

Southwark's Cycling Strategy

Cycling for everyone

2015



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Foreword

Councillor Darren Merrill

Cycling for everyone

We have a clear vision for cycling in our borough and this strategy is central to delivering that vision. We are committed to increasing levels of cycling in Southwark whilst making it safer for everyone. Public consultation on the cycling strategy has demonstrated overwhelming support for these objectives. The consultation reached out to those who do not currently cycle, many of whom said they would like to do so, as well as to people who currently cycle. Southwark residents are in favour of the council investing in cycling. The cycling strategy objectives and targets were widely supported.

This strategy confirms our policy on cycling in Southwark and sets out a delivery plan and cost estimates to show how this policy will be implemented over the next 5 years. Overall we are committed to investing over £30M in cycling over that period. Our proposed cycling network has been tested using the latest network analysis techniques and the routes and interventions we are proposing will lead to a step change in provision for cycling in the borough. We need this step change in order to meet our ambitious target to more than double the level of cycling in the next 10 years. To put this in perspective, that equates to over 40,000 additional trips by bike every day. To achieve this, we need not only infrastructure improvements, but a targeted promotional campaign to help make cycling a genuinely inclusive mode of travel – a real option for everyone. Increasing the number of people who cycle in Southwark will benefit all of us.

Delivering new infrastructure to support people who cycle and those who wish to do so is not always straightforward. We are committed to engaging with local people and to listen to their concerns. There will be some difficult decisions to make, but we will always be open and willing to discuss the options before us. Some of our proposals affect locations that are particularly sensitive – green space for example and the south of the borough where the road network is particularly constrained. We will give particular attention to such locations and give strong weight to local views within our overall strategic approach. In this way we hope to work together and build a cycling network that achieves broad support across our communities.

A new approach

30 per cent of our children would like to like to cycle to school - but only 4 per cent currently cycle.

This is just the start

This strategy is not an end in itself. It is the start of the process and the beginning of our conversation with the whole community about how we invest in cycling and improve life for everyone living, working and studying in Southwark. We consulted you on our vision and proposals and we received overwhelming support, both from people who currently cycle and those that don't.

Our vision

In Southwark, cycling will be for the many, not the few – the natural choice for getting from A to B. Whatever your needs, you will find an attractive route and one that does not involve sharing the road with large vehicles or fast moving traffic. We will increase the number of people who cycle, cycle trips and reduce the number of cyclist casualties. The improvements we will deliver for cycling will make Southwark a better place for all of us.

There is a recognition that cycling is a good thing – good for Southwark, good for all of us. More people cycling and fewer cars on the road means cleaner air, less noise, less stress and fear and fewer road traffic injuries. There is still a lot of work to do to gather similar support for specific projects required to deliver the strategy. Such projects often involve difficult decisions, challenging long established priorities and conventions. We are committed to doing this by taking a new approach.

We asked people who cycle and people who don't what they thought about cycling in Southwark. Almost half of respondents to our Consultation Questionnaire and 78 per cent of respondents to our Residents Survey *did not cycle at all* but agreed that the council should invest in cycling.

You told us we should invest in cycling. 76 per cent of respondents to our Resident Survey agreed that the council should invest in promoting and supporting cycling.

Car ownership and use are continuing to decline in Southwark.

TfL identified that almost 50 per cent of trips made by motorised vehicles could be cycled (TfL, 2010, *Analysis of cycling potential*). This finding was supported by Southwark's consultation results which indicated 58 per cent of trips could be considered within cycling distance.

What is different?

Our approach is different from what we have done in the past. We have developed a cycle network over many years, delivering schemes such as the LCN+ and Greenways, and more recently schemes such as the Greendale segregated cycle route, which extended the existing segregated cycle route from Greendale, across Denmark Hill, to connect Dulwich and Ruskin Park in Lambeth. In partnership we have invested £1 million in the Connect 2 walking and cycling bridge, making it easier for residents to walk and cycle over Rotherhithe New Road to South Bermondsey Station and beyond. While this was a success we can do more. The problem with the existing network is that it often failed at the difficult sections, leaving people who cycle stranded at busy junctions. We also have a number of programmes that address issues of access to cycles and how to start cycling. We have not promoted these to the best of our abilities so there is little to no knowledge about the support we offer.

Network analysis A comprehensive analysis of the demand for cycling in Southwark and how this can best be served by cycle routes and network interventions was carried out in the preparation of this Strategy. As part of the consultation on this Strategy we received hundreds of requests and comments via our interactive map. Combined, this analysis and feedback has helped us plan a new cycle network for Southwark that will not only deliver new and improved cycle routes but also unlock the whole network for all kinds of cycle trips. Our proposed network has been thoroughly tested using the latest network analysis techniques. See Appendix B to see the results of this analysis. This Strategy adopts the resulting network, both committed and future versions, so that available funding can be prioritised and that proposed development in the borough will be required to deliver the network via the planning process. The future cycle network map is a living document that will be amended as appropriate. For example, analysis suggests that a further north-south route through Dulwich is desirable from a network perspective and this will be considered as part of a wider consultation exercise in the south of the borough.

You told us you wanted the Southwark Spine.

83 per cent of respondents to our Consultation

Questionnaire agreed or strongly agreed with the proposed new north-south cycle route.

There is strong demand from all parts of the borough to destinations in the north, and beyond to City of London and Westminster (2013, *Southwark's Cycle Demand Study*).

**The Southwark Spine - creating a family of routes**

The Southwark Spine cycle route will be an important new addition to the cycle network in Southwark. Analysis of the existing network has identified the need for a new north-south route through the borough to complement proposed Quietway routes and link to the new north-south Cycle Superhighway on Blackfriars Road. The Spine route will be funded by the council and designed to Quietways standard. The route will be cohesive, direct, safe, attractive, comfortable and easy to navigate for all ages and abilities.

It will be physically segregated in areas of heavy traffic or large vehicles, with different signals to prioritise cyclists at junctions. On streets with moderate traffic, and fewer large vehicles, the road layout, including parking, will be redesigned to provide for cycling and walking. On residential streets, traffic will be heavily calmed or designed out. The route passes through Burgess Park where a new greenway will be carefully designed as part of the new park masterplan.

An alternative route will also be provided around the park, while other existing routes through the park are being replaced by parallel on road routes wherever possible. The first phase of the Spine will run from Dulwich Library to St George's Circus, with extensions to Forest Hill and London Bridge under consideration. Initial scoping work on the route has been carried out with a number of possible interventions identified. Please see Appendix C. Full public consultation will be carried out on specific route proposals.

Our commitment

You told us that you agreed with our target. 60

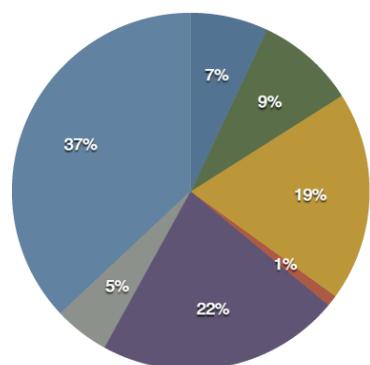
per of respondents to the Consultation

Questionnaire told us that they fully agreed with the target.

Key regeneration areas include the Aylesbury, Bermondsey Spa, Borough, Bankside, London Bridge, Canada Water, Elephant and Castle, Peckham, Camberwell and Old Kent Road.

Figure 1: Southwark mode share (2013/14)

● Rail ● Under-ground / DLR ● Bus / tram ● Taxi / other
 ● Car / motor-cycle ● Cycle ● Walk



Cycling is the future

We plan to future proof Southwark for cycling by unlocking the existing transport network for cycling through development. Developers investing in Southwark will need to invest in the future of Southwark by ensuring that they design for existing and future cycling levels.

What our targets?

1. Mode share The key measure of success is the number of trips made by cycle in relation to all trips made by all forms of transport.

Expressed as a percentage this is known as mode share. Mode share is measured by a household survey that asks people to state their main mode of travel for the trips they make. Measured in this way the current mode share for cycling in Southwark is 4.6 per cent, which equates to approximately 35,000 trips made by cycle every day. Our target is to increase mode share for cycling to 10 per cent by 2025/26. This means an increase of 40,000 daily trips in 10 years time. We will continue to review progress against our target on an annual basis as part of the Annual Transport Plan Monitoring report.

2. Cycling to work National census data tells us how many people cycle to work. In 2011, 7.1 per cent of people living in Southwark cycled to work. We have set a new cycling to work target of 15 per cent by 2025/26.

3. Cycling to school Averaged across the borough, cycling to school has a mode share of 4 per cent. In line with our overall mode share target we expect this to increase to 10 per cent by 2025/26. Because of the enthusiasm for cycling shown by children, we believe that we can effectively target this group. Our target is to increase the mode share for cycling to school to 15 per cent by 2025/26.

4. Collisions We have a target to reduce all cycling casualties by 44 per cent by 2020. There will be three stages to the collision reduction target. Stage one is to reduce casualty rates year on year to 2020, with stage two a reduction in actual numbers beyond 2020. Stage three is to work towards *vision zero* where we will have no cyclist or pedestrian deaths on our roads.

You told us your ideas and concerns. From our consultation meetings and the Consultation Questionnaire you told us how we could support the uptake of cycling and areas that you were concerned with, such as cycling through parks and what the impacts are.

The Cycling Joint Steering Group (CJSG) is Southwark Council's key stakeholder group. Representatives from Southwark Council, Southwark Cyclists, the local London Cycling Campaign group, RoadPeace, Living Streets, Twenty is Plenty, Better Bankside and Wheels for Wellbeing participate as part of the early engagement process.

Governance and delivery plan We have outlined how we intend to deliver our commitment in our Delivery Plan. This plan shows the estimated costs of each scheme, the proposed timeframes for delivery. To ensure we stay on track, we have set up a Cycling Strategy Project Board. The Cycling Joint Steering Group, made up of key stakeholders with an interest in cycling, will also continue to provide advice and guidance on cycling in the borough. To read the Delivery Plan please see Appendix A.

What will we do? To ensure we meet our targets we are committed to meeting the following aims.

- 1. We will involve you** We will continue to talk to you about how we can make your streets more friendly for cycling and walking. We learnt from our consultation that you want to have more of a say over how your street functions and understand better what *designing for cycling* means for your street, your parks, your neighbours and you. We will continue to meet our consultation obligations but we will expand on this, and deliver better early engagement and consultation methods.
- 2. We will have a strong evidence base** Through studies such as the 2013 Cycle Demand Study and our work into cycle hire expansion, we know where the demand for cycling is. Our consultation also helped us identify where we need to prioritise our investment and where we need more knowledge.
- 3. We will work together** We will ensure that we are working together to support and promote cycling, with an integrated delivery plan across all council-wide and departmental programmes. We will identify opportunity areas that we can work on together in partnership with other boroughs, organisations, businesses, schools, universities and community groups.

You told us the reasons why you don't currently**cycle.** Respondents to the Consultation

Questionnaire who don't currently cycle regularly

were asked why this is the case. The primary

reasons were due with safety, a lack of cycle lanes

and individuals' lack of confidence.

As part of the consultation on the Draft Cycling Strategy we received feedback on ways to support more cycling. To read a summary of the report see Appendix D or visit www.southwark.gov.uk/cyclingstrategy to read the full reports.

4. We will deliver the right infrastructure We recognise that developing a cycle network is more than just delivering strategic cycle routes. It is also about catering for all the other trips people want to make, ensuring residential streets are good for cycling by designing out unnecessary motorised traffic and giving priority to people who cycle and walk. We learnt from our consultation where you want to see improvements in the cycling network and that you would like to see segregated cycle routes where necessary. We will continue to deliver the new generation cycle routes as part of the Mayor's Vision for Cycling programme, such as cycle superhighways and quietways, which will complement the Southwark Spine - a new cycle route that will form the backbone of our network. We will also deliver small, cost effective solutions throughout the borough to open up the entire network to cycling. We will ensure cycling infrastructure is suitable for everyone, that can be used confidently by people of all ages and abilities.

5. We will provide the right support We will improve the quality and promotion of our support programmes, such as cycle training, and ensure that they are targeted and meeting the needs of our diverse communities. We will continue to deliver targeted campaigns in schools and identify ways we can expand our programme to attract more children, parents and teachers to cycle.

6. We will promote cycling to a broader demographic To meet our targets we need to attract more people to cycling. We will not achieve this by providing infrastructure alone. We learnt from our consultation that we need to engage, promote and market cycling in smarter ways to reach our diverse communities. We need to let you know about what infrastructure and programmes we have available to help you start and keep cycling. We also learnt that we need to invest in targeted marketing campaigns to address negative perceptions of cycling. We will address the image of cycling as something for *middle-aged men in lycra* by showing all the different faces of people who cycle in Southwark. We will show that cycling is for everyone regardless of age or abilities.

You told us where we can improve the network.

You told us where we could improve our cycle network through our Interactive Map and Consultation Questionnaire.

The New Southwark Plan will provide the framework for all land use and development in Southwark and will be used to determine planning applications. The first draft of the New Southwark Plan was recently consulted on and the final version will be adopted in 2017. We have embedded cycling throughout the policies of the new plan. Cycling is also embedded in our Transport Plan, neighbourhood plans, area action plans and opportunity areas. See Appendix E for these cycling policies.

Developer contributions The council collects financial contributions from developers to provide essential infrastructure improvements across the borough. This includes contributions towards strategic and local transport improvement schemes. In the future much of this funding will come from the Community Infrastructure Levy (CIL) which collects developer funding for redistribution to strategic infrastructure projects. CIL and local Section 106 contributions will play an important role in funding the Cycling Strategy. For example, £1.5M has already been collected for the Lower Road 2-way scheme which is essential to the delivery of Cycle Superhighway 4 in Rotherhithe.

How will we do this? We will meet our commitments through policies founded on a strong evidence base, unlocking the network through the planning process, delivering the right infrastructure and applying a strategic, targeted marketing approach.

1. The planning process We have embedded cycling policies in all our strategic documents. Robust evidence identifies the missing links, ensuring that we future proof cycling in Southwark. These policies and guidance will be used to determine and influence planning applications. The creation of new neighbourhoods offers a unique opportunity to unlock the cycling potential of areas as the places we live, work, study, shop and play in come closer together. We can support cycling from the outset with the advantage of built-in infrastructure, such as high levels of cycle parking or cycle hire docking stations, at homes, stations and destinations and connected, attractive, inclusive, safe and stress free routes that are designed for low vehicle speeds. To achieve our vision, we have included stronger cycling policies throughout the New Southwark Plan, including increased cycle parking for all new developments and references to the Cycling Strategy. See Appendix E for a list of our policies that support cycling.

You told us where you want to cycle. Over 1,000 responses were made on our Interactive Map. You told us areas where you would like to cycle and what we could do to open up the network to cycling.

We will invest £20 every year per person living in Southwark to deliver the Cycling Strategy objectives.

Cycle hire expansion We are committed to expanding cycle hire in Southwark. Cycle hire offers great opportunities for attracting new people to cycling, particularly for those who don't have a cycle or lack the facilities to store a cycle.

2. Funding We will invest £30 million over the first five years of this strategy. The funding will come from various sources including Transport for London, developers, our revenue and capital budgets and EU funding. Cycling will be considered across all relevant work programmes and 50 per cent of the transport budget will be spent on schemes that directly benefit people who cycle. Not every scheme will need to be expensive or complicated as just a few bollards across a road or a hay bale for a trial can make all the difference. We will use the funding that we have available in smarter ways and specifically use redevelopment within Southwark to unlock our cycling network.

3. Accessible design We will ensure our designs are suitable for all ages and abilities and will test infrastructure, including cycle parking, to ensure it is fit for purpose.

4. Cycle hire expansion We will ensure that even if you don't own a cycle, you will have access to one. We have identified locations for an extended network of docking stations and pledged council funds towards the capital costs of the expansion. We have also undertaken research to demonstrate how the scheme can appeal to a wider user group. We are lobbying TfL to expand the scheme south to Walworth, Bermondsey, Rotherhithe, Camberwell and Peckham.

5. Southwark Spine Through the Cycle Demand Study we identified demand is strong for a north to south route. This was supported by your feedback on our Draft Cycling Strategy.

You told us how we could improve. Comments from the Consultation Questionnaire suggested how we could improve and promote existing training programmes and make cycling safer for children.

6. Targeted approach We will improve our marketing and promotional activities. We will apply a targeted approach to ensure that cycling is seen as something everyone can do and make sure our communities know about what support is available to help them start and keep cycling.

7. Leading by example We will lead by example by looking at improvements we can make within Southwark Council to support more staff to cycle to work and for work purposes. We will aim to achieve Fleet Operators Recognition Scheme (FORS) Gold standard accreditation, and ensure that any contracts involving HGVs require that contractors are signed up to FORS, CLOCS (Construction Logistics and Cycle Safety) compliance and driven by someone fully trained in cycle awareness. We will also look at how we can ensure as many deliveries as possible are made by cycle.

8. Reporting We will continue to monitor our schemes and report annually on our Transport Plan. We will publish and report on any studies undertaken and lessons learnt.

Our principles

The council's Fairer Future promises inform our approach. These 10 commitments outline what the council is doing to create a fairer future for all. The updated promises were approved by cabinet on 2 July 2014.

In Southwark, 26 per cent of our adult population are inactive, achieving only 30 minutes of physical activity a week.

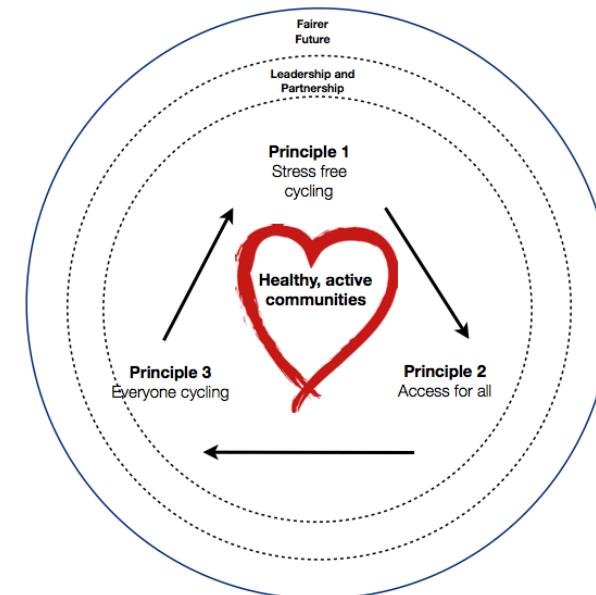
Interconnected principles

To help build understanding and expertise within the council, we invited Dutch and Danish colleagues in June 2014 to provide expertise on their experiences and examples of good practice. This was where the vision of cycling for everyone in Southwark started. Founded on this vision, we have developed three interconnected principles aimed to get everyone in Southwark cycling - stress free cycling, access for all and everyone cycling. At the heart of our strategy are healthy and active communities, with fewer cases of premature death due to poor air quality, obesity and road deaths.

Tackling inactivity Switching short journeys from inactive modes, car or public transport journeys, to cycling and walking delivers enormous health benefits, improving air quality and increasing the healthy life expectancy of Southwark residents. By improving access to cycling we can create more active communities, improving mobility and access to opportunities.

You told us you agreed with our objectives.

Nearly 80 per cent of respondents to the Draft Cycling Strategy questionnaire supported the strategy and just over 90 per cent fully agreed or agreed to some extent with the proposed objectives and projects.



Principle 1

You told us that safety was your main concern.

The primary reasons given by respondents who don't currently cycle regularly when asked why this is the case were due to safety issues associated with cycling (Consultation Questionnaire).

Heavy Goods Vehicles (HGVs) are disproportionately involved in cyclist collisions (TfL, 2013, *Safer Lorry Scheme: The Way Forward*).

In 2014, the majority of cycle theft was committed on the street.

Stress free cycling

Cycling should be fun. It should not be stressful. Cycle routes and infrastructure should be cohesive, direct, safe, attractive, comfortable and easy to navigate, with people who cycle and walk given priority. However you travel, you shouldn't be afraid of being harmed or yelled at. Motorists should be aware and drive safely around other, more vulnerable road users and people who cycle should know the Highway Code and cycle with consideration.

Objective 1.1 Reduce conflicts between motor vehicles, particularly HGVs, people who cycle and walk, as well as perceptions of conflict

Objective 1.2 Ensure drivers do not exceed the new borough-wide 20 mph speed limit

Objective 1.3 Work with TfL to segregate cycle routes on roads over 20mph or where traffic volumes are high

Objective 1.4 Work closely with the police to ensure the safety of people who cycle and enforce traffic regulations

Objective 1.5 Improve driving standards and awareness of people who cycle

Objective 1.6 Restrict HGV movements and ensure safe vehicles on our streets

Objective 1.7 Improve street and junction design by applying innovative road layouts and safety technologies, more filtered permeability schemes, address access, cohesive and visibility issues and, where possible, close roads to motor vehicle traffic

Objective 1.8 Secure cycling improvements through the regeneration and planning processes, and ensure interim measures and connected and cohesive

Objective 1.9 Ensure connected networks and support programmes by working in partnership with our neighbouring boroughs and TfL

Objective 1.10 Support and invest in leisure cycling opportunities in parks and open spaces

Objective 1.11 Maintain cycling infrastructure and surfaces as part of our maintenance work programmes

Objective 1.12 In partnership with the Met Police, reduce the theft of cycles

Principle 2

You told us you supported the Southwark Spine.

83 per cent of respondents agreed or strongly agreed with the proposal of a north-south cycle route. You also told us you wanted us to provide more cycle lanes and parking.

Access for all

136 premature deaths in Southwark were attributed to air pollution in 2008 (Institute of Medicine).

Southwark, with Lewisham, has the highest number of obesity related NHS hospital admission (Heath and Social Care Information Centre, 2014).

Cycling generated almost £3 billion a year for the UK economy in 2010 (London School of Economics, 2011, *Gross Cycling Products report*).

There are direct economic and social benefits for prioritising cycling. The cost and return on investing in cycling and walking is higher when compared to other transport modes. A more active population means a healthy, more productive community, with less absences from work, and a reduction in healthcare and social care costs. Studies show that attracting more people to cycle and walk to their local shops generates additional revenue for local traders. A cycle path or cycle hire station can also have a positive impact on property prices.¹

Objective 2.1 Address health inequalities by supporting more active communities, particularly in areas of high health need or deprivation

Objective 2.2 Support businesses and organisations using cycling as a key part of their activity and those investing in cycling

Objective 2.3 Aim for all households who want to cycle to have access to affordable cycles

Objective 2.4 Secure cycle hire intensification and expansion

Objective 2.5 Increase and improve cycle parking in city centres, destinations, including workplaces, and stations

Objective 2.6 Aim to provide and facilitate secure cycle parking for every home, particularly in new developments

Objective 2.7 Design infrastructure, including parking, to accommodate different designs of cycles

¹ Cycle Cities, October 2014, *New Ways to Go: Public Investment in Cycling* www.cyclecities.eu/results

Principle 3

You told us you supported our vision and that you want to start cycling. 94 per cent of respondents fully support or support to some extent our vision of cycling for everyone. 82 per cent of respondents told us they would like to cycle a frequent journey they make.

Everyone cycling

43 per cent of the population owns or has access to a bicycle (National Travel Survey, 2013).

Research suggests that older people's participation in cycling is unusually low in London compared to other European countries and some UK cities.

If people start cycling when they are young they will go on to cycle throughout their life. We need to win hearts and minds and change the perception of cycling from something *a few people do* to something *everyone does*. Cycling is a great family activity and provides a sense of freedom for children and young people. Cycling, as a low impact activity, is also an ideal form of exercise and transport for older and disabled residents - some people even use it as a mobility aid when walking becomes too difficult. Ensuring that older people and disabled people are engaged and aware of the services available will address the perception that disabled and older people can't cycle.

Objective 3.1 Ensure Southwark Council is an exemplar employer, developing a cycling culture within the council and actively supporting more staff to cycle

Objective 3.2 Work with a broader range of groups, including young women, older and disabled residents, black and ethnic minority community groups, and businesses, organisations, cultural and religious groups to culturally integrate and promote cycling

Objective 3.3 Continue to work with children, parents and teachers to ensure cycling becomes ingrained at an early age

Objective 3.4 Develop a cycling culture by showing that cycling is practical and something everyone can do easily, and learn at their own pace and manner

Objective 3.5 Promote the wellbeing and health benefits from improved mobility and better access to workplaces, schools and universities, services, social and leisure opportunities

Objective 3.6 Promote cycling to visitors and tourists

Objective 3.7 Promote our free, personalised confidence cycle training courses and supported rides that are available to everyone living, working and studying in Southwark

Measuring our success

You told us why you don't cycle. Respondents to the Consultation Questionnaire and focus group told us that they don't cycle because of concerns about safety, a lack of cycle lanes and confidence.

What will success look like?

A new culture of cycling We will have achieved our vision when people cycle to get around, without thinking about it, not because they are a *cyclist*. People in Southwark, and across London, will cycle because it is cheapest, easiest, fastest, healthiest and most enjoyable way to get around. We will have all demographics equally represented, and therefore an infrastructure that meets the needs of children, families, older people, disabled cyclists. Everyone who wants to cycle can. We will have cycling facilities to accommodate parents, children and disabled people who cycle.

We will see deliveries made by cycle, with less vans and HGVs on the street.

We will see children cycling to school, people cycling to work, the shops, parks, to catch up with friends. We will see people cycling happily in their everyday clothes, with little specialist gear except for a cycle and a good lock and their route will be direct, comfortable, attractive, safe, and connected.

Monitoring We will use a range of indicators to measure our success. Progress will be published in our Annual Monitoring Report, as part of the Transport Plan monitoring, each year with a full review of progress after three years.

We publish an Annual Monitoring Report on our Transport Plan. The Transport Plan outlines our challenges, objectives and delivery plan for all transport modes. We will be including a section on the delivery of the Cycling Strategy within this annual report. To read more visit www.southwark.gov.uk/transport_policy

- 1. Mode Share** We will monitor our mode share using data from the London Travel Demand Survey (LTDS) which is collected by Transport for London. Each year, 8,000 randomly selected households in London and the surrounding area are interviewed as part of the London Travel Demand Survey. For more information on the survey visit www.tfl.gov.uk
- 2. Cycling to work** We will monitor the number of trips made to work by cycle using Census data or other statistical data available.
- 3. Screen line surveys** Each year the council carries out traffic counts to gauge the level of traffic in the borough. These are organised into north to south and east to west cordons. These counts are important for strategic planning and have provided evidence for recent falls in overall motorised road traffic volumes. Starting in 2014, the council has undertaken a similar set of cordon or screen line surveys for cycling and these will be repeated and published each year to show progress in promoting more trips cycled. We will also investigate the feasibility of looking at the gender split of people cycling in particular places and monitoring levels of motor traffic on designated cycle routes where people who cycle need to share space with other road users.
- 4. Cycling to school** A further key measure is the number of trips made by cycle to our schools. The council works with schools in the borough to help them develop a School Travel Plan which includes an annual survey measuring how students and staff travel to school.
- 5. Collisions** Using a three year rolling average, which is more consistent than year by year data, we will monitor killed and seriously injured (KSI) data, as well as reported near misses. We will also work closely with TfL on reducing collisions on the TfL Road Network (TLRN) and monitoring HGV movements.
- 6. Attitudes to cycling** We need to understand the way people feel about cycling and consequently what kind of things might make them more likely to cycle. We will monitor attitudes in Southwark through our annual Resident Survey.
- 7. Scheme and network evaluation** We will continue to evaluate individual schemes and their contribution to improving conditions for cycling. We have clear objectives for projects and identify measures of success for monitoring purpose. All highway schemes are expected to demonstrate improvements to Cycling Level of Service – whether cycling is a primary focus for the scheme or not. This measure combines a range of indicators concerning safety, comfort and attractiveness for cycling to produce an overall score for a given road or junction. We will continue to monitor collision and traffic flow data as standard practice.

8. Permeability We have been measuring the permeability of the network for a number of years by auditing the level of confidence required to cycle each part of it. The Cycle Skills Network Audit (CSNA) rates each part of the network according to the skills required to negotiate it, providing a colour coded map showing how this varies across the borough.

9. Auditing Based on the network analysis carried out as part of the development on this strategy we will develop and deliver a borough wide network permeability programme, with a presumption that people who cycle should be exempted from existing and future road closures and one-way restrictions and that key junctions and links should be improved to overcome barriers obstructing cycle friendly routes. Repeat CSNA surveys will demonstrate progress against these network objectives. As part of full review of progress of the cycling strategy, we will also measure our progress in making our roads more attractive for cycling.

10. Our progress We will monitor our progress ourselves against comparable inner London boroughs to ensure we are achieving our full potential. We will report our findings in the Transport Plan's Annual Monitoring Report.

Next steps

You told us you want to be involved. From our consultation meetings you told us you want to be better informed and engaged in the process.

Investment and dialogue

The Get Britain Cycling Inquiry recommends investment of at least £10 per person per year (All Party Parliamentary Group Cycling Group, April 2013, *Get Britain Cycling Summary and Recommendations*)

The adoption of the council's Cycling Strategy formally launches an ambitious programme of works and initiatives to make Southwark a great place for cycling. Over the next 5 years the council will co-ordinate investment in cycling in the borough, more than £30 million – £20 per year, per resident of our growing population, double the *Get Britain Cycling* report recommendations. The potential returns on this investment greatly exceed the expenditure involved – this is an investment in the future of Southwark – economic, environmental and social. Now we need to make sure that this investment is used wisely and effectively.

To make sure this happens we need to continue the dialogue started in the preparation of this Strategy. We need to work together with the whole community to ensure a broad base of support for the schemes and initiatives set out in our Delivery Plan. We need to maintain a strategic focus, informed by and with an understanding of local needs. We will keep in touch by providing regular updates on projects and programmes and through continuing community engagement, plans for which are already in place.

For further information, evidence, updates and contacts relating to the Cycling Strategy visit www.southwark.gov.uk/cyclingstrategy.

Appendix A: Delivery plan

Delivery Plan Our Delivery Plan is a five year plan. We will report on it annually as part of the Annual Transport Plan and review the plan at three and five years. All infrastructure schemes will be subject to full public consultation.

This delivery plan covers new infrastructure and supporting measures to encourage cycling. We have only included programmes that focus specifically on cycling, but in practice a number of other funding streams will make a significant contribution to improving conditions for people that cycle. We invest around £2 million annually in neighbourhood and corridor improvement schemes and our road maintenance programme also prioritises cycle routes. A more detailed programme of works, including consultation timeframes, will be published online. Visit www.southwark.gov.uk/cyclingstrategy

Key

- Design development
- Detailed design
- Construction/Delivery

	Scheme	Objectives	Year and Allocated Funding £000						Funding £000		
			2015/16	2016/17*	2017/18*	2018/19*	2019/20*	Indicative	Committed/ Identified	Funding source	To be confirmed
Infrastructure measures											
1	Cycle parking	1.8, 1.11, 2.5, 2.6, 2.7	200	200	200	200	200	1,000	1,000	TfL, LBS	0
2	Cycle Superhighways 4	1.3, 1.11	200	2000	2000			4,200	4,200	TfL	0
3	Cycle Superhighway: North-South	1.3, 1.11	4000	1000				5,000	5,000	TfL	0
4	Southwark Spine	1.7, 1.8, 1.9, 1.11	310	530	310	39	2000	530		3,189	2,000
										LBS	1189

* LIP funding post 2015/16 is assumed

Key

- Design development
- Detailed design
- Construction/Delivery

	Scheme	Objectives	Year and Allocated Funding £000					Funding £000			
			2015/16	2016/17*	2017/18*	2018/19*	2019/20*	Indicative	Committed/ Identified	Funding source	To be confirmed
Infrastructure measures											
5	Quietway 1: Waterloo to Greenwich	1.7, 1.9, 1.11	4000					4,000	4,000	TfL	0
6	Quietway 23: Elephant & Castle to Crystal Palace	1.7, 1.9, 1.11		2000	1000			3,000	3,000	TfL	0
7	Quietway 88/113: Southwark to Canada Water and Thames Path	1.7, 1.9, 1.11	75	200	1650			1,925	1,925	TfL	0
8	Quietway 89: Nunhead	1.7, 1.9, 1.11	100		150	1500		1,750	1,600	TfL	150
9	Quietway 82: Oval to Burgess Park	1.7, 1.9, 1.11	100		150	1500		1,750	1,600	TfL	150
10	Quietway 83: Link from Q1 to Honor Oak Park	1.7, 1.9, 1.11	100		150	1500		2,250	1,600	TfL	650
11	Townley Road	1.7, 1.9, 1.11	20	180				200	200	Cycling School P'ship	0
12	Filtered permeability	1.7, 1.9, 1.11	78	52	130	130	130	650	650	TfL	0

* LIP funding post 2015/16 is assumed

Key

- Design development
- Detailed design
- Construction/Delivery

	Scheme	Objectives	Year and Allocated Funding £000					Funding £000			
			2015/16	2016/17*	2017/18*	2018/19*	2019/20*	Indicative	Committed/ Identified	Funding source	To be confirmed
	Complementary measures										
13	Cycle training for adults and children	1.1, 3.1, 3.2, 3.3, 3.4, 3.5, 3.7	168	168	168	168	168	840	840	TfL	0
14	Driver training and education	1.1, 1.2, 1.4, 1.5, 3.7	9	9	9	9	9	45	45	TfL	0
15	Cycle grants for schools	3.2, 3.3, 3.4, 3.5, 3.7	6	6	6	6	6	30	36	TfL	0
16	Programme management	All	50	50	50	50	50	250	300	TfL	0
17	Bike-It Officer programme	1.2, 1.5, 1.9, 1.12, 2.1, 2.2, 3.2, 3.3, 3.4, 3.5, 3.7	30	160	160	160	160	670	30	LBS	640
18	Smarter travel (including Cycle Loan)	1.12, 2.1, 2.2, 2.3, 3.1, 3.2, 3.3	150	150	150	150	150	750	750	TfL	0
19	VeloCitta (cycle hire)	1.12, 2.1, 2.2, 2.3, 3.1, 3.2, 3.3	56	56				112	112	EU	0
TOTAL								28,914	27,175		1,739

* LIP funding post 2015/16 is assumed

Appendix B: Cycle network

Network Analysis

Following the Kickstand sessions and learning from our Dutch and Danish colleagues there was a clear requirement to ensure that a whole network approach was taken to planning for future cycling mobility. The development of the Cycling Strategy coincided with the publication of the revised London Cycling Design Standards (LCDS). The LCDS proposes a suite of techniques for the evaluation of cycle networks and Southwark is the first borough to apply these techniques borough wide. We have worked closely with TfL to refine and apply the various methodologies and the results are shown in the series of maps below.

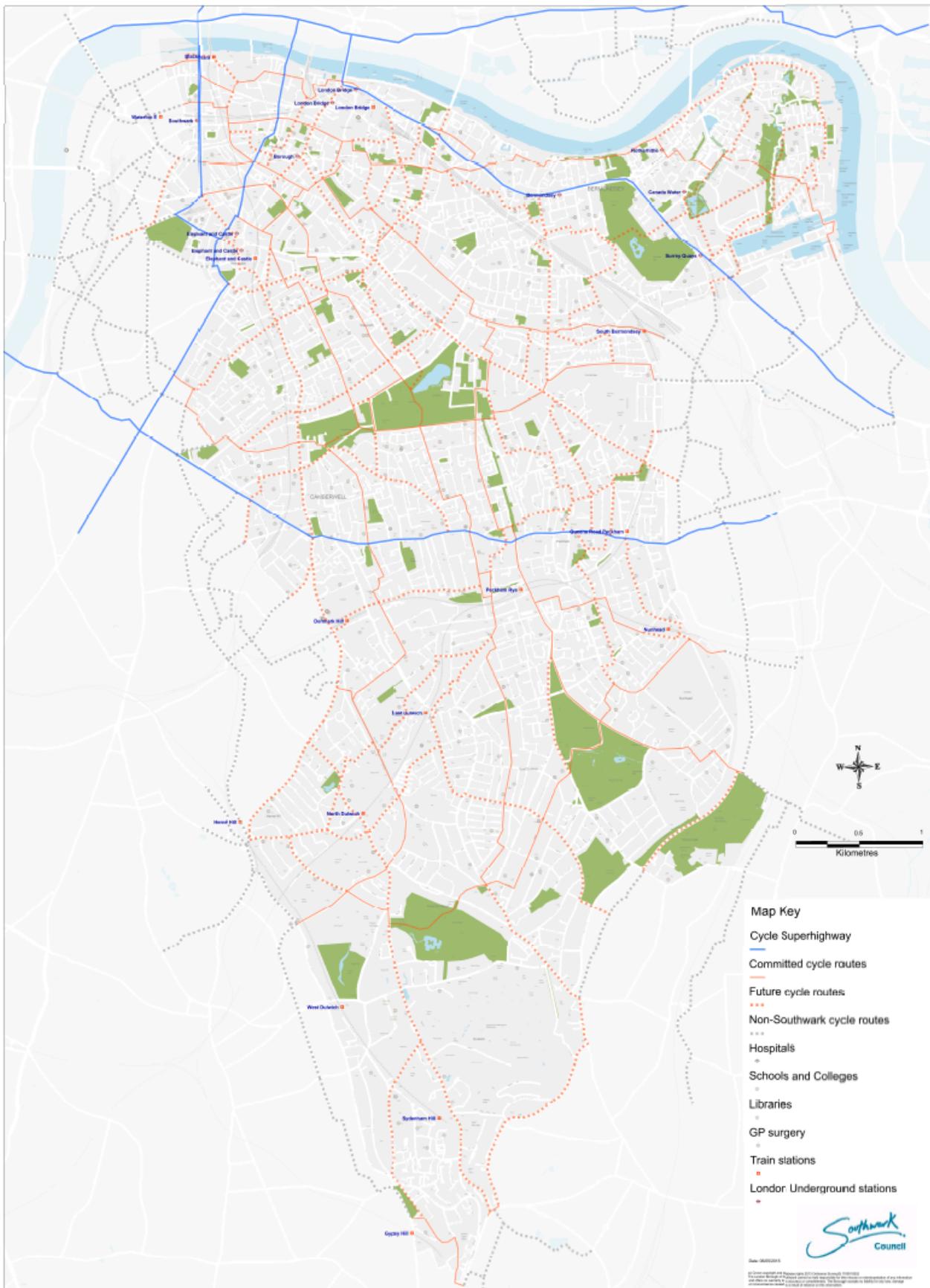
The maps in this section are the outcome of this analysis.

Committed routes are those we have secured funding to deliver.

Future network

To see a more detailed version
of these maps visit
www.southwark.gov.uk/

Southwark Cycle Routes - Committed and Future



Mesh Density Analysis

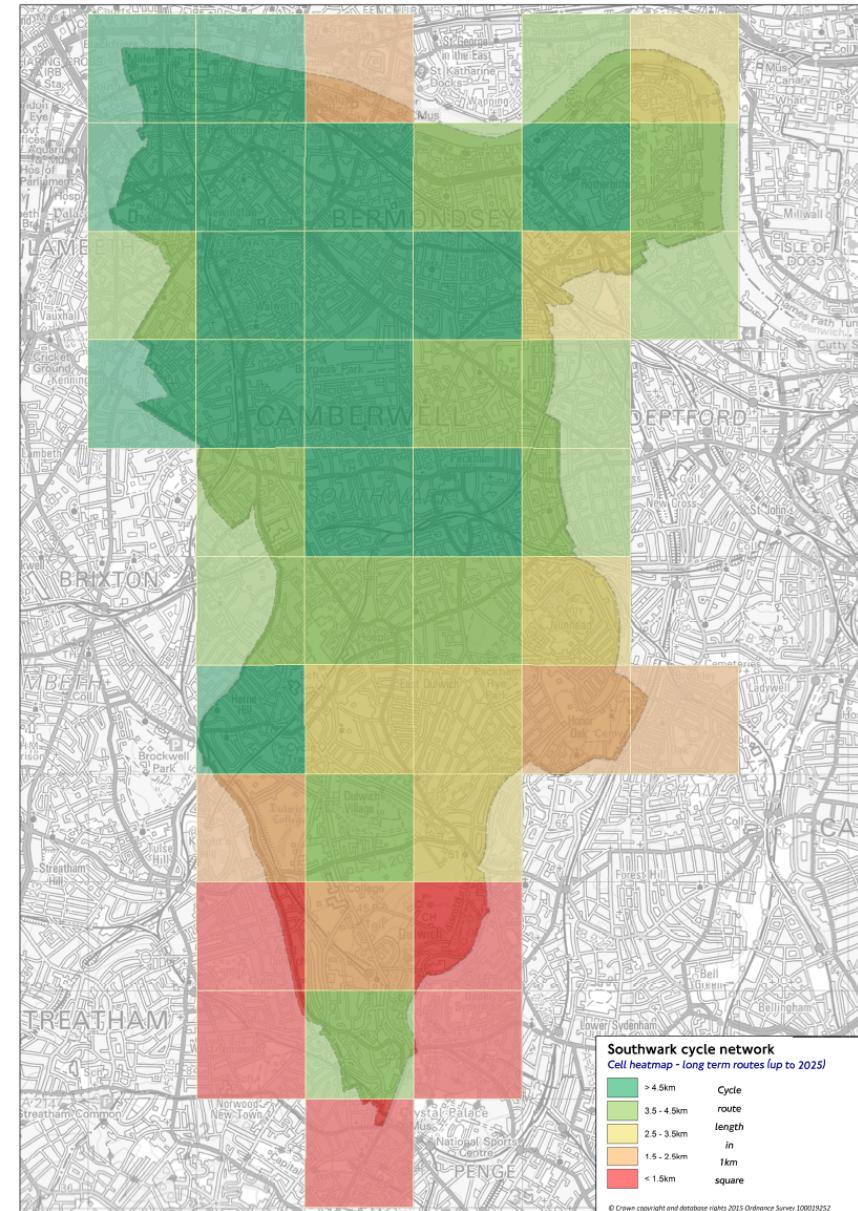
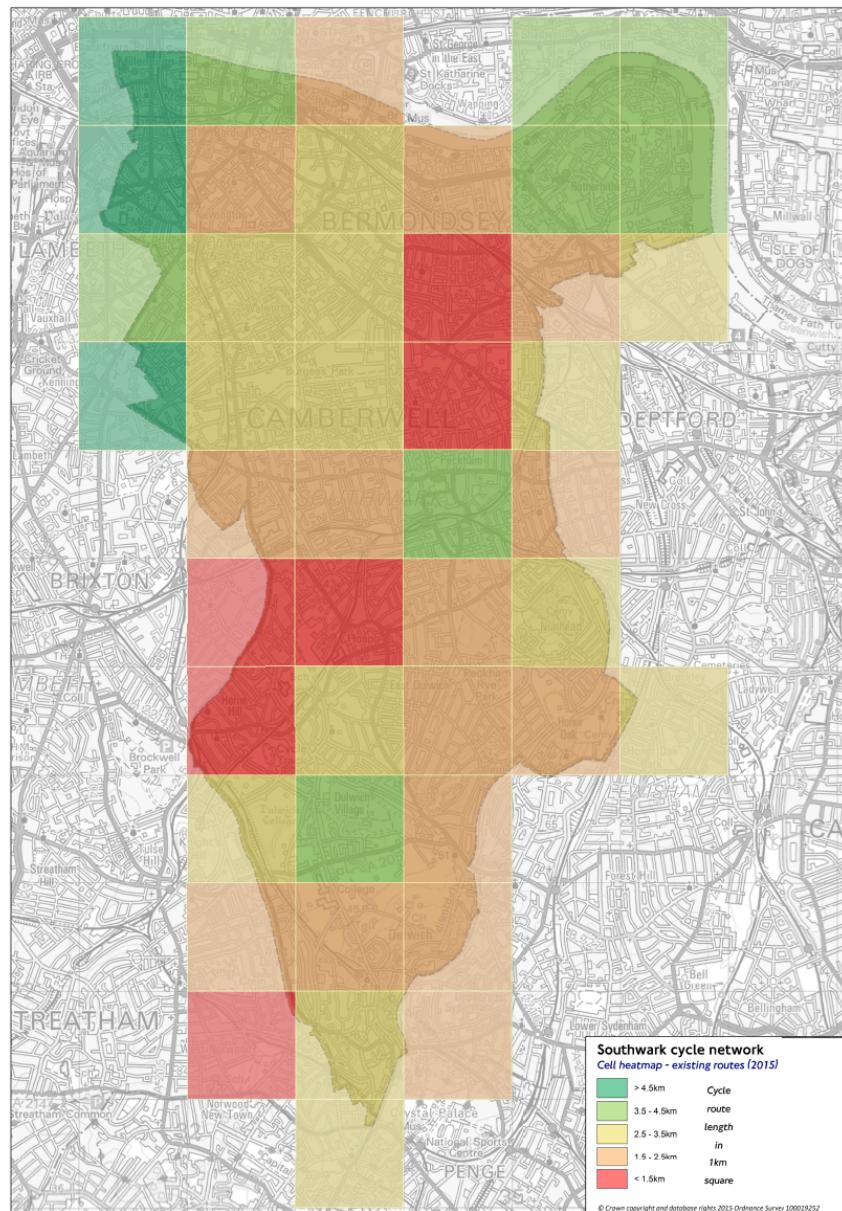
This is a high level tool to evaluate whether there are 'enough' cycle routes in a given area and how evenly they are spread.

The LCDS asserts that in a properly joined-up cycle network, cyclists should not have to travel more than 400 metres to get to a parallel route of similar quality. This attribute of a cycle network is known as 'mesh density'. To determine mesh density we have divided the borough into cells and measured the length of cycle network in each cell. A 1km by 1km cell should have 4km of cycle network. Each cell is colour coded to indicate relative density of routes based on this assumption. Cells on the borough boundary are affected by the provision of routes in neighbouring boroughs.

This analysis does not tell us anything about the quality of existing or future routes. Currently there are many routes and links in Southwark, the legacy of various initiatives to promote cycling. The new network that we will build (the 'committed' network) will not contain as many routes, but will be built to a higher standard. The future network, including routes not yet committed, will be more extensive and of better quality. The maps below compare the current and future network and demonstrate that the latter will provide much better coverage of the borough than we have now.

Mesh Density Analysis - existing and future routes

To see a more detailed version
of this map visit
[www.southwark.gov.uk/
cyclingstrategy](http://www.southwark.gov.uk/cyclingstrategy)



Porosity Analysis

Providing for cycling is not all about cycle routes. Many of the trips people want to make will not be on an official route, or only partially on one. That is why network permeability or porosity is so important. Area porosity is a measure of how many places there are for cyclists to enter, pass through and leave comfortably. A location that is 'porous' is a space that cyclists can pass through with ease and comfort – usually a junction. If the porosity of an area is high, then overall it is very permeable for cyclists (but often less so for other vehicles).

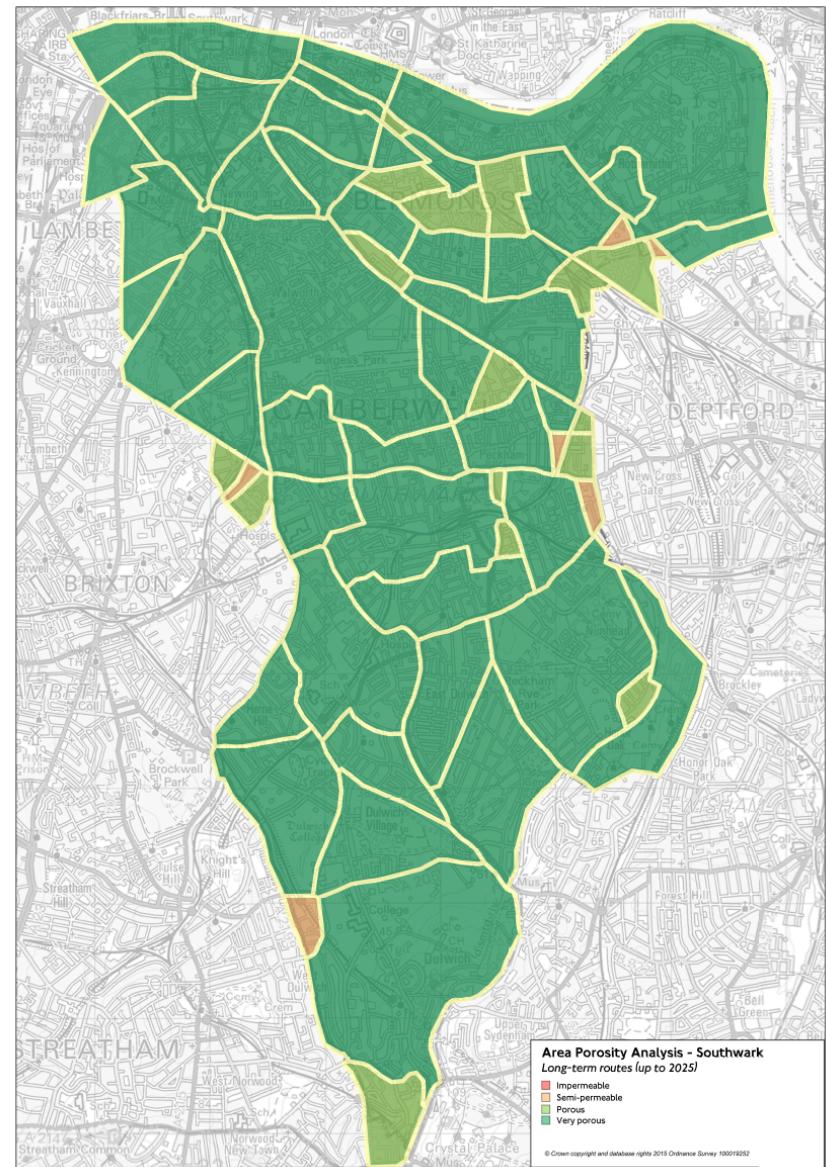
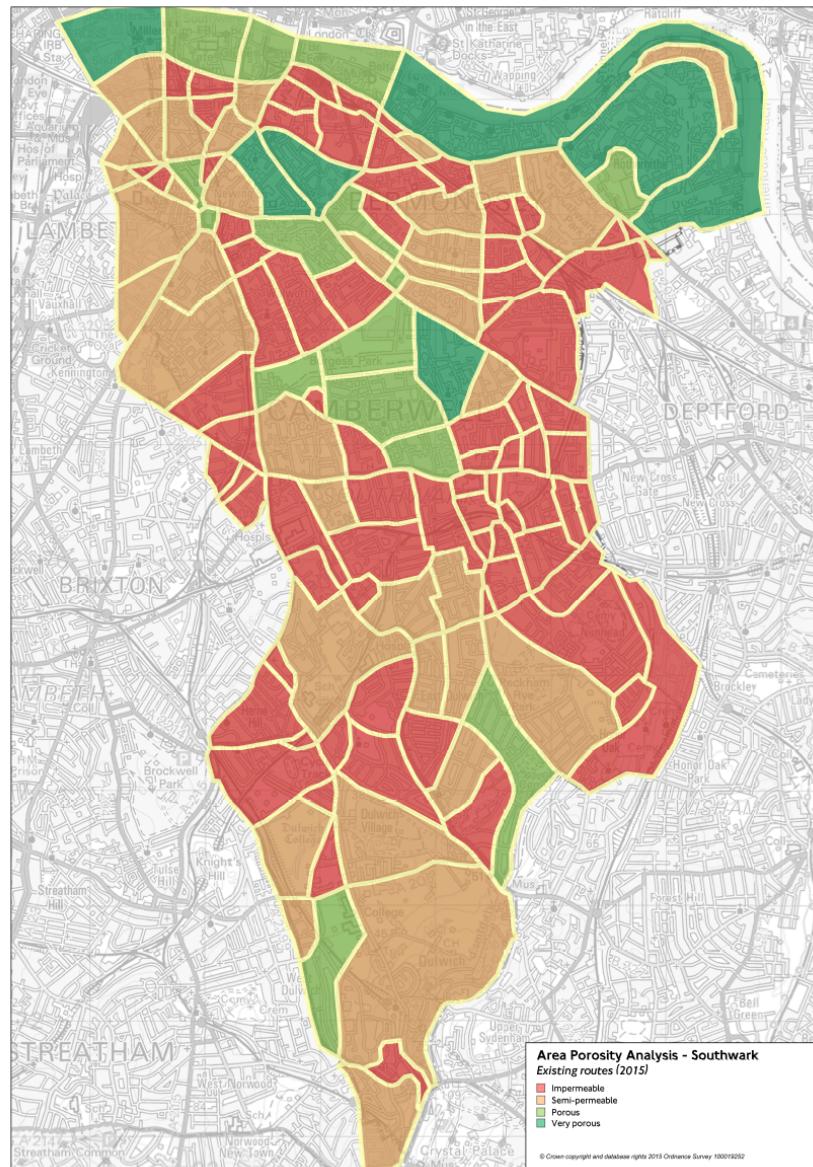
This technique first identifies all the busy roads in an area – the kind of roads that would need a high level of confidence and experience for someone who cycles to be happy using. For others with less confidence and / or experience, such roads represent a barrier. The next step is to look at how many 'gateways' there are into and out of areas bounded by such roads and how attractive they are to people who cycle, or may wish to cycle. This 'attractiveness' is measured with reference to the Bikeability levels 1, 2 and 3. To qualify as a suitable gateway a junction should have a rating of less than 3, that is it should cater for all, not just confident and experienced cyclists.

Using this technique we have evaluated the current, committed and future road network in Southwark. As part of this process we have reviewed all the current gateways between areas bounded by busy roads. We found that very few of these met the Bikeability test described above. For this reason we conclude that the current road network is impermeable for cycling. To evaluate how that may change as a result of this strategy, we then considered all the junctions that we intend to improve as part of the committed cycle network and what would happen to permeability / porosity if all of these were made attractive for cycling to all. The analysis shows that, provided these junctions are improved to right standard, our road network will become much more permeable for people who cycle. If we then look at the future network and use the same assumptions, then Southwark will be very permeable.

It should be noted that this approach only takes into account the impact of cycle route proposals, whereas in practice we will also seek to deliver a range of further permeability interventions as part of the wider transport improvement programme. Also, where we are delivering a cycle route, we would expect any busy road that this runs along to be designed for cyclist at Bikeability level 2 and below with the result that these barriers are removed from the network.

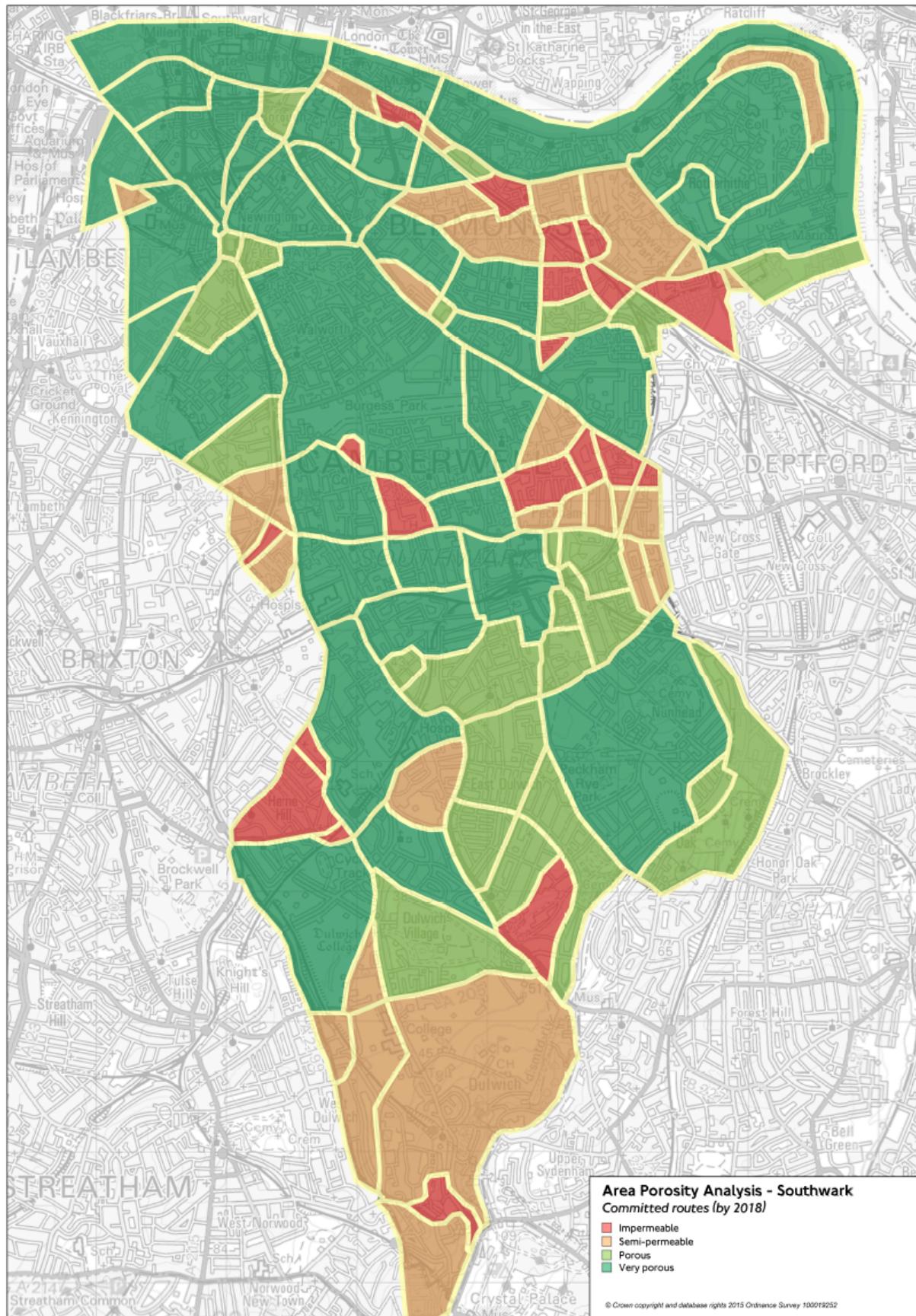
Area Porosity Analysis - existing and future routes

To see a more detailed version of this map visit
[www.southwark.gov.uk/
cyclingstrategy](http://www.southwark.gov.uk/cyclingstrategy)



Area Porosity Analysis - committed routes

To see a more detailed version
of these maps visit
[www.southwark.gov.uk/
cyclingstrategy](http://www.southwark.gov.uk/cyclingstrategy)

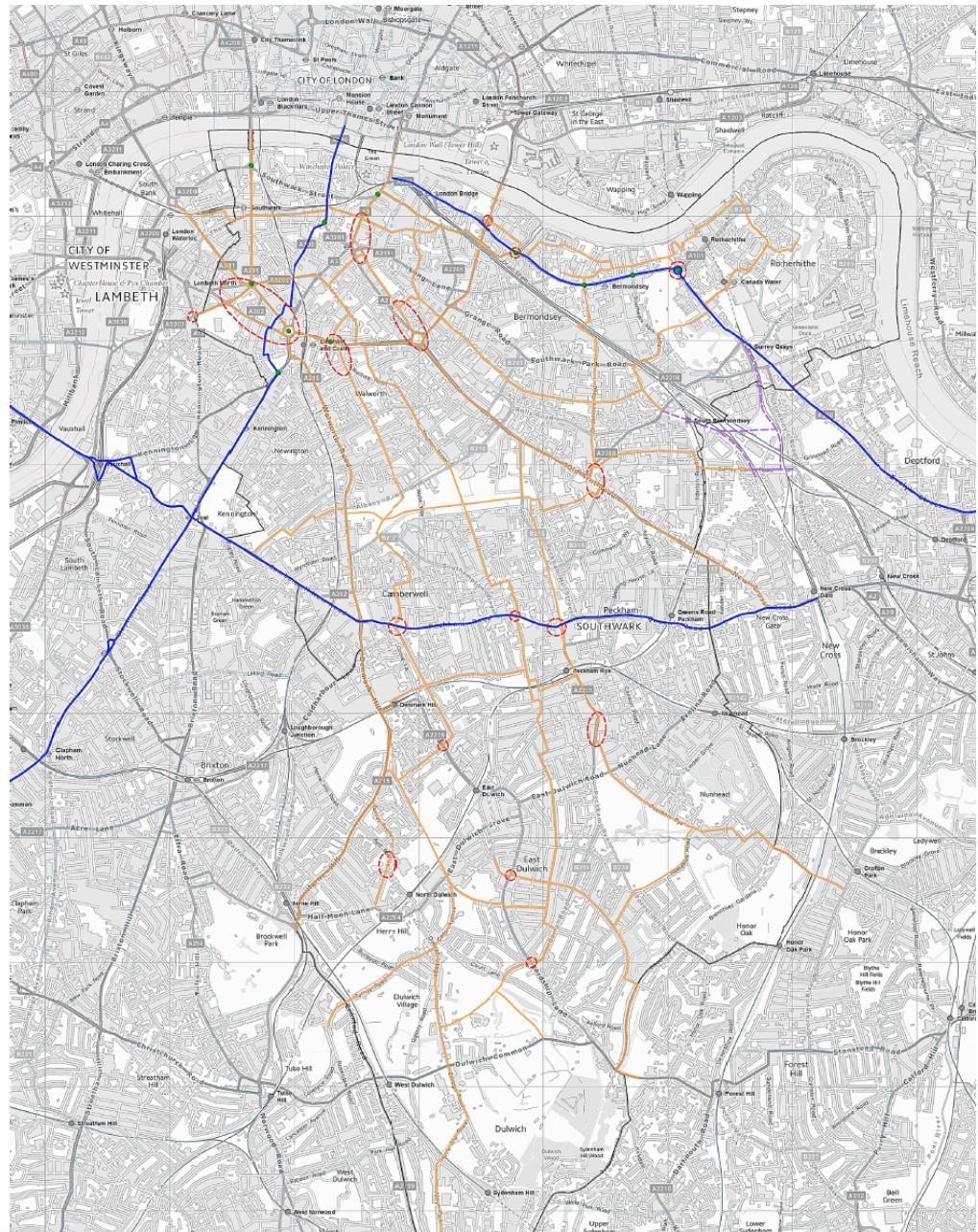


Cycle demand study map

In 2013, we commissioned a study to identify potential cycle demand and corridors for cycle movement which are important and should be prioritised for improvement. There are numerous radial routes leading into the north of the Borough which should be prioritised for implementation, and in addition, there are three orbital corridors, one to the north, one centred on Burgess Park and the other on Peckham Road which should be implemented. Taken together, this network of radial and circumferential corridors will provide a network of routes for cycle traffic which will allow for significant future expansion of cycling within the borough.

To read more about the
study visit

www.southwark.gov.uk/cyclingstrategy

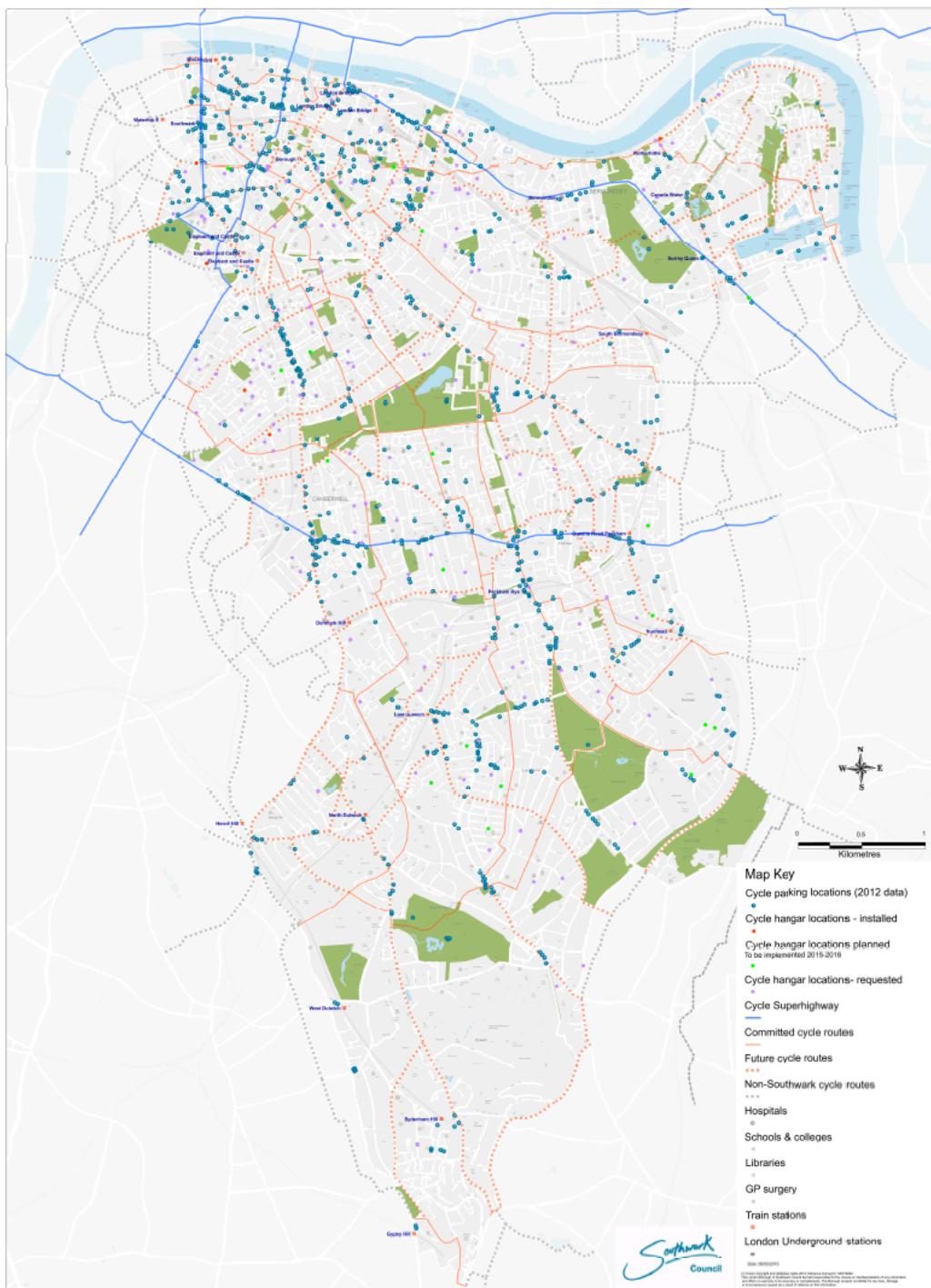


Cycle parking

Based on the findings of the consultation on the Draft Cycling Strategy we estimate that lack of space to store a bike at home represents a key barrier for around 10 per cent of people. The council is addressing this issue by installing cycle lockers and cycle hangars across the borough. Lockers store one cycle securely and hangars up to six. We will continue to investigate all options to provide secure residential parking, but based on the current approach we estimate that 3-400 additional hangars will be required to support us in reaching our mode share target for cycling. All new residential developments are required to provide ample secure cycle parking. In addition to residential parking we will continue to provide destination parking, for example in town centres.

To see a more detailed version of these maps visit
[www.southwark.gov.uk/
cyclingstrategy](http://www.southwark.gov.uk/cyclingstrategy)

Southwark Cycle Parking and Hangar locations



Appendix C: Southwark Spine

MAP 1 London Road to Thurlow Street

As part of the consultation on the Draft Cycling Strategy, we asked our communities to identify improvements to the cycle network. We have mapped these comments along the Southwark Spine and will use these to inform our design processes.



MAP 2 Thurlow Street to Peckham Road



MAP 3 Peckham Road to East Dulwich Road



MAP 4 East Dulwich Road to Landells Road



Appendix D: Summary Consultation Report

1. Introduction

About the consultation

1.1 Between Friday 31st October 2014 to Sunday 1st February 2015, Southwark Council ran a series of consultation activities to gather feedback on their draft Cycling Strategy from people living, working, studying and travelling in the borough. Consultation activity included:

Interactive Consultation Map;

Consultation Questionnaire;

Residents Survey;

Community Council Meetings; and

Stakeholder Meetings.

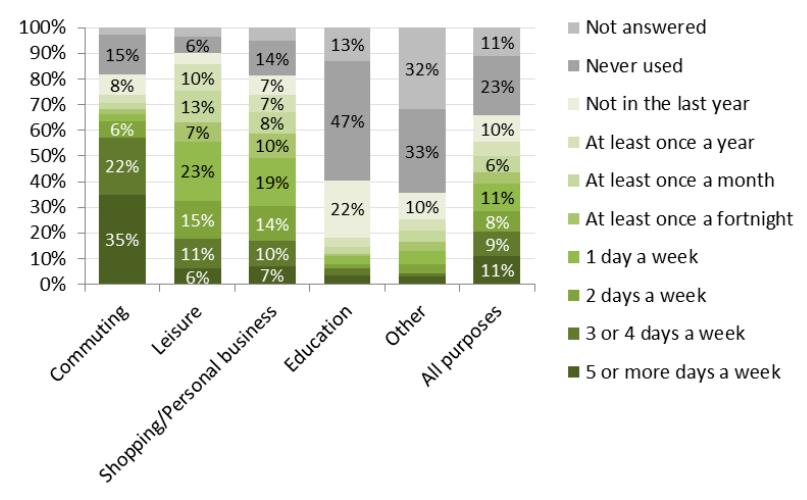
To read all the reports on the
Draft Cycling Strategy visit
[www.southwark.gov.uk/
cyclingstrategy](http://www.southwark.gov.uk/cyclingstrategy)

1.2 The interactive map allowed respondents to pinpoint comments about cycling and suggest improvements to specific locations across the borough. In order to leave a comment, people had to register on the site – 187 did so, leaving 477 comments in total. Anyone could visit the site and *agree* or *disagree* with a comment. 767 *agrees* were left, with 51 *disagrees* – these could be made by either registered or non-registered users.

1.3 The consultation questionnaire sought information on Southwark residents' current travel behaviours, levels of cycling and propensity to cycle, as well as their views on the draft strategy and its content. The questionnaire was aimed at both cyclists and non-cyclists. 687 individuals completed the consultation questionnaire.

1.4 Respondents to the consultation questionnaire were asked how often they cycle on average and for what journey purposes, Figure 3.2 provides a breakdown of the results. Looking at the average frequency of cycling for all journey purposes, 39% of respondents cycle on a weekly basis: 11% of respondents cycle five days a week or more and 28% cycle between one and four days a week. Additionally 11% of respondents cycle between once a fortnight and once a month. A third of respondents have not cycled in the last year or never cycle. Focusing on respondents' trip frequencies for different journey purposes, commuting trips are made with the greatest frequency. 35% of respondents cycle to work five or more days a week and 31% cycle between one and four days a week.

Figure 1.1: Average cycle use by purpose



Southwark Council also conducted a Residents Survey during the consultation period. The survey took place in January 2015 and involved telephone. 515 Southwark residents aged 16+ took part, with quotas set to map the profile of those taking part to the demographic profile of the wider Southwark population in terms of age, gender, ethnicity, working status and housing tenure. 76% of respondents agreed that the council should invest in promoting and supporting cycling.

1.6 The Council also consulted stakeholders including Local Authorities, Assembly Members, Ward Councillors and local resident, interest, transport and business groups.

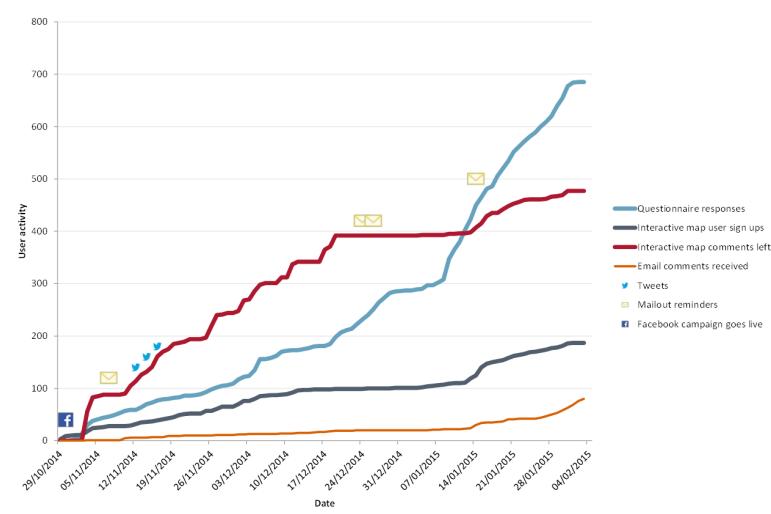
1.7 Regular meetings were held with the London Borough of Lambeth and bi-monthly stakeholder meetings were held with key stakeholders as part of the Cycling Joint Steering Group (CJSG). These groups represented include: Southwark Cyclists; RoadPeace; Better Bankside; Living Streets; The Open University; Metropolitan Police; SilverFit; Wheels for Wellbeing; and Sustrans.

1.8 A focus group with people who currently do not cycle was held on Saturday, 7 February 2015 at the Rockingham Centre, Elephant and Castle. The participants were all Bengali first or second generation residents living in the Elephant & Castle neighbourhood. The main discussion points were about what other people do, cyclists and car drivers behaviour and concerns with the danger of cycling. A number of the women indicated that they wanted to learn to cycle.

1.9 Council officers arranged two workshops with Ward Councillors. These were held on 12th January and 22nd January 2015. Three rides of the Southwark Spine were also arranged on 16, 20 and 22 January 2015 with Ward Councillors, key stakeholders and members of the media.

1.10 Figure 1.2 shows the timeline of the consultation, including the date the Facebook campaign went live, dates of tweets sent about the consultation and dates of email reminders, alongside the corresponding consultation activity: people registering and leaving comments on the interactive map, individuals completing the consultation and comments sent in by email.

Figure 1.2: User activity on the cycling strategy consultation



Methodology

1.11 The consultation was announced on Saturday 1st November 2014 at the Road Danger Reduction Conference and a flyer was prepared asking for people to comment on how to improve cycling in Southwark and how to get more people cycling. Additionally, the consultation was advertised in the local newspaper Southwark Life and a press release was also issued by the council with an article in the Southwark News on 15 October 2014.

1.12 The consultation was promoted online via twitter, an email campaign targeting tenants and residents associations, business networks and key cultural and educational organisations and a Facebook campaign, targeting Southwark residents who currently do not cycle.

2. Current Travel Behaviour

Current levels of cycling – consultation questionnaire

2.1 Almost half of respondents said cycling was not their usual mode of transport, while 56% said it was. The consultation questionnaire established that a high proportion of respondents own a bicycle (84%) and around a third make use of the Barclays Cycle Hire scheme. Considering respondents' main mode of transport 56% of respondents cycle, 11% walk, 9% use the Underground, 8% drive, 6% use National Rail and 5% take the bus.

2.2 When asked how often they cycle on average, 39% of questionnaire respondents cycle on a weekly basis and 11% cycle between once a fortnight and once a month. Commuting trips are the most frequent trip type made by bike, 35% of the respondents who cycle to work do so five or more times a week and 31% cycle between one and four days a week.

2.3 Respondents who don't currently cycle regularly were asked why this is the case, the primary reasons were due with safety issues associated with cycling, a lack of cycle lanes and individuals' lack of confidence. Respondents were then asked to choose from a list of measures which would encourage them to cycle more, the two most popular were segregated cycle routes and junction improvements.

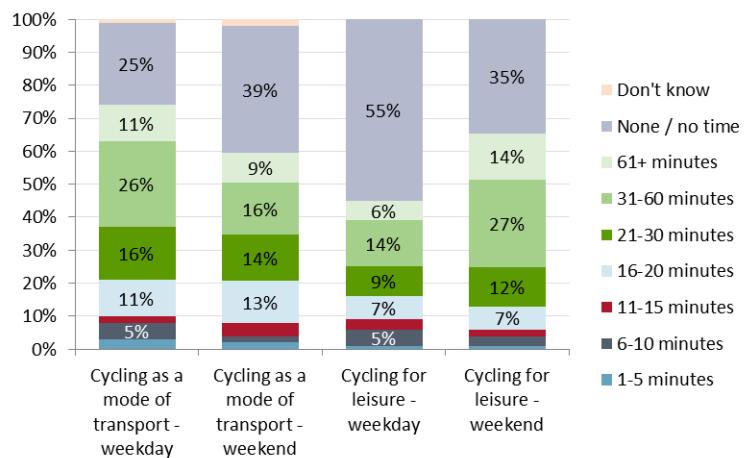
2.4 Respondents were asked to log a journey they frequently make. 30% of respondents (208) logged journeys that were not made by bicycle and when asked whether they would like to cycle the journey 82% said they would.

Current levels of cycling – residents survey

2.5 The residents survey asked respondents whether they cycle, either as a mode of transport or for leisure, 22% said they do cycle and 78% do not cycle. Expanding on this, Figure 2.1 shows how many minutes people who currently cycle spend cycling per day.

2.6 Respondents of the residents survey were also asked what could be done to encourage them to cycle more in London and Southwark in particular. The most common response was nothing, 51% of respondents simply do not want to cycle. After this, safety improvements/safer roads and more/better cycle routes were the most popular responses.

Figure 2.1: Amount of time spent cycling per day



3. Cycling Strategy

Views on Southwark's draft Cycle Strategy

Support for the draft strategy

3.1 Based on responses to the online questionnaire 79% of respondents support the draft Cycling Strategy. As well as the responses received via Southwark's consultation questionnaire online tool, 77 responses commenting on the draft Cycling Strategy were sent in by letter and email. Of these, 25% were positive in sentiment, 31% were neutral and 44% were negative.

3.2 Respondents to the residents survey were asked to what extent they agree that promoting and supporting cycling is something the Council should invest in. 75% of respondents either definitely agree or tend to agree. 12% of respondents either definitely disagree or tend to disagree. The remaining respondents either neither agree nor disagree (11%) or do not know (2%).

3.3 Open comments relating to Southwark's draft Cycling Strategy were made by respondents via the questionnaire, directly returned emails and on the interactive map. Many respondents discussed cycle lanes and made the following points:

- Segregated cycle lanes should be implemented in Southwark, particularly on wide and busy roads and at junctions to ensure the safety of cyclists, reduce conflict between cyclists and motorists and make cycling a more comfortable experience;
- Direct, well connected cycle lanes are required to reduce travel times by bike;
- Adequate road space must be made available for cycle lanes and other cycling infrastructure; and
- Cycle lanes must be well maintained and well-marked out with good continuity.

3.4 71 respondents discussed road behaviour, voicing concern about the behaviour of both motorists and cyclists. Respondents suggested that both groups should be provided with training to ensure the safety of cyclists on the roads.

Support for Southwark's cycling target

3.5 60% of respondents to the consultation questionnaire agree fully with Southwark's target to secure a 10% cycling mode share within the borough by 2025/26 and 31% agree to some extent. Just 8% do not agree with the target.

3.6 The overarching feedback received was that the mode share target for cyclists should be more ambitious. Respondents felt that either the long-term target should be increased or the proposed target should be achieved within shorter timescales. Some respondents suggested there should be different mode share targets for different journey purposes.

Support for objectives and illustrative projects

3.7 When asked about the objectives and illustrative projects proposed in Southwark's draft strategy, 91% said they fully agree or agree with these to some extent and just 4% disagree.

3.8 Feedback on the objectives and illustrative projects from several respondents was that the strategy is too vague in places and they would like to see more clearly defined projects, timescales and budgets included in the document.

3.9 Other popular comments included suggestions to improve the existing training programmes offered to cyclists in the borough and to increase the focus on improving cycling provisions for children, e.g. by providing safe routes to schools.

Other comments

3.10 Respondents were invited to leave additional comments at the end of the consultation 1.10 questionnaire. A quarter of the comments received related to strategies which support the uptake of cycling in Southwark, including:

- Repairing and maintaining road surfaces to improve safety;
- Implementing more segregated cycle lanes;
- Provide more secure cycle parking;
- Create safe routes to schools to encourage more children to cycle; and
- Use examples of best practice design from other London boroughs and European cities.

3.11 Additionally, a series of responses were received opposing cycling and the strategy due to the 1.11 impact new infrastructure will have on residential streets and other road users. A small number of respondents felt that improving other modes of transport, e.g. walking conditions and public transport should take priority over cycling

3.12 Many specific requests were made across the borough on the interactive map consultation 1.12 tool. Map users had the ability to agree or disagree with comments posted, which produced the following list of most popular comments across the borough:

- Turney Road is unsuitable for a cycle route due to limited space and off street parking;
- Turning right across Rodney Road is difficult;
- Dulwich Park is unsuitable for a cycle route due to its shared paths and its night time closure;
- Improvements needed to make Portland Street safer for cycling – it is a rat run – and there could be a better link to Burgess Park;
- The cycle lane at the northern end of Rye Lane is not clearly marked enough;
- There is already limited parking on Burbage Road, routing cyclists there will exacerbate it;

- Support for cycling along the Surrey Canal Path; and
- Street lighting required through Burgess Park to make night cycling safer.

3.13 The most frequently mentioned comment from individuals who responded by email and letter 1.13 was concern about routing the Southwark Spine through Dulwich Park, via Eynella Road. These people requested for parties likely to be affected by the proposals in the Strategy to be consulted with directly in future.

Views on the proposed Southwark Spine cycle route

3.14 Respondents to the consultation questionnaire were asked about the Southwark Spine cycle 1.14 route, 83% said they agree or strongly agree with the proposed route and just 7% disagree or strongly disagree with it.

3.15 Respondents to the resident survey were asked how likely they would be to use the Southwark 1.15 Spine route. 43% said they are likely to use it, with 55% saying they wouldn't. Given that the survey covers the whole borough and the Spine can only serve part of it, this is a reasonably positive result.

3.16 Open comments relating to the Southwark Spine were made by respondents via the 1.16 questionnaire, directly returned emails and on the interactive map. Some comments made specific requests about the route detail, and some were principles about the route which should be followed.

3.17 Many respondents asked that the route utilise segregated cycle lanes to protect cyclists. Some 1.17 respondents requested that the route design be as direct and continuous as possible. Other commenters wanted assurance that the route would not impact negatively on other road users or residents. Some requested that the route be both child and family-friendly.

3.18 Many commenters were generally concerned about the use of parks for the route, due to 1.18 concerns about sharing space with other park users and night time safety. Specifically, routing through Dulwich Park was a concern for many respondents, with a smaller number also concerned about Burgess Park.

- Support for cycling along the Surrey Canal Path; and

3.19 Other specific comments included:

- Difficulty accessing the start of the Spine from the proposed North-South Cycle Superhighway;
- The Harper Road alignment is indirect, suggest using Rockingham Street instead;
- The crossing of Old Kent Road at the junction with Harper Road feels unsafe for cyclists;
- Segregate cyclists on Thurlow Street, or use quieter Portland Street as alternative;
- Improve cyclist access past the barrier on Chandler Way near Burcher Gale Grove;
- Suggest alternative route via Cronin Street to reduce route on busy Commercial Way;
- One-way system of Bellenden Road and Lyndhurst Way is unsafe for cyclists;
- Calm traffic on Crystal Palace Road, Alleyn Park, Alleyn Road and Gallery Road;
- Segregate cyclists on Barry Road; and
- School time congestion on College Road is dangerous for cyclists.

Appendix E: New Southwark Plan

New Southwark Plan This plan sets out a regeneration strategy from 2017 to 2033 and will be used to make decisions on planning applications. Key policies include increasing the number of new homes and schools, investing in our high streets and local businesses to increase local jobs, making Southwark a healthier, safer and better place to live, work and visit.

Draft policies of the New Southwark Plan - Issues version

The draft policies set out below were subject to consultation as part of the first draft of the New Southwark Plan consultation between 31 October 2014 to 6 March 2015. The draft policies will be updated and improved in light of the responses received during this consultation. The next stage will be the New Southwark Plan Preferred Option that will be consulted on in Autumn 2015.

DM15: Walking and cycling Southwark will become more accessible for pedestrians and cyclists through effective design of exemplary routes and facilities to encourage people to walk and cycle.

DM 15.1 Development must:

15.1.1 Provide facilities for pedestrians and cyclists within the development and the surrounding area.

15.1.2 Design facilities, routes and access that meet the needs of pedestrians and cyclists, with particular emphasis on disabled people and the mobility impaired.

15.1.3 Integrate with surrounding networks, and remove barriers to improve permeability, access and safety of pedestrians and cyclists.

15.1.4 Ensure the urban realm is designed with wide, level footways for pedestrians and that crossings and crossovers are safe and accessible for all.

15.1.5 Enable the delivery of Southwark's Cycling Strategy and the Mayor of London's Vision for Cycling, which aim to deliver significant increases in cycling through safe, direct routes and generous provision for cycle parking and associated facilities.

15.1.6 Delivering the cycling network as set out in the Cycling Strategy.

15.1.7 Provide convenient, secure, weatherproof and fully accessible cycle parking close to access points according to the minimum parking standards set out in a leaflet for consultation.

DM16: Infrastructure improvements Southwark will be accessible by public transport and cycling through transport infrastructure improvements.

This will facilitate regeneration and assist economic growth of town centres as well as making local jobs more accessible for residents.

DM 16.1 Planning permission will be granted for the following public transport improvements and development will not be permitted that would prejudice their implementation:

16.1.1 The Bakerloo Line extension to Camberwell, Peckham and Old Kent Road. 16.1.2 A rail station at Camberwell.

16.1.3 Bus priority.

16.1.4 Cycle hire docking stations.

16.1.5 Cycle superhighways, Quietways and the Central London Bike Grid. 16.1.6 A river crossing from Rotherhithe to Canary Wharf.

16.1.7 The ‘Low Line’ cycle and walking route.**16.1.8** The new Garden Bridge; and

16.1.9 The Elephant and Castle square.

DM19: Car clubs and cycle hire docking stations Southwark will provide a wider range of shared transport provision, reducing the dependence on cars and supporting an increase in cycling.

DM 19.1 Development must:

19.1.1 Provide a minimum of three years free membership per dwelling to a car club should a car club bay be located within 850m of the development; and/or

19.1.2 Provide the appropriate space within the development; and/or

19.1.3 Contribute towards the provision of car club bays relevant to the size and scale of the development.

DM 19.2 Development must:

19.2.1 Provide a free two year cycle hire fob per dwelling should a cycle hire docking station be located within 400m of the development; and/or

19.2.2 Provide the appropriate space within the development; and/or

19.2.3 Contribute towards the provision of cycle hire docking stations relevant to the size and scale of the development.

DM22: Railway arches (outside the PILs) Planning permission will be granted for a range of uses in railway arches outside the PILs to contribute to the local economy and provide low cost, flexible space for small businesses.

DM 22.1 Permission will be granted for a range of business uses (B class), retail (A class) and community facilities (D class) in railway arches located outside PILs.

DM 22.2 Development must include walking and cycling routes alongside railway viaducts.

DM 22.3 Railway arches located inside the PILs will be part of the review set out in DM20.

DM38: Quality in design Southwark's buildings and places will have excellent architectural and urban design. They will enhance the visual and practical experience of the built environment in order to create attractive places that people will choose to live in, work in and visit.

DM 38.1 Development must:

38.1.1 Achieve a high quality of architectural and urban design, including both external and internal design.

38.1.2 Ensure new buildings and alterations to existing buildings embody a creative and high-quality appropriate design solution, specific to their site's shape, size, location and development opportunities. Where applicable development must preserve or enhance the significance of historic assets and their settings, and the local character.

DM 38.2 Development must take into account:

38.2.1 Functionality - how the form and layout of the development successfully functions in relation to its land use.

38.2.2 Aesthetics and geometry - the visual appearance of the development.

38.2.3 Local character and context.

38.2.4 Urban structure and site layout.

38.2.5 Specification of materials that are high-quality, durable, sustainable and enhance local character.

38.2.6 Sustainable design and construction techniques, including the avoidance of internal overheating, contributions to the urban heat island effect and creation of adverse local climatic conditions.

38.2.7 Active design principles.

38.2.8 Servicing within the footprint of the building and site.

38.2.9 Materials and the building fabric.

DM41: Designing out crime Development will deliver safe places with improved community safety and crime prevention in the private, public and civic realm.

DM 41.1 Development must consider:

41.1.1 Natural surveillance where development must incorporate windows overlooking places such as parks and streets, courtyards, parking areas and civic spaces.

41.1.2 Street network designs, pedestrian routes, footpaths and cycle paths that are easy to navigate as well as permeable, direct routes that provide good visibility and avoid sharp or blind corners, tunnels, and hidden alcoves.

41.1.3 Clear and uniform signage that helps people move about, making the public realm and public transport safer and more attractive for people to use.

41.1.4 Effective street lighting that illuminates, enabling natural surveillance and avoiding the creation of dark, shadowed areas.

41.1.5 Clearly-defined boundaries between public, semi public, semi private and private spaces, which reduces the likelihood of anti-social behaviour by establishing ownership and responsibility for a particular space; and

41.1.6 Security considerations for buildings and places that are proportional to their use and function, taking into account that places must also not become hostile or unwelcoming.

DM43: Public realm Southwark will have a public realm that can be enjoyed by all. It will enable movement, social interaction and create a network of connected places and spaces that are healthier and more resilient.

DM 43.1 Development that includes public realm must consider:

43.1.1 Direct and safe ease of movement to encourage walking and cycling. 43.1.2 Accessibility and inclusive design for all.

43.1.3 Navigation with good signage.

43.1.4 Public safety and management.

43.1.5 Street furniture, whilst avoiding unnecessary clutter.

43.1.6 Opportunities for formal and informal play.

43.1.7 Materials, landscaping and green infrastructure.

43.1.8 Active frontages and building entrances that successfully engage with the public realm.

43.1.9 Historic streetscape features and development patterns.

43.1.10 The size of public space provided in proportion to height and scale.

DM45: Tall and large buildings Tall and large buildings will encourage regeneration, new jobs and homes at appropriate locations within Southwark.

DM 45.1 LOCATION CRITERIA - The appropriate areas for tall and large buildings are

45.1.1 Central Activities Zone.

46.1.2 Elephant and Castle, BBLB, Old Kent Road (proposed) Canada Water (proposed) Opportunity Areas.

45.1.3 Peckham and Aylesbury Action Area cores.

45.1.4 Elephant and Castle, Canada Water and Peckham Major Town Centres. 45.1.5 Locations outside of these areas may be sensitive or inappropriate for tall and large buildings. However, some locations may be appropriate and will be considered on their planning merits on a case-by-case basis.

DM 45.2 DESIGN CRITERIA - Tall or large building development proposals must comply with the following design criteria and:

45.2.1 Be located at a point of landmark significance. For example, where a number of important routes converge, where there is a concentration of activity and which is, or will be, the focus of views from several directions.

45.2.2 Be located in an area with high public transport accessibility.

45.2.3 Have no adverse impact on strategic, borough and local views.

45.2.4 Make a positive and considered contribution to the London skyline and landscape, taking into account the cumulative effect of existing or approved proposals, clustering and the avoidance of canyoning.

45.2.5 Have a height that is proportional to the significance of its location.

45.2.6 Consider local character and avoid harm to the significance of heritage assets or their settings.

45.2.7 Be of exemplary design. Tall buildings should be slender, well articulated, and recessive.

45.2.8 Be constructed of high quality materials.

45.2.9 Deliver a mix of land uses with active lower floors that have designed entrances taking into account patterns of existing pedestrian and cycling movement and urban design principles.

45.2.10 Larger sites should be broken up to improve permeability for walking and cycling, and consider local urban grain.

45.2.11 Be connected to a new public space that is proportional to its size and height.

45.2.12 Avoid harmful environmental impacts including wind shear, overshadowing and glare.

45.2.13 Incorporate communal facilities for users and residents.

DM 45.3 Proposals for buildings that are considerably taller in height than their context can have the greatest impact. As such, careful consideration should be given to any existing or emerging hierarchy of tall buildings. The delivery of a publicly accessible space should be also considered.

DM56: River Thames The strategic importance and unique character of the River Thames will be maintained and enhanced to enable the use and enjoyment of the Thames for all.

DM 56.1 Development within the Thames Policy Area must:

56.1.1 Conserve and enhance the strategic importance, character and amenity of the River Thames and its hinterland.

DM 56.2 Deliver high quality architectural and urban design and:

56.2.1 Integrate successfully with the waterspace with its use, appearance and physical impact.

56.2.3 Sustain or enhance the historic character and appearance of buildings and of areas and buildings of historical or architectural significance

56.2.4 Include a mix of uses appropriate to their location next to the river, including public and open spaces, to ensure an inclusive, accessible, active waterside and ground level frontages.

56.2.5 Integrate into the public realm, especially in relation to walking and cycling routes and borough open space strategies. Public art will often be appropriate in such locations as well as clear signage, information and lighting to promote the use of waterside spaces by all.

56.2.6 Incorporate built form that has a human scale of interaction with the street, public spaces and waterside and integrates with existing communities and places.

56.2.7 Recognise the opportunity to provide landmarks that are of cultural and social significance along the river, providing orientation points and pleasing views without causing undue harm to the cohesiveness of the water's edge.

56.2.8 Successfully relate scale, materials, colour and richness of detail, not only to direct neighbours but also to buildings on the opposite bank and those seen in the same context with the river, or other locally identified prospects and views. Such juxtaposition of buildings should take into account river meanders and the impact these can have on how buildings may be seen together.

56.2.9 Incorporate sustainable design and construction techniques, in particular a precautionary approach to flood risk.

56.2.10 Protect the biodiversity and nature conservation interests of the River Thames.

DM 56.3 Maintain and enhance the existing facilities that support and increase the use and enjoyment of the Thames, and the functions and activities associated with the Thames, in the Thames Policy Area. These include:

56.3.1 Access points to and alongside the river, including stairs, piers and the Thames Path.

56.3.2 Sport and Leisure facilities.

56.3.3 Docks, including protection against partial or complete infilling. 56.3.4 Walking and cycling routes.

56.3.5 Mooring facilities.

56.3.6 Facilities for passenger, freight and tourist traffic.

DM 56.4 Establish or continue the Thames Path along the water frontage and encourage new access points to the Thames, especially in areas of deficiency, when adjacent to the river.

DM 56.5 Avoid detrimental effects on navigation, biodiversity or the existing character of the Thames Policy Area if proposing new mooring facilities.

Proposals will not be permitted if it is an attempt to be used as an extension of developed land or where it would result in a continuous line of moored craft.

DM 56.6 Maintain, remediate and improve flood defence walls for developments adjacent to the River Thames where necessary. Developments adjacent to defences and culverts should demonstrate that their development will not undermine the structural integrity or detrimentally impact upon its intended operation.

DM68: Improving air quality Southwark will have improved local air quality.

DM 68.1 Development must not lead to a reduction in air quality.

Appendix F: Southwark's Transport Plan

An Annual Report on the delivery of the Transport Plan is published each year. This report provides a detailed progress update on our initiatives and how we are meeting our objectives and targets.

Southwark's Transport Plan

The Transport Plan was adopted in 2011. The Plan sets out how we will improve travel to, within and from the borough, and the council's long term goals and transport objectives for the borough. The Southwark Transport Plan responds to the revised [Mayor's Transport Strategy](#) (MTS), the Sub-Regional Transport Plans (SRTPs), Southwark's Sustainable Community Strategy and other relevant policies.

Policy 1.6 When reviewing CPZs we will ask the community if they would support removal of parking spaces and the introduction of cycle parking, car club bays and/or street trees

Policy 1.7 Reduce the need to travel by public transport by encouraging more people to walk and cycle

Policy 1.10 Improve the cycling environment and ensure that people have the information and confidence to use it

Policy 1.11 Lobby TfL for the further extension of the Cycle Hire scheme to zone two and beyond

Policy 1.12 Ensure that cycle parking is provided in areas of high demand and in areas where convenient

Policy 2.1 Work with the school community to encourage more children to travel to school sustainably

Policy 2.2 Work with businesses, employers and organisations to encourage more staff to travel sustainably

Policy 2.3 Promote and encourage sustainable travel choices in the borough

Policy 2.4 Continue to support improving skills and knowledge to travel sustainably

Policy 4.1 Promote active lifestyles

Policy 4.2 Create places that people can enjoy

Policy 4.3 Help communities shape their streets

Policy 4.5 Enhance quality of life through the built and natural environment

Policy 5.2 Lobby/work with TfL to improve safety on our busy roads

Policy 5.3 Target commuter cyclists in road safety campaigns

Policy 5.4 Seek to reduce vehicle speeds and educate and enforce against those who break speed limits

Policy 5.5 We will make Southwark a 20mph borough

Policy 5.6 We will seek to create conditions where our roads are safe

Policy 5.7 Deliver a coordinated package of road safety training and publicity measures

Policy 5.8 Improve perceptions of safety in the public realm