

Healthy Communities Scrutiny Sub-Committee

Monday 8 December 2014

7.00 pm

Ground Floor Meeting Room G02C - 160 Tooley Street, London SE1
2QH

Supplemental Agenda

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	The overarching theme for this session on the Health of the Borough review is 'Physical Health'; these are the sub- themes:	
	a) The provision of cycle paths	
	b) The provision of safe walking routes	
	c) The provision of indoor & outdoor exercise space	
	d) Availability of healthy eating establishments	
	e) Availability of alcohol on our high streets and in pubs and bars	

The meeting will start with a presentation by Public Health setting the

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scene and then Cllr Mark Williams, Cabinet Member for Regeneration, Planning and Transport, will introduce work the council is doing to improve active travel, including the draft cycling strategy. This can be accessed here:

http://www.southwark.gov.uk/info/200107/transport_policy/3623/cycling_strategy#

The committee will then have a round table discussion on Physical Health. This part will be open to representatives from community organisations and active citizens. Representatives from Southwark Cyclists, Stop Killing Cyclists and Southwark Living Streets are attending and have submitted evidence.

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HEALTHY COMMUNITIES SCRUTINY SUB-COMMITTEE

MINUTES of the Healthy Communities Scrutiny Sub-Committee held on Tuesday 11 November 2014 at 7.00 pm at Ground Floor Meeting Room G02A - 160 Tooley Street, London SE1 2QH

PRESENT: Councillor Rebecca Lury (Chair)
Councillor David Noakes (Vice-Chair)
Councillor Maria Linforth-Hall
Councillor Kath Whittam
Councillor Bill Williams
Councillor Johnson Situ

OTHER MEMBERS PRESENT: Councillor Barrie Hargrove, Cabinet Member for Public Health, Parks and Leisure

Councillor Darren Merrill, Cabinet Member for Environment, Recycling, Community Safety and Volunteering.

OFFICER COMMUNITY SUPPORT: & Ruth Wallis, Director of Public Health

Gwen Kennedy, Director of Quality & Safety, Southwark Clinical Commissioning Group (CCG)

Sally Lingard, Communications Director, Kings College Hospital Foundation Trust (KCH)

Zoe Reed, Director of Organisation & Community, SLaM

Eleanor Bateman, Service Director SLaM

James Hill, Head of Nursing, Emergency & Acute Medicine Guy's & St Thomas' (GST)

Vanessa Pugh, Interim Head of Older peoples Services, Southwark Council Children's & Adult Services.

Julie Timbrell, Scrutiny Project Manager

Peta Steel, FoPP & Walworth Society

Shelagh Farren, FoPP

Diana Cochrane, Walworth Society & Pullens TRA
Peter Wright, East Walworth Green Links

1. APOLOGIES

- 1.1 There were apologies for absence from Councillors Jasmine Ali and Paul Fleming , with Councillor Johnson Situ attending as a substitute.

2. NOTIFICATION OF ANY ITEMS OF BUSINESS WHICH THE CHAIR DEEMS URGENT

- 2.1 There were no urgent items of business.

3. DISCLOSURE OF INTERESTS AND DISPENSATIONS

- 3.1 There were no disclosures of interests or dispensations.

4. MINUTES

RESOLVED:

The minutes of the meeting held on 8 October 2014 were agreed as a correct record.

5. REVIEW: HEALTH OF THE BOROUGH

- 5.1 The chair introduced the session and explained the focus of tonight's round table discussion was Environmental Health, particularly the cleanliness of the borough and the use of parks of and open spaces. The chair invited the relevant lead cabinet members to introduce themselves: Councillor Barrie Hargrove, Cabinet Member for Public Health, Parks and Leisure; and Councillor Darren Merrill, Cabinet Member for Environment, Recycling, Community Safety and Volunteering. The chair then invited community representatives from various parks and green space amenity groups to introduce themselves: Peta Steel, FoPP & Walworth Society; Shelagh Farren, FoPP; Diana Cochrane, Walworth Society & Pullens TRA and Peter Wright, East Walworth Green Links.

- 5.2 Dr Ruth Wallis, Director of Public Health, then went through a presentation on the theme (attached to the minutes).
- 5.3 The Cabinet Member for Public Health, Parks and Leisure made some opening comments and explained that in his former role he led on transport & environment and the council looked to improve health by measures such as increasing cycling rates. He explained that his new portfolio is brand new and the role includes public health and parks. The council are encouraging people to be active in green spaces, including growing food. The key determinants of health are physical activity and good nutrition.
- 5.4 The Cabinet Member for Environment, Recycling, Community Safety and Volunteering Darren explained that his focus on this theme is in cleaning up high streets and also delivering green corridors. He explained that he is also keen to improve air quality, which is an important public health priority – much of this is caused by traffic from Kent with diesel being a particularly big problem. He reported that he is lobbying the Mayor of London to expand the proposed low emission air quality areas.
- 5.5 Peta Steel then explained that Walworth Garden Park is more like a village green. She said that one thing that the Labour government post war was to open up parks and green open spaces. She reported that her association got a grant from the Heritage Lottery and the association have been showing the zoological history of the park. She explained that one problem we have is young people acting destructively. The dog walkers group help with safety and intervened to stop youths burning down a tree, and deter the space being used by drug users. The dog walkers also help with social cohesion and reducing depression and isolating. She said the association also support pop up parks for young people.
- 5.6 A member asked if access to green space correlated to good health, or is it related to levels of activity and use? The Director of Public Health commented that generally rural communities do better and good quality green space can make up for low income. She said that use is important - for example people might not be able to access land if it is private. She explained that there are issues around space in estates - for example frequent signs prohibiting ball games. She said this is an issue that needs to be resolved - obviously people have concerns about balls however it is also important that young people can play games. She commented that food growing also ticks lots of boxes. She

explained that safety and cleanliness can be important issues to encourage community use of space.

- 5.7 Diana Cochrane commented that attitudes have come on a long way - some time ago it was said that green spaces could not possibly grow food, but now this is commonplace. Initiatives such as green planters promote community cohesion. She asked how we can work together to promote public awareness, for example by saying it is okay to grow things in the public realm.
- 5.8 She said that Green Links between parks, open spaces and greens are very important and Peter Wright agreed and mentioned a Green Link through the Heygate that Lend Lease has agreed to preserve. He highlighted the value of the little green spaces, the diversity of these places and the individual investment by small community associations. Green Links can join these together and mean people have an alternative to the pollution of Old Kent Road.
- 5.9 Peter Wright said that there are lots of groups working on providing Green Links in the community, for example in Rotherhithe and asked if the council could help with this. He reported that local groups in Walworth have done a link but they do not have sign posts so it is a secret. He reported that they are planning signposts and glossy hands outs. He added that he thinks this will contribute to health and safety; a critical mass of people out and about prevent anti social behaviours. He said that he had been working with doctors to promote activity, for example giving prescription slips to walk.
- 5.10 It was suggested that the council help smaller associations through bulk buying planters and out-door gyms equipment. The council could help out with capacity support, for example making it easier for associations to access insurance for events and hold workshops for each other and also assist in promote activities for children and older people.
- 5.11 Committee members mentioned some useful leisure projects including Surry Docks and Time & Talents, which are doing excellent things, like promoting food growing. Local gyms are also charging one pound for older people for all day activities. Members also commented that not being in green space can be detrimental to mental and physical health. Air quality is also very important.
- 5.12 The Cabinet Member for Public Health, Parks and Leisure reported that the council will be bringing in free swim and gym by 2016. He said it is unlikely to be free all the time - but pensioners will

probably be free most of the time.

- 5.13 Diana Cochrane commented that air quality does improve significantly when further from the high street. There is a proposal to separate roads, paths and cycles routes - this could be an opportunity to grow things to separate different transport routes, rather than concrete blocks.
- 5.14 The Cabinet Member for Public Health, Parks and Leisure reported that in a recent consultation people have very much emphasised the need for more green spaces. He added that it is becoming increasingly clear that we need segregated lanes and also to slow down traffic.
- 5.15 A committee member commented that he did support the green ribbon and also agreed with greening roads and added that this is also good for preventing flash flooding. There was also agreement on targeting free access to those most at need and pensioners are one of those groups.
- 5.16 The Director of Public Health commented that she would very much encourage community engagement and there is more work to be done in the time leading up to the delivery of free provision and more work to be done to encourage greater participation in physical activity and use of parks and open spaces.
- 5.17 A local food growing project was referred to and praised. A member asked the cabinet lead if allotments could be expanded. He replied that the council is willing to consider this if approached by people, but there is an issue of making space private.
- 5.18 The Cabinet Member for Environment, Recycling, Community Safety and Volunteering mentioned a conference he attended that emphasised that good design that works for cyclists, children and the white van man. He added that this promotes community cohesion and community engagement is very important to achieving this; the council need to trust the community more to deliver and drive this; initiatives like 'Cleaner, Greener & Safer' empower local communities.
- 5.19 A community representative said she appreciated the work of gorilla gardeners and asked about the Elephant & Castle south roundabout and asked if work could be done with TFL to ensure it is greener. The Cabinet Member for Public Health, Parks and Leisure commented that the piazza is confined. He said there was a growing demand for more green space and a similar desire from

Lend Lease and politicians. Lend lease will be motivated by commercial pressures to provide green space as prospective buyers will want a pleasant green environment, however neither the community nor Lend Lease have a god given right to set green space , but green groups can help with improving local areas and be encouraged .

- 5.20 A community representative said there are concerns that green spaces around estates will go as a result of regeneration. The Cabinet Member for Environment, Recycling, Community Safety and Volunteering noted that this is more a Walworth concern and commented that all the amenity groups present at the meeting were from this area. The chair and project manager explained that other networks from wider afield had been invited. A community representative commented that Living Streets have a map detailing green links throughout the borough.

6. REVIEW FEEDBACK: ACCESS TO HEALTH SERVICES AND PREVALENCE OF PSYCHOSIS & ACCESS TO MENTAL HEALTH SERVICES FOR BME COMMUNITIES

- 6.1 The chair welcomed Gwen Kennedy, Director of Quality & Safety, Southwark Clinical Commissioning Group (CCG); Sally Lingard, Kings College Hospital Foundation Trust (KCH); Zoe Reed, Director of Organisation & Community, SLaM; Eleanor Bateman, Service Director SLaM, James Hill, Head of Nursing, Emergency & Acute Medicine Guy's & St Thomas' (GST) and Vanessa Pugh, Interim Head of Older peoples Services, Southwark Council Children's & Adult Services.
- 6.2 The chair invited the CCG, Social Care and all the hospital trusts to briefly present the reports circulated. Sally Lingard apologized for the late paper tabled (attached to the minutes). The chair then invited questions.
- 6.3 A member asked about homeless provision and links with homeless agencies, particularly given the lack of hostel provision and gap in services. The Head of Nursing (GST) agreed that homelessness was a problem and London is the centre of the south east of England. He reported that GST have three workers and are doing very well - sometimes this involves repatriation to

people's place of origin.

- 6.4 A member referred to the CCG planned move to doctors working in eight local hubs. The CCG director clarified that this has now changed and the emerging plan is looking at a North and South hub which will provide the 8am to 8pm provision. The CCG are looking at local care networks and considering what this would that look like, for example what would be the core offer. To decide this the CCG are utilising local data. The member asked if Guy's Urgent Care centre is going to stay and the CCG confirmed it would and the Lister will also stay open but will change its remit. A hub location is being looked for in the north of the borough.
- 6.5 A member raised concerns over bed blocking and asked if there was a need for intermediate beds. The CCG responded that a new acute director who has been looking at provision of sub-acute beds.
- 6.6 SLaM and the CCG were then asked if, in retrospect, the closure of the Maudsley emergency provision was the right decision. SLaM representatives said this is difficult to say - there is now more emphasis on a network approach. Presentations that come to Accident & Emergency at the acute trusts (KCH & GST) are now the right people as they are in crisis, whereas the former centre could act as a magnet and attracted people in lower levels of distress, however more needs to be done to reduce the number of people getting into a state of acute mental distress and presenting as an emergency.
- 6.7 The CCG was asked about performance at the Lister. The CCG advised that the old walk in system has stopped now, and there is now a different set up. There is careful scrutiny of this service and who is using it, with a virtual double running of the services during the transition. The CCG have put in some management of that organisation. She emphasised that this is a new way of delivery primary care.
- 6.8 A member asked about equalities and mental health and the SLaM Director said that Lambeth has noted that IAPTs is underused by BME people. There is also an under representation of BME people accessing Talking Therapies, and an over representation in acute services. KCH said they have been better matching the make up of staff and patients. The CCG said that there has been much more outreach, including work with black majority churches.
- 6.9 A member asked about outreach and education with the Latin

American community, particularly given the stigma of mental health within this community and that the council has agreed to actively monitor this community to improve access and equality. The CCG offered to provide an update.

- 6.10 A member noted the good work done by the Interim Head of Older peoples Services and thanked her for her help with someone with dementia.
- 6.11 The CCG was asked about the dirth of Alcohol and Drug provision in the north of the borough, particularly in Rotherhithe. The CCG director noted the long history of debating this issue at scrutiny and responded that the drug and alcohol team would say they have good outreach and also that GPs have taken on a role in this. There is good coverage and she reported that the needs assessment said the partnerships changes to provision of services have improved access. She noted that there is a cohort that is challenging. She explained the DAAT board looks at this in detail. The member said that the anecdotal evidence is that people are funding it hard to access treatment in Rotherhithe.
- 6.12 A member enquired about the yellow man campaign and information on accessing the right services, and asked if it would be repeated. The CCG director said it would. It is a national campaign that the CCG is intending to use again and this encourages the use of pharmacies for lesser issues like coughs. It was noted that the Access to Health Care report emphasised the importance of good communication with the public on the right services to access.

RESOLVED

CCG will provide more information on outreach to the Latin American community to improve awareness of mental health issues and access to services.

7. REVIEW : PERSONALISATION

The paper was noted.

8. WORKPLAN

The work-plan was noted.

The public health case for increasing cycling and walking in Southwark.

**Southwark Cyclists
The Benefits Cycling Can Offer
Note for Call for Evidence: 'Health of the Borough'
29th August 2014**

From Andy Cawdell, Co-ordinator**
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www.southwarkcyclists.org.uk

To Julie Timbrell
Project manager
Southwark Council Scrutiny team
Julie.Timbrell@southwark.gov.uk

1. NICE guidance on physical activity for adults:

Adults should engage in moderate intensity aerobic physical activity for at least 150 minutes a week. Mental health, such as depression, improves after exercise but this improvement does not last long. NICE therefore recommends that exercise can be taken as 30 minutes on five or more days each week. Studies show that death from all causes, rates of cardio-vascular disease, depression and diabetes are reduced at these rates. The death rate for cardio vascular disease in Southwark is 10% above national average.

Higher rates of up to 300 minutes a week reduce rates of colon and breast cancer and obesity. Physical activity makes the obese fitter and reduces the complications of obesity. Child obesity rates are amongst the worst in London. Nearly 20,000 residents have diabetes.



“Coping Skills, mental health and well-being” is one of four key areas already identified by the committee. Nice emphasises the role of physical activity in preventing mental illnesses such as depression and dementia and its role in improving mental well-being such as mood, self-perception and sleep. Mental health needs are concentrated in the centre of the borough where levels of deprivation are highest. Psychiatric admissions are over three times higher for black people in Southwark than in the rest of the country.

Those who are least active – in Southwark nearly 50% of adults do no sport or active leisure activity – have the most to gain by increasing their physical activity. Those who are already active can still gain by increasing activity.

Southwark's targets include reducing the numbers of early deaths and preventable ill health from obesity, diabetes and heart disease; improving mental health advice and helping people to change unhealthy behaviours, such as lack of physical activity and manage their own health.

2. Cycling can make a major contribution to each of these targets.

Cycling is a highly efficient way of exercising, easy on the joints, mixing periods of high energy use with pauses for breath. It produces measurable improvements in fitness over short period of time (all quotes from “Cycling and health – what's the evidence” Cycling England). Studies comparing those who cycled to work with those who did not found a 39% higher death rate in the non-cyclists. Dutch research has shown that the higher the distance cycled, the greater the health gain. Finnish research showed that the gain from cycling was three times greater than from walking. A UK study of non-cyclists who agreed to cycle four times a week found that the greatest gains came at the beginning but continued to mount. The more they cycled the fitter they became. The new cyclists typically lost weight and gained strength. They felt better, their self-confidence increased and they were better able to cope with stress. They felt less tired, found it easier to sleep and other medical problems declined. Studies have shown that cyclists have fitness equivalent to non-cyclists 5-10 years younger. A study of 9,000 civil servants found that those cycling at least 25 miles a week had half the coronary “events”, including death, of non-cyclists. Cycling seems to delay coronary heart disease.

Studies have found a dose/response relationship between cycling and breast cancer – more cycling, less breast cancer. A Chinese study found that regular cycling protects against colon cancer. Cycling helps people who are already obese to exercise. Most of the body's weight (70%) is taken by the saddle so that overweight people can exercise without further damaging joints.

Cycling has the same benefits for mental health as all exercise (see above). In addition it offers the user control and self-direction, personal contact with other travellers, and contact with green spaces (on Greenways and in parks)

3. Cycling is good for mind and body - but the benefits do not stop there

Cycling benefits public health by reducing the pollution, noise, danger and streetscape degradation of motorised traffic. Motor vehicles are responsible for 40-60% of UK air pollution, which exacerbates heart and lung diseases. People who live or shop on or near heavily trafficked streets like the Old Kent Road, Peckham High Street and Walworth Road suffer most. Estimates suggest up to 24,000 people die and the same number again are taken to hospital each year because of air pollution caused by motor vehicles. Air quality is often worst in deprived areas where vehicles are older and dirtier.

An increase in the numbers of cyclists is a reduction in the number of polluting vehicles. Counter-intuitively, cyclists may experience lower levels of road pollution than car drivers because the car offers little protection from incoming fumes which tend to concentrate inside the vehicle.

Similarly an increase in cycling equates to a reduction in road noise. Traffic noise is likely to increase stress, diminish sleep and increase some psychiatric illnesses. Cycling does not contribute to this noise.

Higher levels of cycling (combined with lower traffic levels) are linked to increasing levels of non-traffic street activity. When the streets are quieter and less polluted, people find shopping more pleasant, the environment becomes one to enjoy. Street cafes bring cafe culture. Smaller shops prosper. Cyclists find it easier to stop and more pleasant to spend their money. People bring their children and feel confident of their safety. The urban environment becomes safer and more convivial. Passing cyclists offer natural surveillance, unlike car drivers whizzing through, they share the need for safe streets and are better able to report crime, spot anti-social behaviour or offer assistance.

The Department of Health recommends an hour of play a day for all young people but 40% of boys and 60% of girls do not manage this. Hostile street environments stop children cycling but, worse, they stop children exploring their neighbourhood and limit their ability to explore and play freely. Streets are, as a British Medical Journal said, "Linear car parks with a central race track". Parents keep their children safe at home, twiddling their thumbs.

4. The world needs more cyclists: but how do we get them?

Unsurprisingly Nice recommends that walking and cycling become the norm for short journeys and councils, schools and employers encourage people to become more active. They suggest (amongst other things) borough-wide programmes to promote cycling for both transport and recreational purposes. These could include cycle hire schemes, car-free events or days, information, maps and route signing, activities and campaigns that emphasise the benefits of cycling, fun rides, and others. Plus school travel plans encouraging children to walk or cycle to school.

Nice recommends that pedestrians, cyclists and other road users which involve physical activity are given top priority when developing or maintaining streets. **NB: the Southwark Street-Scape Design Manual rules this out, classifying cyclists with motor vehicles.**

Nice suggests re-allocating space to support physically active modes of transport – widening pavements and introducing cycle lanes. The London cycling campaign would want these cycle lanes to be protected from traffic on roads where speeds exceed 20mph.

Nice suggests restrictions on motor vehicle access such as closing roads or narrowing them to reduce capacity and therefore speed. The LCC would want these streets to be permeable to cyclists but not to motor vehicles. This has been widely done in Hackney but is not common practice in Southwark.

Nice recommends introducing traffic calming schemes to restrict vehicle speeds. Southwark has declared itself to be a 20mph zone and some roads have been calmed to reflect this.

Nice recommends the creation of safe routes to school, traffic calming near schools and the creation or improvement of walking and cycling routes to schools.

In economically deprived areas people will struggle to find the £6,000 a year needed to run a car. Car ownership is falling in Southwark. In 2001 51.9% of residents did not have a car. By 2011 that percentage had risen to 58.4%. This is far above the London average of 41.5% and offers an opportunity to shift Southwark away from the car and towards healthy and environmentally friendly ways to travel and live.

All surveys show that many more people would like to cycle than actually do and the main reason they give is that they do not feel safe on the roads. The modal share of cycling in the UK is 2%. In Hackney it is 14.6% and still rising. This would be a target for Southwark to aim for.

A small project by Southwark Cyclist member and UCL Emeritus Professor Bruce Lynn gives some idea of the difficulties and opportunities. Called the Grange Project and running on the Grange Estate in Bermondsey it used leafleting plus the offer of free bike loan and cycle training to get people to try cycling or return to cycling. This approach reached a good cross-section of the local population including those in full-time employment and resulted in a statistically significant 9% increase in cycling with consequential health improvements.

** Text written and edited by Sally Eva and then Andy Cawdell with input from Bruce Lynn and Jeremy Leach.

Southwark Cyclists (www.southwarkcyclists.org.uk) is the Southwark group of the London Cycling Campaign (www.lcc.org.uk)

Ends

From: Stop Killing Cyclists

Dear Scrutiny Committee on Active Travel and Cycling

Thank you for agreeing to our request for an invite to the December 8th Scrutiny Committee. We would like to submit the following comments to your scrutiny of the Cycling "Strategy".

- * It should propose genuine budget of at least £10 million/annum.
 - It should have a map of a fully integrated segregated cycle network.
 - It should include a map of the existing London Cycle Network routes introduced by Ken Livingstone.
 - A map of all the cycle routes should include the cycle routes that were in the Peckham & Nunhead Area Plan but which were eliminated last year in new plan.
 - It should include a commitment to a programme of physical left hand turn protections being installed on Southwark's junctions - this is where cyclists are being killed and seriously injured most often in Southwark but the "strategy" is silent on it.
 - The strategy should commit to the Mayoral Segregated Superhighway on Blackfriars Road being extended via a segregated cycle route through new Aylesbury Estate and Heygate Estates.
 - It should set out a plan and target to switching the council's own staff travel within the borough to cycling from cars.
 - It should NOT prioritise routes going through parks but instead take space from motorised traffic for cycle routes - thus avoiding conflict with park users and parents with kids.
 - It should clearly reverse the councils opposition to a segregated route going north at the northern Elephant & Castle and support it instead. The council's insistence on 8 years olds using the main road at this junction beggars belief.
 - The strategy fails to even mention major dangerous junctions such as the southern Elephant junction. It should therefore set out proposals and time scale to make all our major junctions safe enough for 8 year olds to use.
 - It should include measures to address cycle interchanges with public transport (buses / trains) and how to make it easier to do so.
 - It should set out how the council will replace the massive loss of thousands of cycle parking spaces due to removal of railings across the borough.

- The strategy should set out clearly that the council will abandon its refusal to use different coloured paint from the pavement/road surface to indicate cycle lanes. (They are insisting cycle lanes (e.g. on Rye Lane) being the same colour as the footpath space they are on! This means pedestrians think cyclists are breaking the law when they are not.)
- The strategy should renew the Southwark Plan commitment to all new developments and transport infrastructure to including space for cycling. Deleting this from the Strategy de facto takes us back 20 years.
- The plan fails to address making residential areas safer for kids cycling. It should set out a strategic map of where it will introduce home zones to protect kids from rat runs through the residential areas.
- The plan should include a map of all one way streets in the borough and lay out a timescale to install a contra-flow in all of them as the Corporation of London already has.

To summarise - making positive friendly statements about cycling is not a strategy. This document is meaningless and should be completely re-written as a proper genuine strategy."

Many thanks

Donnachadh McCarthy FRSA

Co-organiser Stop Killing Cyclists

www.stopkillingcyclists.org.uk

Southwark Council Healthy Communities Scrutiny Investigation – Autumn 2014

Submission from the Southwark Living Streets

We would very much like to thank Southwark Council for this investigation into healthy communities. Southwark Living Streets would like to make a submission in relation to the physical health of the borough and how to better embed active travel in terms of walking and cycling into our daily lives.

At its heart, we believe that active travel in Southwark can play an enormous role in improving the physical health and wellbeing of those who live and work in the borough and visit it. We believe that the increase in population that is proposed can be accommodated happily if “post-car” planning policy and thinking is adopted. We believe that a borough designed around and for people rather than motor vehicles can encourage people to be happier and healthier through walking and cycling and to live more space efficient and sustainable lives by not needing to be based around motor vehicles.

We believe that liberating people to walk, cycle and enjoy the profusion of nature and leisure opportunities in Southwark’s parks and open spaces and other iconic amenities such as access to the river offers a real opportunity to address issues in the borough such as high levels of childhood obesity, mental illness and deprivation.

As a result we would like to propose the following policy areas for consideration as a means to delivering a happier healthier people-focused borough. Where we would like to get to as a borough is beautifully illustrated in this short film about Copenhagen - <http://vimeo.com/13826541>

1. Permeability

To reduce the impact of motor vehicles on (residential) communities and to encourage walking, cycling and social interaction through the use of area-wide filtered permeability.

Filtered permeability is defined¹ as *“making the existing streets join up better for cyclists (and pedestrians) than they do for cars. It means blocking rat run-type streets as through-routes for motor traffic, while still allowing through journeys by bike. It improves life for all who live or walk on that street. It makes children safer when they cross the road. It cuts traffic, noise and pollution. It makes room for new green space, tree-planting or pavement”*. The use of filtered permeability is supported strongly in the Vision for Cycling and demonstrated nicely in a blogpost² under the title - Removing through motor traffic in residential areas. An example of this working extremely well at low cost was the closure of Lytham St in Walworth to through traffic. This closure has encouraged far more people to walk and cycle through the area and reduced intimidation through rat running traffic.

¹ <http://www.london.gov.uk/sites/default/files/Cycling%20Vision%20GLA%20template%20FINAL.pdf>

² <http://therantyhighwayman.blogspot.co.uk/2014/05/vote-2014-vote-space4cycling.html>

2. Access to High Streets

To ensure that local communities have good walking and cycling routes to local high streets and that high streets are welcoming to those on foot and who cycle.

This would include ideas from the Living Streets' High Streets campaign³ and the Pedestrian Safety Action Plan⁴. High streets would be places:

- where motor vehicles move at no more than 20mph
- where streets and roads can be crossed safely and without unnecessary delay
- which are inviting (wide, smooth and uncluttered pavements with greenery and good seating)
- which have a good mix of shops and services.

In addition it would be ensured that local communities have good walking and cycling routes to local high streets. This is especially important for older people to encourage them to stay active and independent by continuing to have access to the local shops, services and social engagement of town centres and high streets and to ensure that these remain welcoming to them (eg by accommodating walking speeds of 0.8 metres per second in crossings).

³ <http://www.livingstreets.org.uk/sites/default/files/content/library/Reports/Better%20High%20Streets-2014%20amendedv5%20-%20web.pdf>

⁴ <https://www.tfl.gov.uk/cdn/static/cms/documents/pedestrian-safety-action-plan.pdf>

3. Access to Local Shops and Services

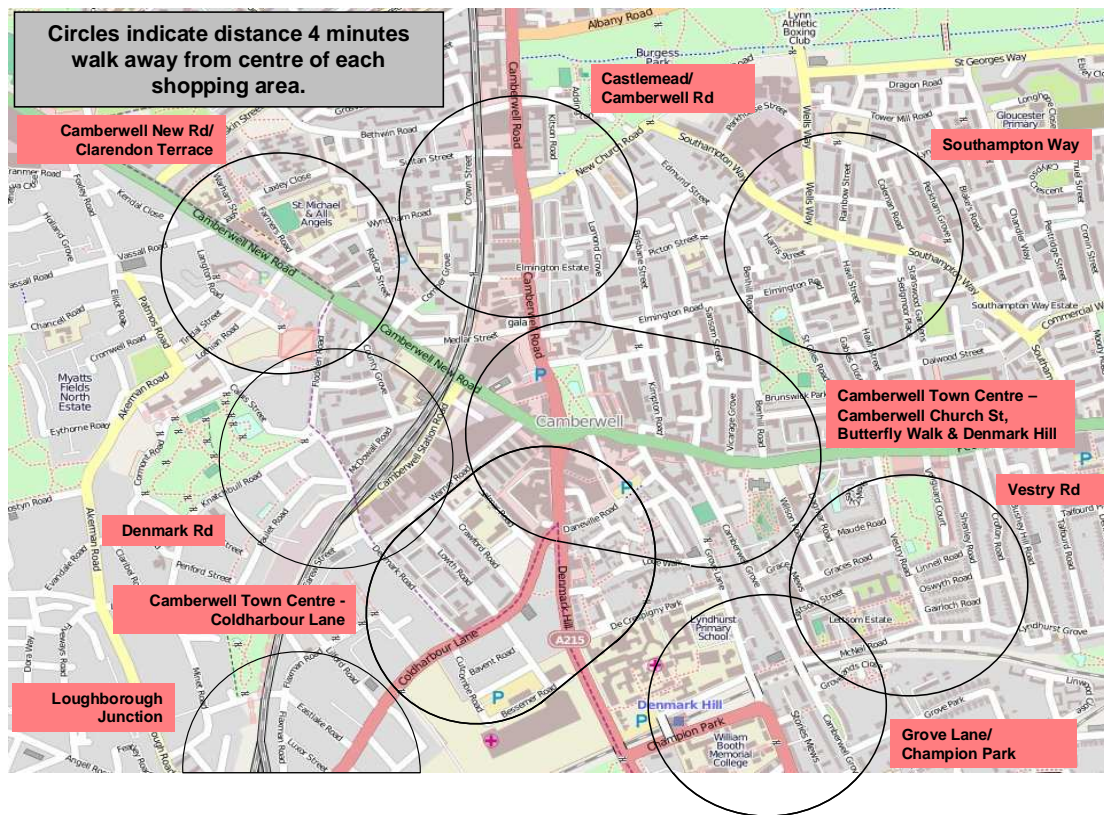
(With the exception of College, Village and Peckham Rye wards), to ensure that no one lives more than 5 minutes walk from a convenience store/local centre and to analyse the location of services on that basis.

Owing to the extremely high population densities of almost all of Southwark north of East Dulwich Rd/Nunhead Lane, it is likely that almost all areas can offer a viable business to an appropriately located convenience store (if walking/cycling routes to them exist). The population densities of Southwark wards are shown below in comparison to the London average. Surrey Docks ward is proposed for inclusion in the policy owing to the large amount of new housing proposed in the Canada Water area.

Population density (persons per sq km) - 2013⁵	
England and Wales	404
London	5,293
Southwark	9,977
Chaucer	19,750
Newington	18,563
Peckham	16,667
Camberwell Green	15,450
Brunswick Park	14,833
Faraday	14,333
South Bermondsey	14,050
Grange	13,750
East Dulwich	12,250
Riverside	11,923
East Walworth	11,546
The Lane	11,357
Nunhead	10,539
Livesey	10,357
South Camberwell	9,885
Rotherhithe	9,600
Cathedrals	9,028
Surrey Docks	7,605
Peckham Rye	5,848
Village	4,446
College	3,688

⁵ <http://data.london.gov.uk/datafiles/demographics/ward-profiles-excel-version.xls>

Planning policy would be used to help identify areas of lack of facilities and then businesses encouraged to start up where lack is identified. The map below shows how this analysis might work in Camberwell.



4. PlayStreets

To actively encourage the creation of PlayStreets both after school during term-time and for periods during the daytime during the school summer holidays.

5. Access to Green Space and Nature

To develop strategies based on access of all ages to green space both as a place of relaxation and play and also to deepen relationships with nature in the form of food growing or community planting.

Green space would be defined not only as formal parks but also housing amenity land. The table below shows the Southwark wards in terms of a) the % which is open space⁶ and b) % of homes with “good access to nature”⁷. Although there may be some question marks over the future of housing amenity land as it is not protected space and there will be need to identify locations for some house building in the future, it is important that this is given some weight in terms of inclusion as open space in an area (ie for food growing, wild flower planting etc). From the table initial candidate wards in terms of initiatives might include Newington, Grange, Chaucer and Chaucer.

Area	a) % of the area that is open space	b) % homes with good access to nature
London	39.0	73.7
Southwark	22.6	70.4
Peckham Rye	45.7	100.0
College	43.7	97.8
Surrey Docks	40.3	100.0
Rotherhithe	34.1	100.0
Village	33.8	82.9
Faraday	30.0	100.0
East Walworth	24.1	71.6
Riverside	23.2	51.2
Nunhead	20.1	50.8
South Camberwell	20.0	71.2
Cathedrals	15.3	-
Brunswick Park	7.0	92.7
Peckham	7.0	83.5
The Lane	6.0	50.0
Chaucer	5.6	-
Livesey	4.5	58.5
Grange	4.5	39.5
Newington	3.8	40.8
South Bermondsey	3.0	100.0
Camberwell Green	1.6	99.4
East Dulwich	0.7	89.4

⁶ <http://data.london.gov.uk/datafiles/demographics/ward-profiles-excel-version.xls>

⁷ Greenspace Information for Greater London (GiGL)

6. Cycle Parking

To create large volumes of cycle parking at destinations (eg high streets, local shops and services and local amenities (eg leisure centres)) and where people live (secure on street parking and secure parking on estates).

7. Cycling on Main Roads

To create conditions for safe cycling on main roads.

To complement the creation of safe and cyclable neighbourhoods (see 1), main roads would be made safer for cycling with the adoption of the 20mph speed limit in Southwark and where-ever possible (where there are no bus lanes) the creation of protected cycles lanes at least up to the standard of semi-segregation (eg through armadillos as in Royal College St in Camden) and the safe design of major junctions (which would of course have benefits for pedestrians too).

8. Safe Routes to School

To encourage young people to walk and cycle to school in far greater numbers.

Taking cues from the Dulwich Safe Routes to School project (with its parallels in other parts of Southwark – there is also a project amongst a number of Bermondsey schools) to research and understand and then overcome the barriers to walking and cycling to school in areas where schools are clustered to maximise the value and potential of area-wide initiatives. Once infrastructure changes have been made (eg barriers overcome and parking created), to promote active travel to parents, children and schools in that area as viable alternatives to driving and public transport.

In addition to these points we would just like to raise a couple of more place specific issues but which obviously have wider ramifications across the borough

Economic Health

We believe that in a number of locations (such as Walworth and Peckham) there are too many betting shops/pawn-brokers/payday loans. This is also particularly noticeable in the short stretch of Borough High Street between London Bridge and Borough Underground stations. It is difficult to see how these establishments contribute to the economic health of residents of the area, in that they exclude other more socially valuable retail outlets. They tend to displace more valuable shops, which would be used by a much larger sub-set of the population who would get greater economic value from a wider range of retail outlets. They are often very badly designed aesthetically and serve to detract from the feel and quality of the area thus also putting off better quality retailers from moving into the area.

Environmental Health

Another area of concern can be poor 'environmental health' once again as evidenced on Borough High Street but problems with commercial waste exist on high streets across the borough including for example the Walworth Rd. There needs to be a much more effective system of rubbish collection, especially immediately outside the LB Underground exit at the north side of Borough High St. For 200 yards going south, the pavements are permanently affected by rubbish bags from commercial premises. There needs to be co-ordination by the Council of private rubbish collection contractors to enable more frequent rubbish collection. It is deeply unpleasant, especially between 4 and 7 pm., and is permanently filthy. The pavements appear not to have been washed for a number of years.

Once again many thanks for asking us to contribute to this investigation.

Southwark Living Streets – 25th August 2014

27 January 2015
<p>Review 1 : Health of the Borough - Safety</p> <p>Annual Safeguarding Report</p> <p>Review 3: Agree Public Health Commission report</p> <p>Review 2: Personalization – evidence from Community Action Southwark and community stakeholders.</p>
Write report for Review 1 – Health of the Borough
4 March 2015
<p>Review 1 Health of the Borough - draft final report.</p> <p>Review 2 Personalization – draft final report.</p>
21 April 2015
<p>Hospital Quality Accounts</p> <ul style="list-style-type: none"> • hospital mortality and morbidity statistics. • hospital ward staff turnover and levels of ward staffing • summary of complaints <p>Receive and consider Serious Incident Reports, including analysis of root causes.</p> <p>Complaints reports from CCG & NHS England</p>

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**HEALTHY COMMUNITIES SCRUTINY SUB-COMMITTEE
MUNICIPAL YEAR 2014-15**

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Councillor Maria Linforth-Hall	1	Jin Lim , Public Health Assistant Director	1
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Jo Kent, SLAM, Locality Manager, SLAM	1		
Zoe Reed, Executive Director, SLAM	1		
Marian Ridley, Guy's & St Thomas' NHS FT	1		
Professor Sir George Alberti, Chair, KCH Hospital NHS Trust	1		
Jacqueline Green, Head of Stakeholder Relations , KCH	1		
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Geraldine Malone, Guy's & St Thomas's	1		