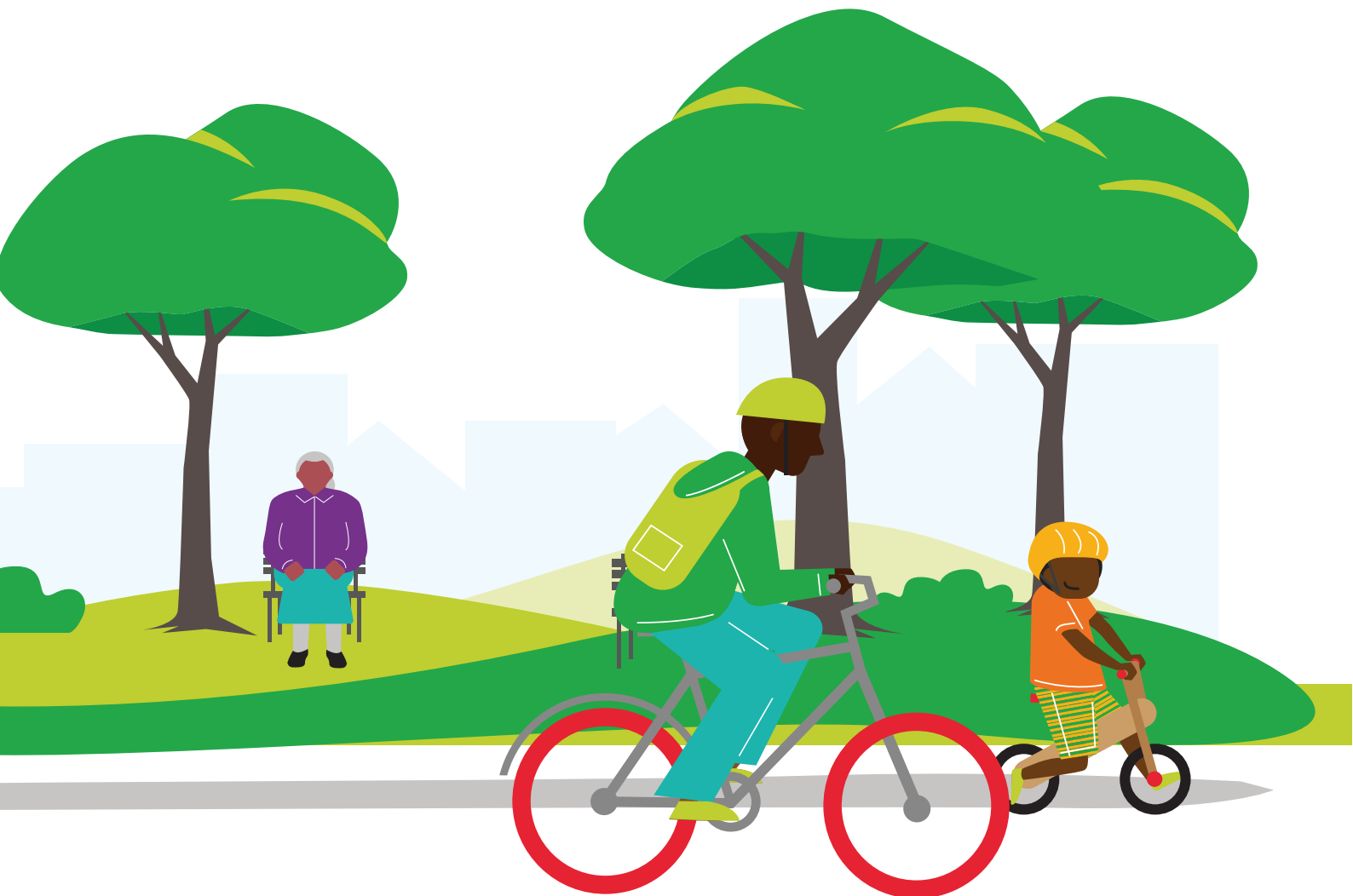
Creating a borough wide cycle network that is future-proofed for all types of cycles and connects them to their destinations.

Getting ready to ride

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

In line with Streets for People, we want to increase cycling to reduce motor vehicle journeys. Increasing access to bikes and cycling is a quick thing we can do in the short-term to support the shift from vehicles to bikes. And the greater number of people who can cycle in the borough, then the more people will benefit from our 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 peoples' 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, fixing punctures and loose cables, 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. We will ensure that bikes are provided for this training, so no child is left behind.
- 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. We will ensure bikes are provided so no upfront cost commitment is required. We will also include cargo bike training in this offer.
- 1.3 Make sure cycle training includes maintenance skills**, so people can keep riding long-term.
- 1.4 Connect our schools to the cycle network and enable schools to support cycle-to-school routes** for our schools to give children the opportunity to develop their skills in a safe environment.
- 1.5 Encourage all employees in Southwark to travel actively all the way or parts of their journey**. 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 Provide all the cycle partners we employ with at least the London Living Wage** for providing a key service by increasing access to cycling.



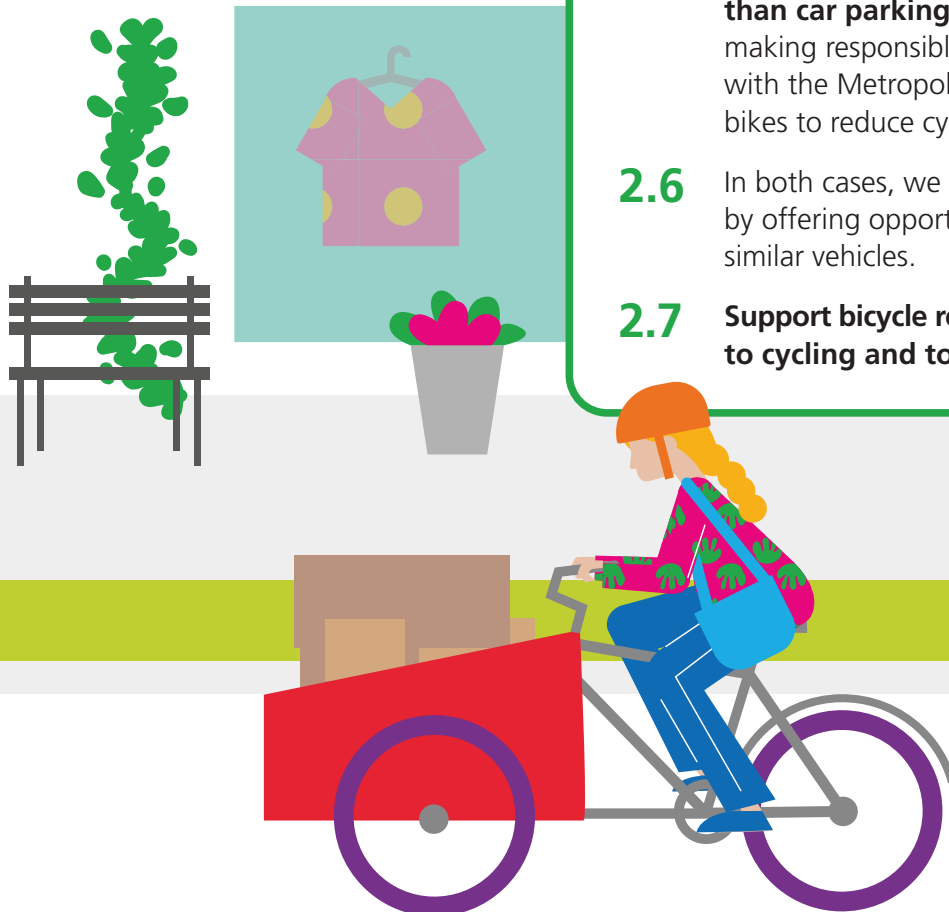
Objective 2. Making cycling affordable

A bike is cheaper to run than a car, but cycling does involve an upfront purchase cost. This upfront cost can make it cheaper to use public transport in the short term, trapping people into 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 practice 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.

What we will do:

- 2.1** Continue to work with cycle 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.
- 2.5** **We aim to make secure cycle parking cheaper than car parking** so that nobody is penalised for making responsible transport decisions. Southwark, with the Metropolitan Police, will security mark 50,000 bikes to reduce cycle theft.
- 2.6** In both cases, we can support businesses and families by offering opportunities to try out cargo bikes or similar vehicles.
- 2.7** **Support bicycle recycling schemes to increase access to cycling and to minimise waste in the borough.**



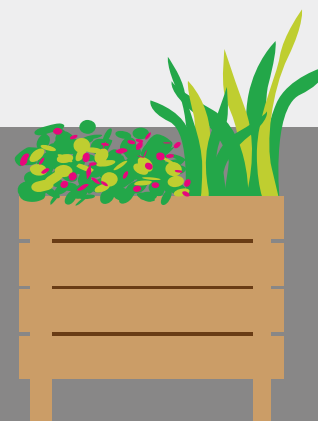
Objective 3. Providing cycle hire options

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, or to use them occasionally. Improving these options helps deliver multiple Streets for People objectives, leading to an increase in cycling and healthier streets.

Private hire schemes need to be properly managed. Inconsiderately parked bikes can block routes for pedestrians and other cyclists and affect other road users. They also require dense networks of parking sites to provide a viable alternative to private vehicle use. All cycle parking will be located on the carriageway. Except in exceptional circumstances where it will be located out of pedestrian desire lines.

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 to park 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 inconsiderate parking** by users of hire schemes.
- 3.5** Support the delivery of hire schemes that include all types of cycles and micromobility, **so there are options for everyone including those needing adaptive cycles and rental cargo bikes.**
- 3.6** Deliver a rental cargo bike to as many town centres as we can.



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 and adaptive cycles.



Objective 4. Providing long-term cycle parking

Starting or ending a cycle journey at home can be difficult for a number of our residents, the majority of which live in flats or maisonettes¹, most of these properties were built without dedicated bike storage. Many people also lack a private garden, or are unable to build such storage due to a lack of 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 on the highway and in private developments. 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 parking offer to also provide secure cycle parking for adaptive cycles and mobility scooters instead of only motor vehicles.

What we will do:

- 4.1** Accelerate the delivery of Streets for People by **delivering cycle hangars** so everyone who needs them 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 other obstacles.
- 4.2** Give disabled residents the option of requesting an **accessible, convenient and secure cycle hangar for an adaptive 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** We will **ensure that levels of cycle parking in new homes gives households enough space to store their bikes**, including cargo bikes, when we next update our planning policy.
- 4.4** **Deliver high-quality cycle parking on council-owned housing estates.**
- 4.5** Review the two bike cap per applicant in cycle hangars to ensure we don't penalise residents living with friends or families.



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 at railway stations, is often insufficient and difficult to use. A lack of suitable or well-located cycle parking discourages people from making these 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 cycle parking in abundant quantities everywhere in the borough that is closer to destinations and front entrances than car parking.

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 can inconvenience 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 our cycle parking stands do not block the footway or inconvenience pedestrians.

These problems are often because a lot of Southwark was built before or without considering the needs of people travelling by bike. As we have updated Planning requirements, this problem has reduced. We aim to resolve this issue by updating our 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,** and closer than motor vehicle parking where possible. This will help to make cycling the most convenient door-to-door mode. It will serve all types of cycles 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 affecting public space access.
- 5.3 Ensure that Planning policy increases the provision 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, it is easier for **visitors and workers to travel 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.
- 5.5 Convert 10% of on street parking to short term cycle parking,** so it is available everywhere.



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 friend's homes, employment and retail areas. Co-locating the different types of cycle parking in the same location helps support every type of cycle journey. Future-proofing all cycle facilities will also help us to accommodate the increase in cycle trips.

We will provide mobility hubs that may include the following, dependent on the needs of the area: parking bays for micromobility, parking for all types of cycles, cargo bike, other rental cycle options, places to rest, maintenance areas and secure long-term cycle parking for nearby residents. We will also reserve areas for those servicing these hubs. These hubs will be delivered across the borough to support the aims of Streets for People.

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 hubs. 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 whilst ensuring they don't affect people walking and wheeling.

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 new private developments are built, we will expect developers to provide 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 routes need to be consistently designed and built so that all cyclists, whatever bike they ride, whatever their navigational 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 to walking and cycling by motor vehicles. Driving can also be seen as more convenient than walking or cycling. We will, thus, design a cycle network that is safer and more direct so cycling takes less time and effort so it better competes with the car for more peoples' 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.

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 address in the borough. This plan will also link with our Walking and Wheeling 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 local authorities. These network plans will include nighttime routes, to ensure people feel safe all the time.

7.2 **Reduce traffic volumes and speed to make cycling safer** by planning our network to prioritise cycles and by designing our roads to prevent through traffic and reduce motor vehicle speeds.

7.3 **Use the cycle network plan to create a delivery plan** to help prioritise Highway's schemes by creating a pipeline of projects to build the cycle network as efficiently and economically as possible.

7.4 **Improve the cycle network.** The current cycle network is mostly laid out to help get workers into central London. This creates large gaps in the network, especially for orbital journeys.

We want to cater for these journeys to significantly increase cycling and create cycle routes within 400m of every home in the borough.

7.5 **Make cycle routes more direct and intuitive.** Create a simpler, more direct cycle network with shorter routes to make cycling quicker than driving. Where possible we will create short cuts for pedestrians and cyclists through barriers to motor vehicles to create advantages to better compete with driving.

7.6 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 without chicanes and sharp bends, to follow the landscape, avoid signal control where possible, and allow riders to maintain a consistent speed.

7.7 **Install consistent route and destination signs** across the cycle network so it is always quick and easy for people to find their way.

7.8 **Include the Cycle Network Plan in planning policy.** So parts of the cycle network can be delivered by major new development and regeneration schemes.

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

All our streets should feel safe to cycle on. If not, then they do not provide a safe, comfortable and attractive place to live. People in Southwark have repeatedly raised safety concerns as the main barrier preventing them from cycling².

Safety concerns can also push cyclists onto the pavement, 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 by aiming to increase the amount of space for walking and wheeling in our works. We will provide cyclists with safer roads so they won't feel that they have to cycle on the pavement.

8.3 Review all existing and proposed cycle infrastructure using our Accessible Cycling Tool (see appendix) and Local Transport Note 1/20 or any updated guidance.

Where we can improve cycle infrastructure 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:

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

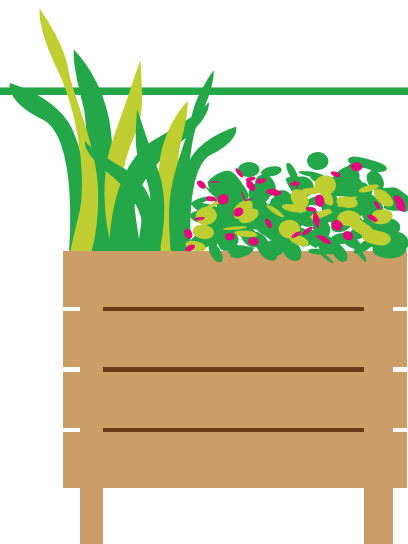
- **Segregated cycle lanes:** cyclists share the road with motor traffic, but use a separate lane protected by barriers or kerbs.
- **Separate greenways:** cycle routes that are completely separated from motor vehicles and roads.

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 that all the roads in the borough are safer.

8.7 Ensure that the cycle network enables cyclists to take safe and direct routes, such as on busy commuter routes, where large direct roads will be designed to ensure cyclists have safe, prioritised journeys without having to avoid major roads or junctions. We will include cycle contraflows and safe junctions to ensure all parts of a bike journey are safe and direct.

8.8 Update our design guidelines 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** **Aim to locate cycle routes away from the places which utility networks use to access their infrastructure** to reduce disruption to cycle journeys. 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, where possible.
- 9.5** **Design cycle infrastructure to be resistant to extreme heat and high levels of rainfall,** with resilient materials and good drainage, providing tree canopy shade where possible. 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 preventing inconsiderate parking or dangerous driving. Where this is not possible, we will make full use of our traffic enforcement powers to discourage unsafe and illegal traffic 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

Southwark is the first council to develop an Accessible Cycling Tool (ACT), in partnership with Wheels for Wellbeing. It sets out the criteria we will use to assess our cycle infrastructure. To spot check sections of our routes to ensure they are 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 cycles and micromobility, and for every user, including freight users. Where tools such as the Cycling Level of Service³ 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 that can be updated so we can constantly improve our designs. All of our designs will still comply with Local Transport Note 1/20 and other updated standards, but supplemented by the ACT.

The Accessible Cycling Tool is concerned with the qualitative experience of the users. Therefore, 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 Transport for London (TfL), London Cycling Design Standards: Chapter 2 2016 Available at: <https://content.tfl.gov.uk/lcds-chapter2-toolsandtechniques.pdf>

