

Getting where you're going

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

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



Objective 7. Designing a cycle network

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

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

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

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

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

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

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



What we will do:

- 7.1** We will **prepare a cycle network plan** by 2024, showing existing and proposed cycle routes. It will connect major destinations in the borough, such as town centres, stations, schools and leisure centres, as well as routes out of Southwark and across the Thames. It will pass within 400 metres of every home in the borough. This plan will also link with our Pedestrian Network, incorporating walking, public and community space, and public transport. This network plan will enable prioritisation and delivery of highways projects to achieve the goals in this plan and wider Streets for People objectives. Where necessary we will collaborate with TfL and neighbouring boroughs.
- 7.2** This network plan will be used to **prepare a delivery plan of the most efficient and effective projects of cycling improvements.**
- 7.3** **Reduce traffic volume and speed to make cycling safer**, by planning our network to prioritise cycles, we can design roads to prevent through traffic and reduce motor vehicle speed.
- 7.4** **Make routes direct and intuitive**, ensuring that cycling is quicker than driving over short distances. We will create new routes through barriers such as railway lines, and make use of greenspaces to ensure riders are always moving towards their destination.

- 7.5** **Prioritise improving signage and upgrading cycle routes to address gaps in the network.** The current cycle network is mostly laid out to help workers get to central London. We will improve all routes, including those needed for local and leisure journeys, and for journeys across the borough that are under-served by public transport.
- 7.6** **Incorporate our cycle network into the Southwark Plan**, so it is delivered as part of major development and regeneration schemes. New development that will attract increased levels of cycle traffic will be expected to connect to and expand the existing network to cater for the additional journeys.
- 7.7** **Roll out consistent route and destination signage** across this cycle network, so it is always easy for people to find their way. We will work with cyclists from all backgrounds to identify where signs are most needed and how they are best installed.
- 7.8** Design and construct the cycle network to **minimise the effort involved in starting, accelerating and riding uphill.** As much as possible, cycle routes will be designed to follow the landscape, avoid signal control, and allow riders to maintain a consistent speed.
- 7.9** Explore **using street and urban design tools to make routes intuitive and obvious.** We will engage cyclists to test these designs to ensure they are effective.



Objective 8. Building cycle infrastructure

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

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

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

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

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

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



What we will do:

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

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

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

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

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

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

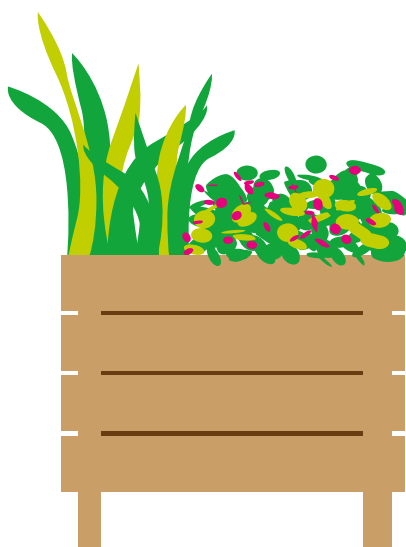
- **Separate greenways:** areas of cycle route that are cycle or active travel only routes, completely separate from motor vehicles.

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

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

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

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



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

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

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



What we will do

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