

# Streets for People

## Cycling Plan

Public Consultation November 2023 - January 2024

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# Background

## Streets for People

Southwark adopted its Streets for People strategy in July 2023. The Streets for People strategy sets out a bold vision and firm commitment to improve our residents' quality of life, by changing how we all travel and use streets in the borough. It sets out to improve the air we breathe, and make Southwark cleaner, greener and safer

From August 2023 to March 2024, Southwark Council ran an extensive engagement programme seeking the views of all people in Southwark about what improvements they would like to see in their streets and neighbourhoods.

## Cycling Plan

In November 2023 we published and consulted on the draft Cycling Plan, the draft Walking Plan and the draft Electric Vehicle (EV) Plan. These plans built on the direction set out in the Streets for People strategy and gave further details on how to deliver these commitments. We invited people to read the draft plans and comment on the specific measures proposed.

<https://consultations.southwark.gov.uk/environment-leisure/streets-for-people-cycling-plan/>

From the Consultation Hub, we received 260 responses to the Cycling Plan survey. This report summarises the feedback received and identifies themes and additional points to be taking into consideration.

# Cycling Plan Online Survey

## Comments on Vision for Cycling

### 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 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 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.

### Q3 Do you have any comments about the Vision for Cycling?

About three quarters of respondents gave positive feedback on the plan and vision. They many would like to see it implemented even sooner than planned and we need to have very ambitious timescales to make it real. Some people (5) are worried that it’s all good said but we won’t deliver, and we need to make sure that in delivering this we shouldn’t slow down public transport.

*“You could add that cycling is much cheaper than running a car, even than relying on public transport. Cycling should be socially inclusive but too often perceived as the domain of middle-class white men. The gold standard should be that EVERYONE cycles, of all backgrounds. Southwark is already brilliant in this respect— e.g. mothers and children riding to school are a common sight— and could shout louder about this objective.”*

*“I think this is a fantastic vision. But make sure that new infrastructure is ready for the future! Cycle lanes are starting to show their limits as they're too narrow for the number and types of bikes using them.”*

From the positive comments a very interesting one often shared is that it is less important to make cycling faster. It should have direct routes but it is important to prioritise safety over everything else and possibly enjoyable routes. People prefer to take a bit more time but arrive safe at destination and enjoy the ride so fast routes shouldn’t be the first priority. Feeling safe is one of the major asks from people.

*"Cycling does not need to be the fastest way to travel - it should be the most direct, but above all, it must be safe. The biggest barrier to cycling is people's perception that it is dangerous (even if statistically it isn't really that dangerous) - when collisions happen that involve a cyclist, the injuries suffered can be life-changing, so safety above all else is what matters. Infrastructure is key to this - having protected bike lanes on all main roads will be fantastic. We have seen the enormous increase in cycling in those areas where there are protected bike lanes, so this is key. It shows that people do want to cycle and that they will cycle if it's safe. I strongly agree with trying to reduce traffic, but mostly, traffic needs to be slower. Most collisions happen at junctions so it will be critical to install light-controlled phases just for cyclists. Overall, I very much support the Vision for Cycling."*

Bike theft was also a very recurrent issue, a lot of people don't go to certain places for fear of having their bike stolen and police never do anything about it. Also maintenance and potholes fixing is very important.

*"Safety of bikes should be a key priority - I know lots of people who don't cycle for fear of their bike being stolen or damaged. CCTV should overlook any planned cycle parking, and riders should be confident that there will be follow ups on any theft"*

*"The vision sounds great. I want to emphasise that cycle parking is hugely important. Most people live in flats and it can be very difficult to store your bike, especially if you are in a shared flat with multiple people cycling and living in cramped quarters. I've lived in a flat where half our living room (our only communal space) was taken up by bikes, and another where my partner and I had to store our bikes next to our bed. Cycle parking should be easy to access and it needs to be safe! I'd also emphasise the need for cycling to be safe. For that to happen, cars need to go slower and respect the Highway Code. More should be done to raise awareness about pedestrian and cyclist priority and how to drive safely and within the law."*

From negative comments and people who do not agree with the plan (about 12% of respondents) the main reasons are that prioritising cycling is discriminatory against who can't cycle and especially disabled and elderly. There is the need for more balance between all modes and increase public transport as a priority over cycling as that can be used by everyone. Some ask if this is realistic and complain we spend lot of money for cycling and the increase is very low. There are complaints among respondents about LTNs creating more traffic and pollution on main roads.

*"... "By 2030 ... Cycle journeys will be the default choice for all trips" Is this completely realistic? Currently, cycle use is much less in winter and during poor weather. Is this behaviour going to change? Cycling on snow and ice is dangerous. Is access to public transport being downgraded? Are people who won't be comfortable or able to cycle easily for a variety of reasons being properly considered in this plan? Electric bikes and scooters are not going to assist very much in healthy lifestyles and they are the modes of transport which are on the increase. Extra cycle parking would be beneficial although cyclists are wary of where they leave their bikes."*

*"Yes, I think you are discriminating against all people of who cannot or simply do not want to walk or cycle. Taking the choices away from people is undemocratic and unjust. Forcing motorists to travel on major roads effects those people living on the road and surrounding areas making pollution worse on those areas - this is not fair."*

Another point which is repeated also in the walking plan is how to stop bad cyclist behaviour which is a danger to pedestrians and not ending up prioritising cycling over walking.

*"How can you possibly make a cycle network safe for all users? One of the main problems for responsible cyclists in London is the reckless behaviour of other cyclists, who often shoot through traffic lights, cycle too fast, speed past other cyclists without leaving enough room, cycle without lights, cycle with headphones on or even whilst texting on a mobile phone...I don't see how you can re-educate every irresponsible and inconsiderate cyclist, with the best will in the world. AND many pedestrians step into cycle lanes or roads in general without looking for bikes... I see this as the biggest barrier to cycling safely in London and Southwark. In addition, e-scooters and e-bikes make it much more difficult and dangerous for regular cyclists to function. E-SCOOTERS SHOULD BE BANNED FROM CYCLE LANES AND IF POSSIBLE, ALTOGETHER. Otherwise, the Vision for Cycling is great."*

There are also 11 respondents who gave this same answer:

*"I support the vision that cycling will be the most direct way to travel in the borough, though I don't think it needs to be the fastest. This relies on the cycle network being accessible by all types of bikes and safe for all users. Good cycling infrastructure, less traffic and slower traffic are main ways to achieve this. The Plan needs to prioritise safe junctions, where all light-controlled main road junctions must have a safe phase for cyclists. Protected cycle lanes need to be present on all major roads, so that people can cycle safely. Limiting traffic in residential areas*

*is essential, so that cycles and buses can travel safely and quickly and car traffic should only use residential roads when the destination is in that neighbourhood. The vision is only good if it is delivered: I want to see the Council accelerate implementation of this Plan. Please clarify how you'll monitor improvements in how safe people think it is to cycle.”*

# Comments on Objectives

## Getting ready to ride - Objective 1-3

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 shortterm 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.

#### *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.

### *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.

### *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

**Q4: Look at the list of things we have said we will do above. Do you think doing these things will change your local neighbourhood? What kind of change do you think it will make?**

There were 220 responses to this part of the question.

175 of the responses believed that the proposals would bring positive change to neighbourhoods, 21 thought they would bring negative changes and 24 were neutral responses.

The most popular themes were hire bikes with 49 responses, of which expansion and increase of parking was a key theme, although there were also concerns around pedestrian access.

Safety was a key subject as well, with 46 responses addressing that safety is a key barrier to cycling, with the proposals having a favourable response but also concerns around pavement and dangerous cycling impacted pedestrian safety. Motor vehicles and dangerous drivers are seen as the most common issue to cycle safety.

Cycle training was important with 35 responses with respondents highlighting the importance of teaching children to cycle so it is an ingrained behaviour and was helpful in increasing cycle confidence. Many respondents also highlighting how key maintenance skills are.

Traffic reduction is seen as integral to delivering the proposals and was mentioned by 26 respondents. Cost and young people cycling were mentioned in 22 responses, with pollution being mentioned in 21.

Infrastructure was mentioned in reference to several different types, including: Parking (including secure – 24), Cycle lanes (20) and LTNs (12). Crime and bike theft were mentioned by 10 respondents, highlighting that users can be put off cycling very quickly as a result of bike theft.

Q5: Do you think we should change any of the things we will do? If so, please tell us which ones you would change and why (please refer by number)

There were 159 responses to this part of the question.

The responses to this question overlapped with question seven. For proposed changes there were 61 responses that referenced an objective.

### Improving cycling skills:

Objective	No. of responses
1.1	3
1.2	4
1.3	2
1.4	1
1.5	2
1.6	1

For this section, the responses suggestions included home-educated children for the free cycle training objectives (1.1 and 1.2) and that driver training was required to educate about cyclists. The two comments on cycle maintenance training (1.3) were split, suggesting skills should be prioritised and the other suggesting business rates should be reduced for bike shops. Objective 1.4 was expanded by suggesting support bike buses organised by parents or schools.

### Making cycling affordable:

Objective	No. of responses
2.1	0
2.2	1
2.3	2

2.4	1
2.5	16

The comments on the first 4 objectives agreed with the importance of these measures and wanted to see delivery.

Objective 2.5 was the most common response across the document:

Respondents highlighted that many areas in Southwark remain free for car parking, yet secure parking in cycle hangars is charged for in those areas. There were also concerns that the wording implied we might start charging for cycle parking at Sheffield stands. Comments also mentioned that there is a large need for secure parking as bike theft is common. The limitation of two bikes per hangar affects residents where there may be more than two bikes in the household such as families or friends living together.

#### **Providing cycle hire options:**

Objective	No. of responses
3.1	1
3.2	8
3.3	7
3.4	6
3.5	1
3.6	3
3.7	2

The objectives around e-bikes and e-scooters (3.2, 3.3 and 3.4) had a combined 15 responses (8, 7 and 6 respectively):

Of the responses from this group, 6 wanted e-bikes and/or e-scooters to stop being supported and the remaining 15 were positive, suggesting increase in parking provision and better enforcement of poorly parked vehicles. Three responses supported the current hybrid model.

For the other objectives in this section, all agreed with our proposals but two responses wanted to see an increase in cargo bike rental in residential areas, where they could have the most use for residents.

**Q6: Which of the things that we have said we will do are the most important? Why are they important? (please refer to the numbers)**

There were 171 responses to this question.

11 respondents said that they are all equally important and five that none are important.

17 respondents didn't mention specific points but said their priorities are:

- Affordability and access to bikes and safe spaces to park them
- Safe routes, cycle infrastructure and cycle lanes above everything else, these are supporting activities
- Public transport

Respondents who mention some specific points in general said the most important thing are:

- to train children and adults on cycling skills to build their confidence and to create long term habits,
- to increase opportunities to store a bike and that it should be cheaper than car parking
- To expand the TfL cycle hire scheme.

In particular, these are the top 5 actions that people feel most important in order of how many mentioned them.

1

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.

*"Teaching children to cycle safely is a great way to get families cycling"*

2

2.5 Keep cycle parking cheaper than car parking so that nobody is penalised by making responsible transport decisions.

*“Keeping cycle parking cheaper (2.5) noting that families will need MULTIPLE cycle parking spaces to replace one car parking space, and will need family discounts (or 'much cheaper than car parking' pricing) to make the numbers work.”*

3

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.

*“Very important to realise that not every adult will feel safe without training - many people need it who have no clue how to cycle considerately and safely! “*

4

3.1 Continue to support the expansion of TfL’s cycle hire scheme

*“More cycle hire schemes are needed in the south of the Borough”*

5

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.

*“Access to affordable, local cargo bikes is essential if people are to switch away from cars”*

*“Most small package deliveries would already be more efficiently done by bike”*

**Q7: Is there anything else you think we should do?**

There were 155 responses to this part of the question.

3 respondents simply agreed with the plan and would like to see it implemented as soon as possible but didn’t suggest anything to add.

11 respondents were positive about improving cycling but made some suggestions which fit under the following themes (some respondents made comments that fit in more than one theme):

- 46 mentioned the need to address bike theft as this is a very big barrier for people wanting to cycle or something that makes people stop cycling once they are a victim of bike theft. Cycle theft also make cycling less affordable, especially for low income families. There is a

strong need for secure cycle parking at home and at every destinations. People also would like the police to take this issue more seriously.

*“Address cycle theft, as lower income groups in particular may stop cycling the first time a bike is stolen.”*

- 27 mentioned they want to feel safe and that we should improve cycle infrastructure, including more segregated cycle lanes, improved junctions and quieter routes
- 13 mentioned the space dedicated for cars and car parking should be reduced in favour of cycling

*“Currently there is very inadequate cycle parking. By dedicating a very small fraction, say 5%, of existing car parking spaces to bike parking (by installing bike hoops or equivalent), you could ensure that there is good bike parking within 2 minutes walk of almost every address in the borough.”*

- 12 said they would like to see more engagement, training and campaigns to promote cycling and its benefits to everyone, including schools, workplaces and community groups. They would like increased awareness of schemes and options in offer, especially in communities where cycling is almost non-existent to make it inclusive for all

*“Humanise cyclists start a road campaign with the faces of all types of cyclists and show how accessible it is. So people can empathise and see themselves as a cyclist, then they will feel as if they are able to do cycle to work/shops/school etc and then they will be more likely to try it.”*

- 10 highlighted the need to educate drivers on how to share the streets with cyclists and stop dangerous driving. Some (7) also highlighted the need to improve cycling behaviour and educate cyclists and all road users on the rules of the road and the new Highway code. 10 respondents also suggest the need for more regulation and insurance for cyclists and especially e-bikes or illegal e-scooters.

*“Act against daily motorist microaggressions towards cyclists, such as invading segregated cycle lanes at intersections instead of yielding way, invading ASLs at traffic lights, revenge-overtakes and generally educate drivers about misconceptions such as “you don’t pay road tax”, “why don’t you stick to your cycle lane”, the notion of primary position and why it is recommended for cyclists etc”*

- 6 respondents would find important to have more accessible bike maintenance tools or services (such as Dr Bike) and skills training

*“Provide tool libraries where residents can borrow useful tools and use a bike stand to repair their bikes. A trained bike mechanic could be on hand to assist and*

*provide workshops. The London bike kitchen in Hackney is a good model for this type of work.”*

- 4 respondents highlighted the importance of road and cycle infrastructure maintenance to avoid danger and punctures caused by potholes, uneven surfaces and litter.

5 respondents made suggestions that do not fit into previously identified themes which include:

- Suggesting a cycle recycling scheme
- Improve the use of lights and visibility for cyclists
- Increase coverage of TfL cycle hire
- Improve cycle freight and consolidation hubs
- Improve wayfinding

*“I think you should focus even more on encouraging cycle freight and discouraging delivery vans. Would a delivery hub be possible? Eg delivery companies drop off goods at the hub, and cargo bikes deliver from the hub to residents throughout the borough. I think that reducing over-sized delivery vehicles on residential streets is one of the best ways to make streets more pleasant.”*

16 respondents had more of a negative view of the plan in this question, asking to consider more people who can't or don't want to cycle, to not force behaviour and to better understand the needs of people through local engagement.

11 respondents shared the same response below:

*“- Reaching out more proactively to the communities in Southwark where levels of cycling are currently lower than average*

*- Keep listening to residents and respond to their reasons for not cycling*

*- Focus on the areas of greatest need and deprivation in the Borough.*

*- Cycling is not affordable if your bike gets stolen. Southwark needs to address cycle theft, which is high in the borough.”*

## **Getting on your bike – Objective 4-6**



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 maisonettes, 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.

##### *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.

### *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.

### *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.

**Q8: Look at the list of things we have said we will do above. Do you think doing these things will change your local neighbourhood? What kind of change do you think it will make?**

There were 191 responses to this question, of this 161 were positive responses believing the changes brought would have a beneficial impact, 16 were negative or against the proposals and 14 responses were neutral. Two answers were repeated, one twice and one seven times excluding yes or no answers.

*“These changes will hugely benefit the local neighbourhood. It will reduce reliance on cars, and reduce conflict with cars / pedestrians by making sure proper infrastructure, e.g. parking is in place. I especially support the principle that growth should be built in! Look at cities on the continent that build proper cycle parking where they are serious about encouraging cycling.”*

The most popular objective mentioned was 4.1, with 64 responses highlighting the important of secure parking, particularly for those in flats or with no storage space. The second most mentioned objective was 5.1, again highlighting the need for increases in parking and ensuring that it is located in the right place to serve residents and visitors. They also highlighted the importance of surveillance, both natural and CCTV for parking locations.

The other key themes from responses were:

- Concerns around bike theft and how proposals could counteract it
- Parking requirements in residential areas as well as town centres
- Wait times for cycle hangars
- Increased provision of cycle hangars will support reduction in car use

**Q9: Do you think we should change any of the things we will do? If so, please tell us which ones you would change and why (please refer by number)**

There were 99 responses to this question, of which 42 specified objectives to comment on. Responses in this area highlighted that we will need to extend offers to those who own properties on council estates, rather than only tenants as they have no space to provide secure parking themselves on the council land.

### **Providing long term cycle parking**

Objective	No. of responses
4.1	9

4.2	6
4.3	10
4.4	3

The key responses in this section highlighted the need for secure parking expansion, with objective 4.1 changes again highlighting the limitations of two bikes per household needs to be reviewed. Six comments mentioned that provision should include family bikes, which can be resolved by improving the clarity of objective 4.2. One respondent highlighted for 4.3 that provision is required for single room properties that can be more than one person, so a minimum size/space per unit is required. Three comments also support the inclusion parking for all types of bikes on council owned housing estates (4.4). There was also a comment that highlighted the need to encourage or support existing private estates to increase their cycle infrastructure provision.

### Providing short- and medium-term cycle parking

Objective	No. of responses
5.1	3
5.2	3
5.3	1
5.4	0

The responses for this section commented on security again and how best to deter theft of bicycles (5.1) one person suggested adding signage to locate cycle parking. There were also comments on how Sheffield stands and other bike parking could be better designed to accommodate more types of bicycles, as well as where it is possible to add more parking to existing infrastructure like lamp columns (5.2). The only comment for 5.3 suggested inclusion of additional cycle parking for new HMO conversions as a requirement, rather than limiting planning requirements to new developments. This raises the point of if the number of residents increases, parking requirements will also increase.

### Future proofing our cycle requirements

Objective	No. of responses
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6.1	2
6.2	3
6.3	2
6.4	0

The feedback on this section was around incentivising hangar use and ensuring spaces are well designed. One comment on mobility hubs wanted confirmation that they would not dominate pedestrian space. For objective 6.2, one comment highlighted that tandems or multi-user bikes should be included in our definition of all types of cycles and another commenter suggested paid for parking for cargo or heavy e-bikes. For objective 6.3, one comment suggested the wording may be open to interpretation around “where significant new cycle traffic” and concern that this is not conditional on new traffic appearing, but a standard requirement. Another commenter also wanted a firmer statement around demands from developers, rather than expectations.

**Q10: Which of the things that we have said we will do are the most important? Why are they important? (please refer to the numbers)**

There were 134 responses to this part of the question.

7 respondents said that they are all equally important and 8 that none are important.

53 respondents didn’t mention specific points but said their priorities are:

- Long term bike storage, cycle hangars and parking for different types of bikes, especially for people living in flats and rented accommodation
- Cycle parking close to shops
- More secure temporary cycle parking with CCTVs
- Cycle parking by schools and near stations
- High quality facilities that last
- Accelerating delivery
- Protected cycle lanes, reduce car speed and improve driving standards

*“Providing good enough facilities to safely leave and lock your bike at popular destinations - it doesn’t need to be particularly extensive - safe, well-lit, so that you*

*can be reasonably sure the bike will be there when you return, and maybe dry too? (though not essential!).”*

Among respondents who mentioned specific points that they feel are more important, these are the top 5 actions in order of how many mentioned them.

1

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.

*“Secure and dry cycle parking right outside (or practically so) the front door makes owning a bike as convenient as owning a car and removes an emotional barrier people have to either getting on a wet bike or hauling one in and out of a building. Keeping bikes dry when stored also massively reduces maintenance.”*

2

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.

*“No point having the infrastructure to get somewhere if you can't lock up and leave safely”*

3

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.

*“Without the ability to park a bike and keep it, it's hard to increase participation”*

4

4.4 Deliver high-quality cycle parking for tenants on council-owned housing estates.

*“It is really important as a resident on a council estate. There is not enough bike parking for all the bikes, they get locked up outside which isn't good for them. There is too much space for cars compared to bikes and trees.”*

5

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.

*“Having secure parking for a range of bikes will be invaluable to encouraging different bike usage.”*

**Q11: Is there anything else you think we should do?**

There were 100 responses to this part of the question.

50 respondents highlighted that we should focus on provision of secure cycle parking and addressing cycle theft. Specifically these are the most recurrent themes around that:

- Working with the police addressing cycle theft and ways to report it and relocate stolen items
- Cycle hangars and residential cycle parking more affordable or free
- Allow residents to use car parking spots in front of their houses for bike storage
- More aesthetically appealing cycle hangars
- SMART objectives on number of spaces needed
- Support people putting bike storage in their front garden through clear planning policy and incentives

*“I would like to see space currently given to cars and car parking changed to secure cycle storage or rows of car parks made into cycle paths instead. There’re lots of small roads that have car parking either side, which could be halved and then there would be space for a segregated cycle path. It would help families cycle if it was possible to make space to store cargo bikes safely. “*

17 respondents made suggestions that do not fit into previously identified themes which include:

- Improve cycle infrastructure and reduce speed
- Road maintenance and potholes fixing
- Abandoned rental bikes on pavements and abandoned bikes on cycle stands taking up space
- Bike maintenance skills
- Remove car parking and reallocate space to cycle infrastructure and cycle parking
- Cycle helmet parking
- Business rate reductions to companies with percentage of workforce commuting by bike or other incentives
- Parklets with cycle parking

11 respondents had more of negative view of the plan in this question asking to work for all residents and not just one group and stop focusing on cycling only. They would like to see cycling not interfering with pedestrians, public transport and cars.

*“Pay more attention to the variable situation in city, urban and suburban districts. What may be desirable in the city is neither suitable for suburban districts, nor necessary and vice versa.”*

9 respondents shared the same response below:



*“Focus on the areas of greatest need and deprivation in the Borough. More action to prevent cycle theft, pressing the Met to increase levels of enforcement and improve efforts to reunite bikes with owners.”*

## **Getting where you're going – Objectives 7-9**

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.

#### *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 green spaces 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 cycling.

### *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. 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.

### *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.

**Q12: Look at the list of things we have said we will do above. Do you think doing these things will change your local neighbourhood? What kind of change do you think it will make?**

There were 184 responses to this question, twelve answers were identical or near identical with the only variation of punctuation. 138 answers were positive and believed the proposals would bring positive changes and increases in cycling, 31 were neutral and 15 responses were negative, thinking the changes would have a negative impact on their neighbourhoods.

The key feedback was that traffic volume and speed reduction would have the best impact on safety and joined up routes would really help residents and visitors understand how to navigate the borough. The cycle network is also seen as important to improving safety. Two responses highlight the feeling around cycle network and safe routes:

*"7.1/8.4 - I think a connected cycle plan will make a huge difference. It's hard to convince someone to ride a bike somewhere if you wind up saying "it's segregated bike lanes up until this bit of the journey where you have to merge with traffic and dodge around buses all the time"."*

*“A joined up cycle network is a good idea - I live near a park and car short cut and school at peak times it can be very congested with traffic, traffic calming and cycle only roads will help a lot”*

For the comments that believe negative changes would be create, the concerns are based around journey times for motor vehicles and public transport:

*“It will slow down bus times which are relied on heavily in the borough - how will you ensure journey times are maintained for buses and taxis and will you be removing bus lanes?”*

There are concerns from all sides that the proposals are too ambitious and may not be delivered and that what exists now is inadequate, from a safety or speeding perspective, driven by a lack of enforcement. Safety at junctions is mentioned by many responses and is a concern, this should be addressed by objective 9.6.

*“Will be brilliant when done. So many more people cycling with the great progress made over the last ten years but still too many scary junctions and straight sections where people speed. Please focus on junctions and straight roads where people speed.”*

There is a split with commenters wanting segregated cycle lanes over low volume and low speed roads with shared carriageways that could be explained in better detail to assuage these concerns and clearly support the benefits of our proposed network.

**Q13: Do you think we should change any of the things we will do? If so, please tell us which ones you would change and why (please refer by number)**

There were 108 responses to this question; one response was repeated 11 times. Of the 108, 35 responses highlighted specific objectives they would like to change or update.

### Designing a cycle network

Objective	No. of responses
7.1	4
7.2	0
7.3	3
7.4	2
7.5	0
7.6	1

7.7	2
7.8	2
7.9	1

Thirteen respondents highlighted the need for the full cycle network was connected and safe, raising issues with the current cycle provision. Three also highlighted the need for a reduction and clarity on the 400m distance, whether it was possible to be further than required due to natural barriers such as train lines.

All three comments on 7.3 were against reduction in traffic volumes or speed and negatively framed about cycling. There were two comments on 7.4 expressing concerns around use of green space for cycle routes. Other comments replicated earlier concerns about creating new standards for signage when ones already exist (7.7 and 7.9) and for 7.8 there were two comments around being too cautious with routes.

#### **Building cycling infrastructure:**

Objective	No. of responses
8.1	0
8.2	3
8.3	12
8.4	9
8.5	1
8.6	0
8.7	1
8.8	1

Comments in this section started with wanting more clarity on pedestrian pavement and reinforcement of rules on cycling being illegal on the footway (8.2). The key feedback from this section is around the ACT, with respondents highlighting LTN 1/20 exists already and that there is no clarity in this section around usage or compliance with that.

There is concern from commenters around objective 8.4 mainly directed at the prioritisation of shared carriageways as a model over segregated cycleways, two comments also suggest segregated cycleways on more roads in possible by removing parking. These concerns echo the earlier comments about the current disconnected cycle network and how segregated cycle ways should not just end in shared carriageway, but safely connect all parts. Other comments in this section cover suggestions of deprioritising directness of routes to ensure and to increase the number of one-way roads as part of the cycle network (8.7 and 8.8).

### **Delivering long term maintenance, management and improvement of the cycling network:**

Objective	No. of responses
9.1	0
9.2	0
9.3	0
9.4	1
9.5	2
9.6	4
9.7	0
9.8	0

Maintenance, shade, segregation, control poor behaviour of all road users, achievability of 9.4, ped protection

The themes in comments from this section relate to the cycle network infrastructure.

Two comments were on 9.5, highlighting the difficulties of both providing shade for the network, as well as maintenance for cycle lanes. For objective 9.6, four comments expressed concerns about protection for all road users, including pedestrians and the enforcement and control of poor user behaviour.

Q14: Which of the things that we have said we will do are the most important? Why are they important? (please refer to the numbers)

There were 135 responses to this part of the question.

7 respondents said that they are all equally important and 6 that none are important.

31 respondents didn't mention specific points but said their priorities are:

- Safety
- An holistic and joined up cycle network linking key destinations
- Better signage and access to cycle routes
- Segregated cycle lanes
- Reduce traffic and car volume
- Prioritise busy junctions

17 respondents said:

*“The most important thing is delivery of good quality schemes that conform to published standards, eg LTN 1/20”*

Among respondents who mentioned specific points that they feel are more important, these are the top 5 actions in order of how many mentioned them.

1

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.



*“Safe cycle routes. Many people tell me they are too scared to cycle to school or work. They need to feel secure. This means separated cycle lanes, greenways, and a strong commitment and enforcement to reducing traffic speeds.”*

2

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.

*“There is too much car traffic being prioritised over cycle traffic in Southwark.”*

3,4,5

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.

*“Ensure there is a comprehensive network covering everywhere you might want to go. Southwark has some good routes but also some big gaps.”*

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 green spaces to ensure riders are always moving towards their destination.

*“The easier the low traffic routes are to use, the more popular they will be. It will also minimize cyclists on busier roads which will also be better for drivers.”*

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.

*“Making sure cycling signage is really easy to follow. Some of the best cycle infrastructure in the borough are a bit confusing to find. Some areas of decent cycle infrastructure create huge amounts of confusion/conflict because they are not signposted very well.”*

## Q15: Is there anything else you think we should do?

There were 120 responses to this part of the question.

8 respondents simply agreed with the plan and would like to see it implemented as soon as possible and with targets and precise timelines but didn't suggest anything to add.

*“Please make this a priority and keep hitting deadlines no matter what the opposition is. More cycling is a complete win for everyone in the borough.”*

69 respondents were in favour of improving cycling but made some suggestions which fit under the following themes (some respondents made comments that fit in more than one theme):

- Improving and making junctions safer and address traffic lights for cyclists increasing priority and reducing waiting times or the amount of times cyclists need to stop. Where possible remove traffic signals along cycle routes to maintain priority and momentum (12)
- Complete missing links, connect destinations and build a well connected network of routes
- Reduce speed and enforce 20mph limits (11)
- Maintenance of potholes and surfaces, clearing of debris and leaves, avoid metal manhole covers and grates that become slippery when wet (10)
- Reduce parked cars along cycle routes, reduce parking to allow for more cycle infrastructure, prevent illegal parking on cycle lanes, double yellow lines and at junctions (8)
- Improve safety and reduce road danger (8)
- Tackle cycle theft (6)
- Coordinate with other boroughs for consistency (5)
- Reduce traffic and introduce more LTNs (5)
- Produce detailed maps of cycle routes and liaise with Google and other operators to add safe cycle routes layers. (4)
- Prioritise segregated cycle lanes (4)
- Reduce conflict with pedestrians, especially in shared paths (4)
- Reduce conflict and risk with lorries (3)

*“Cycle lanes on busy roads can be beneficial. These lanes can, however, get very crowded during rush hour and I have seen accidents when cyclists run into each other. The areas where cyclists and pedestrians interact need to be carefully designed, for example, where cycle lanes cross bus stops and at intersections where separate spaces for riders and walkers might be helpful. The design of cycling infrastructure is often inconsistent. There may be cycle lanes on one way roads where drivers don't expect cyclists. The cycle lanes are sometimes one way and two way. Cycle lanes may suddenly end and cyclists are thrown into traffic. There are also cases where parking is introduced and cyclists are forced into the main traffic lane or a curb is suddenly introduced.”*

*“Focus more on big junctions. These are the most dangerous places for cyclists, where most deaths occur. Separated cycleways are good, but they are much less valuable without the same quality of safe junctions. This can sometimes be difficult, because junctions are physically and politically tricky, but it is important for safety and modal shift!”*

9 respondents made suggestions that do not fit into previously identified themes which include:

- Guarantee emergency access in case of accidents
- Cycle network to use primarily main roads
- Proper lighting in green spaces
- Integration with climate adaptation when building cycle infrastructure
- Need for a delivery plan and SMART objectives, no need for own standards
- Improve driver’s behaviour
- Access to supermarkets and shops by bike

12 respondents had a negative view of the plan in this question and would like the plan to be reconsidered, to get more views from local people, especially who can’t cycle and stop focusing on cycling. They would also like to remove LTNs and stop closing roads.

*“Stop assuming everyone will or wants to cycle. Public transport will always be more important than white middle class men in lycra wanting to cycle to work a few times a week.”*

15 respondents shared this response:

*“Southwark can do more to reduce vehicle speed. This can be by introducing Intelligent Speed Assistance (ISA) on the Council fleet (TfL has retrofitted ISA on their fleet) and its contracts. It can also be helped by Southwark engaging more with the Met Borough Speed Referral scheme and also by helping promote Community Road Watch.*

*Focus on the areas of greatest need and deprivation in the Borough.*

*Increase the emphasis on making junctions safe – it’s not just about segregated cycle ways. Junctions are where most collisions occur.*

*Be more explicit about the importance of safety.*

*Southwark should add a fourth Objective of reducing road danger. TfL is clear that it is road danger deterring people from cycling. There is much in the TfL Cycle Action Plan 2 on tackling road danger and Southwark should try and emulate this. And Lambeth has a whole Road Danger Reduction strategy which includes Healthy Streets training and a guide for councillors. Southwark should adopt both of these.*

*Include more measures to tackle cycle theft—Southwark is one of the pilot boroughs for tackling cycle theft.*

*Say more about what Southwark is doing to reduce lorry danger and what it can do to reduce the risk at junctions (Lambeth’s strategy repeatedly references tightening corners to reduce speed).*

*Include targets and completion dates so we can better understand Southwark’s ambition.”*

## **Comments on Impact of the plan on people’s lives**

Q16: How do you think the proposals in this Plan will change your life? Think about the things you do day-to-day, such as the journeys you make or leisure activities you take part in.

There were 225 responses to this part of the question.

**In this question about 83% of respondents said that if implemented well and soon this plan would have a positive effect on their lives.**

*“I spend a lot of time thinking about how to improve my cycling routes to avoid conflicts with traffic. The new cycle network plan will really help me to get around the borough more safely and more simply. I’m also looking for access to other types of bikes eg cargo bikes, which are simply not available or easy to use in Southwark yet. The focus on provision for all types of bikes will really help this. Even when I’m not cycling, the streets are dangerous with fast cars and delivery vans. The plan will help to reduce and calm these which sounds great.”*

Just about half of them said the main reason is that they would feel safer and more comfortable cycling or that it would make more people feel safer and therefore wanting to cycle more or start cycling.

*“My wife will not ride in London at the moment because she is scared to do so. She is not alone in this and I know a lot of other people who feel the same. I also know a lot of people, myself included, who have been in accidents. Increasing the safety will allow more people to access what is a cleaner, greener, cheaper, quicker and healthier form of transport. I would love to be able to travel places together on a bike with my wife but until changes like this are made it will not happen.”*

*“Yes, if it becomes actually safe to cycle then I would cycle for several of the journeys per week that I now make by car”*

Another recurrent reason is that it would make cycling more inclusive for more vulnerable users such as children, women, elderly and disabled. Especially parents said they would let their children cycle more or start to cycle if it was safer making them more independent but also allowing the whole family to cycle together.

*“I already cycle everywhere, but my daughters find it frightening to cycle in traffic, or even on traffic-free roads without segregated cycle lanes. As they start travelling independently, I would really like them and their friends to consider cycling as a first/default choice of transport.”*

*“It would make it safer and easier for my children to cycle to school. They would have more freedom. We would stop colliding with pedestrians because currently we have to cycle on pavements which we hate but have no choice”*

Many respondents said it would make positive changes if there was more safe cycle parking both at home and at destinations, which is currently the bigger barriers. It would also be very welcome cycle parking for special bikes such as cargo bikes and adapted cycles which can help families get around or people do their shopping.

*“Having secure bike parking would be life changing in terms of flexibility of cycling, but will only work in conjunction with bike theft being taken more seriously by policing teams, better CCTV and monitoring of bike parking and maintenance of the network”*

Other reasons respondent gave for positive improvements related to:

- living a healthier lifestyle and being happier
- reduced car usage and traffic
- improved air quality and quieter streets
- quicker and more connected journeys
- being able to participate more in the community and meet more people reducing isolation
- easier access to shops and local businesses
- improved and more enjoyable commute

*“As I become older, having facilities to bring gentle activity in to my day to day routine (as afforded by cycling) for some of the local journeys I make, will become increasingly important. Not just me, of course, but other retirees too. This Plan is important to help realise a healthy population.”*

**Respondents that were more neutral or consider this plan would not make any changes to their lives were about 7%.**

Some people said it won't change their lives, some because they already cycle or some because they don't believe the plan would make cycling better unless certain conditions are met or fear that the investment will not translate into a great increase in cycling. Many respondents mentioned dangerous cyclists behaviour as a reason.

*“Getting more people out of cars and into cycling is a great idea but don't do it by punishing the use of cars - do it by showing the benefits of cycling and providing the safe infrastructure to do it. Remember sometimes is inconsiderate / dangerous cyclists who are other cyclists worst enemy - sometimes it is the cyclists that are the problem not motor vehicles!”*

*“None. I won't cycle because it's much more dangerous and expensive than walking or taking a bus.”*

**Respondents that said this plan would make their life more difficult and that they don't feel their needs are taken into account are about 9%.**

Their main concerns are that the proposals of this plan will take away their freedom of movement if they are not able to cycle due to age, disability or if they simply don't want to. Many think that

blocking roads to traffic will create more congestion, make journeys longer and increase pollution and prevent them to go to places. Others are worried that creating safe space for cycling would impact public transport or make pedestrian less safe due to cyclists bad behaviour and cycling on pavements.

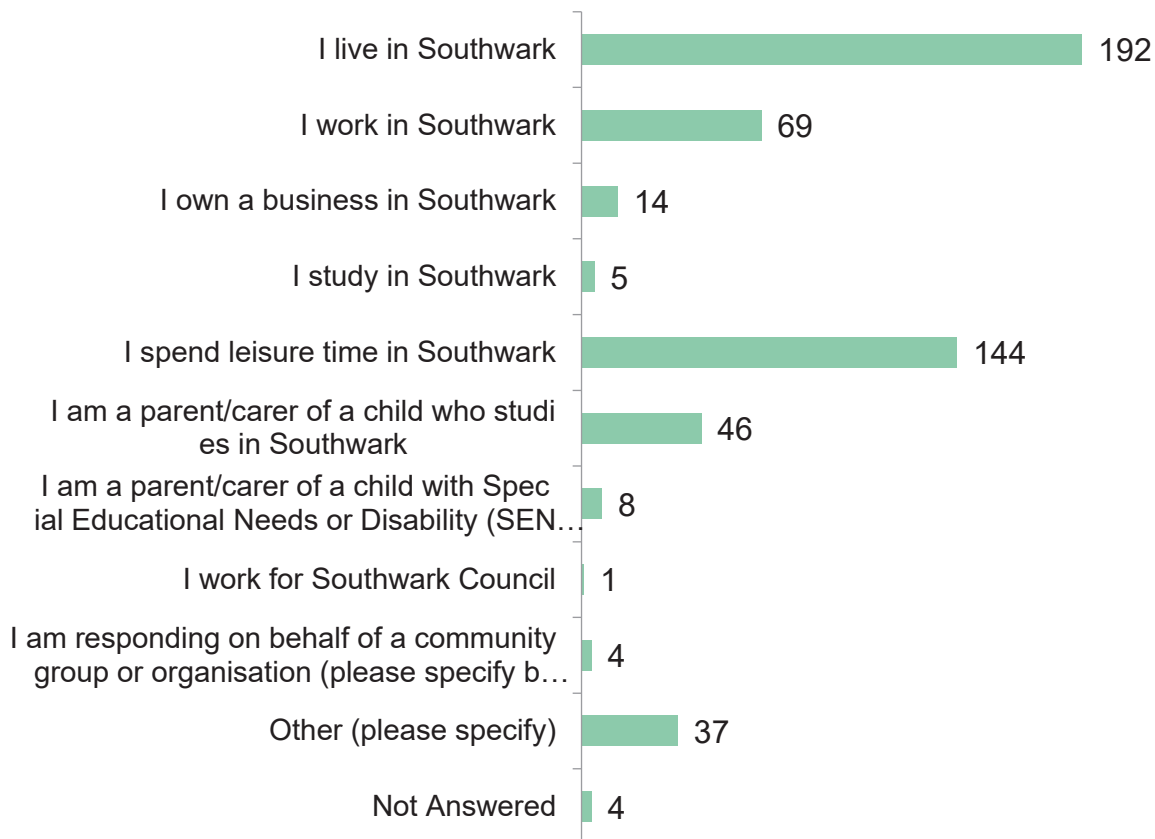
*“I already walk or use public transport. These ridiculous plans will slow buses, congest main roads & generally make life more difficult for everyone.”*

*“These proposals will make a difficult life unbearable if the needs and wellbeing of less able and elderly road users who can no longer cycle are not given due consideration. The cycling dream seems to be reliant on everyone being able bodied immune to extremes of heat, cold, wind and rain and the vague references to adapted bikes is nothing short of insulting as a nod to those who are unable to ride a bike.”*

# Appendix 1 Context questions

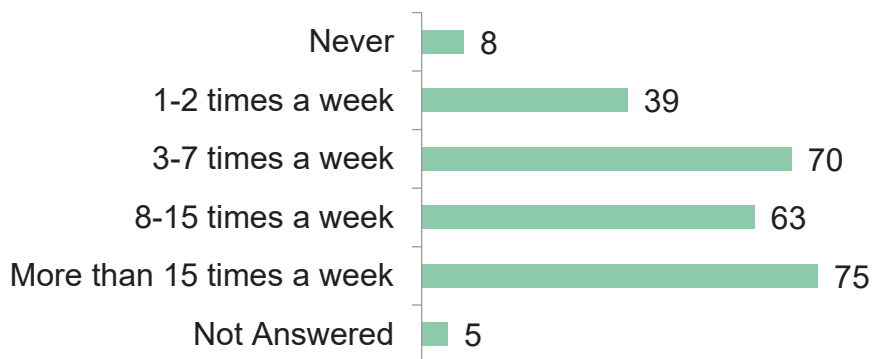
Q18: Which of these describe you? (Please select all that apply)

There were 256 responses to this part of the question.



Q19: How many times a week do you walk (for 5 minutes or more) in Southwark?

There were 255 responses to this part of the question.





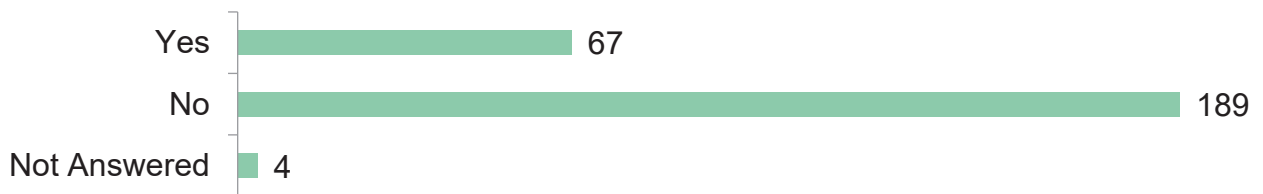
Q20: Do you regularly cycle in Southwark (once a week or more)?

There were 256 responses to this part of the question.



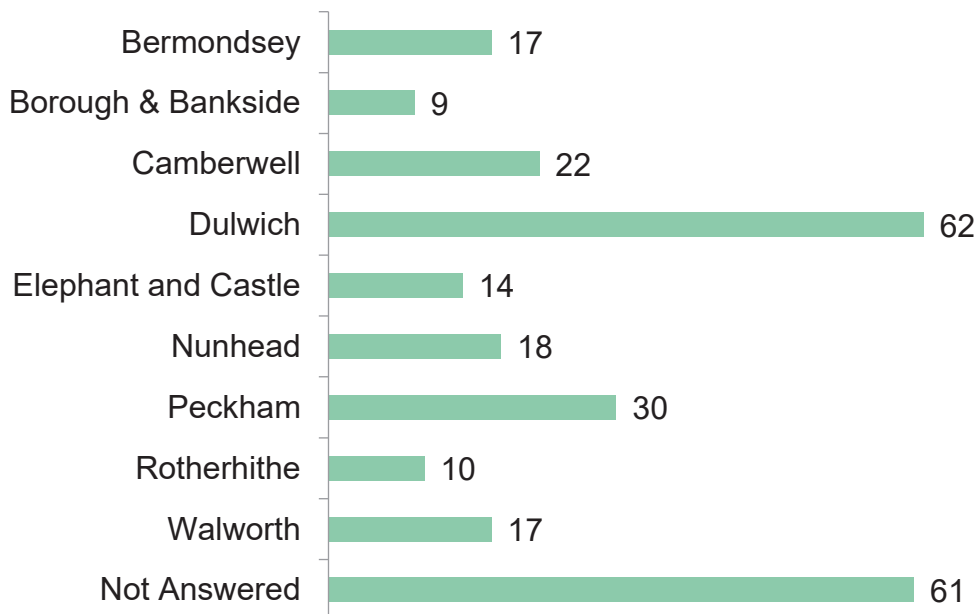
Q21: Do you regularly drive a car or other motor vehicle in Southwark (once a week or more)?

There were 256 responses to this part of the question.



Q22: If you live in Southwark, which community area do you live in?

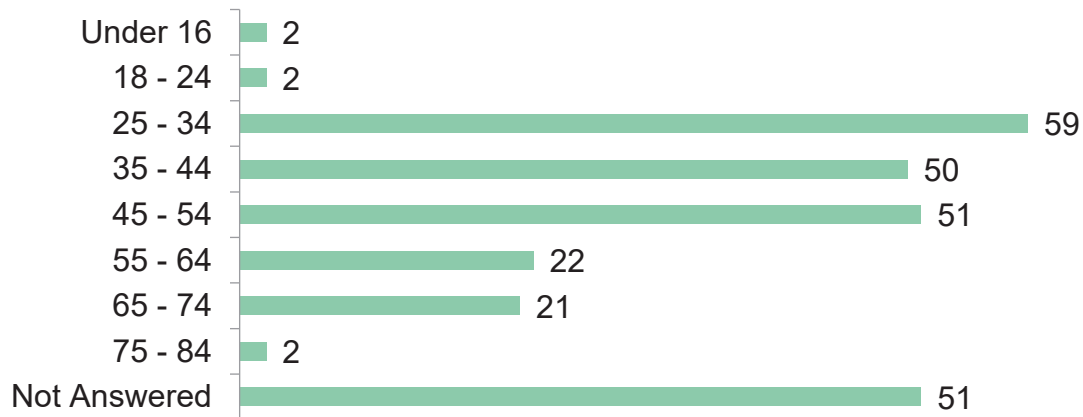
There were 199 responses to this part of the question.



# Appendix 2 Equalities questions

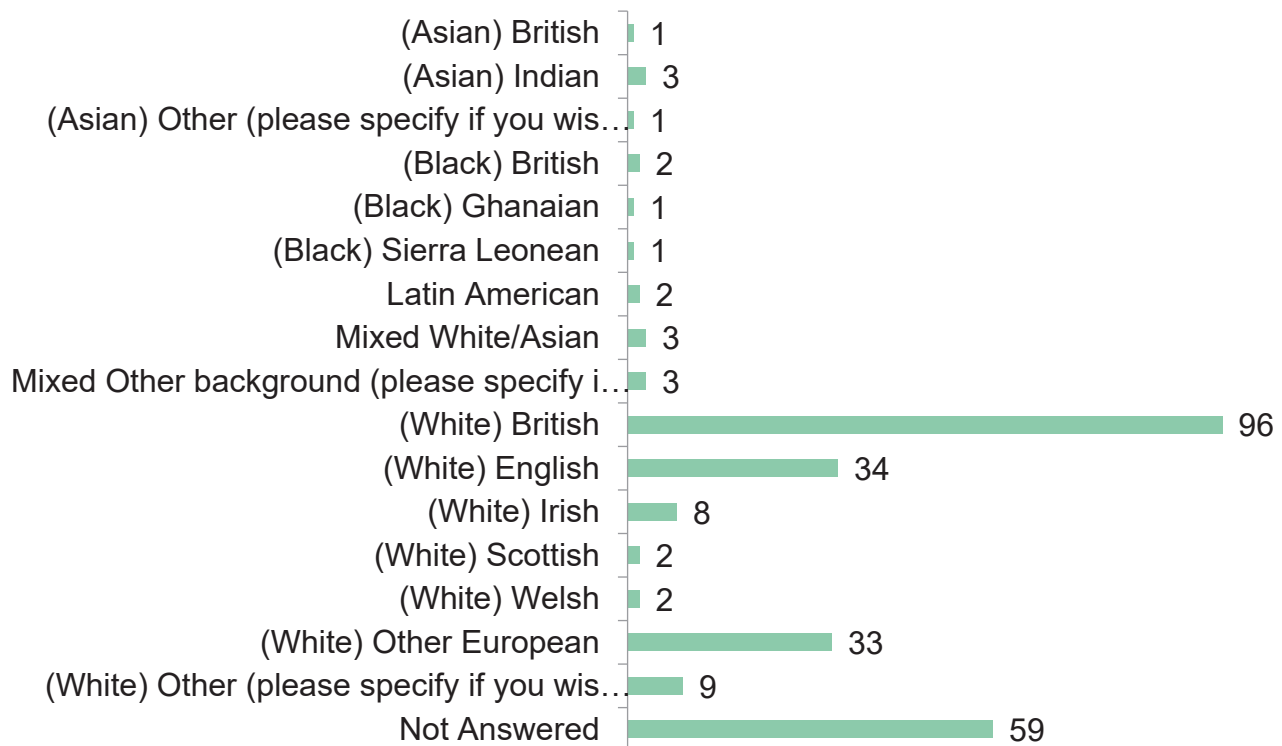
## Age

There were 209 responses to this part of the question.



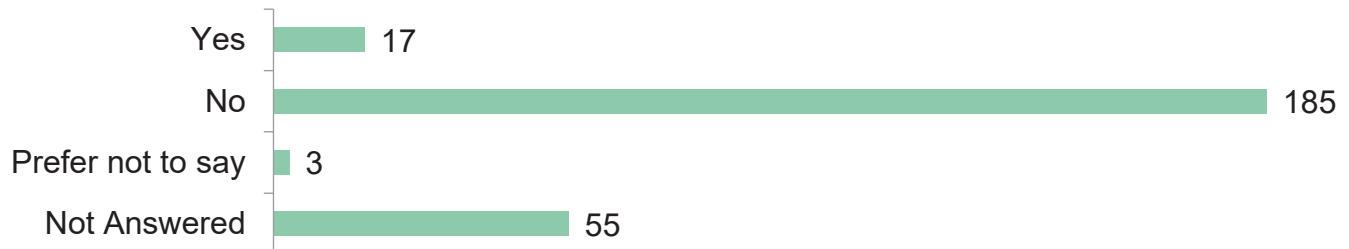
## What is your ethnic background?

There were 201 responses to this part of the question.



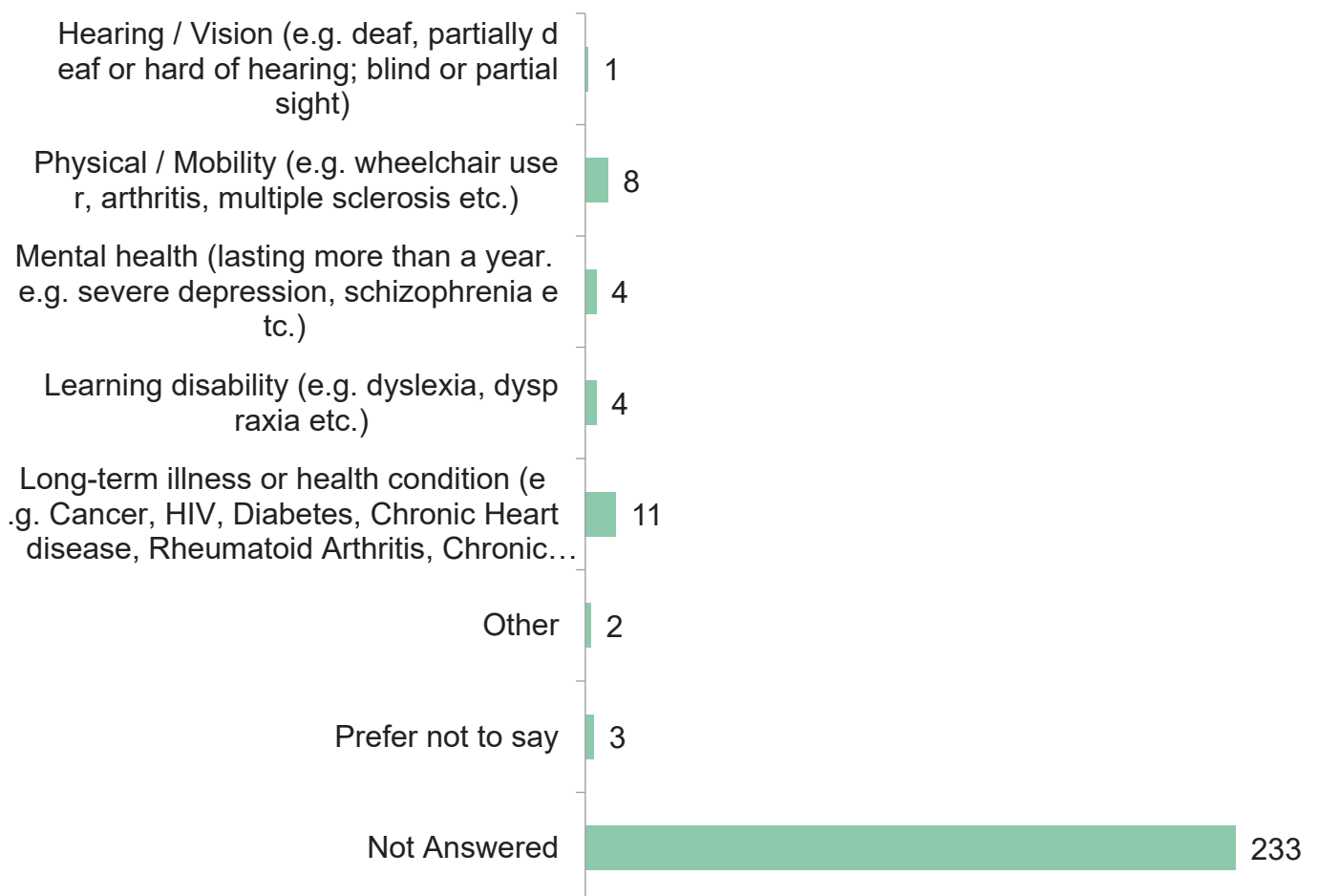
## Are you disabled?

There were 205 responses to this part of the question.



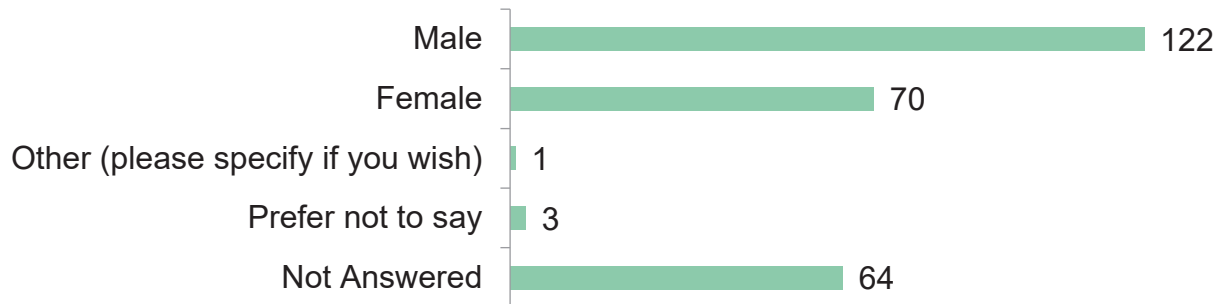
## Please state the nature of your impairments

There were 27 responses to this part of the question.



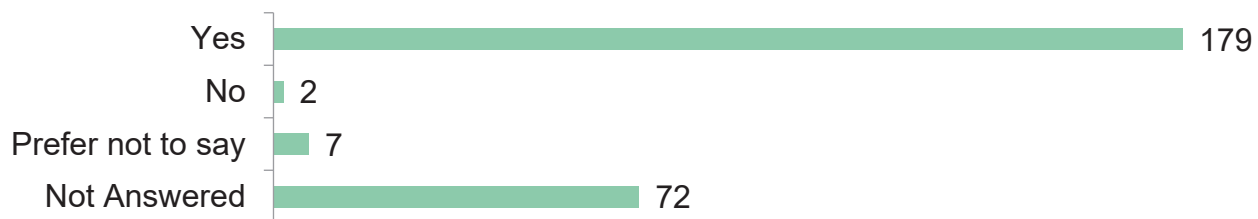
### What is your sex as recorded at birth? (a question about Gender Identity will follow)

There were 196 responses to this part of the question.



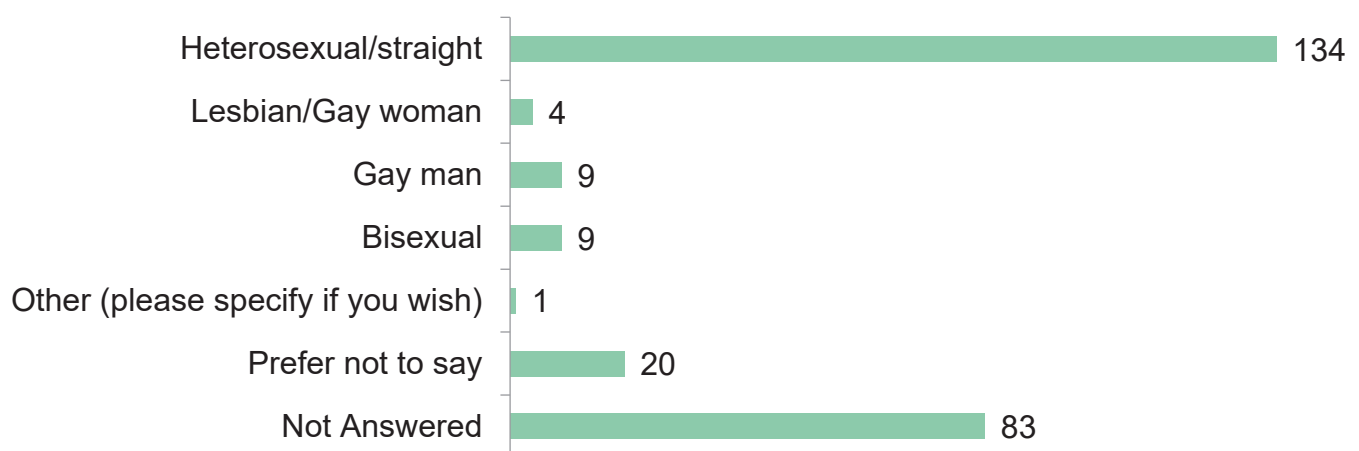
### Is the Gender you identify with the same as the sex you were recorded at birth?

There were 188 responses to this part of the question.



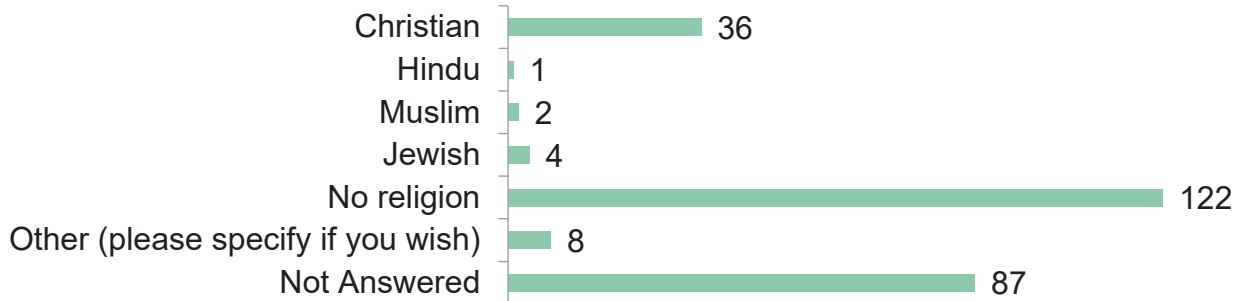
### Which of the following best describes your sexual orientation?

There were 177 responses to this part of the question.

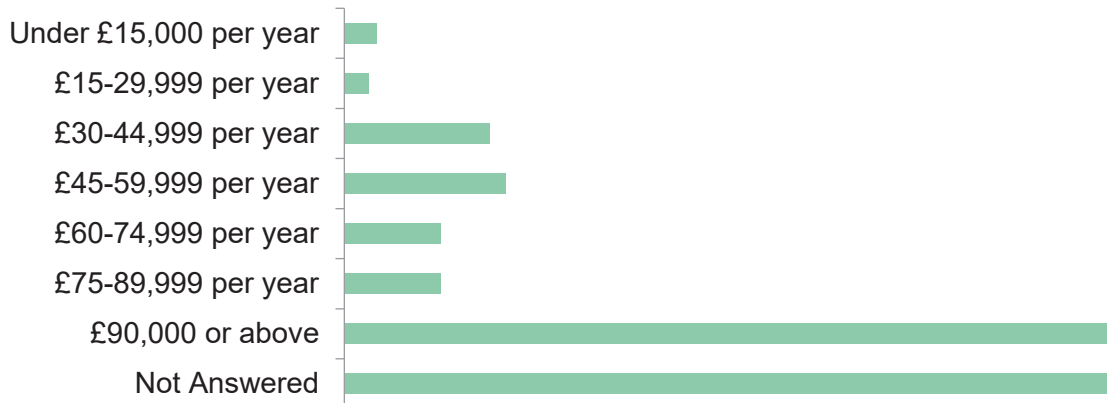


### What is your religion or belief?

There were 173 responses to this part of the question.



Approximately, what is your household income (the combined income of all the people in your home)? There were 165 responses to this part of the question.



### What is your current housing situation?

There were 184 responses to this part of the question.

