

## APPENDIX 3

### Southwark Council: Traffic & Transport Themed Full Council Meeting on 26<sup>th</sup> November 2014 - Submission by Southwark Cyclists

Southwark Cyclists are the Southwark branch of the London Cycling Campaign (charity number 1115789) and a fully constituted group with over 700 members in the borough. We campaign on behalf of all those who cycle or wish to do so. We meet on the second Wednesday every month and everyone is always very welcome to attend. We would like to thank Southwark Council for the chance to contribute to this meeting and would like to make the following points.

Cycling offers remarkable physical and mental health benefits. Cycling to work has been found to decrease the risk of dying by approximately 40%. Cycling is associated with improved levels of happiness and reduced stress. At a time of rapid population growth in London, cycling offers a low cost way of removing people from often over-crowded public transport and allowing them to include exercise into their daily lives almost without effort.

Cycling is particularly good for younger people. The most recent data<sup>1</sup> indicates that in Southwark 13.2% of reception year children and 26.6% of year 6 children are obese. Cycling can help children to become more active and supports moves to address children's loss of independent mobility in recent decades<sup>2</sup>. Southwark Council's own monitoring research has found that while 30% of young people wish to cycle to school just 3% currently do.

In the light of this opportunity and the launch of Southwark's Cycling Strategy, we propose the following six policies to support the growth of cycling and to get a fairer balance between cyclists and other forms of transport including motor cycles and scooters, lorries and private motor vehicles:

- 1) Cycling Targets.** We believe the targets proposed in the strategy underestimate the numbers of cyclists on the road and the impact that a strong strategy will have. We propose that the long term target should be raised to 20% modal share for cycling and targets should also be introduced for cycling to work and school.
- 2) Segregation on Main Roads.** A network of routes (with physical segregation to protect cyclists) is needed on borough-controlled main roads.
- 3) Junctions.** Junctions on borough-controlled main roads should be redrawn to Dutch standards to ensure cyclist safety.
- 4) Construction Standards.** Planning permission for all large developments must include agreements which guarantee that all construction vehicles have compulsory safety mirrors and side guards and that compulsory cycling awareness training is given to all drivers. Similar rules should apply to council vehicles and drivers.
- 5) Enforcement of the 20mph Limit.** Agreement is needed with the police for a plan of enforcement of Southwark's 20mph speed limit.
- 6) Cycling to School.** To create networks of safe cycling routes to school across Southwark.

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southwarkcyclists.org.uk; cc.org.uk



<sup>1</sup> <http://data.london.gov.uk/datafiles/demographics/ward-profiles-excel-version.xls>

<sup>2</sup> [http://www.psi.org.uk/site/news\\_article/851](http://www.psi.org.uk/site/news_article/851)