

Cabinet

Tuesday 30 October 2018

4.00 pm

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

Appendices

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Date: 22 October 2018

Movement Plan

Setting a direction for transport

October 2018



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Executive Summary

Why a Movement Plan?

The Movement Plan takes a people-centred approach, placing the people that live in, work in, and visit the borough at the starting point of our journey. This places fairness at the core of our work

By taking an approach that is people-centred we have looked at the challenges we face in a new way and developed responses. Thereby focussing on transport and supporting infrastructure as function of movement.

What do we know?

With an ageing population and increasing obesity levels we need to create streets that are nicer to walk and cycle, are more accessible and healthier.

We are experiencing continued growth in population, households and changes to our local communities. As a result, there will be more trips and a rise in the demand for deliveries, servicing and public transport in the borough. This will put a huge stress on the transport network.

Why do we need a Movement Plan?

Everyone should benefit from movement, for the healthy choice to be the first choice.

To improve our health, by getting more people walking and cycling. There is more potential for people to walk and cycle for more of their journeys. This could help to tackle localised pollution and noise promoting physical and mental wellbeing.

To make our streets and public spaces for people to enjoy, whether that is a street tree, a place to rest or to visit a street market. Streets and the movement of goods are essential for our local economy. We need space for delivery vehicles to efficiently and safely park and unload goods.

For people to access the things that they need and for that to be a positive experience.

To respond to change; the increased number of homes and jobs and the changes to the people living and working in the borough.

Our missions

We introduce nine missions to address current and future use of our streets. The missions are:

M1 Our mission is for movement to improve equality.

M2 Our mission is for movement to positively benefit mental wellbeing.

M3 Our mission is for movement to positively benefit physical wellbeing.

M4 Our mission is to be flexible in how we manage our streets.

M5 Our mission is for movement to support businesses to thrive and prosper.

M6 Our mission is for neighbourhoods to have places for people to connect.

M7 Our mission is for all people and road users to have a positive experience on our roads.

M8 Our mission is to manage change and make the transition a positive experience for people.

M9 Our mission is for information to be shared and collected effectively and for you to use it with ease.

What do we plan to do?

We will deliver

- Demonstrator schools
- Trial a demand responsive approach to parking
- Roads that work for the local community
- A new approach to construction management plans
- Establish a 'Living Lab'

What can you do?

We hope that this plan sparks debate about how we respond to people's needs in Southwark. Please tell us what you think.

Introduction

“Change will not come if we wait for some other person or some other time. We are the ones we’ve been waiting for. We are the change that we seek.”

- Barack Obama

Developing the movement plan

We developed the Movement Plan with a human-centred approach placing the people that live in, work in, and visit the borough at the heart of the plan.

We carried out a literature review and looked to the future to understand the risks and uncertainties we will face over the next 20 years. The review can be found online at southwark.gov.uk.



We have listened to local concerns, challenges, and opportunities from evidence, research and from what was said in the Southwark Conversation.

Southwark Conversation 2017

The **Southwark Conversation** is a discussion with local people about change in the borough that took place between October and December 2017. The aim was to develop a deeper understanding of perceptions and experience of regeneration in the borough. **2,972 people actively responded.**

Transport was identified as the top theme (27%) when asking what would help you and your family to lead a healthier life in Southwark. Transport was further highlighted as important in improving people’s experience of living in Southwark (18%).

Transport was also identified as a key theme in the Ageing Well conversation, supporting people in leading their lives.

As well as transport planning we have looked across a number of fields; health, behavioural science, urban planning, design, and technology to come up with a set of actions, ideas, responses as well as further questions.



Our responsibilities

The council, as the Highway Authority, has an obligation under the Traffic Management Act (TMA) 2004 to ensure road networks are managed effectively to support our communities and their movement, improve safety, and to minimise congestion and disruption.

The council also has a statutory duty to maintain the highway under the Highways Act (Section 41). Ensuring our roads are safe is our primary concern and we work 24 hours a day, 365 days a year to ensure that we are keeping our roads in a good state of repair.

Local authorities have responsibility for a wide range of public health and environmental issues including reducing obesity, reducing carbon emissions, improving air quality and increasing levels of physical activity. As part of our public health responsibilities, we need to create attractive, safe, functional streets that reduce air pollution and support people to walk and cycle.

Work areas

We have developed missions based around key focus areas of activity: people, place, and experience.

People

Movement affects our lives, and plays a role in both physical health and mental wellbeing.

People's journeys are influenced by habits, life factors and aspirations. We will approach our work, trying to understand this.

Place

Places should first and foremost work for people and enable people to come together.

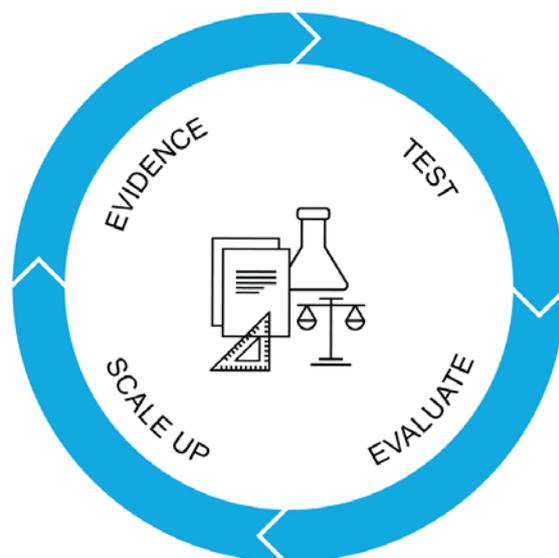
Streets should respond to the needs of people and businesses and we should be flexible in supporting this.

Experience

How people experience moving in the borough and how that is impacted by vehicles is important to consider. We want everyone to have a positive experience when moving around the borough, both now and in the future.

Delivering the Movement Plan

We need to be efficient, effective and evidenced as we deliver the Movement Plan. Our approach is to evidence, test, evaluate and scale up interventions as well as building on our evidence base, and knowledge. We will monitor our progress through an annual report and review this plan every five years.



People

“Discovery consists not in seeking new landscapes but in having new eyes.”

- Marcel Proust

What do we know?

People enjoy being physically active

People are largely aware of the physical and social benefits of being active. People who are physically active feel an improved sense of community, reduced feelings of social isolation, and increased wellbeing.

Guy's and St Thomas' charity

“Being fit and healthy makes me feel much better about myself and my mood is always much better after a run or a cycle. I work exercise into life – cycle to work, run home etc. otherwise I have no time.”

Nine out of ten agree that individuals should take more responsibility for their own health, however this isn't reflected in the proportion of people actively managing it.² People are more likely to change habits and behaviours if they are part of social groups (for example weight loss groups). This is true irrespective of age.

A study of child activity found no relationship between a child's physical activity and their parents. However, support and encouragement from parents is positively related to physical activity, as is sibling physical activity.³

Southwark Conversation 2017

You said ...

Very positive response to the new free gym and swim.

Active travel is good for body and mind

One in four Londoners and six out of 10 Southwark residents do at least 2.5 hours of physical activity a week with much of this coming from transport. This could be walking to the bus stop or cycling to school. (When talking about walking and cycling or active travel, we are using this as an abbreviation for all forms of actively moving such as scooting, skating, running, etc)

The benefits of physical activity go beyond the personal benefit. If all Londoners walked or cycled 20 minutes each day over the next 25 years, not only would their own health improve, but the NHS could save approximately £1.7 billion.⁴

13.5% of our residents have one or more disabilities and we know that many of them want to be more active but for various reasons feel unable to be so.⁵ Disabled people are twice as likely to be physically inactive (43%) than non-disabled people (21%).⁶

Physical activity is also good for our mental wellbeing. It has an effect on certain chemicals in the brain, like dopamine and serotonin. Being active lifts your mood and gives you a sense of being in control of yourself and in touch with other people. For mild depression, physical activity can be as good as antidepressants or psychological treatments like cognitive behavioural therapy.⁷

Approximately 47,600 adults in the borough suffer from a common mental disorder⁸ and 42.1% of people in inner London experience high levels of anxiety.⁹ It is estimated that £1 in every £8 spent in England on long-term conditions is linked to poor mental health.¹⁰

Inactive lifestyle affects our wellbeing

Giving every child the best start in life is crucial. What happens in the early years has lifelong effects on many aspects of health and wellbeing – from obesity, heart disease and mental health, to educational achievement and economic status.¹¹

Overweight and obesity amongst children in Reception is significantly higher in Southwark than the England average. This obesity challenge increases as children enter Year 6.

As adults, we are spending more time being inactive.¹² It is a complex issue with a variety of reasons that lead people to living less active lifestyles, some are more obvious than others. Interestingly, research has found that “adults in the workplace may sit for long periods out of habit, expectations and ‘necessity’ rather than conscious intentions”.¹³

Mission 1

Our mission is for movement to improve equality.

What will we do?

Southwark is an inclusive forward looking borough where all people are welcome to make a home or to make a living. Southwark is full of energy, rich in culture and attractive to millions of visitors from all over the world.

Everyday travel is an opportunity for people to be more physically active, making it cheap and effective way to reduce health inequalities.

Starting at the doorstep, we will focus on making our roads work for local people and businesses and making all trips more efficient. We will continue to work in partnership to tackle the wider reaching issues like air quality and congestion on our roads.

A poor quality environment impacts most on vulnerable and disadvantaged groups, as it discourages them from walking and cycling, worsening their health and social isolation. Disadvantaged areas tend to have more main roads, creating worse air quality, higher noise levels and increased collision and injury rates.

Developing routes to walk and cycle away from busy, noisy roads encourages a positive behaviour change which in turn can reduce isolation and improve mental wellbeing.

As Southwark grows and changes, we want to make the most out of the opportunity that regeneration and development for housing and jobs bring so we can improve the transport infrastructure to unlock and maximise development for everyone.

We know that the rising cost of travel is a barrier to finding jobs and one of the factors that contributes to poverty. We want everyone to be able to travel to work to improve economic equality.

As with many other public health issues, road traffic casualty rates show a steep social gradient. Children in the 10% most deprived wards are four times more likely to be hit by a car than those in the 10% least deprived. There are inequalities for pedestrian casualties in other

age groups too. Parents' and children's concern about road traffic injury is a major contributor to physical inactivity, as parents can be reluctant to allow children out of the home without adult supervision. Improving access to safe and appropriate play spaces, including green space, is vital to enable more children to play outdoors

Buses have a large role in how people move within the borough, with one in five using bus services. They are an essential service for many providing a cost effective link to family, friends, shops and work. We will work with Transport for London to ensure that all people in Southwark are able to access efficient, reliable and safe bus services.

The Movement Plan seeks to empower positive lifestyle choices and for people to feel safe and be safe while moving in and around the borough. We want Southwark to be a place to be proud of and to offer the opportunity for all of our residents to reach their potential. We want to make sure that the borough is accessible and open to all.

Mission 2

Our mission is for movement to positively benefit mental wellbeing.

What will we do?

We experience streets and spaces through all our senses. This impacts our movements as well as our mental wellbeing. Our focus is on reducing noise and visual clutter to improve experience and to emphasize the positive.

Action 1: Reduce noise

Why?

Cities are getting noisier and Southwark is no exception. More than 1.6million people in London are exposed to road traffic noise levels above 55dB during the day, above the level defined by the World Health Organization as causing health problems¹⁴.

Sound can play a positive role in people's lives and can create a lively and exciting experience, but there is also a need for balance and quiet places.

Noise or unwanted sound - has been called the 'forgotten pollutant', the 'Cinderella' of the environment. Noise is an airborne pollutant that should be considered an equal health and wellbeing factor as air quality.

How?

- Understanding and mapping our soundscape recognising how noise mapping can influence decision making processes.
- Making the most of our quiet spaces. Identify our quiet spaces and improve access.
- Create pocket parks that provide quiet spaces.
- Providing parallel routes around major traffic junctions that are quieter and safer to use.
- Working with the construction, innovation and technology sectors to monitor, mitigate and manage noise, such as using noise absorbing materials for roads and pavements.

Action 2: Reduce visual stimuli

Why?

When there are too many visual impressions we lose the ability to focus our attention on where it should be. This is called 'inattention blindness'¹⁵ and is the focus of many psychology studies. The most well-known, 'the monkey business illusion' is available here [<https://www.youtube.com/watch?v=ux1cL7tHjII>]

This has an impact on both our safety and mental wellbeing.

How?

- Declutter, reduce or restrict advertising.
- Regular 'tidy up our streets' initiatives.

Action 3: Cultivating positive experiences

Why?

We understand that life has its ups and downs and how we move is no different. We want to create moments and memories that emphasise the positive, to improve overall people's wellbeing. To facilitate people to take notice and learn something new as a key aspect of people's wellbeing.

Access to culture is important for mental health and is a key part of the five ways to wellbeing⁸. It can make us feel happier, boost self-confidence and self-esteem and help us connect with others. This is particularly important to combat social isolation.

Research suggests that thinking of the past helps build resources like optimism or inspiration or creativity.¹⁶ We can use experience of learning to ride a bike, memories of celebrations or street parties to help to cultivate positive experiences.

How?

Supporting people to take notice and cultivating a sense of belonging through;

- **Gratitude for the little things** such as utilising the streets as play space. Creating opportunities to see do and discover in our streets.
- **Celebrating the borough** by supporting creative programmes- making people feel a greater sense of belonging (e.g. 'quotes of the day' at rail and tube stations).

Mission 3

Our mission is for movement to positively benefit physical wellbeing.

What will we do?

There are many barriers to being more physically active whether that is life factors, safety, infrastructure or lacking confidence (particularly in the case of cycling). Our focus will be to address these challenges to make active travel the first choice and by making it easier for people to get active and stay active.

Action 4: Infrastructure to support a culture of active travel

Why?

More appealing environments improve the experience of the journeys already walked and cycled, as well as encouraging more journeys and attracting new people to active travel.

How?

- Create **connected routes** that are integrated and well-maintained to enable people to be more physically active. The small things like benches, access to toilets, rest points and water fountains, cycle and scooter parking will be included as part of these routes.
- We will continue to deliver the cycle and walking network.¹⁷
- We will support and enable new modes, for example, floating transport (such as dockless cycles and e-bikes).
- Work to extend the cycle hire scheme across the borough

Action 5: Getting active

Why?

We lead busy lives and changing our habits is tough especially when it comes to habits we have had for a long time.

Being more physically active can often be considered as a loss (loss of calories, loss of comfort, loss of convenience, loss of time). To get people active, we will

have a greater focus on the gains such as increased energy, sense of wellbeing, to motivate people to begin health-creating behaviours today.¹⁸

People tend to have greater motivation around changes in their life. This is known as the 'fresh start effect'. Examples include starting exercise or diet around the New Year, birthdays or the start of a new term.¹⁹ Changes in people's lives such as starting a new job, moving house or starting a family can also change people's habits. We also know that many people take up or increase physical activity as a result of health issues or a prompt from health professionals. Our focus is to capture these moments of change in people's lives.

How?

- We know that one solution will not fit all, hence people need to be able to do physical activity in a way that suits them. We will focus on where people travel to most often, school, work, shopping, leisure centres and by working with schools, employers, businesses and health professions provide a holistic approach.
- We will focus on the benefits of walking for older adults recognising the wider health benefits.

Focus on: Teenagers

As children become teenagers we see a large drop in physical activity, potentially impacting on their lives, down the line. We want to better understand why and how we can change these behaviours and how activity can be incorporated into their lives.

We will explore this issue as we continue to develop the Movement Plan.

Action 6: Staying active

Why?

People in Southwark are already active and we want to encourage them to continue to be.

Six out of ten under 12s²⁰ in Southwark walk, scoot or cycle to school.

34.5% of residents aged 16+ participate in sport at least once a week and 16.7% participate at least three times a week.²¹ Nearly a quarter of residents are members of a sports club.²²

We have a fantastic network of clubs and organisations which encourage people to be active and have fun. If they thrive, it helps our communities thrive and make Southwark a more physically active borough.

How?

Make it fun and social

- Children in particular, will look for ways to engage in mini adventures as they move through streets and spaces. We want to encourage and develop this curiosity and engage with them in a way which suits them. Whether that be through the Daily Mile, or other similar physical activity initiatives.
- Make technology and digital a part of how we deliver, such as 'Beat the Street'.²³
- Work with the third sector (sports groups, community games) to support people's activity.

Key initiative: Demonstrator schools

Develop an integrated approach to how we engage with schools and encompass work streams such as the Daily Mile, air quality monitoring, playable streets and spaces. Work with school staff, parents and carers to fully understand challenges that they have and ways in which they could be addressed.

We will consider all physical activities in the school those within the curriculum and outside such as after-school clubs or after hours use of school facilities.

Considering the schools needs, we will look at managing school deliveries through best practice, review procurement practices such as waste collection, consider shared deliveries, etc.

This could link with a new initiative by Public Health England, being piloted in Southwark, a School Superzones. The Superzone will create a healthier and safer environment for our children to live, learn and play by:

- Explore, identify and test policy and fiscal levers and actions
- Share learning and evaluation across pilots
- Create menu of potential actions
- Test approaches for scaling up within the borough

This idea will be tested and evaluated before being considered for scaling up.

Place

“A good city is like a good party – people stay longer than really necessary, because they are enjoying themselves.”

- Jan Gehl, architect and urban design consultant

What do we know?

The impact of places on people

High streets mean more to people than just places to shop, they are also social spaces. With 45% of people saying they use the high street for other reasons than to shop. This social aspect is especially important for vulnerable groups, particularly the elderly..²⁴

Making places more attractive and pleasant also has an economical benefit as it can increase the number of people visiting and spending in local shops. It is estimated that improving place can boost the local economy by up to 40%. People who walk to do their shopping spend £147 more per month than those travelling by car. ²⁵

Our environment is also linked to, and affects, our health and ability to make healthy choices across our lifetime.²⁶

Streets and driving

Southwark's streets support over a quarter of a million motor vehicle trips every day.²⁷ The purposes of these trips include commuting, business, deliveries, waste collection, work, education and leisure.

88% of traffic on our roads is cars and taxis with the remaining 12% being buses, vans and larger vehicles. There has been no real change to these numbers since 2010²⁸. The scale of car usage and its impact should not be underestimated.

Our streets suffer from congestion and journey delays are a common occurrence, and worsen air quality.

Approximately one in five people use buses on a daily basis²⁹, and these delay impacts their journey experience. Alongside all the daily demands, our streets are also the main utility corridors. We have a responsibility to ensure that they are in a good state of repair.

Four out of ten households in Southwark own a car³⁰ and of these only 22% use it as a main mode of transport.

Car ownership and driving licence applications in young people are decreasing. People are starting to drive later

and drive less when they do start.³¹ It is likely that this behaviour will remain throughout their lives.³²

Parking

There are just as many people who park on our housing estates as those that have permits to park on our streets.

There are currently 23 Controlled Parking Zones (CPZs) in Southwark covering approximately 800 streets, 48%, of the borough. This is low by inner London standards.

Cars are on average in use for 4% of the time and therefore parked for 96% of the time³³. Availability of car parking is considered to be the strongest reason why people choose to drive or use another mode.³⁴

Parking stress is recognised when the average parking occupancy is above 85% of the available kerbside space for safe parking. Many streets in the borough are experiencing parking stress and the problem is particularly acute near railway stations, town centres, and places adjacent to existing Controlled Parking Zones and in strong night-time economy areas such as Shad Thames, Peckham, Elephant and Castle and the Southbank.

Changes outside of Southwark, such as the implementation of a borough wide parking zone in neighbouring boroughs or the introduction of the Ultra Low Emission Zone (ULEZ), which places a charge on high polluting vehicles entering inner London, may impact on local parking stress.

Typically a controlled parking zone implementation reduces the number of vehicles parked during the hours of operation by about 40% and at night by more than 20%.

Southwark Conversation 2017

You said ...

- Want to be able to enjoy spaces – seen as adding to your wellbeing.
- Want more places for young people to hang out in.
- Expressed concerns about the amounts of fast food places and betting shops popping up on the highstreets.
- Would like to see more being done to promote local business.
- More could be done to promote integration.

Mission 4

Our mission is to be flexible in how we manage our streets.

What will we do?

We need to manage our streets, with our responsibilities as a fundamental but we must also consider how they change through time and respond accordingly.

Action 7: Street Wise framework

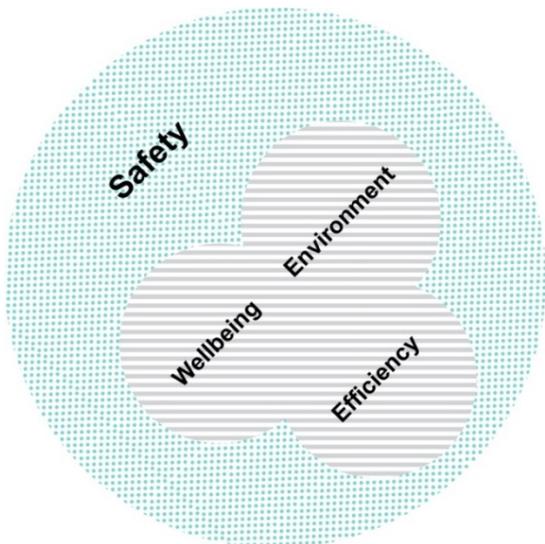
Why?

Street Wise is our holistic and evidence-led approach to the allocation of space. Street Wise responds to, and builds on, Southwark Council's responsibilities as a highway authority and takes into consideration the places and people affected by change.

We apply it to ensure space reflect how people are using it now and in the future. It is Southwark's commitment to manage the limited kerbside space effectively to support the needs of all the community.

How?

Street Wise sets out a framework to identify and solve issues surrounding 'safety', 'wellbeing, 'environment' and 'efficiency' in the streets.



Street Wise – Priorities

1. Highway safety
2. Pedestrian improvements
3. Cycle improvements
4. Public transport and shared mobility options
5. Delivery and servicing efficiency
6. Street tress
7. Parking allocation, priority on residential street and town centre

Action 8 – Using time to manage our streets

Why?

How people use our streets changes throughout the day for example a school street will be busy around school drop-off and pick up times and not at other times. We need to look at how we manage these variations to make best use of space.

There are many examples of streets that at peak times, there are many times more people using the footpath as the road.

We further need to efficiently use the available space for the movement of people, to support local economic activity, improve bus journey times, increase walking and cycling and provide for other shared mobility options such as car sharing schemes.

How?

Timed restrictions or closures are not a new approach. Our streets have been regularly closed for street markets since 1880, in the case of East Street Market. More recent forms of timed closures include;

- Play Streets - where roads are closed to provide play space for children.
- School Streets - this closes the road outside a school during school drop-off and pick up times to protect pupils from cars and pollution.

In addition to continuing to deliver play and school streets, we will explore some of our challenging locations. We will look at how to manage space according to who needs it at what time such as commuter or station streets and town centres.

Action 9 – Managing our kerbside

Why?

People do not park their vehicle simply to “park” but rather to accomplish a task (e.g. go shopping or have dinner) or arrive at their final destination (e.g. work or home).

Our kerbside is public space that needs to be managed for the public good. We need to reduce space for motor vehicles and reallocate it for people walking and cycling to encourage drivers to change their habits and create an active travel norm.

Demands on the kerbside are high and we must manage it as a highly competitive space. In London drivers spend on average 8 minutes looking for parking at the end of their journey.³⁵

We want to support the transition to less polluting vehicles, such as electric vehicles, especially those vehicles that are using our roads the most, such as commercial vehicles. We know that a businesses need to have a reliable source of fuel (or electricity) for the convenience and surety of operation.

Our kerbside has an important role in supporting the effective, efficient and safe environment of bus stops and services. Enabling buses to pull in, a pleasant environment for people to wait for a bus, for people to get on or off the bus and sufficient space for buses to depart..

Better management of our kerbside space has an important role in preventing road traffic collisions, less traffic congestion and better air quality. We know the demand varies across the seasons, days of the week, and at different times throughout the day.

How?

- To enable us to better manage limited space, we will introduce more Controlled Parking Zones.
- Technological advancements enable us to respond to demands in the kerbside. We will test and trial new technologies that will assist in managing our streets. Virtual parking and advanced booking of loading bays can assist companies make deliveries on time, reducing congestion and conflict.
- We will work with fleet operators and businesses to expand the use of alternative or low emission vehicles and their charging infrastructure.

Key initiative: Demand responsive approach

We will trial adjusting parking charges depending on the level of demand. Just as hotel room rates increase or decrease based on demand, demand-based pricing for parking seeks to increase prices when and where demand is high and reduce prices when and where demand is low.

Real time management can have multiple benefits such as reduced driver frustration, less circulating traffic and thereby reduced emissions and ultimately being responsive to the people needing that kerbside space.

- Autonomous vehicles, or driverless cars, may also provide an opportunity to improve safety. These cars are programmed to obey traffic regulations and speed limits and geofencing preventing them from entering certain spaces. If shared, driverless cars could potentially free up kerbside space as the requirement for on-street residential and long-stay parking is no longer required.
- Convert freed-up kerbside space to be used for the community

Mission 5

Our mission is for movement to support businesses to thrive and prosper.

What will we do?

Places where people come together, our town centres, key locations such as hospitals, places of work should put people first. Creating more space, ease of movement and making them a safe and more pleasant environment. The streets should reflect how people are using them now and in the future.

Action 10 - Getting the infrastructure right

Why?

Town centres are places for people to come together, they should be attractive and pleasant to be in.

How?

- **Prioritise experience.** Design simpler and wider pavements and crossings with less clutter to create pedestrian priority. Also include street seating to create social spaces to support local shops and businesses. We will work to make free drinking water easily available and free accessible toilets, including welcome signs on businesses, to increase the inclusiveness of place and increase dwell time.
- **Review kerbside use.** We will undertake a rolling programme of reviews of the available kerbside to understand how this space is being used and ensure that it meets existing and future needs.
- **Managing space to ensure that parking space is in use 85% of the time.** We will take a flexible approach when introducing or reviewing charges to ensure that they are appropriate to the location.
- **Waste management.** Improve our high streets with timed waste collection. We will explore the opportunity for 'invisible' waste solutions which would help create uncluttered and more pleasant streets.

Action 11 – Manage space efficiently

Why?

Southwark has a responsibility to manage a safe and efficient operation of the network for all, including freight. Our first step must be to look to reducing competition for space on our kerbside by lowering the amount of individual freight trips in the borough.

How?

We need to work with land owners, businesses, consumers and delivery companies to understand their needs and how to minimise the impact of delivery and servicing on the kerbside.

We will maximise the potential for cargo bikes to deliver small consignments in urban areas, in order to reduce motorised servicing trips. Potentially 51% of goods transported in cities could be shifted to cycles and cargo bikes,³⁶ suggesting untapped potential to reduce emissions and congestion and to support small and medium-sized courier businesses.

Explore how our regulatory powers such as street licensing, cleansing and premise licensing can help to improve the experience of place.

Action 12: Support places that excite and attract people

Why?

Making our town centres pleasant and interesting places for everyone contributes to our wider economic objectives for growth in business and jobs. Businesses are increasingly choosing to locate in areas that can offer their employees the most stimulating and pleasant experience outside the workplace, whether that is to enjoy lunch or to meet family and friends after work.

Culture plays a unique role in creating lively and welcoming places to visit and spend time during the day, evening and night. Events, festivals, art and cultural venues bring communities together and provide a positive economic impact, attracting visitors and supporting complementary businesses and development.

How?

- We want to create meeting spaces as well as consider 'meanwhile' uses on temporary sites to organise events where people can meet and build the community and take ownership of future events.
- The High Street Challenge is a funding program led by the council which seeks local ideas and projects that will attract more people to Southwark's high streets and town centres, and to increase the amount that is spent in the area. Movement is a key contributor to high streets and we will work to maximise the benefits of these projects

Mission 6

Our mission is for neighbourhoods to have places for people to connect.

What will we do?

Action 13: Creating opportunities for people to connect

Why?

Creating occasions for people to come together in a fun way is a starting point for building communities that will take ownership of their area and continue building new occasions to meet and socialise.

We want to find and enable people to be social in public spaces. Very often people don't have reasons to come out onto the street and meet people or they don't know their neighbours.

Creating opportunities where people can spend time together such as in parks, public squares and other spaces will be increasingly important as automation decreases everyday interaction.³⁷

How?

- Support neighbourhood based improvements, through the delivery of Liveable, Low Emission Neighbourhoods and other community focussed initiatives.
- We will create more space where people need it (e.g. school gates, shops, community hall) and design them so they are more social.
- We will encourage people to play an active part in their community as volunteers, champions or leaders.

Experience

“Everyone has their own different life experiences which make them who they are. No two people’s life experiences are the same. And mine are just unique to me” Keisha Knight Pullman

What do we know?

Air pollution is higher in deprived and diverse areas

Studies have found links between air pollution, diversity and deprivation. The 20% most deprived neighbourhoods experienced higher air pollution levels than the least deprived neighbourhoods. The worst air pollution levels are also seen in more ethnically diverse neighbourhoods.³⁸

Feeling safe is just as important as being safe

Feeling safe is the most important thing to children, young people and their families in Southwark. The need to feel safe is a particular concern for young people in secondary school who want to be able to travel safely to and from activities.

Not feeling safe can also be a barrier to participation within the community³⁹ and to people walking or cycling.

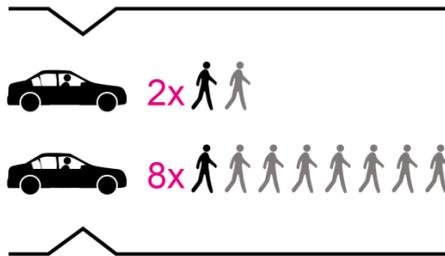
Collisions on our roads

A total of 5,325 casualties were recorded in Southwark 2012 to 2016 –including 417 serious casualties and 26 fatalities. Of these serious and fatal accidents, 25% involved a powered two wheeler rider, 30% involved a cyclist and 33% involved a pedestrian.⁴⁰ HGVs are involved in 58% of fatalities in Southwark.

Generally, young people from 20 to 29 are most at risk and the number of casualties decrease with increasing age⁴¹. Young males 16 to 24 years old on motorcycles are the most at risk⁴².

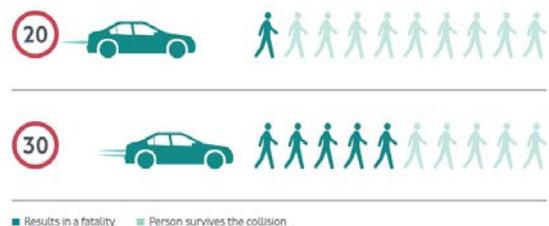
Human error is the most common cause of collisions (90%) in London⁴³. “Analysis of casualty data shows that 48% of pedestrian accidents happened more than 50 metres from a crossing. This suggests that people are willing to take on increased risk for the sake of convenience.

People who **walk, cycle** or use a **p2w** are **2 times more likely** to be **injured** in an accident than **someone in a vehicle**



The numbers of people **killed or seriously injured** when **not** travelling **in a vehicle** are **8 times** more than those **in a vehicle**

We are a 20mph borough, with the exception of some Transport for London Roads, as we know that speed can play a role in the severity of collisions



44

A thousand incidents (including criminal incidents) happening on buses from 2015 to 2018. 16% are classed as collision incidents, 17% as slip, trips or falls and 46% as on-board injuries.

Self-reported injuries are around five times more numerous than those recorded by the police. For cyclists, the level of apparent under-reporting to police is higher; with almost seven times (double the rate for motorcyclists or pedestrians). These incidents contained a relatively high proportion of injuries where medical attention was not sought.⁴⁵

Life factors such as income and available time affect decisions around movement.

Southwark residents identify walking as a cost saving technique. The cost of bus passes is an important factor for monthly expenses for low-income families and as a result walking, especially for trips under an hour, becomes an attractive mode of transport.⁴⁶

Southwark Conversation 2017

You said ...

People were worried that transport is not keeping up with population increase and development of the areas, congestion and lack of parking spaces

Also worried that change in the borough is not for everyone, and whether some communities are being ignored.

Safety and cleanliness are really important to Southwark residents and include more police presence and better lighting on the streets.

Mission 7

Our mission is for all people to have a positive experience on our roads.

What will we do?

People experience movement in different ways, some positive, some negative. We will focus on reducing traffic on our roads. Alongside this we will focus on reducing the impacts of traffic, specifically around safety, perceptions of safety and reducing exposure to poor air quality.

Action 14: Reduce traffic on our roads

Why?

The increase in people and jobs in the borough is placing an increased demand on our streets in turn creating more congestion.

Congestion leads to delay for those using our roads (drivers, bus passengers, cyclists), creates frustration, poor road behaviour, poor air quality as well as noise pollution. Congestion can also divert traffic from strategic roads onto local neighbourhood streets. Much of the borough suffers from congestion and delay on a daily basis.

The impact from online shopping means that more vehicles are using our roads, particularly when they are ordered to a place of work which generally increases the mileage into central London.

Electric vehicles are an important and growing part of the vehicle fleet. As emissions from tailpipes decrease as vehicle technology improves, particulates from brake and tyre wear become more important to address as an issue.⁴⁷ Therefore we need to maintain a focus on decreasing the number of vehicles on our roads as well as their emission standard.

How?

- Help people to work flexibly by ensuring that workers are not disadvantaged by irregular services at night.
- Workers should be encouraged to use click and collect for deliveries to their nearby shops, in order to reduce congestion in these busy commercial areas.
- Support stakeholders to reduce deliveries and where required the use of low and zero emission

vehicles and local distribution hubs for final stage delivery

Key initiative: Making roads function for the community

Support more ambitious schemes to close roads to encourage motorists to change their habits, and to reallocate this space to provide new public spaces and create short cuts for pedestrians, cyclists and public transport.

Action 15: Reducing exposure to poor air quality

Why?

The impact of poor air quality on people's health is becoming well recognised. Public Health England suggests that 7% of adult deaths in Southwark may be attributable to particulate air pollution (measured as fine particulate matter PM_{2.5}). This equates to around 90 deaths per year in the borough. Air pollution also disproportionately affects the most vulnerable in society in particular children and the elderly.⁴⁸

How?

- Implement emissions based parking charges, charging the most polluting vehicles more to park in our roads. This will encourage a change in resident behaviour towards less polluting vehicles. Alongside this we will provide residential street electric vehicle charging points through the lamp post charging programme.
- Focus on the most supporting measures near schools.
- Ensure residents are within walking distance from a residential electric vehicle charge point.
- Increase awareness of what we can all do to reduce emissions, through eco driving, using click and collect, etc.
- Support the MAGIC (Managing Air for Green Inner Cities) project, collaborating with Universities⁴⁹
- Promote use of apps and information such as AirText, CityAir, and Walkit apps.

- Continue to support the expansion of the Ultra-Low Emission Zone (ULEZ) to the South Circular with a long term extension to the M25.
- Work with clinicians via breathlessness group of CCG to ensure GPs have access to appropriate prompts, advice and information for use in GP surgery consultations
- Work with TfL & GLA to deliver the low emission bus zones in Southwark

Action 16: Improve road safety towards Vision Zero on killed and serious injured in our roads

Why?

We support Vision Zero⁵⁰ and we need to do more to achieve the ambition to have zero killed and serious injuries on our roads. We have made progress with a 36% decline in people killed and seriously injured on the streets and a 7% decrease in slight injuries 2005-2009 average baseline.

Consequences of road collisions for the people, their families and the NHS are often long term or life long. Psychological effects on victims and their family members are a huge burden which is often a neglected issue.



How?

- Lower speeds are essential in areas where people shop, work, learn and play Our approach to lowering speeds will be to make our streets more

inviting, less polluted, less dominated by motor vehicles and more attractive for walking and cycling.

- Southwark is already a 20mph borough. However we need to better enforce this with the help of technology (plate recognition, CCTVs, telematics) and working with the police and TfL to improve where the speed limit is not respected.

- Identifying unsafe locations and streets and improve safety.

- We will collaborate with insurance companies to obtain useful data, especially those who use telematics to record drivers' behaviour (black boxes in cars).

- We need to work towards improving behaviours of people using our roads. Everyone has the potential to cause danger that can lead to a collision and make our streets less inviting for those wishing to walk, cycle or use public transport.

- Encouraging all road users to travel safely by tackling the high- risk taking behaviours including inappropriate speeds, risky manoeuvres, distraction, drink/drug driving and vehicular and driver/rider non-compliance.

- Understanding the causes of collisions to learn from them and prevent their reoccurrence. Improve the way information is accessed and provide help and support for victims. To provide information on what they can do and what services are available such as legal and psychological support. Support people continuing to walk and cycle after a collision.

- We want to take a "future risk" approach, targeting interventions where the risk is high rather than making changes only where collision happened in the past.

- Work with DVLA/Police to increase the use of road safety education to speeding drivers in conjunction with or as an alternative to penalty points.

Action 17: Improve safety and sense of safety

Why?

Perceptions and feelings of safety guide our decision making around when and where we choose to travel and how we experience it. For example, 64% of people in UK say they don't cycle because it is not safe to do so and this is a challenge to increase cycling in our streets.

How?

Focus on: Feeling safe

We will work with people, in particular those that may feel more vulnerable on our streets to understand what people need to feel safe and confident to travel sustainably.

- Break down barriers and build understanding between people using our roads.
- Consider how street design and elements such as street lighting and maintenance can contribute to safety and sense of safety.
- Improving safety and sense of safety through training programmes for all cyclists and pedestrian training for children.

Action 18: Improving conditions for which our roads are a workplace

Why?

The logistics field is growing, driven by the rise in demand for door to door deliveries. We want to make sure that people for who our streets are their workplace receive the highest level of support to ensure that they drive/ride as efficiently, safely and sustainably as possible. To do this there is a need to understand business needs and collaborate to support those driving.

We further recognise our role in employing services and people to operate on our streets, from waste collection, housing repairs, catering services to office deliveries.

How?

- Encourage drivers to consider using the improving walking, cycling and public transport facilities. Promotions of apps for helping people consider various modes of moving around the borough for work.

- Where motorised vehicles are required we need to ensure that freight vehicles and their drivers adhere to the highest possible standards in terms of efficiency, safety, noise and emission reduction.
- Requiring services involved in delivery, servicing and waste collection in the borough to be compliant with Ultra Low Emission Zone (ULEZ)⁵¹ objectives.
- Work with individuals and employers to understand the challenges faced by those who drive/ride or work on our streets.
- Improve safety by tackling problems like moped crime by working with the police and increasing moped anchors to secure powered two wheelers safely.

The borough will become a 'Good Work Standard' borough, actively promoting:

- fair pay
- excellent working conditions
- diversity and inclusion
- good work-life balance
- health and well-being

Our responsibility as an employer

Southwark will promote good driving practices, using procurement to deliver change, technology, and so forth, including;

- Procurement requirements – eco driving, FORS recognition, vehicle standards, etc
- Introduce Intelligent Speed Assistant (ISA) in our fleet

Continue the work we began in 2010 to halve council emissions.

Mission 8

Our mission is to manage change and make the transition a positive experience for people.

What will we do?

New homes, offices or infrastructure will change the borough, during its construction or delivery and when it becomes used. We will focus on understanding and responding to this change and work to deliver positive change.

Action 19: Responding to new transport infrastructure

Why?

Projects like the Bakerloo Line Extension, Northern Line Ticket Hall and Rotherhithe to Canary Wharf Bridge will provide new travel opportunities.

These new facilities and services will change the way people travel in the borough in the long term, from changing nature of bus services along the Old Kent Road corridor, to a new active travel option to Canary Wharf.

The network and services will need to respond to this and we need to ensure that that right supporting infrastructure is in place. This could be in the form of providing onward links for people walking and cycling from the new walking and cycling bridge to the location of bus stops at Elephant and Castle Station.

Effects of the Bakerloo Line Extension

Old Kent Road
20,000 new homes
10,000 new jobs
Elephant & Castle
5,000 new homes
10,000 new jobs
Canada Water
2,000 new homes
6,600 new jobs

How?

Learnings from recent projects including Northern line extension and Elizabeth Line will feed into our work and improve understandings around how to manage change and new transport infrastructure.

We will apply the learning, testing and trial ways to manage the delivery of infrastructure schemes, with the ambition to continue to build and scale up an approach to deliver positive outcomes.

Focus: Bakerloo Line Extension

Transport for London predicts that the Bakerloo Line Extension provide capacity for an additional 65,000 additional journeys in the morning and evening peak. This will shift how people travel both within the Old Kent Road corridor and the wider South East. As an example, bus services will be adjusted to provide focus on serving the stations. This may also provide the opportunity to redesign the Old Kent Road to be less focussed on private motor vehicles and to provide greater walking, cycling and public transport facilities.

The council will continue to pursue three stations in Southwark, Bricklayers, Burgess and Asylum.

Find out more at www.backthebakerloo.org.uk

Action 20: Proactive in managing change

Why?

The borough has an unprecedented level of construction over the next 20 years with new homes and jobs created, with new roads and services that support this. As well as the Northern Line Ticket Hall at Elephant and Castle, the Bakerloo Line extension and the Rotherhithe to Canary Wharf Bridge.

While these developments take place, we need to make sure that people can get to the places they need to. It is important to minimise the impact of this construction on the people living in close proximity to our roads and these construction sites.

Given the complex nature of development and construction, we need to get the best out of the existing regulatory approach to the control of short term emissions and traffic burden from construction sites.

How?

Key initiative: A new approach to construction plans

- Develop digital construction management plans to provide more consistent and current information. This will improve our view of upcoming projects and assess cumulative impacts. / dedicated resource/ logistics groups.
- Require a Construction Environment Management Plans in major development areas such as the Old Kent Road, and consideration of the cumulative impact where there are many construction sites in relatively small areas.
- Time management/co working re-time construction traffic, through Construction Management Plans, so these vehicles avoid peak times.

Bring positive benefits from change. Test ways and approaches to create legacy through the delivery of infrastructure schemes. For example using change to encourage new behaviours and create an opportunity to deliver a higher usage of the cycling spine as well as reducing pedestrian and cyclist conflict in Rye Lane and Peckham Square.

Mission 9

Our mission is for information to be shared and collected effectively and for you to use it with ease.

“Knowledge is power. Information is liberating. Education is the premise of progress, in every society, in every family.”

- Kofi Anan

What will we do?

Building on existing knowledge and collaborations, we will improve the way we exchange information with people which will help us to build a stronger public service.

Action 21: Information exchange

Why?

Having the information you need to make your journeys is an important factor in how you feel about it, whether that is buying the right ticket, diversionary routes around construction sites, or routes to avoid poor air quality.

We want to improve the way information is accessed and provide help and support for people. To help them to have clarity on what they can do and what services are available.

Equally, the people that use our streets and spaces have a unique knowledge of the borough and technology enables us to exchange this knowledge.

How?

- We will work to share our information to enable people to make informed choice. For example, knowing the extent and duration of construction activities to know how your journey and movements are being affected.
- We will use new technologies to capture people's experience and perception of places and safety to understand where interventions are needed.
- We will work with the community and stakeholders to understand how we can capture

and respond to trips and falls that occur on our roads.

- We know that thousands (could be millions) of people travel through our town centres, rail stations and bus stops. We will use these locations as key information hubs in sharing information about movement.

Action 22: Building stronger public services

Why?

Having a voice and being able to share your opinions is important to all. In particular young people want to be able to participate and for all to consider debate and democracy an important part of their lives.

How?

- We will engage with residents about how streets can be made safer, functional and more attractive. We will continue to meet our consultation obligations but we will expand on this, and deliver better early engagement and consultation methods.

Key initiative: Living Lab

We will create a 'living lab' allowing for ideas and solutions to be tested before embedding (successful) ideas into our work. Using a street or space to research, prototype, test and refining complex solutions in multiple and evolving real life contexts before scaling successful ideas across the borough.

Delivering the Movement Plan

What will success look like in 2040?

By 2040, our streets will be quieter, safer and more attractive for everyone. We will have continued to reduce the speed and volume of private motor vehicles on our roads. Our town centres and retail shopping will be cleaner, prosperous and more enjoyable to spend time in.

Walking and cycling will be how people choose to travel. Longer trips will be made by public transport supported by an accessible shared mobility services. Deliveries and servicing impacts will be mitigated through fewer trips, safer, greener and quieter vehicles.

We will be better prepared for the impacts of climate change with more street trees and planting to reduce surface run-off in times of heavy rainfall. We will have made dramatic improvements in air quality and have achieved our Vision Zero target for road safety.

Tracking our progress and reaching our milestones

By 2020 we will have;

- Adapted lamp posts to charge electric cars so everyone is in walking distance of a charging point
- 2,500 less cars owned in the borough
- All roads in the borough 20mph
- Refurbished Surrey Quays Station
- Opened Peckham Rye Station Square

By 2025 we will have;

- Emission based parking charges Double the proportion of journeys by cycling
- Rotherhithe to Canary Wharf Bridge open
- Northern Line Ticket Hall opened

By 2030 we will have;

- Bakerloo Line extension in operation

Monitoring the Movement Plan

People Indicators

Primary indicators

- Active, efficient and sustainable (walking, cycling and public transport) mode share (Southwark residents) based on average daily trips. Base period 2013/14 – 2015/16
- Proportion of Southwark residents doing at least 2x10 minutes of active travel a day or a single block of 20 minutes or more.
- Trips per day by trip origin. Reported as 3yr moving average. Base year 2013/14 - 2015/16
- Proportion of children's excess weight trends (4-5 years old and 10-11 years old)
- Proportion of children's transport methods to school (Hands up Surveys).

Additional indicators

- Proportion of year 6 children who are overweight or obese
- Proportion of obese adults
- Proportion of adults who are active to the recommended levels
- Estimated proportion of 5-16 year olds with emotional disorders
- Proportion of people who feel able to participate in cultural activities
- Healthy life expectancy- Male/Female life expectancy at birth

Place indicators

Primary indicators

- Proportion of Southwark residents living within 400m of the London-wide strategic cycle network
- Vehicle kilometres in given year. Base year 2015. Reduce overall traffic levels by 10-15%
- 10% reduction in number of freight vehicles crossing into central London in the morning peak period (07:00am - 10:00am) by 2026
- Total cars owned and car ownership per household, Southwark residents. Base period 2013/14 - 2015/16
- Proportion of adults who think their local area is a place where people from different backgrounds get on well together
- Number of licensed vehicles in Southwark
- Principal road length in poor condition

Additional indicators

- Healthy neighbourhoods index – proportion of people who live in LSOAs which score in the poorest performing 20% on the AHAH index
- Proportion of adults who have formally and/or informally volunteered in the last year
- Birth and death of new enterprises
- Vacancy rates for offices and retail space
- Proportion of adults who feel satisfied with their local area as a place to live
- Proportion of affordable workspace
- Increase Helthy Street Checklist scores

Experience

Primary indicators

- Reduce the difference between total public transport network journey time and total step-free public transport network
- Annualised average bus speeds, base year 2015/16
- Excess wait times for high frequency bus services
- Casualties Killed or Seriously Injured (KSIs) according to STATS19 data. Base year 2005/09 for 2022 target and base year 2010/14 for 2030 target.
- Casualties by mode of travel and age. Base year 2005/09 for 2022 target and base year 2010/14 for 2030 target
- CO2 emissions (in tonnes) from road transport within the borough. Base year 2015/16.
- NOX emissions (in tonnes) from road transport within the borough. Base year 2013.
- PM10 and PM2.5 emissions (in tonnes) from road transport within borough. Base year 2013.
- Proportion of housing units in areas within PTALs 3-6 or within 800m of a Tube station, rail station or town centre boundary
- Proportion of people who feel safe when out and about in their local area
- Proportion of people who feel safe when out and about in their local area

Delivery plan to 2022

	Mission	Action	Evidence	Test	Evaluate	Scale Up	
People	M1	Our mission is for movement to improve equality.	Understand and address the barriers to accessible and safe travel.	x			
		Audit and address locations which are barriers to accessibility.	x				
	M2	Our mission is for movement to positively benefit people's mental wellbeing.	Trial the creation of 'calm' streets by identifying street clutter and simpler highways designs.		x		
			Conduct a sensory audit of streets with residents and interest groups of visual, tactile and auditory issues.	x			
			Create a de-cluttered and simplified street design.		x		
			Conduct an after audit of the street with residents and interest groups to understand the benefits.			x	
	M3	Our mission is for movement to positively benefit physical wellbeing.	Deliver Active Travel walking and cycling networks to encourage their greater use.				x
			Test 'fun' walking interventions along school routes, e.g. school streets, playable streets, foot scooters, etc.		x		
			Develop trials of 'Super Zones' around schools to promote greater health and fitness.		x		
			Use the 'fresh start' approach to develop a toolkit to promote walking and cycling to be used by other schools.		x		
			Work with sports teachers to trial new ideas like sweatcoin. Encourage social, silverfit activities, etc.	x			
			Promote the daily 'fun' mile to introduce play and mini-adventures to and from schools.		x		
Place	M4	Trial a commuter street.	x				
		Consider timed road closure and / or introducing dynamic parking.	x				
		Consider also introducing emissions based parking.	x				
		Audit traffic flows, air quality and public opinion before and during the trial to understand how it works.	x				
	M5	Our mission is for movement to support businesses to thrive and prosper.	Use the Lower Road gyratory removal scheme to better support businesses here.		x		
			Walking, cycling and public realm improvements and trial the use of adaptive parking in town centres.	x			
			Town centre cultural programme.			x	

Glossary

Annual Monitoring Report (AMR): This document reports on the progress made by the Transport Planning in delivering the objectives in the Mayor's Transport Strategy.

Accessibility: In the context of this strategy, accessibility refers to how easy it is for people to use London's streets and public transport to get to places, jobs, homes and services. It particularly considers the needs of the young, the elderly and people who are mobility impaired.

Active travel: Ways of travelling that involve physical activity. It commonly refers to walking and cycling, but can include foot scooters, running, roller skating, etc.

Air quality: The extent of harmful pollutants in the air. Poor air quality occurs when pollutants reach high enough concentrations to endanger health of people and the environment.

Autonomous vehicles (AV): A vehicle that can sense its environment and navigate without human input. It is commonly known as "driverless" or "self-driving" vehicles.

Car club: A short-term car rental service that allows members' access to cars parked locally for a fee that is charged per-minute, per-hour or per-day.

Car-free: New developments which do not provide car parking on-site and its occupiers cannot apply for parking permits on-street either.

Car-lite development: A development with low levels of car parking on site for residents and a high quality public realm that encourages walking, cycling and public transport use.

Car sharing: The practice of sharing a car. There are different car sharing systems including returning a car to a parking bay (known as back to base), accessing and parking a car anywhere (known as floating) or a combination of the two models (known as flexible).

Click and Collect: A facility where a customer can collect goods from a store's website at a designated local collection point that is more easily reached. For example, from a locker at a railway station on your commute home.

Congestion Charge: The charge applied to motor vehicles entering a defined area of central London, to reduce traffic congestion and its associated impacts.

Connectivity: The general term for how easy it is for people to get to places, jobs homes and services using streets and paths.

Controlled Parking Zones (CPZ): A parking scheme which only permits resident's who purchase a permit to park in designated bays – the remainder of the kerbside space is subject to yellow line restrictions. A CPZ thus ensures that parking on the street is better enforced by preventing non-residents from parking here. Resident's can also purchase visitor permits for their CPZ as well.

Cycle hire: Cycle hire schemes are a bicycle version of a Car Club. They allow people to hire a bicycle from a docking station and cycle it to another docking station where it needs to be parked. Transport for London (TfL) operates the Santander Cycle Hire Scheme.

Cyclists: All people who use different types of bicycles including tricycles, hand-cycles and other adapted cycles, and e-bicycles.

Dockless cycle hire: An innovative ‘floating’ mode of transport by private companies who hire bicycles, which do not require docking stations. They can be found, hired and locked using a smartphone app. This allows them to be used anywhere, which greatly increases opportunities for Londoners to get around by bicycle.

Electric bicycles: Electrically powered bicycles help people to travel longer distances than can be cycled or to continue using these modes in later life.

Electric vehicle: A vehicle that solely uses an electric motor and batteries for propulsion.

Floating transport: Forms part of (shared mobility) personal travel in which users share access to vehicles rather than privately owning them (MaaS). In addition, they have no designated parking bay and its associated infrastructure. Examples include: car clubs and ‘dockless’ cycle hire.

Foot scooters: Also known as kick scooter or push scooter, which are human-powered devices with handlebars, deck, wheels, and may have a brake.

Good Growth: The Mayor and TfL’s approach to economic, social and sustainable development and the important role that existing and new transport infrastructure has in connecting and supporting London’s economy. The transport principles of ‘good growth’ include good access to public transport, high-density, mixed-use developments, people choose to walk and cycle, car-free and car-lite places, inclusive, accessible design, carbon-free travel, and efficient freight.

Healthy Streets Approach: The Mayor and TfL’s approach to prioritising people and their health in decision-making to create a healthy, inclusive and safe city for all. This approach makes London a more attractive place to walk, cycle and use public transport. It reduces the dominance of motorised transport.

Hybrid vehicles: Sometimes called zero emission capable vehicles by TfL have two engines that run on electricity and fossil fuels.

Inclusive design: The creation of environments that everyone can use – confidently, independently and with choice and dignity – to access, and benefit from, the full range of opportunities available. Inclusive design avoids separation or segregation and is made up of places and spaces that acknowledge diversity and difference, meeting the needs of everyone in society.

Intervention: A proposal, scheme or measure that seeks to deliver improvements to the existing highway network.

Local Implementation Plan (LIP): A statutory transport plan and funding bid produced by London boroughs, which brings together transport proposals to implement the Mayor’s Transport Strategy at a local level.

Mayors Transport Strategy (MTS): The Mayor and TfL’s strategy which outlines the transport vision, targets and reasons for London boroughs existing and future transport network at a regional level.

Micro Transport: New types of transport that are smaller than a bicycle allowing them to be stored in a flat or office. This reduces the need for parking on the street or in a basement and also helps to reduce congestion. Such modes can be Active or electrically powered. Examples are: folding bicycles, foot and e-scooters, and all sorts of hoverboards.

Mobility as a Service (MaaS): A concept to describe the use of vehicle sharing services as an alternative to private vehicle ownership. The ability for individuals to arrange and pay for multiple public and private transport operators via a single gateway i.e. a smartphone app is the key innovation behind MaaS platforms.

Mobility scooters: Electrically powered personal transport devices for people with impaired mobility, long-term health conditions and / or elderly people to enable spontaneous and independent travel.

Mode share: Also, known as modal share or split, which is the percentage of travellers or the number of trips made using a particular type of transportation. It is typically reported through travel surveys.

Moped: Legally defined as any low-powered motorcycle with an engine capacity no greater than 50cc, and a maximum speed of 28mph.

On-street parking: On-street parking bays which are provided within the public carriageway.

Off-street parking: Off-street parking bays are provided off the public highway as they are on private land within development sites.

Opportunity Area (OA): Opportunity Areas are London's major source of brownfield land which have significant capacity for development – such as housing or commercial use – and existing or potentially improved public transport access. Typically, they can accommodate at least 5,000 jobs, 2,500 new homes or a combination of the two, along with other supporting facilities and infrastructure.

Parking bay: Designated kerb-side space that allows parking for motorised vehicles. A parking bay can be designated for different types of vehicles, including residents (using a Controlled Parking Zones - CPZ), a loading bay, motorbike bay, cycle parking bay, taxi bay, etc.

Public realm: the space between and within buildings that is publicly accessible, including streets, squares, forecourts, parks and open spaces. In addition, it can include privately owned public spaces which provide parts of the public realm, but with more conditions in its use.

Public Transport Accessibility Level (PTAL): This is a measure which rates locations by the frequency of public transport services (i.e. bus stops and stations). The access level then reduces with the increasing distance from these stops or stations (ie access).

Southwark's Kerbside Strategy: A key document which explained that the borough has a finite amount of kerbside space with too much car parking which needs to be reduced and relocated to enable growth in sustainable modes of transport so that Southwark can accommodate a growing number of homes and jobs.

Southwark's Kerbwise approach: An evidence based approach to collation and analysis of data on Southwark's modes and travel patterns as well as population demographics, health, air quality and emerging trends from within London and around the world.

Shared space: An approach aimed at reducing street clutter and vehicle speeds to encourage pedestrians to have greater priority when crossing or walking on the road. It aims to create better quality places where people want to spend more time.

Travel Demand Management (TDM): A strategy to manage the overall number of trips (ie mode share) by different forms of transport and the factors underlying these trends to make improvements to reduce their impact.

Transport Plan: Borough-led strategy that will set out new priorities, objectives and vision in transport development at a local level, in line with national, regional and local policies including the Mayor's Transport Strategy.

TLRN: The Transport for London Route Network of strategic roads, which is operated and maintained by TfL, and comprises about 5% of the road network in London.

ULEZ: A new daily charge to replace the Emissions Charge (T-Charge) in the Congestion Charging Zone across a larger area of central London. From 9 April 2019 it aims to tax all older, and hence more polluting, vehicles from travelling in central London to improve air quality.

Vision Zero: A road safety initiative that aims to achieve a highway system with no fatalities or serious injuries from collisions with road traffic.

End notes

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Southwark's Local Implementation Plan

LIP 3 2018

Consultation draft – October 2018

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Executive Summary

Why do we need a Local Implementation Plan (LIP3)?

With an ageing population and increasing obesity levels we need to create streets that are nicer to walk and cycle, are more accessible and healthier.

We are experiencing continued growth in population, households and our local community. As a result, there will be more trips and a rise in the demand for deliveries, servicing and public transport in the borough. This will put a huge stress on the transport network.

Streets are public spaces for people to enjoy, whether that is a street tree, a place to rest or to visit a street market. Streets and the movement of goods are essential for our local economy. We need space for delivery vehicles to efficiently and safely park and unload goods.

Everyone should benefit from movement, for the healthy choice to be the first choice. Walk and cycle and help to tackle localised pollution and noise promoting physical and mental wellbeing.

What do we plan to do?

We introduce nine missions to address current and future. The policies are:

- M1** Our mission is for movement to improve equality.
- M2** Our mission is for movement to positively benefit mental wellbeing.
- M3** Our mission is for movement to positively benefit physical wellbeing.
- M4** Our mission is to be flexible in how we manage our streets.
- M5** Our mission is for movement to support businesses to thrive and prosper.
- M6** Our mission is for neighbourhoods to have places for people to connect.
- M7** Our mission is for all people and road users to have a positive experience on our roads.
- M8** Our mission is to manage change and make the transition a positive experience for people.

M9 Our mission is for information to be shared and collected effectively and for you to use it with ease.

Key actions from the LIP3

- Developing a flexible approach to managing our streets building on the play and school streets programme bringing these benefits to town centres, stations and commuter areas.
- Creating a demonstrator school programme, to take a neighbourhood and holistic approach to improving the environment around schools
- Reducing traffic on our streets, through network changes and a demand responsive approach to parking charges.

Our responsibilities

As a council we have legal responsibilities for transport and public health in Southwark. They include:

- Ensuring road networks are managed effectively to minimise congestion and disruption, reduce collisions and improve safety
- Improve air quality
- Promote health and wellbeing, addressing levels of physical inactivity and obesity

The Council has a public duty to keep people safe, which can include making changes to street layouts. As the Highway Authority, we also have an obligation under the Traffic Management Act (TMA) 2004 to ensure road networks are managed effectively to support our communities and their movement, improve safety, minimise congestion and disruption.

The council also has a statutory duty to maintain the highway under the Highways Act (Section 41). Ensuring our roads are safe is our primary concern and we work 24hours a day, 365 days a year to ensure that we are keeping our roads in a good state of repair

How we have developed the Lip3

This plan sets out our long term goals and transport objectives for the borough (up to 20 years), a three year programme of investment and the targets and outcomes to show how we are delivering the Lip3.

This document is a statutory document, prepared under Section 145 of the Greater London Authority Act 1999 providing Southwark's respond to the Mayor's Transport Strategy (MTS) 2018.and replaces the borough's Transport Plan (2011).

The MTS sets out three main objectives with the nine expected outcomes:

Healthy Streets and healthy people, including traffic reduction strategies

1. Outcome 1: London's streets will be healthy and more Londoners will travel actively
2. Outcome 2: London's streets will be safe and secure
3. Outcome 3: London's streets will be used more efficiently and have less traffic on them
4. Outcome 4: London's streets will be clean and green

A good public transport experience

5. Outcome 5: The public transport network will meet the needs of a growing London
6. Outcome 6: Public transport will be safe, affordable and accessible to all
7. Outcome 7: Journeys by public transport will be pleasant, fast and reliable

New homes and jobs

8. Outcome 8: Active, efficient and sustainable travel will be the best option in new developments
9. Outcome 9: Transport investment will unlock the delivery of new homes and jobs

The LIP3 document also relate to other policies published by the Mayor of London in 2018 regarding Environment, Health inequalities, Housing, Economic Development, Culture and the Draft London Plan.

Developing the LIP3

The LIP3 was developed alongside the borough's Movement Plan.

We developed the Movement Plan with a human-centred approach placing the people that live, work and visit the borough at the heart of the plan.

To ensure that the Movement Plan and Lip3 have been prepared in an inclusive, reasonable and measured way the council has undertaken an Integrated Impact Assessment which assesses the plans' impact on equalities, health and environment and have been prepared in conjunction with our key stakeholders (including Natural England, The Environment Agency, English Heritage).

How consultation will shape our plan

The consultation of the Movement Plan and Lip3 will build on the Southwark Conversation and we will speak to people about their key concerns and the proposed policy responses.

We will invite views via community groups, community councils, focus groups, the council's website, electronic newsletters and social media networks, and via an online survey.

We will utilise relationships built through various engagement exercises to ensure that everyone has an opportunity to engage with us throughout the consultation.

Alongside this we will fulfil our duty under the GLA Act 1999 by consulting with statutory consultees including Transport for London, London boroughs, Police, Emergency services and any other service that is likely to be affected by the plan

Local context

This is a summary of our local context, challenges and opportunities.

Population

Southwark is a diverse borough with people from a wide range of ethnicities and backgrounds. Over 120 languages are spoken here, and 11% of households have no members who speak English as a first language.

54% of Southwark's population is young as they are between the ages of 20 and 49. This generation is characterised as being time, money and space poor. The age profile also shows that Southwark has a fewer than average population of people who are 50 years old and older.

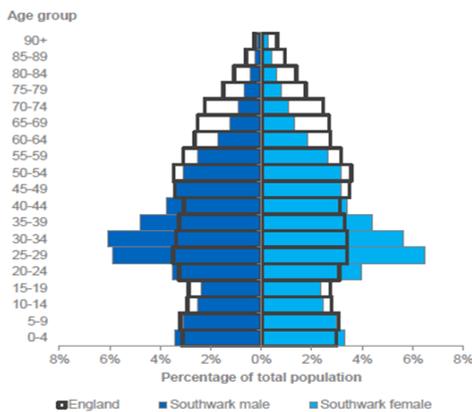


Figure 1. Southwark Population numbers and structure in 2017 compared to England

Southwark is one of the most densely populated local authorities in the UK and more than twice as densely populated as the London average with 10,632 persons/sq km compared to 5,510 in London. The 2011 Census estimated Southwark's population at 288,200, an increase of 18 per cent since the 2001 Census. However, the most recent figure in 2018 put the Southwark's resident population at 314,200. By 2031, the Southwark resident population will have grown to 369,000 individuals or a 28 per cent increase from the 2011 figure

The borough currently provides employment for 262,000 people, or 4.9% of all London jobs (TfL, 2017).

Health

Six out of 10 Southwark residents do at least 2.5 hours of physical activity a week with much of this coming from transport alone.

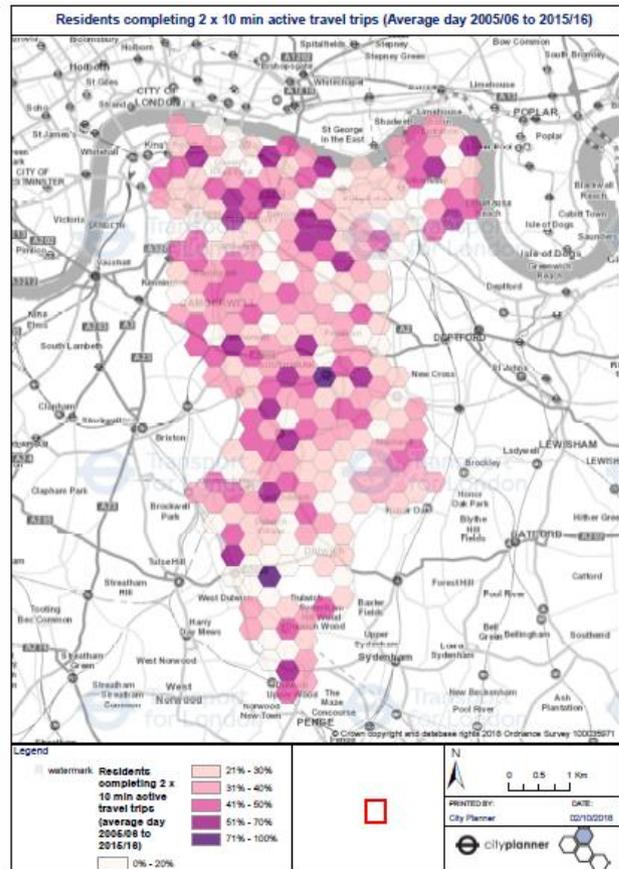


Figure 2. TfL City Planner Tool

Despite activity levels, Southwark also has some of the highest rates of overweight and obesity in the country. Data from the 2016-17 National Child Measurement Programme (NCMP) show that:

- 26.3 per cent of Reception-aged (4-5 years old) children and 43.0 per cent of Year 6 children (10-11 years old) in Southwark have excess weight (overweight or obesity).
- 47.1 per cent of adults were considered as being in excess weight (Public Health England changed the methodology this year, therefore we can't compare trends with previous years data).

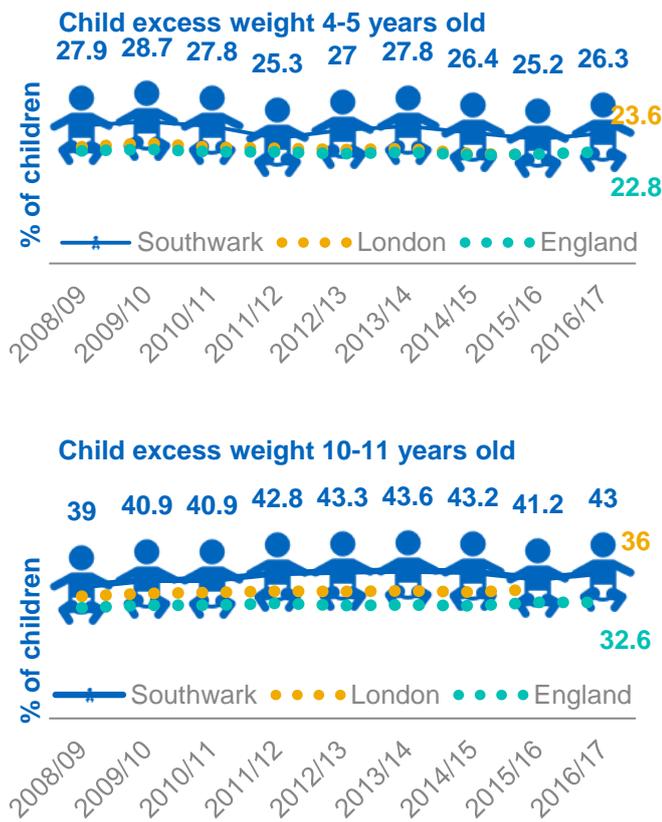


Figure 3. Percentage of children 4-5 and 10-11 years old in excess weight trends 2006/7 to 2016/17. Public Health England, Public health Outcomes Framework

We know that approximately 47,600 adults in the borough suffer from a common mental disorderⁱ and 42.1% of people in inner London experience high levels of anxiety.ⁱⁱ It is estimated that £1 in every £8 spent in England on long-term conditions is linked to poor mental health.ⁱⁱⁱ

13.5% of our residents have one or more disabilities and we know that many of them want to be more active but for various reasons feel unable to be so^{iv}. We know that disabled people are twice as likely to be physically inactive (43%) than non-disabled people (21%)^v

Mode share

Southwark Mode Share 2014/15 To 2016/17

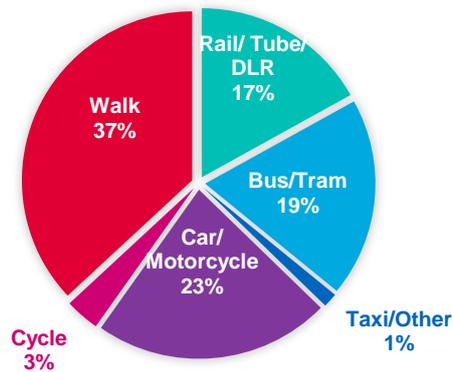


Figure 4. Proportion of mode share of transport. (LTDS)

Walking is the largest mode share for trips starting in Southwark, which TfL records as being 37% of journeys in the borough (from 31% in 2006/09). This is almost double the number of journeys by car. Figure 5 below shows that the pedestrian density (mode share) is at very high levels in the London Bridge area, within the Central Activity Zone, and in other town centre locations like Elephant and Castle and Peckham.

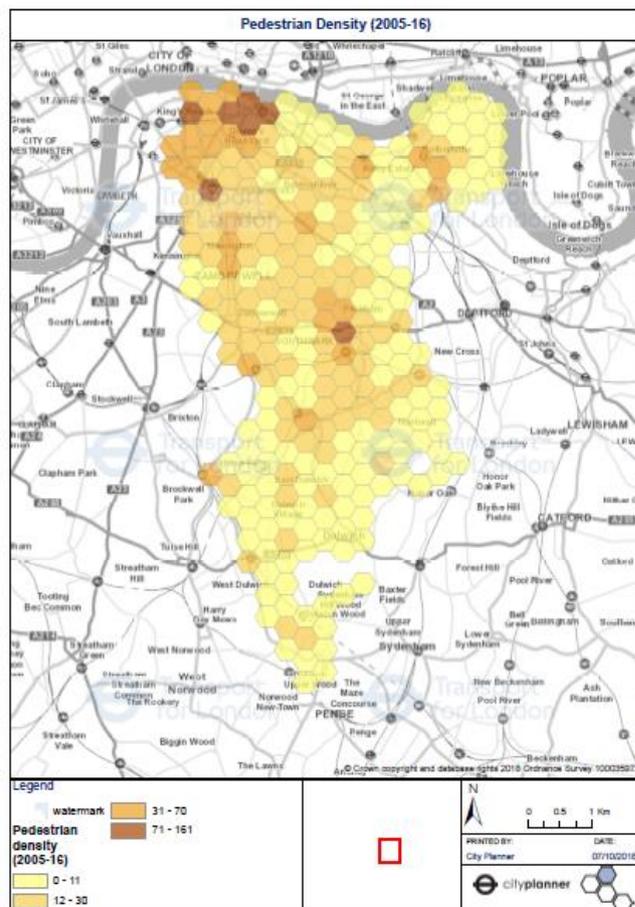
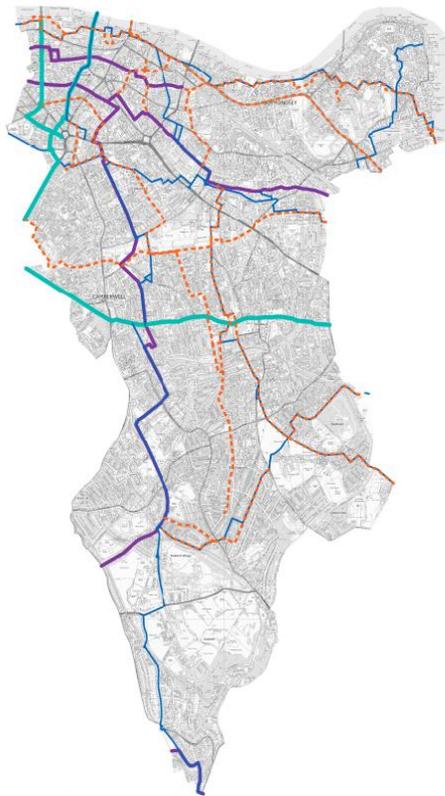


Figure 5. Southwark Pedestrian density from TfL’s City Planner Tool

Cycling mode share has been quite stable around 3% mode share. However the absolute number of trips made by cycling increased.

Southwark Cycle Network Existing and Planned



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Existing Cycle Network
 Cycle Superhighway
 London and National Cycle Network
 Quietways
Planned Cycle Network

Southwark
 Council
 southwark.gov.uk

Figure 6. Map of Existing and Planned cycle routes from the Southwark Annual monitoring report 2016/17.

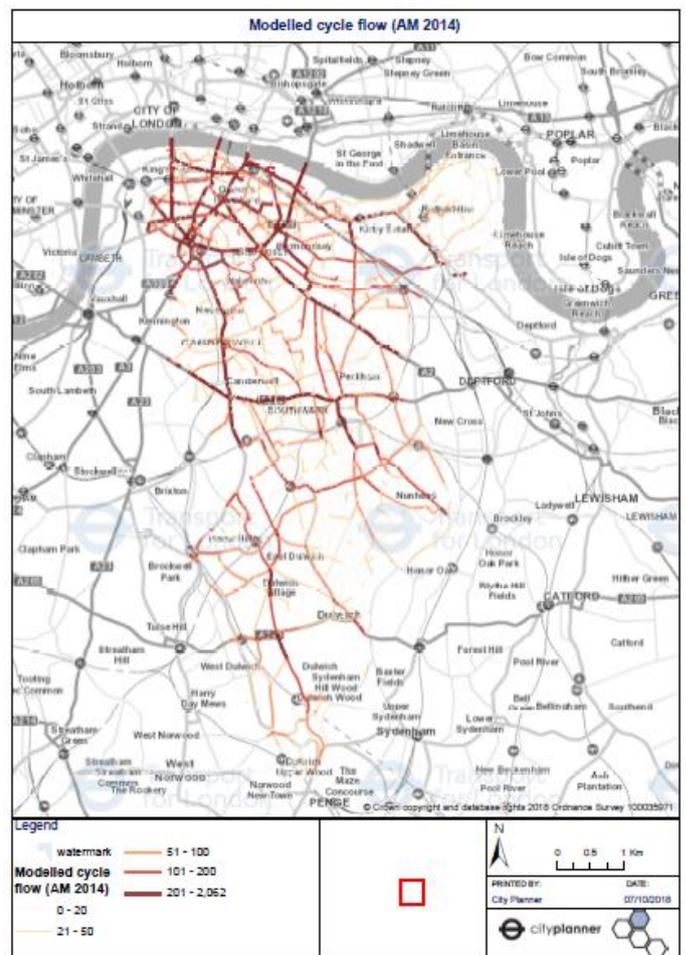


Figure 7. Modelled morning peak cyclist flows 2014 (Cynemon) from TfL City Planner Tool.

Public transport in Southwark

Southwark is well catered for by public transport with:

- 7 underground stations, with 148.87m annual entries and exits (2016). The busiest underground station is London Bridge with 70.74m annual entries and exits (TfL, 2017).
- 2 low frequency night tube lines (Jubilee and Northern lines).
- 15 national rail stations (including Blackfriars which has an entrance in the borough). They saw 105.48m annual entries and exits (in 2016 / 17). The busiest station was again London Bridge with 47.87m annual entries and exits (ORR, 2017).
- 1 24hour rail line.
- 55 high frequency (non-timetabled) day bus routes and 5 low frequency (timetabled) day routes.
- 27 low frequency (timetabled) Night Bus routes serve the borough.

These public transport stations and stops and the frequency of passenger services helps to determine the Public Transport Accessibility Levels (PTAL) for Southwark in Figure 8. This PTAL map shows that Southwark benefits from the highest possible public transport access in the north of the borough, the Peckham and the Canada Water / Surrey Quays areas. The lowest PTAL levels will cover a much larger part of Southwark following the construction of the Bakerloo Line Extension.

Southwark Public Transport Accessibility 2015

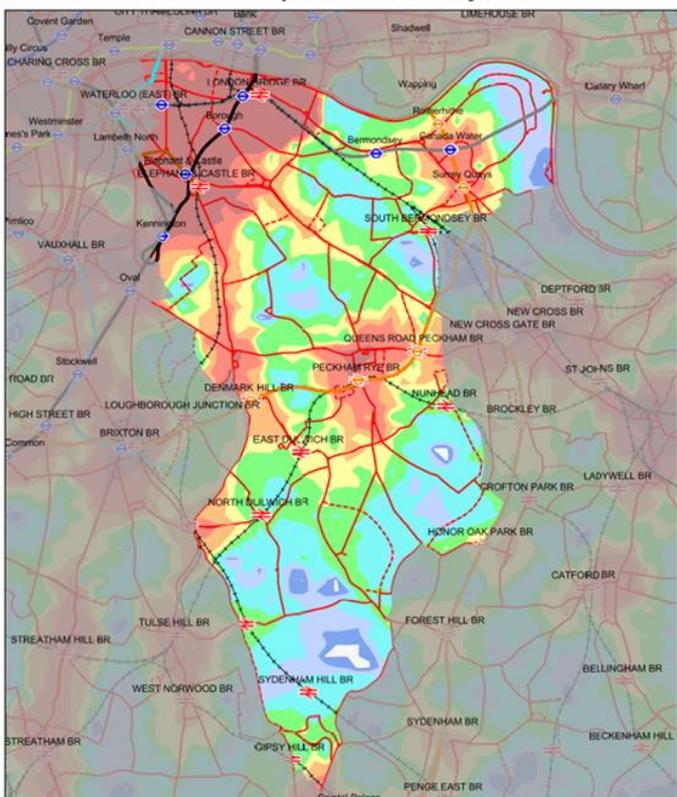


Figure 8. The Public Transport Accessibility Levels for Southwark

Traffic and congestion

Southwark’s streets support over a quarter of a million motor vehicle trips every day.^{vi} The purposes for these trips include commuting, business, deliveries, waste collection, work, education and leisure.

Figure 9 compares the 2016 traffic flows with the most recent data in October 2017. It shows that traffic levels have increased and decreased in different parts of Southwark.

Our streets suffer from congestion, journey delays are a common occurrence, and worsens air quality. Approximately one in five people use buses on a daily basis^{vii}, and these delay impacts their journey

experience. Alongside all the daily demands, our streets are also the main utility corridors. We have a responsibility to ensure that they are in a good state of repair.

Southwark Annual Monitoring Traffic Flow Changes

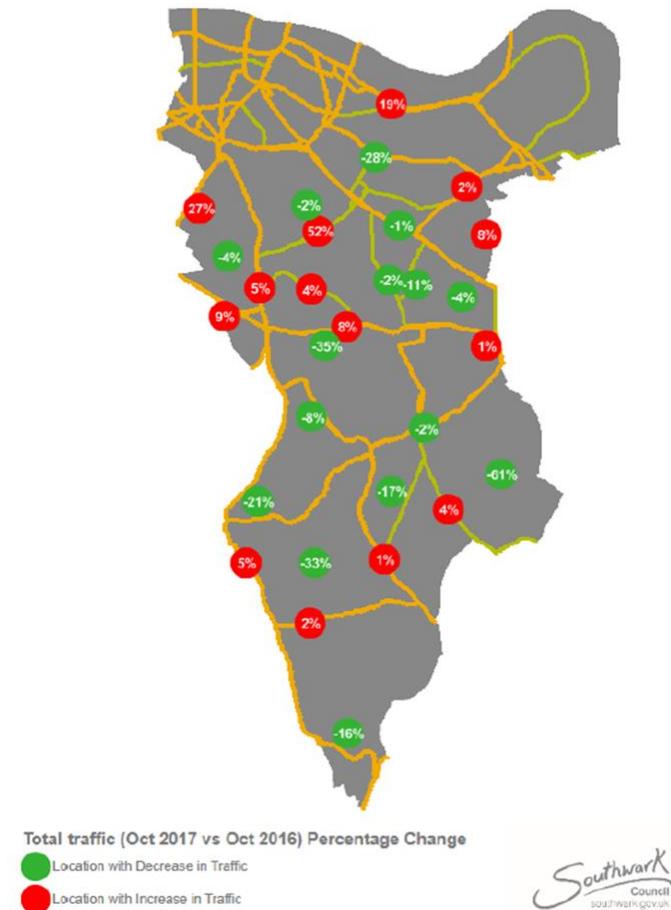


Figure 9. Southwark Annual Monitoring Traffic Flow Changes from Southwark Annual Monitoring Report 2016/17

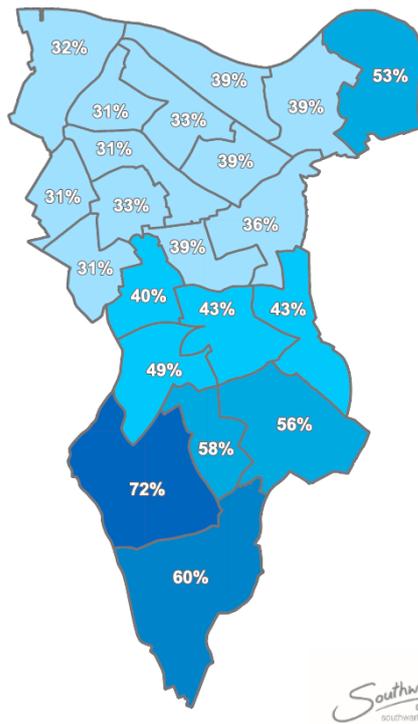
88% of traffic on our roads is cars and taxis with the remaining 12% being buses, vans and larger vehicles. There has been no real change to these numbers since 2010^{viii}. The scale of car usage and its impact should not be underestimated.

Car ownership

Four out of ten households in Southwark own a car^{ix} and of these only 22% use it as a main mode of transport.

Car ownership and driving licence applications in young people are decreasing. People are starting to drive later and drive less when they do start.^x It is likely that this behaviour will remain throughout their lives.^{xi}

Car Ownership by Ward 2011



Cars are on average in use for 4% of the time and therefore parked for 96% of the time^{xii}. Availability of car parking is considered to be the strongest reason why people choose to drive or use another mode.^{xiii}

Parking stress is recognised when the average parking occupancy is above 85% of the available kerbside space for safe parking. Many streets in the borough are suffering parking stress and the problem is particularly acute near railway stations, town centres, and places adjacent to existing Controlled Parking Zones and in strong night-time economy areas such as Shad Thames, Peckham, Elephant and Castle and the Southbank.

Parking Pressure by controlled parking zone (CPZ)

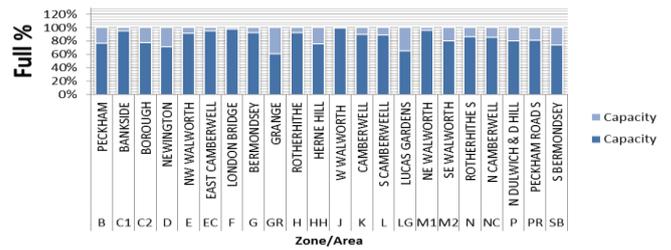


Figure 10. Southwark Car Ownership by ward from Census 2011 (ONS)

Parking

There are currently 23 Controlled Parking Zones (CPZs) in Southwark covering approximately 800 streets, 48%, of the borough. This is low by inner London standards.

Air quality

Southwark’s road transport emissions are amongst the highest in London. The majority of Southwark, with the exception of the area the south of the A205, is covered in an Air Quality Management Area (AQMA) designation and there are a number of sites that exceed legal levels of NO₂ (Southwark Air Quality Action Plan, 2013). The area has been identified as being particularly polluted, largely due to heavy traffic, coming from both from within the borough and the rest of London.

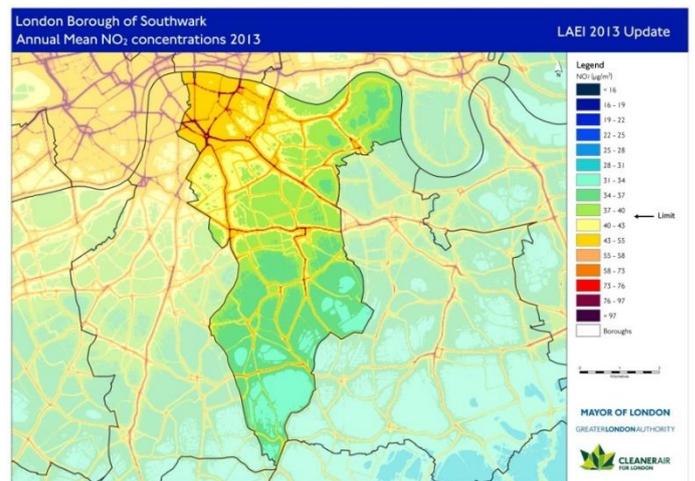
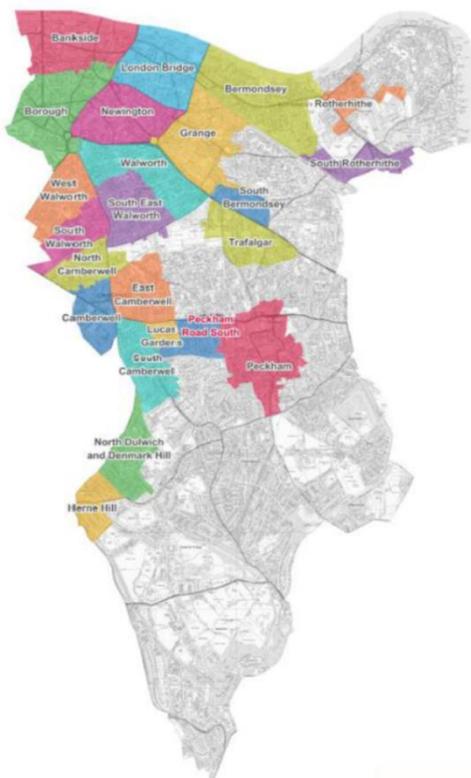


Figure 11. Southwark Controlled Parking Zones (Southwark Annual Monitoring Report 2016/17)

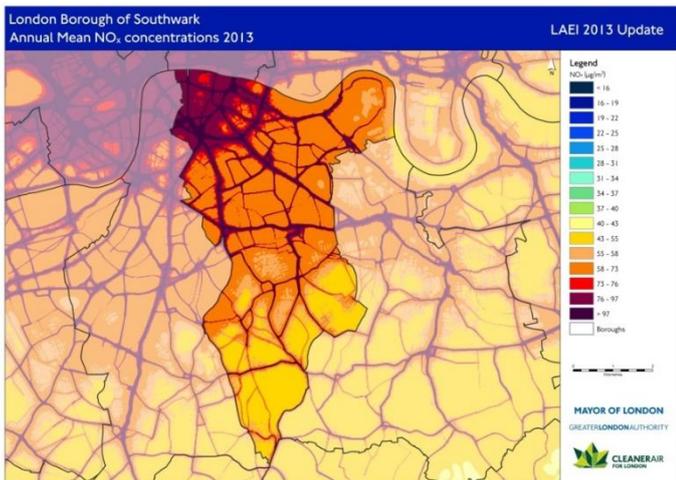


Figure 12. Southwark annual mean concentration of pollutants (NO₂, NO_x). Greater London Authority – LAEI 2013.

Streets feel safe

Feeling safe is the most important thing to children, young people and their families in Southwark. Feeling safe can also be a barrier to participation within the community^{xiv} and to people walking or cycling.

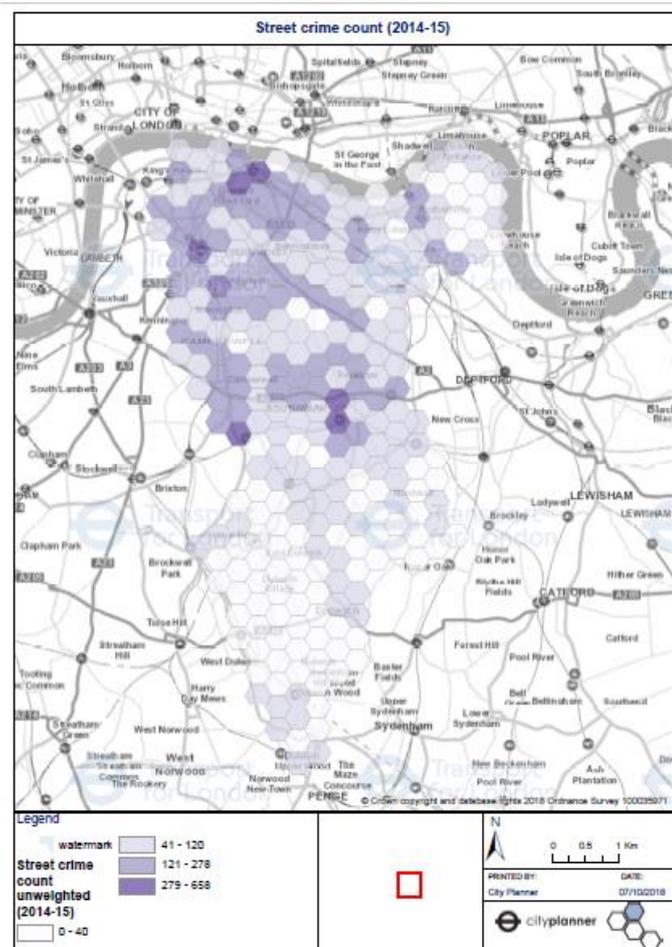


Figure 13. Southwark Crime count from TfL City Planner Tool.

Collisions on our roads

A total of 5,325 casualties were recorded in Southwark 2012 to 2016 –including 417 serious casualties and 26 fatalities. Of these serious and fatal accidents, 25% involved a powered two wheeler rider, 30% involved a cyclist and 33% involved a pedestrian.^{xv} HGVs are involved in 58% of fatalities in Southwark.

Generally, young people from 20 to 29 are most at risk and the number of casualties decrease with increasing age^{xvi}. Young males 16 to 24 years old on powered two wheelers are the most at risk^{xvii}.

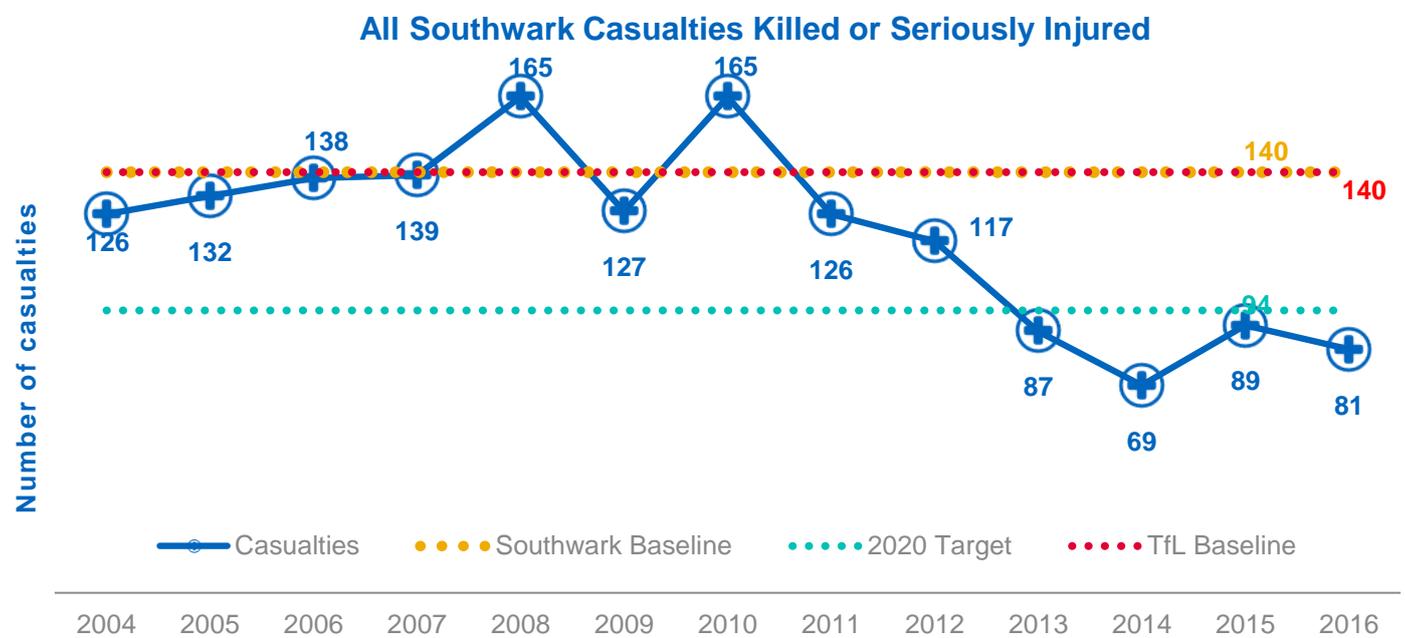
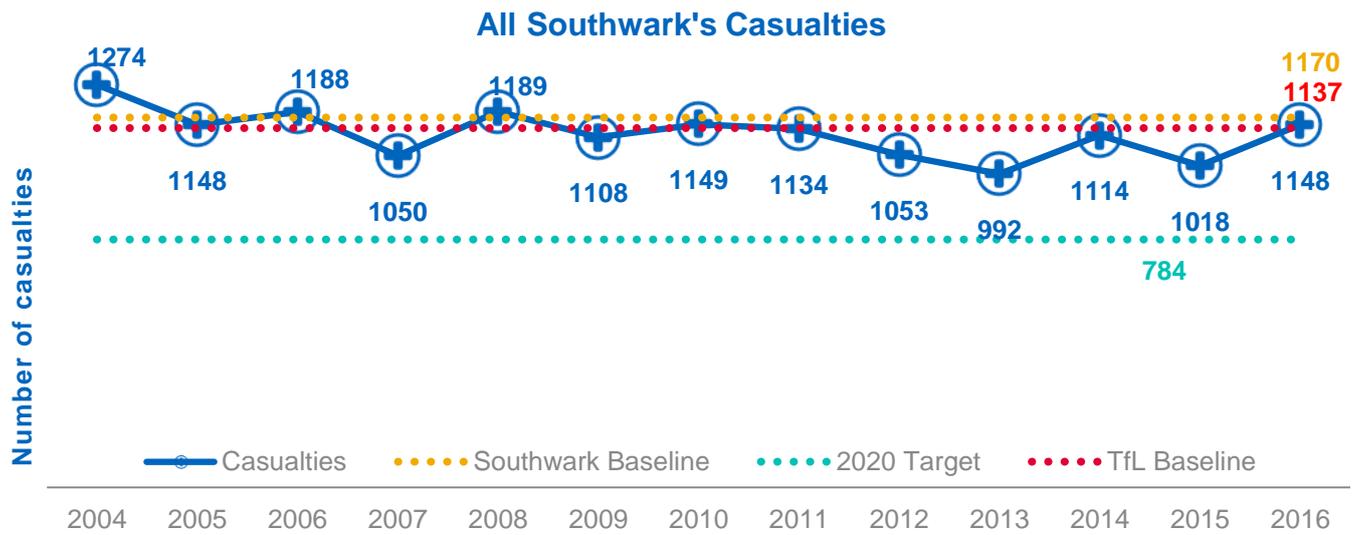
Human error is the most common cause of collisions (90%) in London^{xviii}. “Analysis of casualty data shows that 48% of pedestrian accidents happened more than 50 meter from a crossing. This suggests that people are willing to take on increased risk for the sake of convenience.

A thousand incidents (including criminal incidents) happening on buses from 2015 to 2018. 16% are classed as collision incidents, 17% as slip, trips or falls and 46% as on-board injuries.

Self-report injuries are around five times more numerous than those recorded by the police. For cyclists, the level of apparent under-reporting is higher; with almost seven times (double the rate for motorcyclists or pedestrians). These incidents contained a relatively high proportion of injuries where medical attention was not sought.^{xix}

A thousand incidents (including criminal incidents) happening on buses from 2015 to 2018. 16% are classed as collision incidents, 17% as slip, trips or falls and 46% as on-board injuries.

Appendix 3 contains maps which demonstrate how Southwark is currently performing against the MTS indicators.



Our work areas

Mission 1 - Our mission is for movement to improve equality.

MTS Outcome 6: Public transport will be safe, affordable and accessible to all

Why?

Southwark is an inclusive forward looking borough where all people are welcome to make a home or to make a living. Southwark is full of energy, rich in culture and attractive to millions of visitors from all over the world.

Everyday travel is an opportunity for people to be more physically active, making it a cheap and effective way to reduce health inequalities. Starting at the doorstep, we will focus on making our roads work for local people and businesses and making all trips more efficient. We will continue to work in partnership to tackle the wider reaching issues like air quality and congestion on our roads.

A poor quality environment impacts most on vulnerable and disadvantaged groups, as it discourages them from walking and cycling, worsening their health and social isolation. Disadvantaged areas tend to have more main roads, creating worse air quality, higher noise levels and increased collision and injury rates.

Developing routes to walk and cycle away from busy, noisy roads encourages a positive behaviour change which in turn can reduce isolation and improve mental wellbeing.

As Southwark grows and changes, we want to make the most out of the opportunity that regeneration and development for housing and jobs bring so we can improve the transport infrastructure to unlock and maximise development for everyone.

We know that the rising cost of travel is a barrier to finding jobs and one of the factors that contributes to poverty. We want everyone to be able to travel to work to improve economic equality.

As with many other public health issues, road traffic casualty rates show a steep social gradient. Children in the 10% most deprived wards are four times more likely to be hit by a car than those in the 10% least deprived. There are inequalities for pedestrian casualties in other age groups too. Parents' and children's concern about road traffic injury is a major contributor to physical inactivity, as parents can be reluctant to allow children out of the home without adult supervision. Improving access to safe and appropriate play spaces, including green space, is vital to enable more children to play outdoors.

Buses have a large role in how people move within the borough, with one in five using bus services. They are an essential service for many providing a cost effective link to family, friends, shops and work. We will work with Transport for London to ensure that all people in Southwark are able to access efficient, reliable and safe bus services.

Mission 2 - Our mission is for movement to positively benefit mental wellbeing.

	Why	How
<p>Action 1: Reduce noise</p>	<p>Cities are getting noisier and Southwark is no exception. More than 1.6million people in London are exposed to road traffic noise levels above 55dB during the day, the level defined by the World Health Organization as causing health problems^{xx}.</p> <p>Sound can play a positive role in people's lives and can create a lively and exciting experience, but there is also a need for balance and quiet places.</p> <p>Noise or unwanted sound - has been called the 'forgotten pollutant', the 'Cinderella' of the environment. Noise is an airborne pollutant that should be considered an equal health and wellbeing factor as air quality.</p>	<ul style="list-style-type: none"> • Understanding and mapping our soundscape recognising how noise mapping can influence decision making processes. • Making the most of our quiet spaces. Identify our quiet spaces and improve access. • Create pocket parks that provide quiet spaces. • Providing parallel routes around major traffic junctions that are quieter and safer to use. • Working with the construction, innovation and technology sectors to monitor mitigate and manage noise, such as using noise absorbing materials for roads and pavements.
<p>Action 2: Reduce visual stimuli</p>	<p>When there are too many visual impressions we loose the ability to focus our attention on where it should be. This is called 'inattentive blindness'^{xxi} and is the focus of many psychology studies. The most well-known, 'the monkey business illusion' is available here [https://www.youtube.com/watch?v=ux1cL7tHjII]</p> <p>This has an impact on both our safety and mental wellbeing.</p>	<ul style="list-style-type: none"> • Declutter, reduce or restrict advertising. • Regular 'tidy up our streets' initiatives.
<p>Action 3: Cultivating positive experiences</p>	<p>We understand that life has its ups and downs and how we move is no different. We want to create moments and memories that emphasise the positive, to improve overall people's wellbeing. To facilitate people to take notice and learn something new as a key aspect of people's wellbeing.</p> <p>Research suggests that thinking of the past helps build resources like optimism or inspiration or creativity.^{xxii} We can use experience of learning to ride a bike, memories of celebrations or street parties to help to cultivate positive experiences.</p>	<p>Supporting people to take notice and cultivating a sense of belonging through;</p> <ul style="list-style-type: none"> • Gratitude for the little things such as utilising the streets as play space. Creating opportunities to see do and discover in our streets. • Celebrating the borough - making people feel a greater sense of belonging (perhaps by counting how many cyclist/ passengers are travelling through a point or encouraging bus and tube station 'quotes of the day' at all stations).

Mission 3 - Our mission is for movement to positively benefit physical health.

MTS Outcome 1: London's streets will be healthy and more Londoners will travel actively

	Why	How
Action 4: Infrastructure to support a culture of active travel	<p>More appealing environments improve the experience of the journeys already walked and cycled, as well as encouraging more journeys and attracting new people to active travel.</p>	<ul style="list-style-type: none"> • Create connected routes that are integrated and well-maintained to support people being more physically active. The small things like benches, access to toilets, rest points and water fountains, cycle and scooter parking will be included as part of these routes. • We will continue to deliver the cycle and walking network.^{xxiii} • We will support and enable new modes, for example, floating transport (such as dockless cycles and e-bikes). • Work to extend the cycle hire scheme across the borough
Action 5: Getting active	<p>We lead busy lives and changing our habits is tough especially when it comes to habits we have had for a long time.</p> <p>Being more physically active can often be considered as a loss (loss of calories, loss of comfort, loss of convenience, loss of time). To get people active, we will have a greater focus on the gains such as increased energy, sense of wellbeing, to motivate people to begin health-creating behaviours today.^{xxiv}</p> <p>People tend to have greater motivation around changes in their life. This is known as the 'fresh start effect'..^{xxv} Changes in people's lives such as starting a new job, moving house or starting a family can also change people's habits. We also know that many people take up or increase physical activity as a result of health issues or a prompt from health professionals.</p>	<ul style="list-style-type: none"> • We know that one solution will not fit all, hence people need to be able to do physical activity in a way that suits them. We will focus on where people travel to most often, school, work, shopping, leisure centres and by working with schools, employers, businesses and health professions provide a holistic approach. • • We will focus on the benefits of walking for older adults recognising the wider health benefits.
Action 6: Staying active	<p>People in Southwark are already active and we want to encourage them to continue to be. 34.5% of residents aged 16+ participate in sport at least once a week and 16.7% participate at least three times a week.^{xxvi} Nearly a quarter of residents are members of a sports club.^{xxvii}</p> <p>Six out of ten under 12s^{xxviii} in Southwark walk, scoot or cycle to school. We have a fantastic network of clubs and organisations which encourage people to be active and have fun. If they thrive, it helps our communities thrive and make Southwark a more physically active borough.</p>	<ul style="list-style-type: none"> • Children in particular, will look for ways to engage in mini adventures as they move through streets and spaces. We want to encourage and develop this curiosity and engage with them in a way which suits them. Whether that be through the Daily Mile, or other similar physical activity initiatives. • Make technology and digital a part of how we deliver, such as 'Beat the Street.'^{xxix} • Work with the third sector (sports groups, community games) to support people's activity.

Mission 4 – Our mission is to be flexible in how we manage our streets

MTS Outcome 3: London’s streets will be used more efficiently and have less traffic on them

	Why	How
<p>Action 7: Street Wise framework</p>	<p>Street Wise is our holistic and evidenced approach to the allocation of space. Street Wise responds to, and builds on, Southwark Council’s responsibilities as a highway authority and takes into consideration the places and people affected by change.</p> <p>We apply it to ensure space reflect how people are using it now and in the future. It is Southwark’s commitment to manage the limited kerbside space effectively to support the needs of all the community.</p>	<p>Street Wise sets out a framework to identify and solve issues surrounding ‘safety’, ‘wellbeing’, ‘environment’ and ‘efficiency’ in the streets.</p> <div data-bbox="767 539 1321 936" style="border: 1px solid #00a651; padding: 10px; margin: 10px 0;"> <p>Street Wise – Priorities</p> <ol style="list-style-type: none"> 1. Highway safety 2. Pedestrian improvements 3. Cycle improvements 4. Public transport and shared mobility options 5. Delivery and servicing efficiency 6. Street tress 7. Parking allocation, priority on residential street and town centre </div>
<p>Action 8 – Using time to manage</p>	<p>How people use our streets changes throughout the day for example a school street will be busy around school drop-off and pick up times and not at other times. We need to look at how we manage these variations to make best use of space.</p> <p>There are many examples of streets that at peak times, there are many times more people using the footpath as the road.</p>	<p>We further need to efficiently use the available space for the movement of people, to support local economic activity, improve bus journey times, increase walking and cycling and provide for other shared mobility options such as car sharing schemes.</p> <p>Timed restrictions or closures are not a new approach. Our streets have been regularly closed for street markets since 1880, in the case of East Street Market. More recent forms of timed closures include;</p> <ul style="list-style-type: none"> • Play Streets - where roads are closed to provide play space for children. • School Streets - this closes the road outside a school during school drop-off and pick up times to protect pupils from cars and pollution. <p>In addition to continuing to deliver play and school streets, we will explore some of our challenging locations. We will look at how to manage space according to who needs it at what time such as commuter or station streets and town centres.</p>

Action 9 – Managing our kerbside

Our kerbside is public space that needs to be managed for the public good. We need to reduce space for motor vehicles and reallocate it for people walking and cycling to encourage drivers to change their habits and create an active travel norm.

Demands on the kerbside are high and we must manage it as a highly competitive space. In London drivers spend on average more than 15 minutes looking for parking at the end of their journey^{xxx}.

We want to support the transition to less polluting vehicles, such as electric vehicles, especially those vehicles that are using our roads the most, such as commercial vehicles. We know that a businesses need to have a reliable source of fuel (or electricity) for the convenience and surety of operation.

Our kerbside has an important role in supporting the effective, efficient and safe environment of bus stops and services. Enabling buses to pull in, a pleasant environment for people to wait for a bus, for people to get on or off the bus and sufficient space for buses to depart..

Better management of our kerbside space has an important role in preventing road traffic collisions, less traffic congestion and better air quality. We know the demand varies across the seasons, days of the week, and at different times throughout the day.

- To enable us to better manage limited space, we will introduce more Controlled Parking Zones with the aim of covering the whole borough by 2025.
- Technological advancements enable us to respond to demands in the kerbside. We will test and trial new technologies that will assist in managing our streets. Virtual parking and advanced booking of loading bays can assist companies make deliveries on time, reducing congestion and conflict.
-
- We will work with fleet operators and businesses to expand the use of alternative or low emission vehicles and their charging infrastructure.
-
- Autonomous vehicles, or driverless cars, also provide an opportunity to improve safety. Cars programmed to obey traffic regulations and speed limits and geofencing preventing them from entering certain spaces. If shared, driverless cars could potentially free up kerbside space as the requirement for on-street residential and long-stay parking is no longer required.
-
- Convert freed-up kerbside space to be used for the community

Mission 5 – Our mission is for movement to support businesses to thrive and prosper.

	Why	How
<p>Action 11 - Getting the infrastructure right</p>	<p>Town centres are places for people to come together, they should be attractive and pleasant to be in.</p>	<ul style="list-style-type: none"> • Prioritise experience. Design simpler and wider pavements and crossings with less clutter to create pedestrian priority. Also include street seating to create social spaces to support local shops and businesses. We will work to make free drinking water easily available and free accessible toilets, including welcome signs on businesses, to increase the inclusiveness of place and increase dwell time. • Review kerbside use. We will undertake a rolling programme of reviews of the available kerbside to understand how this space is being used and ensure that it meets existing and future needs. • Managing space to ensure that parking space is in use 85% of the time. We will take a flexible approach when introducing or reviewing charges to ensure that they are appropriate to the location. • Waste management. Improve our high streets with timed waste collection. We will explore the opportunity for ‘invisible’ waste solutions such as underground storage, which would help create uncluttered and more pleasant streets.
<p>Action 12 – Manage space efficiently</p>	<p>Southwark has a responsibility to manage a safe and efficient operation of the network for all, including freight. Our first step must be to look to reducing competition for space on our kerbside by lowering the amount of individual freight trips in the borough.</p>	<p>We need to work with land owners, businesses, consumers and delivery companies to understand their needs and how to minimise the impact of delivery and servicing on the kerbside.</p> <p>We will maximise the potential for cargo bikes to deliver small consignments in urban areas, in order to reduce motorised servicing trips. Potentially 51% of goods transported in cities could be shifted to cycles and cargo bikes,^{xxxi} suggesting untapped potential to reduce emissions and congestion and to support small and medium-sized courier businesses.</p> <ul style="list-style-type: none"> • Explore how our regulatory powers such as street licensing, cleansing and premise licensing can help to improve the experience of place.

**Action 13:
Support places
that excite and
attract people**

Making our town centres pleasant and interesting places for everyone contributes to our wider economic objectives for growth in business and jobs. Businesses are increasingly choosing to locate in areas that can offer their employees the most stimulating and pleasant experience outside the workplace, whether that is to enjoy lunch or to meet family and friends after work.

Culture plays a unique role in creating lively and welcoming places to visit and spend time during the day, evening and night. Events, festivals, art and cultural venues bring communities together and provide a positive economic impact, attracting visitors and supporting complementary businesses and development.

We want to create meeting spaces as well as consider 'meanwhile' uses on temporary sites to organise events where people can meet and build the community and take ownership of future events.

The High Street Challenge is a funding program led by the council which seeks local ideas and projects that will attract more people to Southwark's high streets and town centres, and to increase the amount that is spent in the area. Movement is a key contributor to high streets and we will work to maximise the benefits of these projects

Mission 6 – Our mission is for neighbourhoods to have places for people to connect.

MTS Outcome 8: Active, efficient and sustainable travel will be the best option in new developments
 MTS Outcome 9: Transport investment will unlock the delivery of new homes and jobs

	Why	How
<p>Action 14: Creating opportunities for people to connect</p>	<p>Creating occasions for people to come together in a fun way is a starting point for building communities that will take ownership of their area and continue building new occasions to meet and socialise.</p> <p>We want to find and enable people to be social in public spaces. Very often people don't have reasons to come out onto the street and meet people or they don't know their neighbours.</p> <p>Creating opportunities where people can spend time together such as in parks, public squares and other spaces will be increasingly important as automation decreases everyday interaction.^{xxxii}</p>	<ul style="list-style-type: none"> • Support neighbourhood based improvements, through the delivery of Liveable, Low Emission Neighbourhoods and other community focussed initiatives. • We will create more space where people need it (e.g. school gates, shops, community hall) and design them so they are more social. • We will encourage people to play an active part in their community as volunteers, champions or leaders.

Mission 7 – Our mission is for all people to have a positive experience on our roads.

MTS Outcome 2: London's streets will be safe and secure

MTS Outcome 3: London's streets will be used more efficiently and have less traffic on them

MTS Outcome 4: London's streets will be clean and green

	Why	How
<p>Action 15: Reduce traffic on our roads</p>	<p>The increase in people and jobs in the borough is placing an increased demand on our streets in turn creating more congestion.</p> <p>Congestion leads to delay for those using our roads (drivers, bus passengers, cyclists), creates frustration, poor road behaviour, poor air quality as well as noise pollution. Congestion can also divert traffic from strategic roads onto local neighbourhood streets. Much of the borough suffers from congestion and delay on a daily basis.</p> <p>The impact from online shopping means that more vehicles are using our roads, particularly when they are ordered to a place of work which generally increases the mileage into central London.</p> <p>Electric vehicles are an important and growing part of the vehicle fleet. As emissions from tailpipes decrease as vehicle technology improves, particulates from brake and tyre wear become more important to address as an issue.^{xxxiii} Therefore we need to maintain a focus on decreasing the number of vehicles on our roads as well as their emission standard.</p>	<ul style="list-style-type: none"> • Help people to work flexibly by ensuring that workers are not disadvantaged by irregular services at night. • Workers should be encouraged to use click and collect for deliveries to their nearby shops, in order to reduce congestion in these busy commercial areas. • Support stakeholders to reduce deliveries and where required the use of low and zero emission vehicles and local distribution hubs for final stage delivery
<p>Action 16: Reducing exposure to poor air quality</p>	<p>The impact of poor air quality on your health is becoming well recognised. Public Health England suggests that 7% of adult deaths in Southwark may be attributable to particulate air pollution (measured as fine particulate matter PM2.5). This equates to around 90 deaths per year in the borough. Air pollution also disproportionately affects the most vulnerable in society in particular children and the elderly.</p>	<ul style="list-style-type: none"> • Implement emissions based parking charges, charging the most polluting vehicles more to park in our roads. This will encourage a change in resident behaviour towards less polluting vehicles. Alongside this we will provide residential street electric vehicle charging points through the lamp post charging programme. • Focus on the most supporting measures near schools, allowing communities to apply for Cleaner, Greener, Safer funding to install green screens to mitigate exposure. • Ensure residents are within a five minute walk from a residential electric vehicle charge point. • Increase awareness of what we can all do to reduce emissions, through eco driving, using click and collect, etc. • Support the MAGIC (Managing Air for Green Inner Cities) project, collaborating with Universities

	<ul style="list-style-type: none">• Promote use of apps and information such as AirText, CityAir, and Walkit apps.• Continue to support the expansion of the Ultra-Low Emission Zone (ULEZ) to the South Circular with a long term extension to the M25.• Work with clinicians via breathlessness group of CCG to ensure GPs have access to appropriate prompts, advice and information for use in GP surgery consultations• Work with TfL & GLA to deliver the low emission bus zones in Southwark
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Action 17:
 Improve road safety towards Vision Zero on killed and serious injured in our roads

We support Vision Zero^{xxxiv} and we need to do more to achieve the ambition to have zero killed and serious injuries on our roads. We have made progress with a 36% decline in people killed and seriously injured on the streets and a 7% decrease in slight injuries 2005-2009 average baseline.

Consequences of road collisions for the people, their families and the NHS are often long term or life long. Psychological effects on victims and their family members are a huge burden which is often a neglected issue.



Lower speeds are essential in areas where people shop, work, learn and play. Our approach to lowering speeds will be to make our streets more inviting, less polluted, less dominated by motor vehicles and more attractive for walking and cycling.

Southwark is already a 20mph borough. However we need to better enforce this with the help of technology (plate recognition, CCTVs, telematics) and working with the police and TfL to improve where the speed limit is not respected.

Identifying unsafe locations and streets and improve safety.

We will collaborate with insurance companies to obtain useful data, especially those who use telematics to record drivers' behaviour (black boxes in cars).

We need to work towards improving behaviours of people using our roads. Everyone has the potential to cause danger that can lead to a collision and make our streets less inviting for those wishing to walk, cycle or use public transport.

Encouraging all road users to travel safely by tackling the high- risk taking behaviours including inappropriate speeds, risky manoeuvres, distraction, drink/drug driving and vehicular and driver/rider non – compliance.

Understanding the causes of collisions to learn from them and prevent their reoccurrence. Improve the way information is accessed and provide help and support for victims. To provide information on what they can do and what services are available such as legal and psychological support. Support people continuing to walk and cycle after a collision.

We want to take a “future risk” approach, targeting interventions where the risk is high rather than making changes only where collision happened in the past.

Action 18:
 Improve safety and sense of safety

Perceptions and feelings of safety guide our decision making around when and where we choose to travel and how we experience it. For example, 64% of people in UK say they don't cycle because it is not safe to do so and this is a challenge to increase cycling in our streets.

- Break down barriers and build understanding between people using our roads.
- Improving safety and sense of safety through training programmes for all cyclists and pedestrian training for children.

Action 19: Improving conditions for which our roads are a workplace

The logistics field is growing, driven by the rise in demand for door to door deliveries. We want to make sure that people for who our streets are their workplace receive the highest level of support to ensure that they drive/ride as efficiently, safely and sustainably as possible. To do this there is a need to understand business needs and collaborate to support those driving.

We further recognise our role in employing services and people to operate on our streets, from waste collection, housing repairs, catering services to office deliveries.

- Encourage drivers to consider using the improving walking, cycling and public transport facilities. Promotions of apps for helping people consider various modes of moving around the borough for work.
- Where motorised vehicles are required we need to ensure that freight vehicles and their drivers adhere to the highest possible standards in terms of efficiency, safety, noise and emission reduction.
- Requiring services involved in delivery, servicing and waste collection in the borough to be compliant with Ultra Low Emission Zone (ULEZ)^{xxxxv} objectives.
- Work with individuals and employers to understand the challenges faced by those who drive/ride or work on our streets.
- Improve safety by tackling problems like moped crime by working with the police and increasing moped anchors to secure powered two wheelers safely.

The borough will become a 'Good Work Standard' borough, actively promoting:

- fair pay
- excellent working conditions
- diversity and inclusion
- good work-life balance
- health and well-being

Our responsibility as an employer

Southwark will promote good driving practices, using procurement to deliver change, technology, and so forth, including;

1. Procurement requirements – eco driving, FORS recognition, vehicle standards, etc
2. Introduce Intelligent Speed Assistant (ISA) in our fleet

Continue the work we began in 2010 to halve council emissions.

Mission 8 –Our mission is to manage change and make the transition a positive experience for people.

MTS Outcome 5: The public transport network will meet the needs of a growing London
 MTS Outcome 7: Journeys by public transport will be pleasant, fast and reliable

	Why	How
<p>Action 20: Responding to new transport infrastructure</p>	<p>Projects like the Bakerloo Line Extension, Northern Line Ticket Hall and Rotherhithe to Canary Wharf Bridge will provide new travel opportunities.</p> <p>These new facilities and services will change the way people travel in the borough in the long term, from changing nature of bus services along the Old Kent Road corridor, to a new active travel option to Canary Wharf.</p> <p>The network and services will need to respond to this and we need to ensure that that right supporting infrastructure is in place. This could be in the form of providing onward links for people walking and cycling from the new walking and cycling bridge to the location of bus stops at Elephant and Castle Station.</p>	<p>Learnings from recent projects including Northern line extension and Elizabeth Line will feed into our work and improve understandings around how to manage change and new transport infrastructure. We will apply the learning, testing and trial ways to manage the delivery of infrastructure schemes, with the ambition to continue to build and scale up an approach to deliver positive outcomes.</p>
<p>Action 21: Proactive in managing change construction</p>	<p>The borough has an unprecedented level of construction over the next 20 years with new homes and jobs created, with new roads and services that support this. As well as the Northern Line Ticket Hall at Elephant and Castle, the Bakerloo Line extension and the Rotherhithe to Canary Wharf Bridge.</p> <p>While these developments take place, we need to make sure that people can get to the places they need to. It is important to minimise the impact of this construction on the people living in close proximity to our roads and these construction sites.</p> <p>Given the complex nature of development and construction, we need to get the best out of the existing regulatory approach to the control of short term emissions and traffic burden from construction sites.</p>	<p>Bring positive benefits from change. Test ways and approaches to create legacy through the delivery of infrastructure schemes. For example using change to encourage new behaviours and create an opportunity to deliver a higher usage of the cycling spine as well as educating pedestrian and cyclist conflict in Rye Lane and Peckham Square.</p>

Mission 9 - Our mission is for information to be shared and collected effectively and for you to use it with ease

	Why	How
<p>Action 22: Information exchange</p>	<p>Having the information you need to make your journeys is an important factor in how you feel about it, whether that is buying the right ticket, diversionary routes around construction sites, or routes to avoid poor air quality.</p> <p>We want to improve the way information is accessed and provide help and support for people. To help them to have clarity on what they can do and what services are available.</p> <p>Equally, the people that use our streets and spaces have a unique knowledge of the borough and technology enables us to exchange this knowledge.</p>	<ul style="list-style-type: none"> • We will work to share our information to enable people to make informed choice. For example, knowing the extent and duration of construction activities to know how your journey and movements are being affected. • We will use new technologies to capture people's experience and perception of places and safety to understand where interventions are needed. • We will work with the community and stakeholders to understand how we can capture and respond to trips and falls that occur on our roads. • We know that thousands (could be millions) of people travel through our town centres, rail stations and bus stops. We will use these locations as key information hubs in sharing information about movement.
<p>Action 23: Building stronger public services</p>	<p>Having a voice and being able to share your opinions is important to all. In particular young people want to be able to participate and for all to consider debate and democracy an important part of their lives.</p>	<p>We will engage with residents about how streets can be made safer, functional and more attractive. We will continue to meet our consultation obligations but we will expand on this, and deliver better early engagement and consultation methods.</p>

Measuring our success

What will success look like?

By 2040 our streets will be quieter, safer and more attractive for everyone. We will have continued to reduce the speed and volume of private motor vehicles on our roads. Our town centres and retail parades will be cleaner, prosperous and more enjoyable to spend time in.

Walking and cycling will be how people choose to travel. Longer trips will be made by public transport supported by an accessible shared mobility services. Deliveries and servicing impacts will be mitigated through fewer trips, safer, greener and quieter vehicles.

We will be better prepared for the impacts of climate change with more street trees and planting to reduce surface run-off in times of heavy rainfall. We will have made dramatic improvements in air quality and have achieved our Vision Zero target for road safety.

Tracking our progress and reaching our milestones

By 2020 we will have;

- Adapted lamp posts to charge electric cars so everyone is in walking distance of a charging point
- 2,500 less cars owned in the borough
- All roads in the borough 20mph
- Refurbished Surrey Quays Station
- Opened Peckham Rye Station Square

By 2025 we will have;

- Emission based parking charges and borough wide coverage
- Double the proportion of journeys by cycling
- Rotherhithe to Canary Wharf Bridge open
- Northern Line Ticket Hall opened

By 2030 we will have;

- Bakerloo Line extension in operation

Delivery indicators

The borough will monitor and record the delivery indicators and report to TfL once a year in June using Proforma C (See appendix 2). This information will also be included in our Annual Monitoring Report of the Movement Plan. Southwark targets for the MTS outcomes indicators can be found in Appendix 1

Primary indicators

- Active, efficient and sustainable (walking, cycling and public transport) mode share (Southwark residents) based on average daily trips. Base period 2013/14 - 2015/16 **(MTS Overarching mode share aim – changing the Transport Mix)**
- Proportion of Southwark residents doing at least 2x10 minutes of active travel a day or a single block of 20 minutes or more. **(MTS Outcome 1)**
- Proportion of Southwark residents living within 400m of the London-wide strategic cycle network **(MTS Outcome 1)**
- Casualties Killed or Seriously Injured (KSIs) according to STATS19 data. Base year 2005/09 for 2022 target and base year 2010/14 for 2030 target. **(MTS Outcome 2)**
- Total cars owned and car ownership per household, Southwark residents. Base period 2013/14 - 2015/16 **(MTS Outcome 3)**
- Vehicle kilometres in given year. Base year 2015. Reduce overall traffic levels by 10-15% **(MTS Outcome 3)**
- 10 per cent reduction in number of freight vehicles crossing into central London in the morning peak period (07:00am - 10:00am) by 2026 **(MTS Outcome 3)**
- CO2 emissions (in tonnes) from road transport within the borough. Base year 2015/16 **(MTS Outcome 4)**
- NOX emissions (in tonnes) from road transport within the borough. Base year 2013 **(MTS Outcome 4)**
- PM10 and PM2.5 emissions (in tonnes) from road transport within borough. Base year 2013 **(MTS Outcome 4)**
- Trips per day by trip origin. Reported as 3yr moving average. Base year 2013/14 - 2015/16 **(MTS Outcome 5)**
- Reduce the difference between total public transport network journey time and total step-free public transport network **(MTS Outcome 6)**
- Annualised average bus speeds, base year 2015/16 **(MTS Outcome 7)**
- Proportion of housing units in areas within PTALs 3-6 or within 800m of a Tube station, rail station or town centre boundary **(MTS Outcome 9)**
- Proportion of children's excess weight trends (4-5 years old and 10-11 years old)
- Proportion of adults who think their local area is a place where people from different backgrounds get on well together
- Number of licensed vehicles in Southwark
- Principal road length in poor condition
- Excess wait times for high frequency bus services
- Casualties by mode of travel and age. Base year 2005/09 for 2022 target and base year 2010/14 for 2030 target
- Proportion of people who feel safe when out and about in their local area

Additional indicators

- Proportion of year 6 children who are overweight or obese
- Proportion of obese adults
- Proportion of adults who are active to the recommended levels
- Estimated proportion of 5-16 year olds with emotional disorders
- Proportion of people who feel able to participate in cultural activities
- Healthy life expectancy- Male/Female life expectancy at birth
- Healthy neighbourhoods index – proportion of people who live in LSOAs which score in the poorest performing 20per cent on the AHAH index
- Proportion of adults who have formally and/or informally volunteered in the last year
- Birth and death of new enterprises
- Vacancy rates for offices and retail space
- Proportion of adults who feel satisfied with their local area as a place to live
- Proportion of affordable workspace

Delivering the Lip3

Working with TfL

Southwark will have at least an annual meeting with TfL to discuss progress on the development and delivery of LIP programmes and any issues arising. An Annual Borough Report with the information collected from the borough on the Proforma C and other sources. This report will summarise the total investment by combining TfL and borough programmes and a summary of the Outcomes that have resulted from that investment

Information on individual schemes will be uploaded on to the Borough Portal once the programme has been agreed by TfL. The programme of Investment will be kept up to date on the Borough Portal on a bimonthly basis by the last day in May, July, September, November, January and March.

Southwark will identify aspects of our programme that may impact on TfL services or infrastructure at an early stage in a project's lifecycle. Examples include impacts on buses, bus routes, stops and terminal points/stands, strategic cycle routes or other matters. Early discussions will take place between Southwark and TfL to determine any requirements for staff support, financial support and/or other resources.

Public consultation and stakeholder engagement will take place for any proposal likely to have an impact on TfL services or infrastructure and we will agree jointly with TfL the engagement strategy and communication methods.

Southwark will prepare an estimated Value of Work Done (VOWD) profile for each scheme and will keep this up to date as the scheme progresses to delivery.

Delivery plan

This chapter sets out our Delivery Plan for achieving the objectives of this LIP. It includes:

- Linkages to Mayor's Transport Strategy priorities
- A list of potential funding sources for the period 2019/20 to 2021/22;
- Long-term interventions
- Three year indicative Programme of Investment for period 2019/20 to 2021/22
- A detailed annual programme for 2019/20

Linkages to the Mayor's Transport Strategy priorities

The Delivery Plan was developed to align the borough's projects and programmes with the policy framework of the Mayor's Transport Strategy, the overarching mode share aim, each of the nine outcomes, and the relevant policies and proposals.

Linkages between LIP projects and programmes and the Mayor's Transport Strategy outcomes											
Project / Programme		MTS Mode share	MTS Outcomes								
			1	2	3	4	5	6	7	8 & 9	
		Improving active, efficient and sustainable mode share	Active	Safe	Efficient	Clean and green	Connected	Accessible	Quality	Sustainable Growth/Unlocking	
1	Behaviour change including Smarter travel and Road safety Education	Y	Y								
2	Demonstrator zones (schools)	Y	Y					Y			
3	Cycle Training programme	Y	Y								
4	Deliver cycling network - Southwark Cycle Spine	Y	Y	Y	Y	Y					
5	Deliver walking networks	Y	Y	Y	Y	Y	Y	Y			
6	Test and Evaluate MP schemes			Y							
7	Local environmental improvements	Y	Y	Y	Y		Y	Y			
8	Calm streets			Y	Y			Y			
9	Long lane	Y	Y			Y	Y				
10	Lordship Lane		Y	Y							

1	Kerbside smarter street programme	Y			Y	Y	Y	Y		
1	Timed closure of streets	Y	Y	Y						
1	Vision Zero		Y				Y			
1	Improving bus journey experiences			Y						Y
1	Roads as a workplace	Y	Y	Y						

TfL Business Plan

In developing and preparing the borough's programme of works the borough has considered the Mayor's aspiration to deliver the major projects in TfL's Business Plan and the milestones associated with these projects – including major infrastructure associated with Growth Areas and Opportunity Areas. The following TfL projects have implications for the borough.

Site	Portfolio	Stage	Planned Consultation
Cycle Superhighway 4	Cycling	Feasibility	2020
A201 New Kent Road / Gurney Street to E&C - VRU Safety Scheme	Road safety	Feasibility	TBC
Tooley Street Healthy Streets	Bus Priority	Concept	2018
E&C Southern Roundabout	Safer Junctions	Feasibility	TBC
A200 St Thomas Street - Phase 1	HSLs	Concept	Completed
A201 New Kent Road j/w Harper Road - Road safety scheme	Safer Junctions	Feasibility	TBC
Bricklayers Arms Bus Priority	Bus Priority	Concept	2018
A3_Elephant and Castle - SW048	Bus Priority	Concept	TBC
A3 Borough High S/B Bus lane	Bus Priority	Feasibility	2018
A2 Old Kent Road - Mina Road Turn	HSLs	Concept	Completed
A2 New Cross Rd and Old Kent Rd_Chest Way to Asylum Rd	Bus Priority	Build	TBC

A3 Elephant and Castle 20mph limit	Road Safety	Concept	2018
Borough Hg St jw Great Dover St and Marshalsea Rd	Bus Priority	Concept	Completed
A205 Dulwich Common junction with Lordship Lane	HSLs	Concept	2018
A205 Dulwich Common jw College Road	HSLs	Detailed	Completed.
A2 Old Kent Road / Trafalgar Avenue	Bus Priority	Feasibility	2018
Peckham Town Centre	Road safety	Feasibility	2019
Camberwell Town Centre	LIPs Major / Safer Junctions	Delivery	
A3 Kennington Park Road / Braganza Street	Road Safety	Concept	2018
A2_Old Kent Road Bus Lanes	Bus Priority	Feasibility	TBC
A202_Parking & Loading-Bus Lane Section 1/2/3	Bus Priority	Feasibility	TBC

Sources of funding

The table below identifies potential funding sources for implementation of our LIP, including LIP funding allocation from TfL, contributions from the borough's own funds, and funding from other sources. The key source of funding is the borough's LIP allocation. Figures provided by TfL indicate that the borough will receive £6,444,000 over three years.

The borough also uses its own resources and resources from developers to pursue local objectives and ensure that the road network remains in a safe and serviceable condition. The sums available from developers via section 106 agreements are 1,365,000 over three years

Potential funding for LIP delivery				
Funding Source	2019/20	2020/21	2021/22	Total
	£k	£k	£k	£k
TfL/GLA funding				
LIP Formula funding - Corridors & supporting Measures	2,040	2,040	2,048	6,120
Discretionary funding	100	100	100	300
Strategic funding				
GLA funding				
Sub-Total	2,148	2,148	2,148	6,444
Borough funding				
Capital funding	1,740	900	900	3,540
Revenue funding				
Parking revenue	6,500	6,500	6,500	19,500
Sub-total	8,240	7,400	7,400	23,040
Other sources of funding				
S106	765	100	500	1365
CIL				
Sub-Total	765	100	500	1365
Total				30,825

Long term interventions to 2041

In the medium to long-term the borough believes that a number of significant, but currently unfunded, investments will be required to ensure the economic and social vitality of the borough. These are shown in the table below with indicative funding and indicative but uncommitted timescales.

Long term interventions up to 2041				
Project	Approx date	Indicative cost	Likely funding source	Comments
Bakerloo Line Extension	2030	£3.1bn	TfL, Development contributions, LBS	Feasibility
Rotherhithe to Canary Wharf Bridge (and connections – FCR12)	2025	TBC	TfL, Development contributions, LBS	Feasibility
Northern Line Ticket Hall	2022	£70m	TfL, Development contributions, LBS	Delivery
Denmark Hill Second entrance	2021	TBC	Department for Transport - Access for All programme	Feasibility
Peckham Rye Station – Access for All	2030	TBC	Department for Transport - Access for All programme	Feasibility

Three year indicative Programme of Investment

The Three Year indicative Programme of Investment has been completed in the table below.

Funding stream	Description	Programme budget		
		2019/20	2020/21	2021/22
Behaviour change including Smarter travel and Road safety Education	Smarter travel programme including Road Safety, Travel Awareness. Cycle strategy smarter measures programme.	300	300	300
Demonstrator zones	Develop trials of 'Super Zones' around schools to promote greater health and fitness. Use the 'fresh start' approach to develop a toolkit to promote walking and cycling..	100	160	200
Cycle training programme	Cycle training programme and cycle parking programme including cycle hangers.	220	220	220
Deliver cycling network - Southwark Cycle Spine	Design, development and delivery of Southwark cycle strategy 2015 including the development of the Southwark Cycle Spine	200	0	0
Deliver walking network	Conduct a sensory audit of streets. Test 'fun' walking interventions along school routes Promote the daily 'fun' mile to introduce play and mini-adventures to and from schools.	300	400	400
Test and Evaluate MP schemes	Develop 'Living Lab', evaluating schemes, annual monitoring of movement plan. Identify how changes to the highway can increase risk taking behaviour to mitigate them as best as possible.	150	150	150
Local environmental improvements	Small scale interventions to address specific issues identified in year .	180	180	180
Calm streets	Trial the creation of 'calm' streets by identifying street clutter and simpler highways designs.	50	50	50
Long lane	Address rat running, respond to changes in the wider network, improve connection to Guy's Hospital and improvements to the C10 bus route.	150	0	0
Lordship Lane	Speed reduction - to implement speed reduction measures following the review of the borough wide 20mph restriction. (Part funding)	100	0	0
Kerbside smarter street programme	Small scale interventions to reuse under utilised kerbside space.	150	150	50

Timed closure of streets	Expand school street, play street programme. Explore the expansion of this programme to commuter street, station or town centre closures.	80	150	250
Vision Zero	Explore better methods to report near misses and collisions to better understand safety issues and their locations.	40	100	40
Improving bus journey experience	TBC	0	160	180
Roads as a workplace	Work with employers to better understand how roads are used as a workplace.	20	20	20

Supporting commentary for the annual and three-year programme

Change management

The importance of effective change management should not be underestimated as funding for the transport improvement programme is fixed. This means that any overspend on a particular project in a given year will directly affect the ability of the council to deliver the other agreed projects in the programme scheduled for the same or future years.

Changes to a scheme, its allocation or works, can sometimes be necessary. The delivery programme may change due to a variety of factors and require schemes to be redefined, rescheduled, or removed from the programme. Should this occur, there may be an opportunity to introduce 'substitute' schemes to fill any resulting gaps in the programme. In order to anticipate and manage potential changes to the programme a formal review meeting with the Cabinet member for Environment, Transport Management and Air Quality will be held three months into each delivery year, and then at months six and ten.

Where a 'gap' in the programme arises, the scheme with the next highest priority in the delivery programme should be brought forward as a matter of course. However, this will be subject to deliverability factors and it may be necessary to go further down the list to find a project that can be delivered within the available budget, to the required timescales and in an efficient manner. Any scheme changes will have to meet our transport objectives and the Cabinet member for Environment, Transport Management and Air Quality has the authority to approve changes to the transport improvement programme.

Risks to the delivery of the annual and three year programme

Table below shows the principal risks associated with delivery of the LIP together with possible mitigation actions for the three-year programme. The risk register summarises the strategic risks identified that could impact on the three-year programme of schemes/initiatives.

LIP Risk Assessment for annual programme 2019/20					
Risk	Likelihood			Potential mitigation measures	Impact if not mitigated
	H	M	L		
Financial					
Budget reductions / cost increases		✓		<p>Scheme costs are regularly reviewed internally and any variations must go through our change management process.</p> <p>Reviews of term contracts of services impacting on delivering transport are regularly reviewed to improve efficiency and value. New tender processes will need to consider lessons learned.</p> <p>Where a scheme experiences delays, funding may be transferred to the next scheme in the priority list.</p>	<p>Scheme budgets are set before detailed design therefore scheme costs can vary as the schemes are developed, even though contingencies are included.</p> <p>This can result in a reduced scheme or a postponement until further funding is identified.</p>
Maintenance Costs			✓	<p>Maintenance costs are regularly reviewed internally and any variations must go through our change management process.</p> <p>Southwark Street Design Manual (SSDM) includes a procedure which assesses the impact of a proposal against future maintenance costs. It requires a departure procedure when new materials are suggested.</p> <p>All proposals impacting on the public highway have to demonstrate drainage and flood implications</p>	The SSDM departures process may result in changes in design and delays to implementation and
Statutory / Legal					
Utilities			✓	<p>The network management plan sets out the notice period for both emergency and planned utility works. This managed through the same system LIP3 schemes report.</p> <p>Minimum three months notice required plus no return period attached to permission.</p> <p>Permits</p>	Emergency utility works can delay schemes
Development control			✓	Where planning permission is required or where planning permission is granted subject to S106 and S278 agreements there is legal process and time for that is built into scheme planning.	Delay in the planning system could impact on both timing and the extent of schemes.

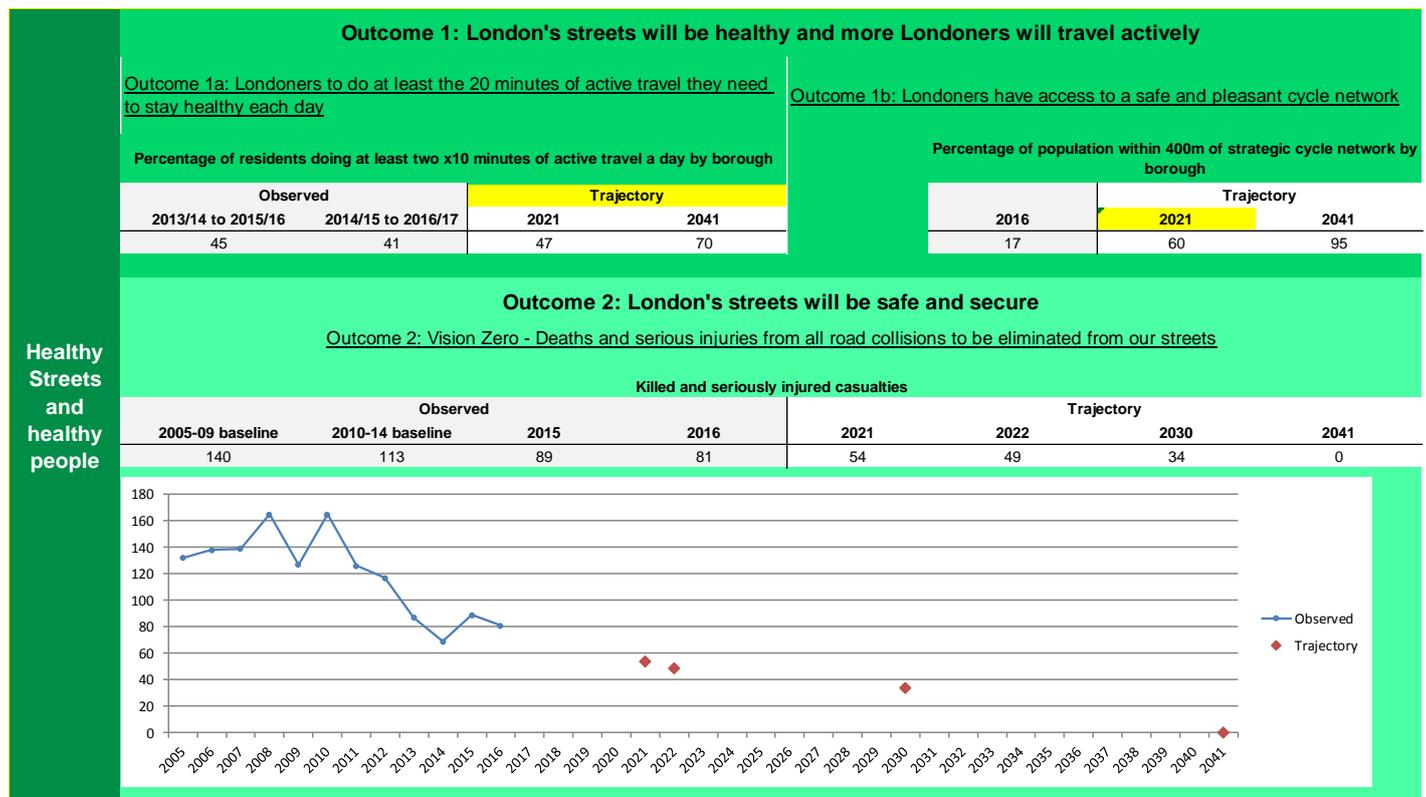
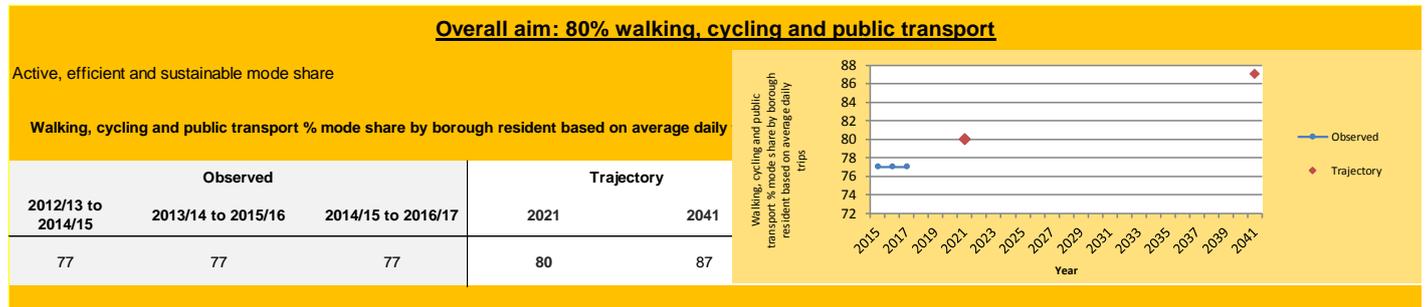
Third Party					
Land owners		✓		<p>Most scheme works are within the Public Highway and no third party land or planning permission are required</p> <p>Where schemes require permanent or temporary access to land beyond the public highway there is legal process and time for that is built into scheme planning.</p>	Delay in acquiring permission could impact on both timing and the extent of schemes
Public / Political					
Political			✓	<p>There is no scheduled election planned for Southwark until after the initial three year LIP 3 programme. So risk is of political change is low.</p> <p>There is a robust reporting procedure to the Cabinet Member for Environment, Transport Management and Air Quality from the adoption of the new transport strategy/ LIP3, to the annual funding submission to ensure support.</p> <p>Once the programme is approved each scheme required Cabinet Member for Environment, Transport Management and Air Quality's Delegated approval for before proceeding with public consultation followed by delegated approval to implement.</p> <p>All changes to the public highway have to be consulted.</p> <p>The Cabinet member for Environment, Transport Management and Air Quality delegated approval report requires a summary of that consultation to inform his decision.</p>	There is a risk that a scheme may not meet its initial objectives as it could be changed through the delivery process. Our change management process will mitigate this risk.
Public		✓		<p>The LIP 3 will be subject to public consultation prior to adoption. This will be complete before 1st April 2019 when the new LIP 3 year one programme will commence.</p> <p>Southwark's draft Movement Strategy has been designed to respond to the "Southwark Conversation" community engagement</p>	Public objections may result in design changes, delivery delays and postponement.
Programme & delivery					
Time and Resources			✓	<p>Scheme programmes a mostly planned over 2 to 3 years to allow sufficient time for detailed design, consultation and to address any issues identified.</p> <p>Identification of a reserve list of schemes in order to ensure efficient use of funding and resources if initially prioritised schemes cannot proceed.</p> <p>Transport and highway planning term</p>	

				contract expertise in place for most related disciplines.	
Health & Safety			✓	regulatory controls and licensing requirements should identify previously unforeseen health and safety issues	Unidentified health and safety concerns could delay scheme delivery

Annual programme of schemes and initiatives

The annual programme of schemes has been completed and submitted to TfL via the Borough Portal as pro forma A. The programme of schemes will be updated annually

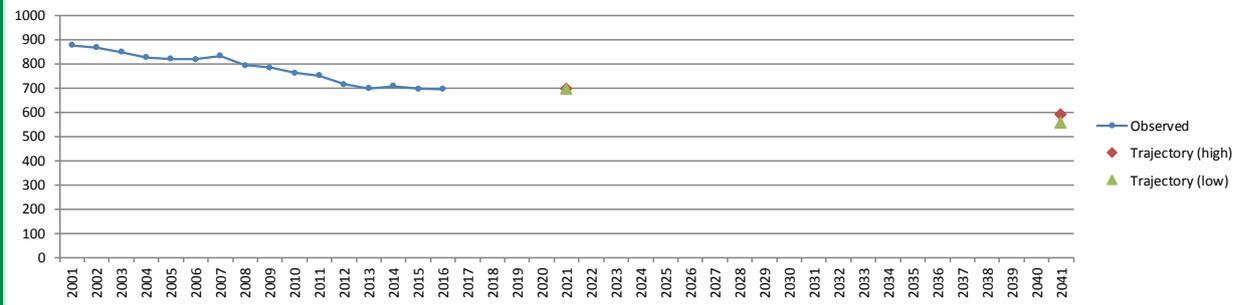
Appendix 1 – Southwark Targets



Outcome 3: London's streets will be used more efficiently and have less traffic on them

Outcome 3a: Reduce the volume of traffic in London

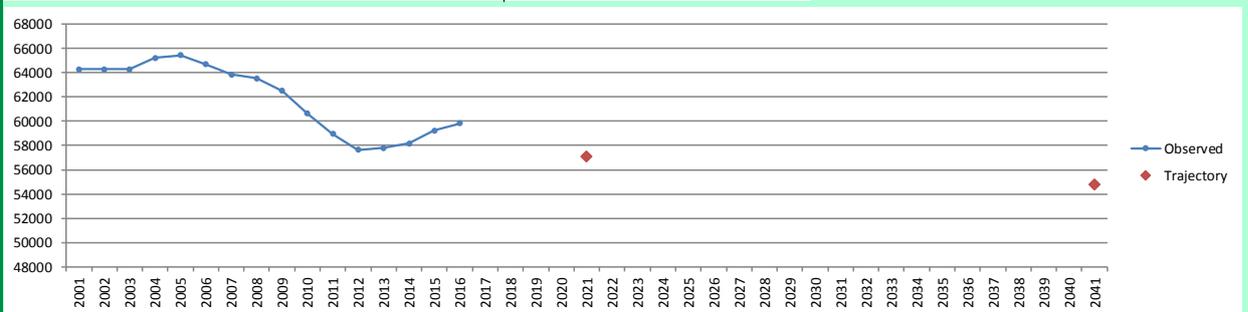
Observed			Trajectory			
2014	2015	2016	Percentage change by 2021	Percentage change by 2041	2021	2041
708	696	695	0%	-15%	696	591
708	696	695	0%	-20%	696	556



Healthy Streets and healthy people

Outcome 3c: Reduce car ownership in London

Observed			Trajectory	
2014	2015	2016	2021	2041
58,160	59,240	59,824	57,100	54,800



Healthy Streets and healthy people

Outcome 4: London's streets will be clean and green

Outcome 4a: Reduced CO2 emissions

CO2 emissions (in tonnes) from road transport		
2013	Trajectory	
	2021	2041
164,900	135,100	36,300

Outcome 4b: Reduced NOx emissions

NOx emissions (in tonnes) from road transport		
2013	Trajectory	
	2021	2041
720	200	30

Outcome 4c: Reduced particulate emissions (PM10)

PM10 emissions (in tonnes) from road transport		
2013	Trajectory	
	2021	2041
55	43	23

Outcome 4d: Reduced particulate emissions (PM2.5)

PM2.5 emissions (in tonnes) from road transport		
2013	Trajectory	
	2021	2041
32	20	11

Outcome 5: The public transport network will meet the needs of a growing London

Outcome 5: Increase public transport use

Public Transport (Rail, Underground/DLR, Bus/Tram) Trips per day (000s)

Observed				Trajectory	
2011/12 to 2013/14	2012/13 to 2014/15	2013/14 to 2015/16	2014/15 to 2016/17	2021	2041
279	273	265	258	299	387

Outcome 6: Public transport will be safe, affordable and accessible to all

Outcome 6: Everyone will be able to travel spontaneously and independently

Observed 2015 Average journey time using full network (minutes)	Observed 2015 Average journey time using step-free network (minutes)	Observed 2015 Time difference (minutes)	Trajectory 2041 Average journey time using full network (minutes)	Trajectory 2041 Average journey time using step- free network (minutes)	Trajectory 2041 Time difference (minutes)	% change in travel time difference between 2015 and 2041
65	74	9	59	63	4	-52%

Outcome 7: Journeys by public transport will be pleasant, fast and reliable

Outcome 7: Bus journeys will be quick and reliable, an attractive alternative to the car

Bus speeds (mph)

Observed 2015	Percentage change by 2041	Trajectory		
		2021	2041	
7.9	15%	8.2	9.1	(high)
	5%	8.0	8.3	(low)

A good
public
transport
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Appendix 2 – Pro forma C

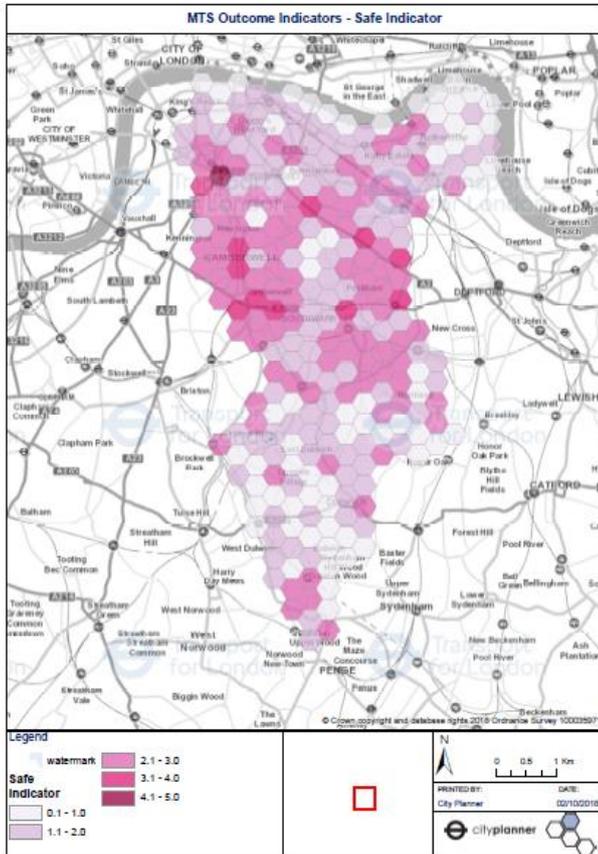
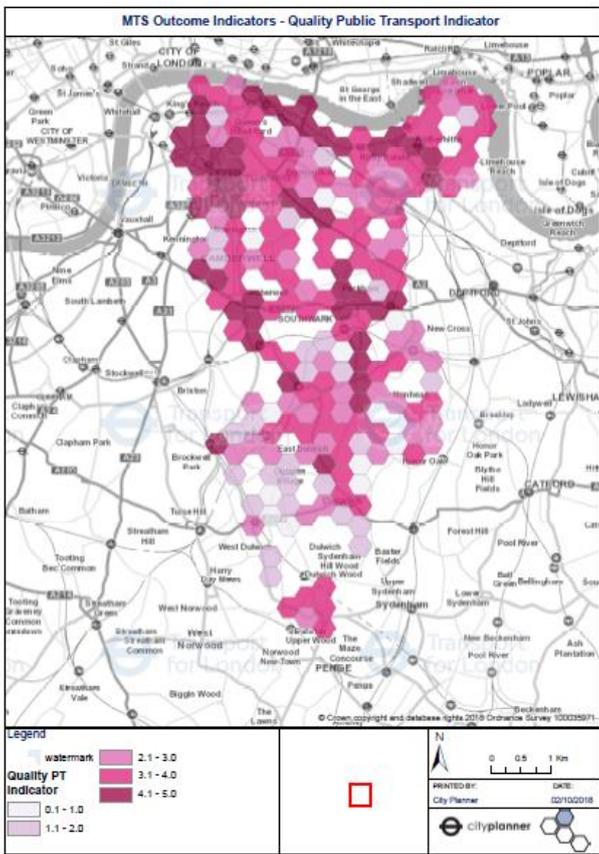
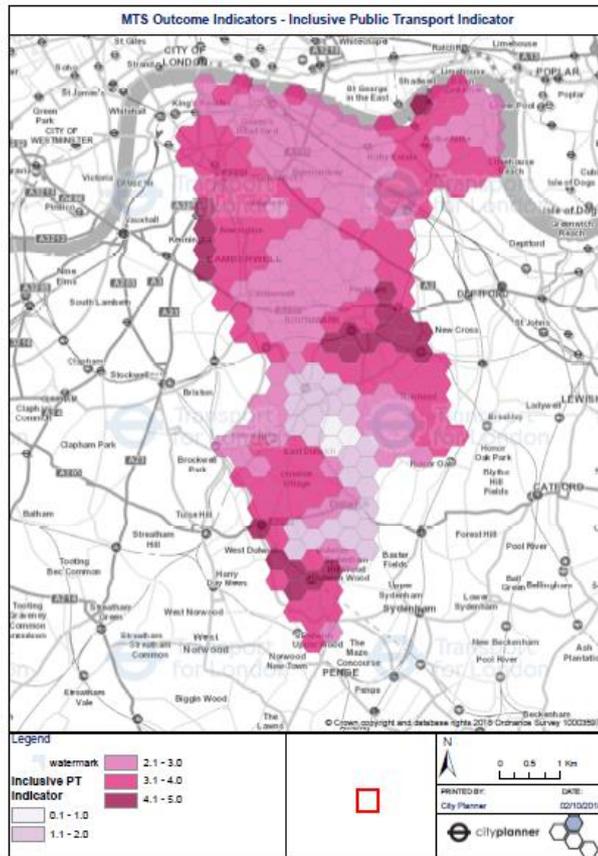
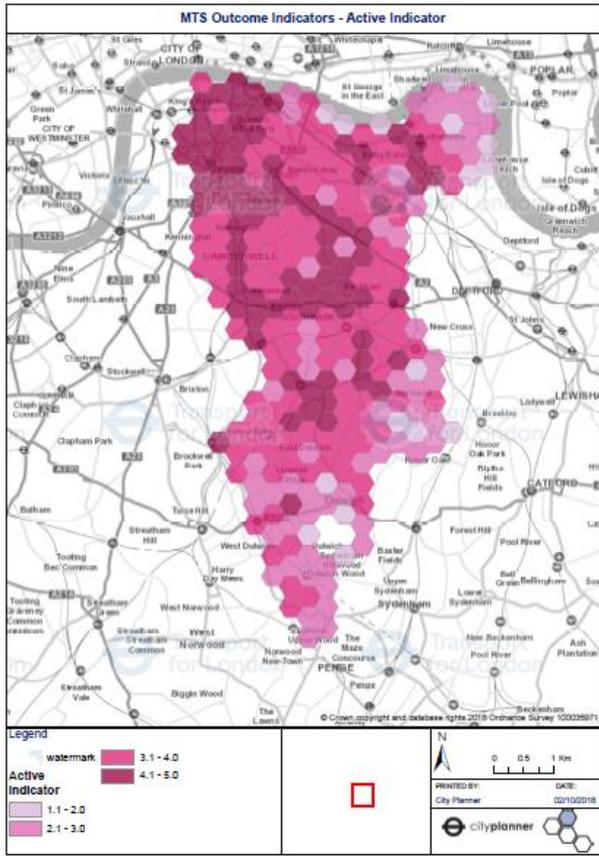
Required data for Pro forma C

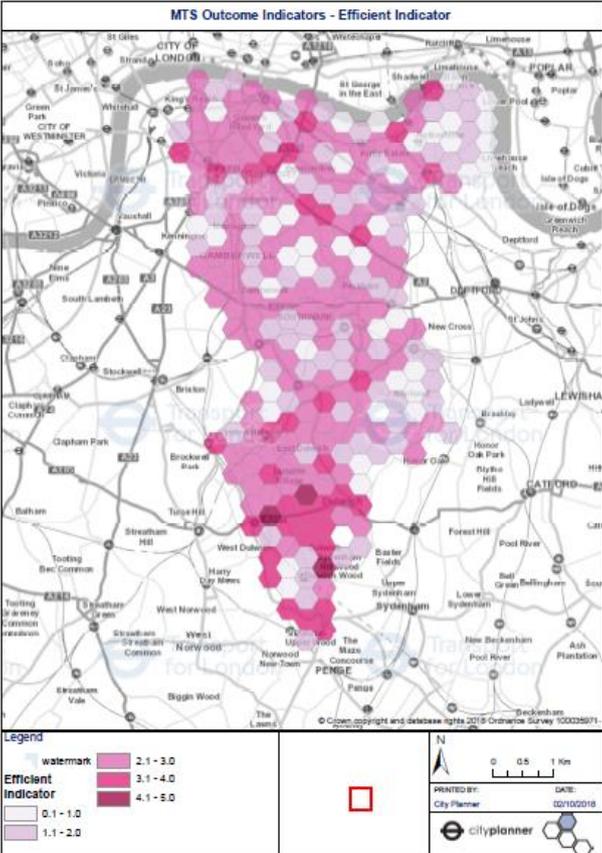
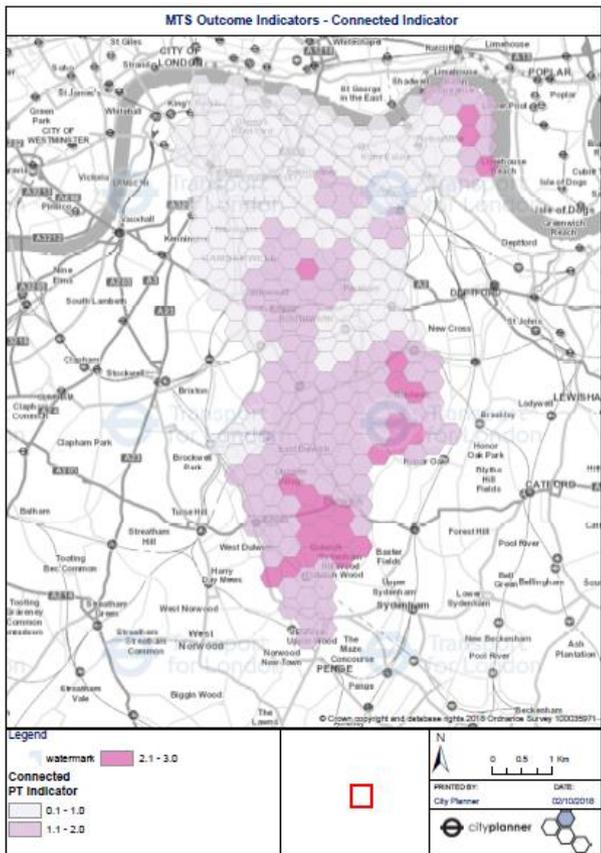
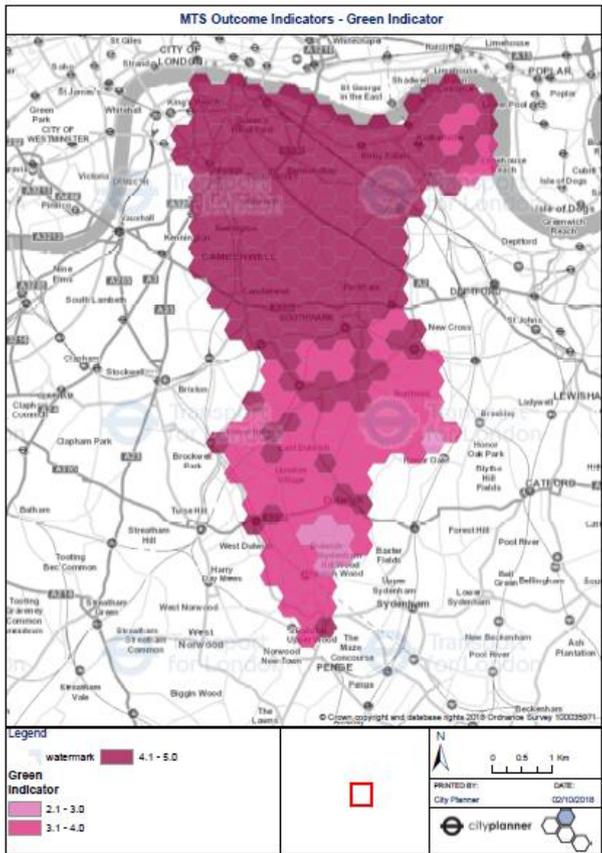
- On street cycle spaces
- Off street cycle spaces
- Number of new or upgraded pedestrian / cycle crossing facilities provided
- % of borough road network with 20mph limit
- Number of completed infrastructure schemes and % entered into Traffic Accident Diary System (TADS)
- Number of people delivered training (eg BikeSafe- London, 121 Motorcycle skills)
- Adults Trained to Basic cycle skills
- Adults Trained to Urban cycle skills
- Adults Trained to Advanced cycle skills
- Children Trained to Bikeability level 1
- Trained to Bikeability level 2
- Trained to Bikeability level 3
- Number of children who received pedestrian skills training
- Number and proportion of STARS schools – bronze, silver and gold
- Kilometres of new or upgraded cycle routes
- Number of electric vehicle charging points implemented
- The effective area (m2) of impermeable surface (carriageway/ footway/cycle lane/car park, etc.) which drains into the SuDS feature
- % of stops accessible in borough

Other delivery indicators

Other delivery indicators	Baseline	How/Who monitor it
Active, efficient and sustainable (walking, cycling and public transport) mode share (by borough resident) based on average daily trips. Base period 2013/14 – 2015/16	TfL	TfL
Proportion of London residents doing at least two x ten minutes of active travel a day (or a single block of 20 minutes or more)	TfL	TfL
Proportion of Londoners living within 400m of the London wide strategic cycle network	TfL	TfL
Deaths and serious injuries (KSIs) from road collisions, base year 2005/09 (for 2022 target) moving to 2010/14 (for 2030 target)	TfL	TfL
Vehicle kilometres in given year. Base year 2015. Reduce overall traffic levels by 10-15%	TfL	TfL
10% reduction in number of freight vehicles crossing into central London in the morning peak period (7-10 am) by 2026/12	TfL	TfL
Total cars owned and car ownership per household, borough residents. Base period 2013/14 – 2015/16	TfL	TfL
CO2 emissions (in tonnes) from road transport within the borough. Base year 2015/16	TfL	TfL
NOX emissions (in tonnes) from road transport within the borough. Base year 2013	TfL	TfL
PM10 and PM2.5 emissions (in tonnes) from road transport within borough. Base year 2013	TfL	TfL
Trips per day by trip origin. Reported as three-year moving average. Base year 2013/14 – 2015/16	TfL	TfL
Reduce the difference between total public transport network journey time and total step-free public transport network journey time by 50% by 2041	TfL	TfL
Annualised average bus speeds, base year 2015/16	TfL	TfL
Improve bus journey time reliability with bus priority improvement projects Number of schemes completed Minutes saved by schemes completed	TfL	TfL
Proportion of housing units in areas within PTALs 3-6 or within 800m of a Tube station, rail station or town centre boundary: • Approved • Started on-site • Completed	GLA	GLA
Proportion of new A1, A2 and B1 development in areas within PTALs 3-6 or within 800m of a Tube station, rail station or town centre boundary: • Approved • Started on-site • Completed	GLA	GLA
Proportion of referred applications: • Above London Plan car parking standard • At London Plan car parking standard • Below London Plan car parking standard	GLA	GLA

Appendix 3 – Southwark Maps of MTS Indicators





Glossary

Annual Monitoring Report (AMR): This document reports on the progress made by the Transport Planning in delivering the objectives in the Mayor’s Transport Strategy.

Accessibility: In the context of this strategy, accessibility refers to how easy it is for people to use London’s streets and public transport to get to places, jobs, homes and services. It particularly considers the needs of the young, the elderly and people who are mobility impaired.

Active travel: Ways of travelling that involve physical activity. It commonly refers to walking and cycling, but can include foot scooters, running, roller skating, etc.

Air quality: The extent of harmful pollutants in the air. Poor air quality occurs when pollutants reach high enough concentrations to endanger health of people and the environment.

Autonomous vehicles (AV): A vehicle that can sense its environment and navigate without human input. It is commonly known as “driverless” or “self-driving” vehicles.

Car club: A short-term car rental service that allows members’ access to cars parked locally for a fee that is charged per-minute, per-hour or per-day.

Car-free: New developments which do not provide car parking on-site and its occupiers cannot apply for parking permits on-street either.

Car-lite development: A development with low levels of car parking on site for residents and a high quality public realm that encourages walking, cycling and public transport use.

Car sharing: The practice of sharing a car. There are different car sharing systems including returning a car to a parking bay (known as back to base), accessing and parking a car anywhere (known as floating) or a combination of the two models (known as flexible).

Click and Collect: A facility where a customer can collect goods from a store’s website at a designated local collection point that is more easily reached. For example, from a locker at a railway station on your commute home.

Congestion Charge: The charge applied to motor vehicles entering a defined area of central London, to reduce traffic congestion and its associated impacts.

Connectivity: The general term for how easy it is for people to get to places, jobs homes and services using streets and paths.

Controlled Parking Zones (CPZ): A parking scheme which only permits resident’s who purchase a permit to park in designated bays – the remainder of the kerbside space is subject to yellow line restrictions. A CPZ thus ensures that parking on the street is better enforced by preventing non-residents from parking here. Resident’s can also purchase visitor permits for their CPZ as well.

Cycle hire: Cycle hire schemes are a bicycle version of a Car Club. They allow people to hire a bicycle from a docking station and cycle it to another docking station where it needs to be parked. Transport for London (TfL) operates the Santander Cycle Hire Scheme.

Cyclists: All people who use different types of bicycles including tricycles, hand-cycles and other adapted cycles, and e-bicycles.

Dockless cycle hire: An innovative ‘floating’ mode of transport by private companies who hire bicycles, which do not require docking stations. They can be found, hired and locked using a smartphone app. This allows them to be used anywhere, which greatly increases opportunities for Londoners to get around by bicycle.

Electric bicycles: Electrically powered bicycles help people to travel longer distances than can be cycled or to continue using these modes in later life.

Electric vehicle: A vehicle that solely uses an electric motor and batteries for propulsion.

Floating transport: Forms part of (shared mobility) personal travel in which users share access to vehicles rather than privately owning them (MaaS). In addition, they have no designated parking bay and its associated infrastructure. Examples include: car clubs and 'dockless' cycle hire.

Foot scooters: Also known as kick scooter or push scooter, which are human-powered devices with handlebars, deck, wheels, and may have a brake.

Good Growth: The Mayor and TfL's approach to economic, social and sustainable development and the important role that existing and new transport infrastructure has in connecting and supporting London's economy. The transport principles of 'good growth' include good access to public transport, high-density, mixed-use developments, people choose to walk and cycle, car-free and car-lite places, inclusive, accessible design, carbon-free travel, and efficient freight.

Healthy Streets Approach: The Mayor and TfL's approach to prioritising people and their health in decision-making to create a healthy, inclusive and safe city for all. This approach makes London a more attractive place to walk, cycle and use public transport. It reduces the dominance of motorised transport.

Hybrid vehicles: Sometimes called zero emission capable vehicles by TfL have two engines that run on electricity and fossil fuels.

Inclusive design: The creation of environments that everyone can use – confidently, independently and with choice and dignity – to access, and benefit from, the full range of opportunities available. Inclusive design avoids separation or segregation and is made up of places and spaces that acknowledge diversity and difference, meeting the needs of everyone in society.

Intervention: A proposal, scheme or measure that seeks to deliver improvements to the existing highway network.

Local Implementation Plan (LIP): A statutory transport plan and funding bid produced by London boroughs, which brings together transport proposals to implement the Mayor's Transport Strategy at a local level.

Mayors Transport Strategy (MTS): The Mayor and TfL's strategy which outlines the transport vision, targets and reasons for London boroughs existing and future transport network at a regional level.

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Liveable neighbourhood bid

Bramcote Park

Draft

Strategic case

Background

The Bramcote Park in South Bermondsey area is largely unchanged since the 1960's and 1970's when it was designed to support car dependent lifestyles.

The Bramcote Park estate is located in South Bermondsey on the eastern edge of Southwark beside Lewisham. It is a triangular estate bounded by Ilderton Road to the east, Rotherhithe New Road (A2208) to the west and Verney Road to the South. On the west side Rotherhithe New Road (A2208) is fast and busy with poor crossings to the adjacent estate.

Most entry roads into the Bramcote Park estate have already been closed to drivers (except for Verney Road, Verney Way and Ablett Street). Despite this, the estate still has various transport problems. Many junctions are missing drop kerbs and tactile paving, raised crossings and double yellow lines.

The area is public transport accessibility level is good in the site (PTAL 4) due to a range of bus services on the

surrounding roads, and the South Bermondsey station, which is accessed via a long path.

The estate is well connected to bus routes (P12, 381) providing connection to the Blue and Southwark Park Road, Bermondsey tube station, Canada Water to the north and Old Kent Road and Peckham to the south. It is a short walk to South Bermondsey station on Ilderton Road.

Quietway 1 (Waterloo to Greenwich) runs adjacent to the site providing safe cycling to London Bridge and Waterloo to the west and links to Surrey Canal Road and the proposed New Bermondsey train station to the east.

Even though it is located close to a mainline station and Millwall Football stadium, therefore attractive to commuter and match day parking, much of the estate has access to off street parking so there has been no resident driven desire for the introduction of a controlled parking zone (CPZ).

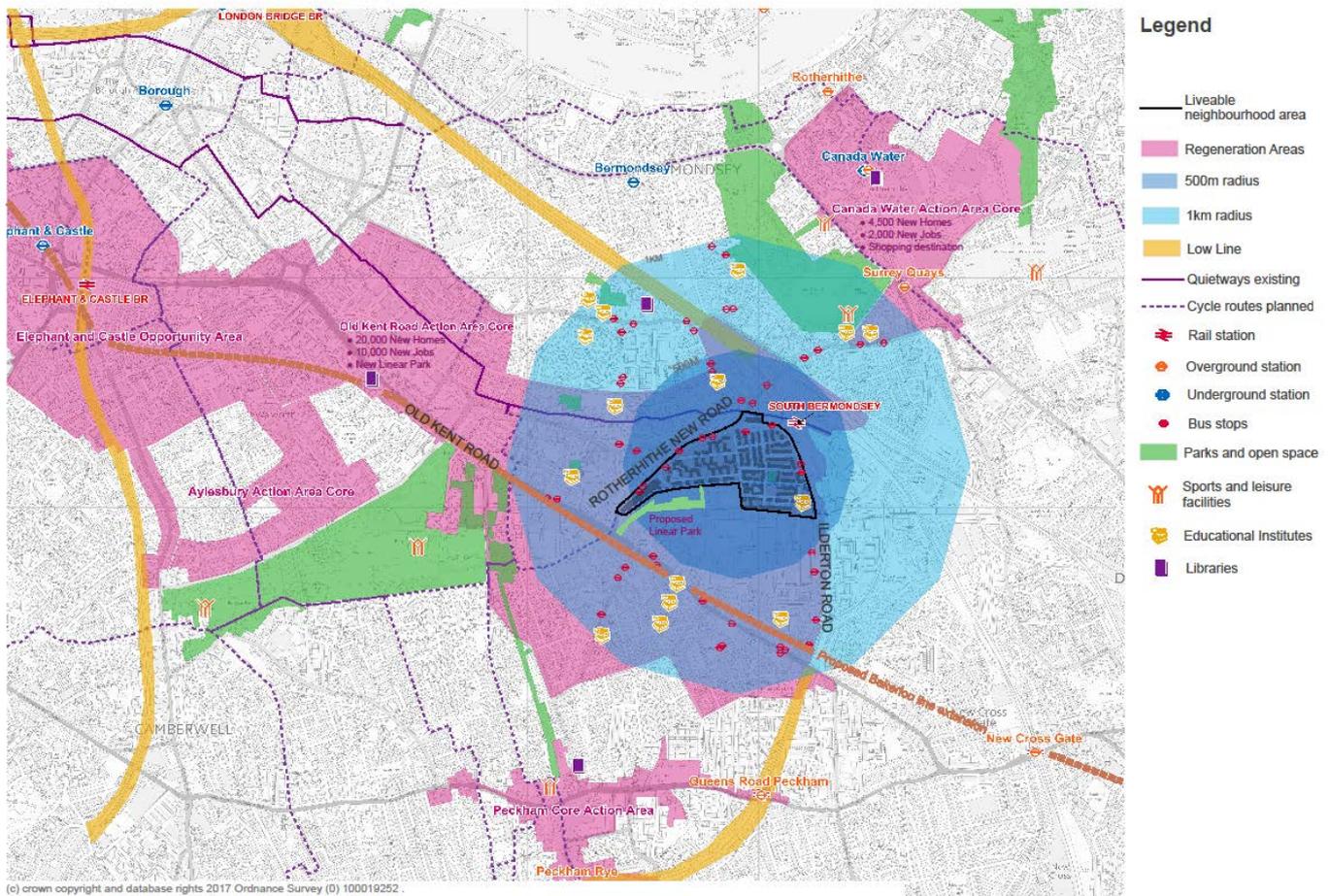


Figure 1 Strategic area context map

Ilderton Road - Eastern boundary

Ilderton Road runs along the northeast / Lewisham side of the estate. This boundary road has very few walking and cycling crossings and routes into Lewisham. The northern part of Ilderton Road is an extremely wide road with a large, signalised junction with guard railings at Rotherhithe New Road. Half way along Ilderton Road it swaps from wide road and narrow footway beside the estate to a narrow road and a wide footway. Located on the other side of Ilderton Road there is a parade of shops and the Quiet Way 1 paths to South Bermondsey train station.

Rotherhithe New Road - Western boundary

On the northwest side of the Bramcote Park estate runs the busy Rotherhithe New Road (A2208). It runs from the Old Kent Road past the Ilderton Road junction and under the Quietway 1 bridge to TfL's Lower Road gyratory removal scheme and Canada Water redevelopment site. Southwark and TfL are planning to create a cycle route

along this route using the Rotherhithe-Canary Wharf Crossing Forecast Demand Analysis (28/06/2017).

The Rotherhithe New Road / Ilderton Road junction contains turning lanes, traffic signals and guard railings and a narrow footway beside the Bramcote Park estate. After the junction Rotherhithe New Road dips beneath the Quiet Way 1 bridge. This route is intimidating for cyclists as it is designed for lots of fast traffic and they need to use it to cross the railway line.

Verney Road - Southern boundary

Verney Road and Varcoe Road form the southern boundary to the Bramcote Park estate. There is no access from these roads southwards through the industrial estates here to the Old Kent Road.

The estate has a primary school at the western and eastern ends of the site. The far western end of the estate also contains part of The City of London, with the main site within 5minutes walk (ie 400metres) north.



Figure 2 Site map and proposed interventions

Opportunity areas in proximity to the site

The South Bermondsey area is a very strategic location because it sits between the Old Kent Road, the Millwall site and Canada Water redevelopment sites. These sites are within a mile and aim to provide almost 27,000 new car free homes and about 16,500 new jobs over the coming years within about a mile of the estate. The proposed liveable neighbourhood is needed to provide new healthier Active Travel choices within and from the estate to these new car-free town centres.

The Old Kent Road regeneration area

Southwark's Area Action Plan (AAP) for the Old Kent Road aims to transform this car dominated area into a multi-modal high street. By converting brownfield land and low rise industrial and retail buildings and car parks into a new mixed-use, town centre in central London. This Good Growth area aims to deliver 20,000 new homes and 10,000 new jobs (in addition to the 10,000 jobs already here). As well as, a new canal park / route, school places, a college and Healthy Streets. These changes all support the creation of the Bakerloo Line Extension from Elephant and Castle to Lewisham. Southwark is also seeking to bring a university and a cultural institution to the area.

The Canada Water regeneration area

The Canada Water regeneration area is another Good Growth site in Southwark. It aims to create about 4,500 new homes, and 2,000 new jobs. It will transform this low density, car dominated retail park into a mixed use development that provides a significantly better shopping destination. Other, complementary developments include: higher education facilities, a range of offices, cafes, restaurants and leisure facilities to help broaden the appeal of the town centre and strengthen the local economy.

The Millwall regeneration area

The Millwall regeneration site is a Good Growth area in Lewisham. It aims to redevelop 2.5 million square foot of land to build 2,400 new homes, provide 2,000 jobs and potentially the New Bermondsey station. It aims to create community sports facilities, an integrated health centre, space for Hillsong Church, business incubation spaces and a creative industries hub. A separate part of this development is Millwall football club's improvements to their 20,000 seat stadium to reach Premiership standards. This regeneration site is currently on hold, providing opportunities to investigate further improvements.

Future works

To the north both TfL and Southwark are considering changes to the transport network largely linked to the Canada Water AAP, the proposed walking and cycling bridge from Canada Water to Tower Hamlets and the introduction of Cycle Superhighway 4 (CS4 – Tower Bridge to Greenwich). Alongside this work Southwark is looking at improving cycling permeability from Canada Water to Peckham. The Bramcote Estate is well placed to benefit from the proposed improved cycle links.

Perhaps the most significant issue impacting on this estate is the emerging Old Kent Road Area Action Plan (OKR AAP). The key points impacting on Bramcote are:

- Key to the success of the OKR AAP is the delivery of the Bakerloo Line extension and the preferred option stations at Tesco (Humphrey Street) and Toys R us (Asylum Road).
- A new park connecting Verney Road to Burgess Park.
- A new school on Sandgate Street
- Verney Road and Ilderton Road will contribute to providing the 20,000 new residential units and x m2 of commercial and light industrial space and the jobs related to this.
- All new residential development will be car free with some disabled parking.

The site is also close to the Rotherhithe to Peckham Cycle Link (FCR12), thus providing a link to the Rotherhithe to Canary Wharf Bridge.

Southwark has already started improving the very western end of the area by investing almost £0.5m to provide safer routes to and from The City of London Academy, John Keats Primary School and the Silverlock Medical Centre. The Council has also mapped various council, highway and planning contributions towards public realm improvements in the South Bermondsey area. Southwark's funding is currently calculated to be about £1m over the next three years.

As part of the Old Kent Road regeneration, we will re-establish the Surrey Canal Linear Park which will run on the southern border and link to Quietway One. It will also link to Lewisham Council's liveable neighbourhood via the Surrey Canal Road, a segregated pedestrian and cycle path. These two liveable neighbourhoods will connect to make the most efficient use of valuable and finite street space.

The community

According to TfL Transport Classification of Londoners, the population living in the area belong to the following two segments:

1. "Suburban Moderation": families with children with high car usage, some bus usage and an average level of change. They have a propensity to increase walking below average and to increase cycling above average but they think car travel is stress-free and they have an average attitude to reduce driving. Their main motivations for behaviour change are: changes to roads and driving; money; changes to public transport; Health & Fitness; lifestyle changes.
2. "Urban Mobility": Typically young working adults with no children and reasonable incomes living in inner (though not central) London. The Urban mobility segment has low car use and relatively high levels of cycle use. Bus use is also high, while walking and Underground use is average. Their attitude to change is above average,

especially reducing car use and increasing walking and cycling. Their main motivation for behaviour change: lifestyle changes; Health & Fitness; changes to public transport; money; changes to roads and driving.

The map in figure 3 shows the distribution of the segments within the bid area. In general, the area shows a higher propensity to increase cycling compared to London. The propensity to increase walking and reduce car use is different between young families with less propensity and young workers with higher propensity.

Car ownership is generally below one car/ van per household.

However, According to LTDS data from TfL CityPlanner tool the proportion of residents in the bid area completing 2 x 10 min active travel trips per day is quite low, below 40% and in some areas even below 20% (Figure 4). The area has a low index of multiple deprivation which means it is among the most deprived areas (Figure 5). However, crime counts and scores are very low in the area.

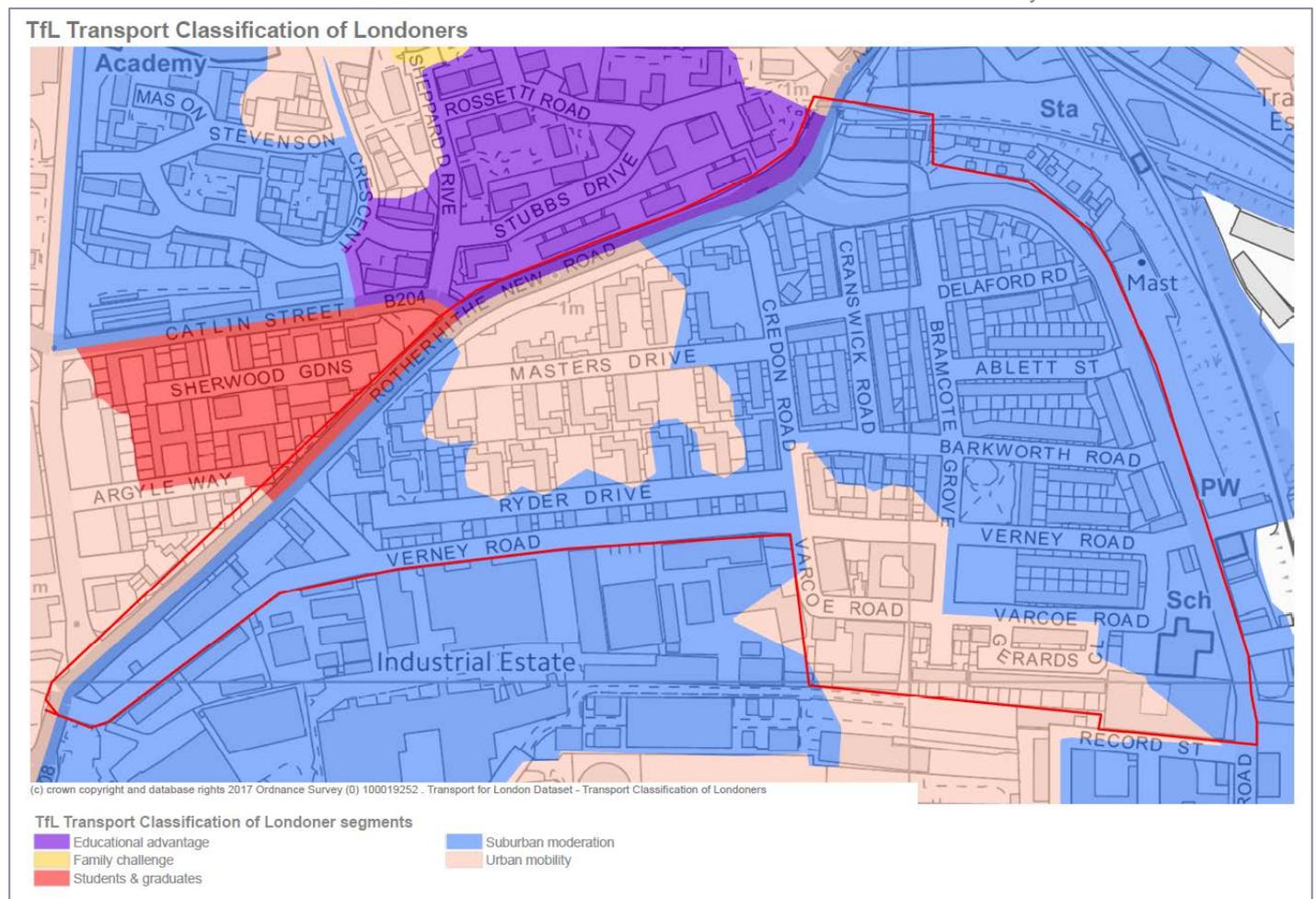


Figure 3 TfL Transport Classification of Londoners segments in the bid area. Source: TfL

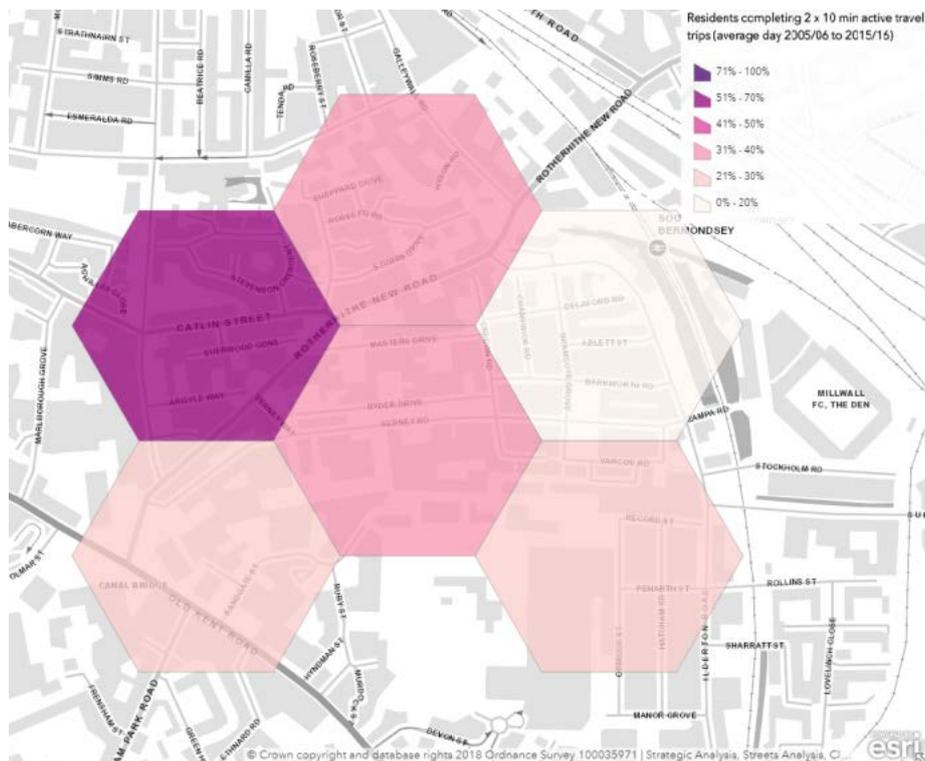


Figure 4 Residents completing 2 x 10 min active travel on average day (2005/06 to 2015/16). Source: TfL City Planner Tool

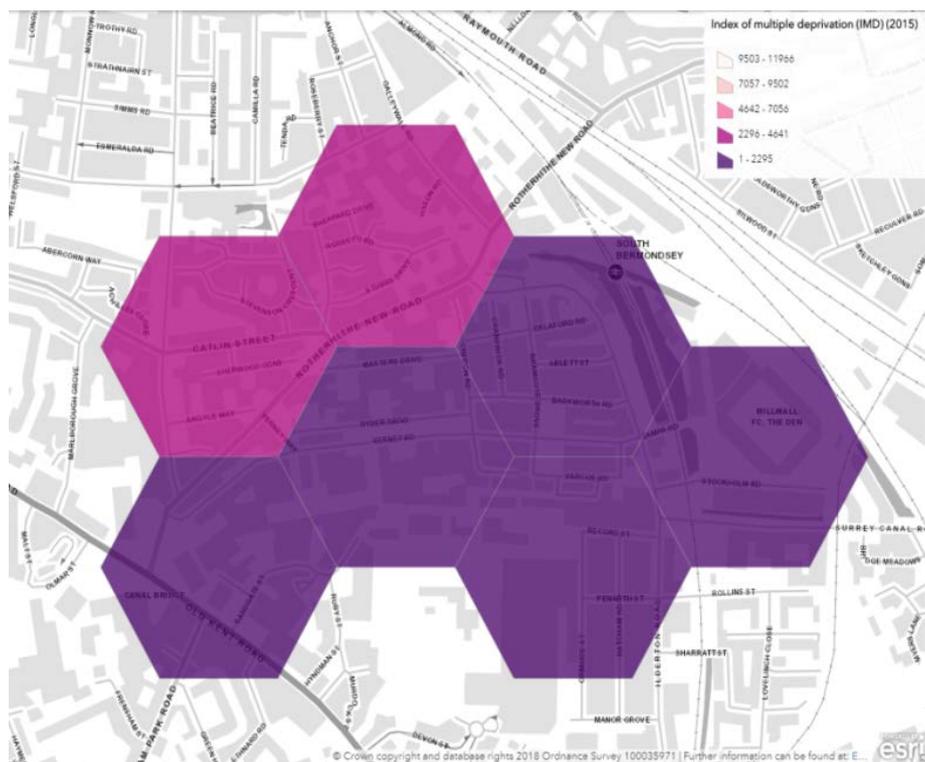


Figure 5 Index of Multiple Deprivation 2015. Source: TfL City Planner Tool

An analysis of the Experian mosaic 2015 segments shows that the three main segments in the area are “Crowded Kaleidoscope”, “Inner City Stalwarts” and “Flexible Workforce” which is a mix of families with young

children and young workers renting social flats or families in better quality homes in a diverse neighbourhood which confirms the transport classification. Figure 6 shows a cluster analysis of these segments in the bid area

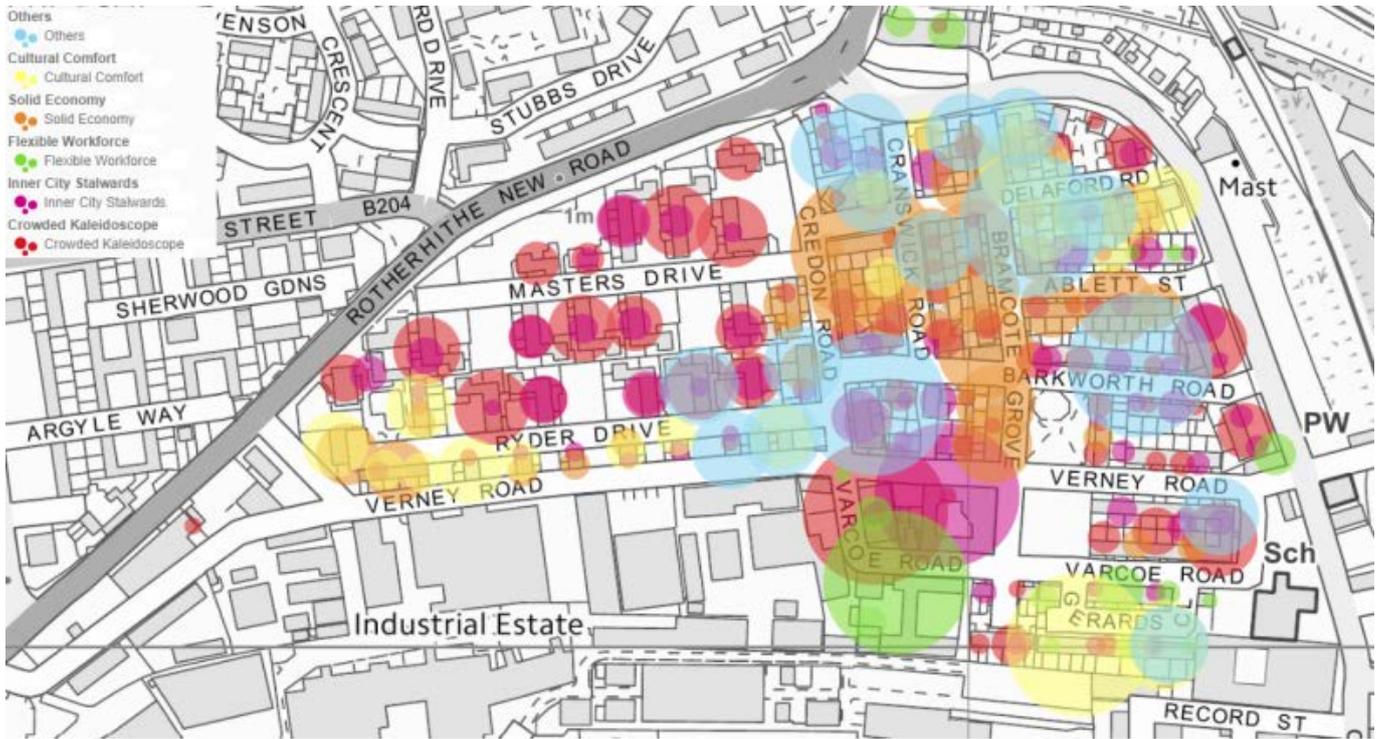


Figure 6 Cluster map of Experian Mosaic 2015 data on population segmentation..

Challenges faced

Road safety issues

Figure 7 and 8 below show collisions and injuries related to all modes of travel in the Bramcote Park estate area. The Liveable Neighbourhood bid aims to address these locations to create Healthy Streets and to make sure that the 20mph speed limit is followed.

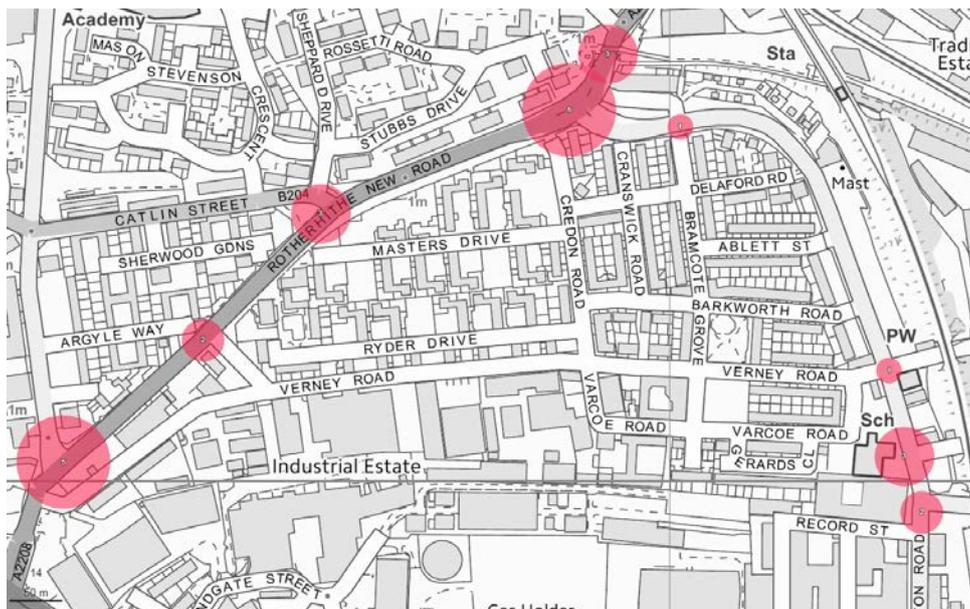


Figure 7 Cluster map of collision 2015-2017. Source: STATS 19

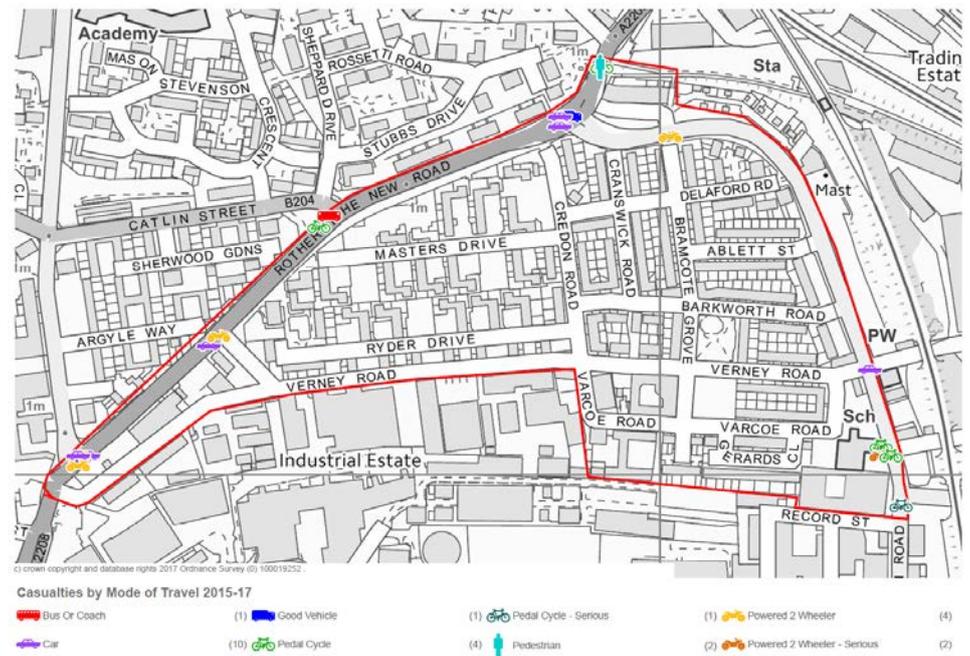


Figure 8 Map of casualties by mode of travel and severity. Source: STATS 19

Air pollution issues

Poor air quality affects all three sides of the estate and especially the schools on Ilderton Road and Rotherhithe New Road (see Figure 9)

Ilderton Primary School is on the Mayor's School Air Quality Audit Programme. Initial data monitoring on Ilderton Road beside the school shows that it will exceed the EU annual limit for Nitrogen Dioxide pollution.

Similar pollution levels are likely to be found along Rotherhithe New Road, because it has similar, if not greater traffic levels. This pollution affects the John Keats Primary School, The City of London Academy and Silverlock Medical Centre.

The south side of the estate along Verney Road contains a number of heavy industrial sites that emit other pollutants.



Figure 9 Annual mean concentration of NO₂ and NO_x. Source: GLA - LAEI 2013

Potential measures

The Bramcote Park Liveable Neighbourhood bid is an ambitious scheme. It aims to work with residents to convert this car dependent layout into Healthy Streets and routes. This work also provides the opportunity for Southwark to start discussing with residents a range of larger, more transformational measures. To engage with residents Southwark aims to use the following approaches:

- Organise street events and play streets to introduce residents to Healthy Streets and the Liveable Neighbourhood bid. To encourage improvements to streets and green spaces, and to investigate road closures to increase walking and cycling in and around the estate.
- To use Southwark's Rotherhithe New Road scheme to explain and demonstrate to residents various road safety, walking, cycling and bus improvements.
- Use these events and meetings to start highlighting and discussing with residents the nearby regeneration sites, their greater impacts and the need for bigger and more transformational transport measures to protect and enhance the area.

Objectives for engagement

- Engage with and keep residents informed continuously throughout the process.
- Use the healthy streets framework when considering interventions.
- Apply new approaches to how we deliver programmes from the emerging Movement Plan.
- Begin conversation with the community about the future influence of the redevelopment of a large site south of Bramcote Park.

Engagement process

Throughout the engagement we will be transparent and clear about the challenges in the area. Working with the Southwark Community Engagement team we will seek out the views of the public at a time and place that suits them.

The first phase of the project will be focusing on identifying the needs of the community and its various stakeholders and establishing ways of working together. The aim is to ensure that the delivery of the programme responds to the needs of the community and addresses their concerns. This will be to lessen the impact on local people and businesses.

The engagement will be delivered in accordance with Southwark Council's adopted principles to guide engagement:

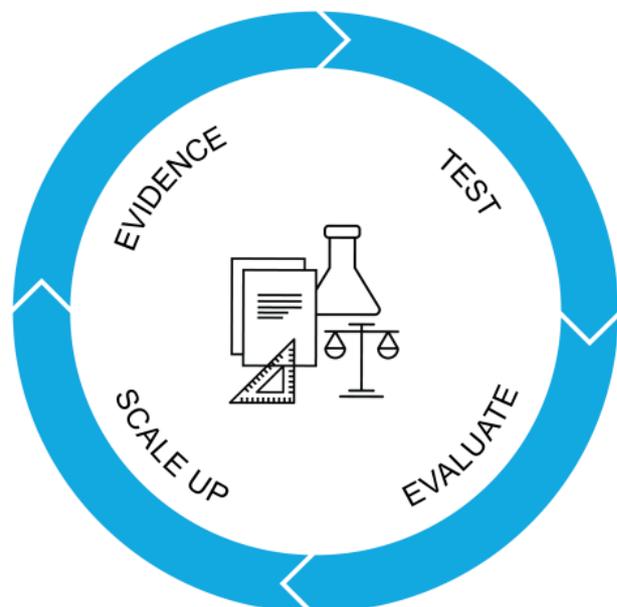
1. **Communicate:** information is given to the public.
2. **Consult:** information is gathered from the public to inform the decision making.
3. **Decide together:** the public are involved in a meaningful dialogue with decision makers.
4. **Act together:** the public work alongside staff to co-design and develop proposals as partners.

To widen and diversify participation we will apply the EAST framework to our processes. The framework collates learnings from behaviour insights research and suggests how to change behaviours.

The principles from EAST are to make it:

- **Easy**
- **Accessible**
- **Social**
- **Timely**

Delivering the programme



We will deliver the liveable neighbourhood programme in accordance with our approach set out in the emerging Movement Plan. Our approach is to **evidence, test, evaluate** and **scale up** interventions as well as building on our evidence base, and knowledge.

Southwark Conversation

The engagement process will build on the work and make use of the contacts made in the Southwark Conversation.

The Southwark Conversation is a discussion with local people that took place between October and December 2017 about changes in the borough. The aim was to develop a deeper understanding of perceptions and experience of regeneration in the borough. 2,972 people actively responded.

Link to emerging Movement Plan 2018

We will deliver the scheme following the missions of our emerging Movement Plan and the MTS policies.

Emerging Movement Plan missions

M1 Our mission is for movement to improve equality.

M2 Our mission is for movement to positively benefit mental wellbeing.

M3 Our mission is for movement to positively benefit physical wellbeing.

M4 Our mission is to be flexible in how we manage our streets.

M5 Our mission is for movement to support businesses to thrive and prosper.

M6 Our mission is for neighbourhoods to have places for people to connect.

M7 Our mission is for all people and road users to have a positive experience on our roads.

M8 Our mission is to manage change and make the transition a positive experience for people.

M9 Our mission is for information to be shared and collected effectively and for you to use it with ease.

The bids alignment with the MTS

The bid will aim to align with the Mayor's Transport Strategy at every possible juncture. We want to create a neighbourhood with active and social streets by reducing traffic dominance, increasing the amount of green space on the site, and encouraging walking & cycling wherever possible.

Below is listed the criteria from the MTS's healthy streets along with how we propose to meet that requirement:

- **Pedestrians from all walks of life** – deliver a range of accessibility improvements
- **Easy to cross** – junction and crossing improvements proposed
- **Shade and shelter** – creation of a green buffer strip around the estate
- **Places to stop and rest** – creation of a green buffer strip and pocket parks
- **Not too noisy** – a range of traffic calming and street planting measures
- **People choose to walk, cycle and use public transport** – introduce a range of active travel measures
- **People feel safe** – area enhancements throughout the estate
- **Things to see and do** – improved planting areas and possible road closures
- **People feel relaxed** – traffic calming and new green spaces, potential road closures
- **Clean Air** – achieve a modal shift and add 300m² of planting

Key areas of work

Healthy routes:

- Improve crossings, road safety and consider road closures measures in the Bramcote Park area to make walking and cycling easier and safer, especially to nearby areas.
- Improve the Bramcote Grove spine route to better connect residents with the parks, play grounds, shops and train station. The accessibility improvements include providing: drop kerbs, tactile paving, raised crossings and junctions and cycle stands and hangars. This includes improving the crossing over Ilderton Road by narrowing the carriageway and straightening the crossing to the shops and station.

Reducing traffic

- Investigate the potential for three road closures on Verney Road to protect residents from commercial vehicles, to connect two halves of the park together, and consider reducing motor vehicles beside the primary school.
- Work with residents to introduce a Controlled Parking Zone to prevent people from parking inside the estate to use the train station or from nearby car-free housing.

Links to walking and cycling infrastructure:

- Connect the Bramcote Park to the Surrey Canal Road Quietway 1 in Lewisham to improve walking, cycling and public transport accessibility.

Crossings and connections:

- Investigate how to improve the Ilderton Road / Rotherhithe New Road junction for walking and cycling.
- Provide a new crossing across Ilderton Road from Delaford Road that could potentially link to a second path to South Bermondsey train station.
- Relocate the cycle and pedestrian crossing over Rotherhithe New Road onto the desire line between Masters Drive and Catlin Street to improve the diversionary Quietway and routes to The City of London Academy and the Blue shopping centre.
- Use these crossings to help create greater compliance with the 20mph speed limit and hence road safety on these boundary roads.
- To complete the walking and cycling path on the pavement beside the estate around Ilderton Road and Rotherhithe New Road.

Strategic connections:

- Consider how to connect and improve strategic on and off-road cycle routes between the Old Kent Road and Canary Wharf, and bus routes which are supported by TfL.

- Improve the connection from Bramcote Park to the off-road Quiet Way beside Surrey Canal Road in Lewisham. This should explore how to increase the low bus speeds along Ilderton Road as seen in Figure 5, below.
- Improve the connection from Bramcote Park to Southwark's new canal park and path to the Old Kent Road and Burgess Park.
- Investigate the feasibility of creating a new route from Bramcote Park to South Bermondsey Station to link with Lewisham's new Quiet Way to Lidl on the Lower Road gyratory.
- Investigate how to improve cycle facilities to encourage people to change modes along Rotherhithe New Road, as seen in Figure 6 below. To create a direct cycle route between the Old Kent Road and Canada Water.

Greener Bramcote:

- Create a green buffer strip around the Bramcote Park estate by removing some of the pavement beside Ilderton Road and Rotherhithe New Road.
- To encourage off-road cycling, reduce air pollution, increase sustainable drainage and enhance the attractiveness of the area.

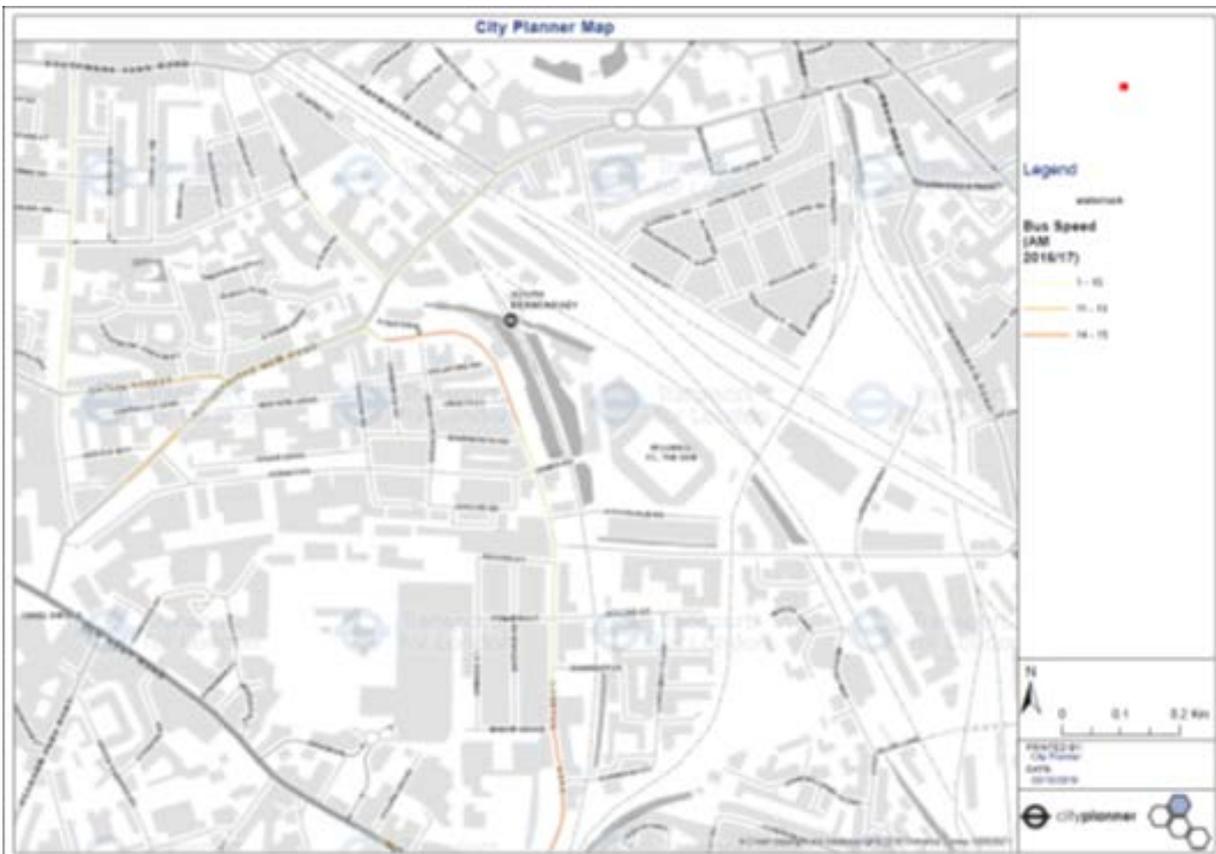


Figure 10 Shows how Ilderton Road has low bus speeds. Source: TfL City Planner Tool

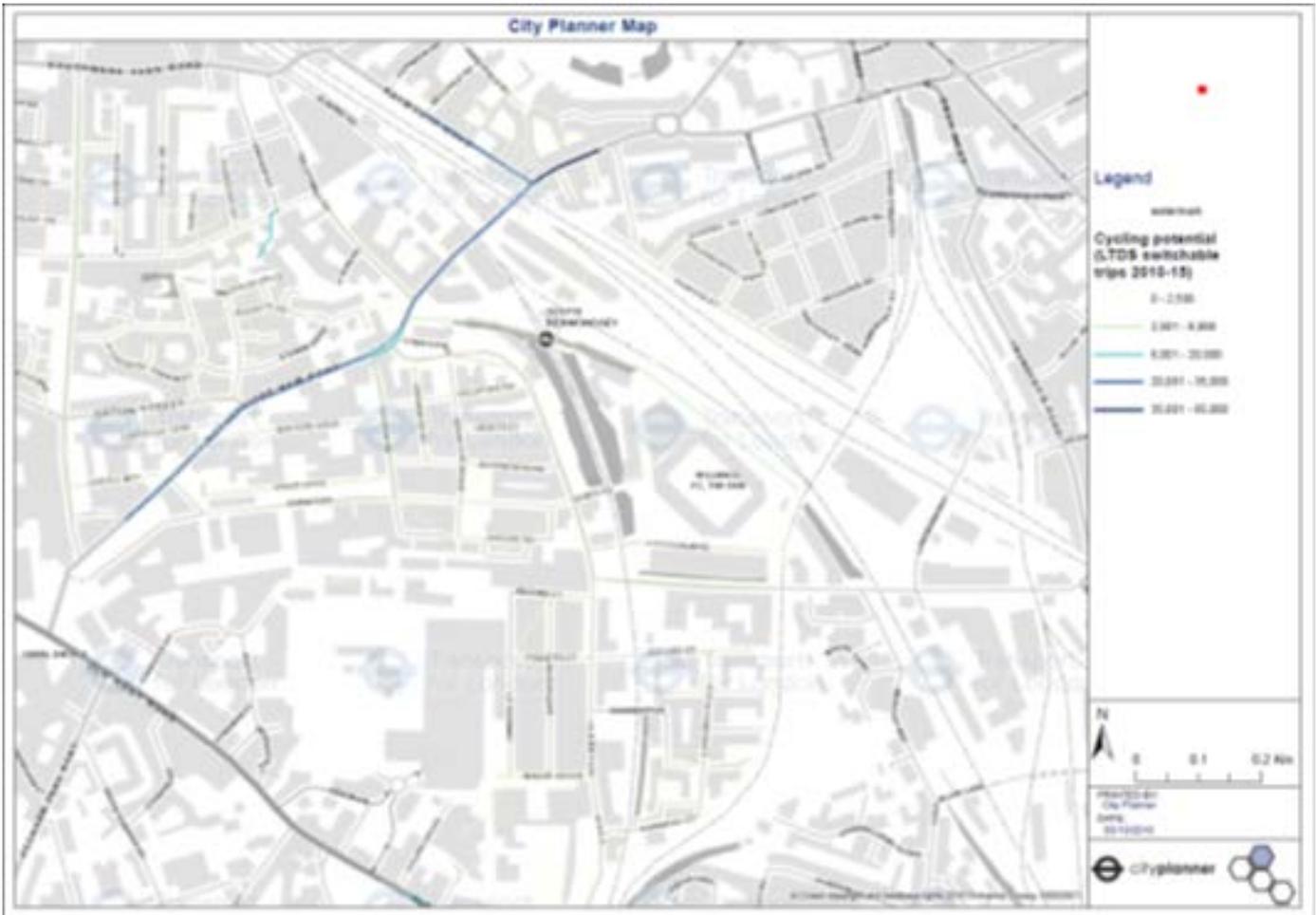


Figure 11 The potential for switchable trips to cycling between 2010 and 2015 in the area. Source: TfL City Planner Tool.

Funding and Work Programme

Southwark funding towards the Liveable Neighbourhood scheme

Southwark has mapped various council, highway and planning contributions towards public realm improvements in the South Bermondsey area (Figure 12). Southwark's funding is currently calculated to be about £1m over the next three years.

During this time Southwark also expects to see an increasing number of development sites coming forward associated with the Old Kent Road and the Millwall sites in Lewisham. These developments will provide an increasing amount of S106 and S278 contributions that can help to improve the Bramcote Park area. This funding will increase in future, but cannot be predicted at present.

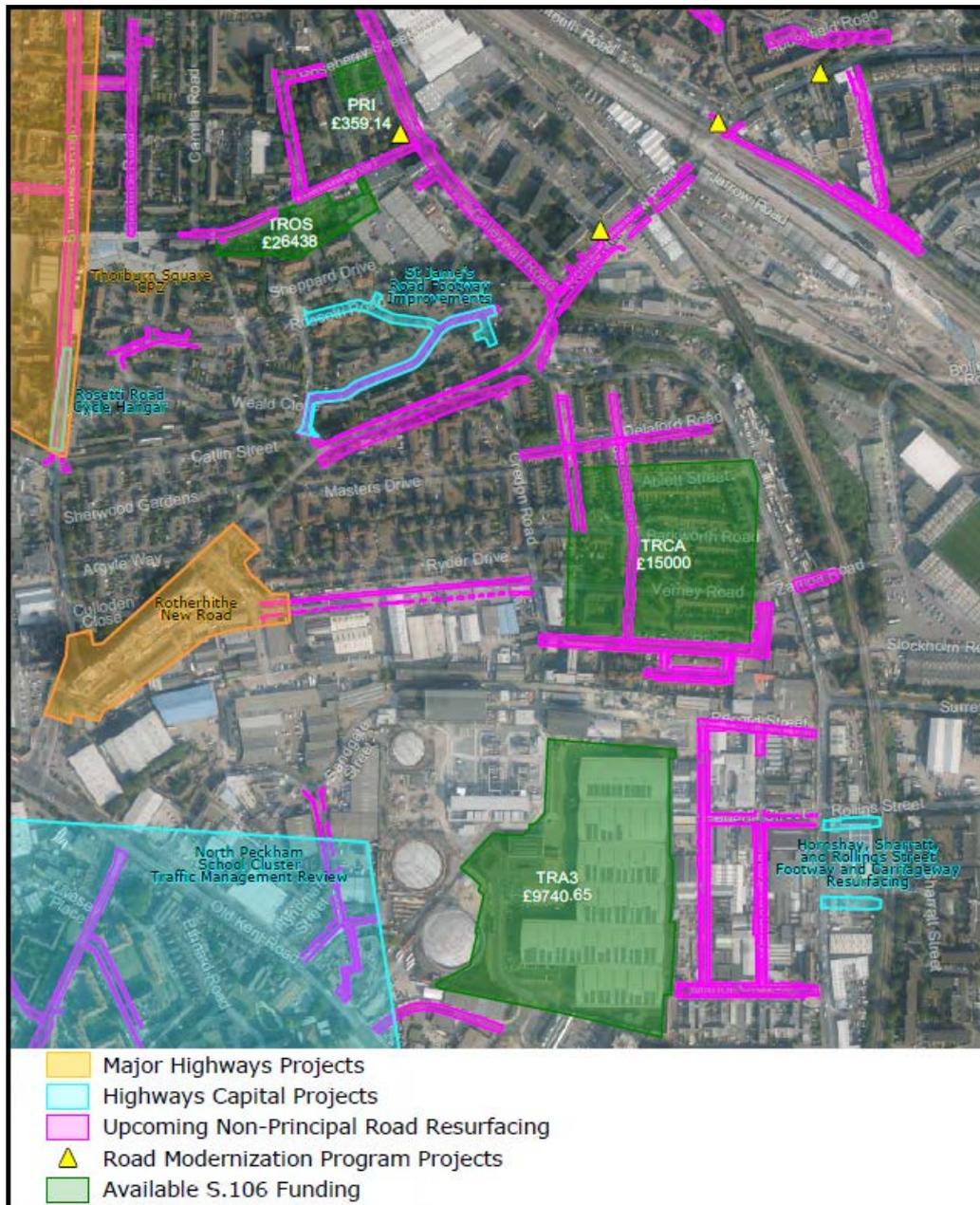


Figure 12 Projects and funding in the South Bermondsey area.

Rotherhithe New Road walking and safety measures

Southwark has already started funding and improving part of the Liveable Neighbourhood scheme along part of Rotherhithe New Road at the very western end of the Bramcote Park estate. This is the Major Highways Project in Figure 12 above. Here the council is investing about £0.45m to widen footways, improve crossings and junctions, enhance road safety and improve bus flows. This will create safer and more walking and cycling friendly routes to and from The City of London Academy, the John Keats Primary School and the Silverlock Medical Centre. These works include:

- Improving road safety and compliance with Southwark's 20mph speed limit at the junction with St James' Road by narrowing the whole junction and relocating a raised zebra crossing to outside the entrance to The City of London Academy.
- Raising the crossing over Verney Road which is a side road to Rotherhithe New Road that is outside the entrance of The City of London Academy.
- Creating a new raised, informal crossing over Rotherhithe New Road to encourage better compliance with the 20mph speed limit.
- Upgrading a narrow central pedestrian island to a raised zebra crossing on Rotherhithe New Road to improve pedestrian facilities and 20mph compliance.
- Narrow Verney Way, including its junctions, and introducing double yellow lining to improve walking to and from the Silverlock Medical Centre, and compliance with the 20mph speed limit.
- Improving bus stop access by creating better crossing locations and smoothing bus flows by removing parking on Rotherhithe New Road.

Please also note that Southwark has an excellent track record of delivering Major Projects in partnership with TfL. For example, the recent Quietways works in the borough.

Southwark's Cleaner, Greener, Safer bids

Each year Southwark asks residents to propose improvement projects in their neighbourhood for up to £20k. Last year a Bramcote Park resident requested a cycle hanger, which Southwark is providing in spring 2019.

Thames Water funding

Southwark is proposing to de-pave about 300sq metres of paving to create Sustainable Urban Drainage (SUD's) and Rain Gardens, and to enhance air quality beside Ilderton Road and Rotherhithe New Road. These streets meet Thames Water funding criteria as they are within a 1 in 30 year flood zone. This would continue Southwark's ongoing relationship with Thames Water which delivered the Dulwich Park flood management scheme. Southwark could contribute funding along with Thames Water to

provide a total of about £50k for the Liveable Neighbourhood SUD's scheme.

Potential liveable neighbourhood funding

Southwark is seeking £4m Liveable Neighbourhood funding over 5 years for the measures listed in points A) and B). These measures are prioritised because they are less dependent upon other developments for their introduction.

Southwark officer's time

The officers involved to help deliver the Liveable Neighbourhood project will include: Transport Planning, Highways Engineering, Planning, Parking, Air Quality, Housing, Drainage, Lighting and Parks. Officer's time over 3 year's is likely to exceed £300k.

The Liveable Neighbourhood work programme

The following phasing for the Liveable Neighbourhood bid is suggested to demonstrate how these schemes could be effectively delivered.

Year 1 - £150k funding

Organise a summer festival using road closures to encourage residents to hold regular street parties, BBQs, jumble sales to help build community cohesion and demonstrate that streets can be used in other ways. Facilitate by purchasing tables and marquees for Links Community Centre at 353 Rotherhithe New Road to run fairs.

Southwark will use these events to start discussing and consulting with residents on accessibility improvements inside the estate to create Home Zones and Play Streets.

Southwark would also use these conversations to start discussing and consulting with residents on improving crossings over the boundary roads to better connect to the adjacent areas and destinations.

Year 2 - £250k

Design and consult residents on accessibility measures inside the Bramcote Park estate.

Design and consult residents on road safety and new crossings along the boundary roads on the edges of the Bramcote Park estate.

Year 3 - £1.6m

Construct pedestrian, traffic calming and road closure measures inside the Bramcote Park estate.

Construct measures on boundary roads on the edges of the estate.

Construct the new green buffer strip and cycle route along the boundary roads beside the estate.

Continue discussing with residents how to address the larger impacts from nearby major regeneration sites and opportunities to create new Active Travel routes and modal change opportunities.

Year 4 - £1.9m

Construct pedestrian, traffic calming and road closure measures inside the Bramcote Park estate.

Construct measures on boundary roads on the edges of the estate.

Construct the new green buffer strip and cycle route along the boundary roads beside the estate.

Continue discussing with residents how to address the larger impacts from nearby major regeneration sites and opportunities to create new Active Travel routes and modal change opportunities.

Year 5 - £100k

Evaluation of the measures delivered.

Continue discussing with residents how to address the larger impacts from nearby major regeneration sites and opportunities to create new Active Travel routes and modal change opportunities.

How will we progress the Bramcote Park Liveable Neighbourhood?

We will work with residents to discuss interventions to protect the Bramcote Park estate by creating Active Travel routes, improve public transport and creating new green spaces. This will use the engagement strategy shown above.

Funding contributions will be coming forward from nearby developments from the Old Kent Road area. Southwark will seek S106, S278 and SUDs funding from these developments, which could benefit the Bramcote Park estate.

Support for the submission

This bid has been submitted to Cabinet for approval and a possible engagement process is included in this report.

Appendix C – LIP Delivery					
Draft LIP submission					
19/20 revised					
Project	Location	Description	2018/19 £'000	2019/20 £'000	2020/21 £'000
Behaviour change including Smarter travel and Road safety Education	Borough wide	Smarter travel programme including Road Safety, Travel Awareness. Cycle strategy smarter measures programme.	300	300	300
Demonstrator zones		Develop trials of 'Super Zones' around schools to promote greater health and fitness. Use the 'fresh start' approach to develop a toolkit to promote walking and cycling to be used by other schools.	100	160	200
Cycle Training programme	Borough wide	Cycle training programme and cycle parking programme including cycle hangers.	220	220	220
Deliver cycling network - Southwark Cycle Spine	Borough wide	Design, development and delivery of Southwark cycle strategy 2015 including the development of the Southwark Cycle Spine	200	0	0
Deliver walking networks	Borough wide	Conduct a sensory audit of streets. Test 'fun' walking interventions along school routes. support the daily 'fun' mile by introducing play and mini-adventures to local streets.	300	400	400
Test and Evaluate MP schemes	Borough wide	Develop 'Living Lab', evaluating schemes, annual monitoring of movement plan. Identify and test how changes to the highway can reduce risk taking behaviour.	150	150	150
Local environmental improvements	Borough wide	Small scale interventions to address specific issues identified in year e.g. dropped kerbs, station access. Complementary ideas and funding through Southwark's Cleaner, Greener, Smarter bids for additional public realm improvements.	180	180	180

Calm streets/decluttered	Various	Trial the creation of 'calm' streets by identifying street clutter and simpler highways designs.	50	50	50
Long lane	Chaucer, Grange a	Implement highway changes to rat running, respond to changes in the wider network, improve connection to Guy's Hospital and improvements to the C10 bus route. (2nd year £).	150	0	0
Lordship Lane	Dulwich	Implement speed reduction measures following the review of the boroughwide 20mph restriction. (2nd year £).	100	0	0
Kerbside smarter street programme	Borough wide	Small scale interventions to complement CPZ programme.	150	150	50
Timed closure of streets	Various	Expand school street, play street programme. Explore the expansion fo this programme to commuter street, station or town centre closures.	80	150	250
Vision Zero	Borough wide	Explore better methods to report near misses and collisions to better understand safety issues and their locations.	40	100	40
Improving bus journey times	TBD		0	160	180
Roads as a workplace	Borough wide	Work with employers to better understand how roads are used as a workplace.	20	20	20
		Total			
		Corridors and neighbourhoods	2040	2040	2040
		Discretionary funding	100	100	100

APPENDIX 1



Ladbury Towers

Weekly newsletter

24 August 2018

Options Appraisal Consultation

The consultation on the options that have been developed for the future of the Ledbury Towers starts this weekend. The consultation will last two weeks.

There are four options:

- A: A basic refurbishment of the towers to meet health and safety essential standards, paid for from the Housing Revenue Account.
- B: A higher standard of refurbishment of the towers, plus building new homes around them for local, overcrowded families and other local residents in housing need. The additional refurbishment expenditure and the cost of the new council homes being partly met from the sale of new homes and partly from the Housing Revenue Account.
- C: A mixture of refurbishment to the higher standard, and demolition of some, but not all, towers with a replacement of new homes for local overcrowded families and other local residents in housing need. The additional refurbishment expenditure and the cost of the new council homes being partly met from the sale of new homes.
- D: Demolition of all four towers, and replacement with new homes. The additional cost of the new council homes, being partly met from the sale of new homes.

All current residents, former tenants with the right to return and non-resident leaseholders will receive a questionnaire, which needs to be completed and returned to Open Communities by Sunday 9 September, 2018, in the prepaid envelope provided or completed online, or dropped into the box in the Ledbury TRA Hall.

The views from the questionnaire will then be reported to the councillors making the decision.

There is a display in the Ledbury TRA Hall on

the four options over the next two weeks. Staff from Hunters will also be available at the Hall from 2pm until 8pm on the following days to discuss the options, and answer any questions you may have:

- Thursday 30 August, 2018
- Thursday 6 September, 2018

Bogus Callers

We had an incident on the estate this week where someone was trying to gain access to a property after 6pm to fit a smart meter to a property that already had a smart meter.

The police have been advised. Please do not allow callers into your home without asking for ID.

If you have a concern, please ring the Ledbury Team on 020 7732 2886 for help and advice.

Churchyard Row

The Ledbury tenants who have bid for the properties at Churchyard Row have now had their viewings arranged for the week commencing 29 August 2018.

Once we are aware which homes that have accepted we will then be writing to leaseholders to let them know which properties are available. They will then have an opportunity to express an interest in one.

Sumner Road

Just a reminder that the as the new homes at Sumner Road are part of an estate, 50% of the new homes will be prioritised for residents in housing need on that estate.

The rest of the properties will be advertised through Homesearch and of course as Ledbury tenants have Band One priority they will be able to bid for them.

Overall in the development there are 50 homes

at social rents as follows:

- 1 Bed – 6 flats
- 2 Bed – 6 flats
- 3 Bed – 22 flats and 16 maisonettes

Clarification on Right to Return

At a recent meeting of the Resident Project Group there were issues raised with regard to the Right to Return. The Right to Return will affect tenants and leaseholders differently. These have been reported on previously but the residents on the Resident Project Group asked that they be set out in the newsletter.

Tenants

Ledbury Towers tenants who have moved since 11 August, 2017 have the Right to Return to refurbished or new homes on the Ledbury Estate when the works are completed, until 23 November 2024. This means that if a refurbishment option is chosen, when your block has been refurbished you will be written to inviting you to come and view your original home, and if you want to you have the option of returning to it. If you refuse the offer or do not respond to the offer then the Right to Return ends as the property will then be advertised through the normal Homesearch process.

If a new build option is chosen, we will be consulting with the existing and former tenants of the Towers on the plans for the new homes. You will therefore know what kind of homes will be built. First priority for the new homes will be for those who have remained in the Ledbury Towers residents and those with a Right to Return.

Resident Leaseholders

If the blocks are to be refurbished, we would look at phasing the works so that vacant homes in the Ledbury Towers could be used to temporarily rehouse leaseholders who wish to remain, whilst works are carried out to their home. If the option chosen is a new build

option, resident leaseholders who do not wish to move from the site would have options to move to new accommodation on the footprint of Ledbury Towers. This may mean a period in temporary accommodation depending on which design is chosen.

Film Night on the Ledbury

As part of the Peckham and Nunhead Free Film Festival there will be an outdoor screening on Saturday 15 September, 2018 on the green space on the corner of Commercial Way and Ledbury Street behind Bromyard House.

The screening will be run by Electric Pedals who organise bike powered screenings where members of the audience have to pedal bicycles to create the power for the screening to happen.

The film will be a children's film called "Coco" which is a fairly recent release. The film will start around 8.30pm as the light goes down and finish around 10.15pm.

Problems with heating or hot water?

If you have any problems with your heating or hot water you can still report it to the housing staff at the TRA Hall on the Ledbury Estate.

The housing staff at the TRA Hall can be contacted on **020 7732 2886** or **020 7732 2757**. Depending on the problem, they will contact either Southwark Council's Contact Centre or Engie (formerly known as Keepmoat) on your behalf to get the job raised and in turn they will arrange for an engineer to attend your property.

Leaks and issues with radiators?

If you have a leak or problems with your radiator, you will need to contact the Southwark call centre on **0800 952 4444** or **020 7525 2600**.

They will give you a reference number, which will enable you to track the progression of the job raised.

Local police sessions

PC Moroz, the Dedicated Ward Officer (DWO) for the area will be holding occasional hour-long contact sessions in the Ledbury TRA Hall so residents can meet with their local PCs.

Date	TIME
29/08/2018	18.00 - 19.00
15/08/2018	11.00 - 12.00
22/08/2018	11.00 - 12.00
29/08/2018	18.00 - 19.00
04/09/2018	11.00 - 12.00
12/09/2018	11.00 - 12.00
19/09/2018	11.00 - 12.00
26/09/2018	11.00 - 12.00
03/10/2018	18.00 - 19.00
09/10/2018	11.00 - 12.00
17/10/2018	11.00 - 12.00
24/10/2018	11.00 - 12.00

Warning re bottled gas

It remains vitally important residents do not bring any bottled gas or gas appliances into the tower blocks; we have been advised that the buildings will not withstand the force of a gas explosion.

Fire wardens will also be monitoring to check that no gas canisters are bought into the buildings.

Reminder on Oxygen cylinders

One of the issues that could jeopardise safety is the use of oxygen cylinders in the blocks. This means that no visitors to the blocks will be able to come in if they require an oxygen cylinder.

From the home visits we have carried out it is clear that, at present, no current resident has the need to use an oxygen cylinder.

However no one knows what their health will be

in the future. If an issue arises with your health that means that you will need to have use of an oxygen cylinder, please speak to your doctor and then let your Resident Service Officer (whose contact details are on the back pages of the newsletter) know immediately so we can work with you to ensure your health needs are catered for.

Non-resident leaseholders are being asked to make sure their tenants in the block are also aware of both of these issues.

Housing updates:

This autumn the council will be making a decision on the future of the Ledbury Towers. Whatever decision is taken, all residents in the tower blocks will have to leave their homes for a period – either while major strengthening and refurbishment works are carried out, or for demolition and rebuild.

At the moment residents are under no pressure to move as any works are unlikely to start until 2019, and all residents will have the right to return to the estate.

Please note that properties are not allocated according to the time you bid. They are allocated by our colleagues in the allocations team according to Southwark Council's lettings policies. Ledbury Towers residents are in Band One, and the properties are allocated by how many stars each applicant has, then by application date and finally by your tenancy date. When you bid, your position may change depending on other applicants' stars, application date or tenancy date. If you need help with bidding or you think your application can attract stars because you or someone else in your household is working or carrying out voluntary work for more than 16 hours a week, do not forget to come in and see the Ledbury Team for help.

Offers

- 144 empty properties

- 8 offers made and accepted and awaiting move in dates.
- 2 households in 1st position and viewing pending.
- 1 household finished within 2nd and 3rd positions and awaiting confirmation of viewing results from 1st applicants.
- 170 offers refused following viewing/second thoughts after bidding cycle.

Ledbury webpage

Don't forget! Everything we have issued to residents, including these newsletters and answers to frequently asked questions,, will also be uploaded to our website at www.southwark.gov.uk/Ledbury

Independent Tenant and Leaseholder Advisors

The Tenants and Residents' Association and the Ledbury Action Group agreed the appointment of Neal Purvis from Open Communities as the Independent Tenant and Leaseholder Advisor for the Ledbury Estate.



Neal Purvis

Neal holds drop in sessions for residents in the TRA Hall on Thursdays - 2pm to 4pm.

Or if you would like to arrange a home visit you can contact Neal, or the rest of the Open Communities team, on 0800 073 1051.

The Ledbury Team

With the heating and hot water works complete our colleagues from other teams have returned to their substantive roles, leaving just the

Resident Services Team fulltime and Housing Applications Team part time based at Ledbury.

You can contact the Ledbury team at the Ledbury TRA Hall by calling **020 7732 2757** or **020 7732 2886**.

Staff that are permanently based on Ledbury are:



Mike Tyrrell – Director of Ledbury Estate.

mike.tyrrell@southwark.gov.uk



Ricky Bellot – Housing Applications

ricky.bellot@southwark.gov.uk



Olive Green – Resident Services Manager

olive.green@southwark.gov.uk



Hema Vashi – RSO for Bromyard

Tel: 07852 766058

hema.vashi@southwark.gov.uk



Sabdat (Sabi) Ibn-Ibrahim – RSO for Skenfrith

Tel: 07984 144224

sabdat.ibn-ibrahim@southwark.gov.uk



Sharon Burrell – RSO for Sarnsfield

Tel: 07432 738774

sharon.burrell@southwark.gov.uk



Modupe Somoye – RSO for Peterchurch

Tel: 07903 281390

modupe.somoye@southwark.gov.uk

The following staff are no longer permanently based on Ledbury, but are still supporting the Ledbury Team to ensure that residents concerns are responded to swiftly:



Cheryl Russell – Area Manager Central

cheryl.russell@southwark.gov.uk



Tony Hunter – Head of Engineering

tony.hunter@southwark.gov.uk



Abigail Buckingham – Design and Delivery Manager

abigail.buckingham@southwark.gov.uk



Sharon Shadbolt – Project Manager

sharon.shadbolt@southwark.gov.uk



Kim Hooper – Communications

kim.hooper@southwark.gov.uk



**Gary Wallace – Homeowners
Operations**

gary.wallace9@southwark.gov.uk

Refurbishment Questionnaires – As at 26th July 2018

There were 66 questionnaires completed out of the 218 sent out to existing residents, those tenants who have the right to return and the non resident leaseholders. This equates to a 30.2% turnout.

The turn out for current residents was higher. At the time of the questionnaires being mailed out, there were 56 tenants and 16 resident leaseholders. We received 37 questionnaires from current residents. This equates to a 51.4% turnout.

The returns were weighted so that the first priority received 4 points, second priority 3 points, third priority 2 points, and fourth priority 1 point; which totals 10 points.

Some residents could not decide and weighted certain categories equally, their scoring was adjusted accordingly, so that in total no one resident could award more than 10 points. For example, anyone who marked all four options equally, is recorded as giving 2.5 points to each option; any one who prioritised one option and did not distinguish between the other three options, is recorded as giving four points to their first option and 2 points to each of the others. In this way we can ensure that everyone who responded had their preferences recorded appropriately and that no was at a disadvantage against a neighbour.

All Returns

House	Resident	Option One	Option Two	Option Three	Option Four
Skenfrith	no	2	2	2	4
Skenfrith	no	3	3	3	1
Sarnsfield	y	4	2	2	2
Peterchurch	no	2.5	2.5	2.5	2.5
Peterchurch	y	1	2	3	4
Peterchurch	no	1	3	2	4
Sarnsfield	y	1	2	3	4
Skenfrith	no	1	2	3	4
Skenfrith	y	4	3	2	1
Sarnsfield	y	2.5	2.5	2.5	2.5
Bromyard	no	4	1	4	1
Peterchurch	no	2	2	2	4
Skenfrith	y	1	2	3	4
Skenfrith	y	2	2	2	4
sarnsfield	y	3	4	2	1
Sarnsfield	y	3	4	2	1
Skenfrith	y	4	2	1	3
Skenfrith	y	2	2	2	4
Bromyard	y	1	2	3	4
Sarnsfield	no	1	2	4	3
Peterchurch	y	4	4	1	1
Bromyard	y	1	2	4	3
Sarnsfield	y	1	3	3	3
Sarnsfield	no	1	2	3	4
Sarnsfield	y	1	2	3	4

Refurbishment Questionnaires – As at 26th July 2018

Bromyard	no	2.5	2.5	1	4
Bromyard	no	3.5	3.5	2	1
Bromyard	no	4	2	2	2
Skenfrith	no	1	2	3	4
Sarnsfield	y	4	3	2	1
Peterchurch	y	2	3	4	1
Bromyard	y	1	2	3	4
Skenfrith	y	4	3	2	1
Skenfrith	no	2	2	4	2
Skenfrith	y	4	2	3	1
Sarnsfield	y	1	2	3	4
Peterchurch	y	3	4	2	1
Sarnsfield	y	2	2	2	4
Skenfrith	y	1	2	3	4
Skenfrith	no	3	2	4	1
Sarnsfield	y	3	4	2	1
Bromyard	y	1	2	3	4
Skenfrith	y	4	2	2	2
Sarnsfield	y	2	2	4	2
Bromyard	y	2	3	4	1
Skenfrith	y	2	4	2	2
Bromyard	y	3	3	3	1
Sarnsfield	no	3	4	2	1
Skenfrith	no	1	2	3	4
Skenfrith	no	4	3	2	1
Bromyard	no	4	3	2	1
Bromyard	no	4	3	2	1
Peterchurch	no	4	3	2	1
Skenfrith	no	2	3	4	1
Bromyard	no	2	3	4	1
Peterchurch	no	1	2	4	3
Skenfrith	y	4	3	2	1
Bromyard	y	3	4	1	2
Bromyard	no	2	2	2	4
Peterchurch	no	4	2	2	2
Bromyard	no	2.5	2.5	2.5	2.5
Sarnsfield	no	1	2	3	4
Skenfrith	no	4	2	2	2
Peterchurch	y	3	3	3	1
Peterchurch	y	2	2	2	4
Peterchurch	y	4	3	2	1
		162.5	168.5	170.5	158.5

Refurbishment Questionnaires – As at 26th July 2018

Current Residents

House	Resident	Option One	Option Two	Option Three	Option Four
Sarnsfield	y	4	2	2	2
Peterchurch	y	1	2	3	4
Sarnsfield	y	1	2	3	4
Skenfrith	y	4	3	2	1
Sarnsfield	y	2.5	2.5	2.5	2.5
Skenfrith	y	1	2	3	4
Skenfrith	y	2	2	2	4
sarnsfield	y	3	4	2	1
Sarnsfield	y	3	4	2	1
Skenfrith	y	4	2	1	3
Skenfrith	y	2	2	2	4
Bromyard	y	1	2	3	4
Peterchurch	y	4	4	1	1
Bromyard	y	1	2	4	3
Sarnsfield	y	1	3	3	3
Sarnsfield	y	1	2	3	4
Sarnsfield	y	4	3	2	1
Peterchurch	y	2	3	4	1
Bromyard	y	1	2	3	4
Skenfrith	y	4	3	2	1
Skenfrith	y	4	2	3	1
Sarnsfield	y	1	2	3	4
Peterchurch	y	3	4	2	1
Sarnsfield	y	2	2	2	4
Skenfrith	y	1	2	3	4
Sarnsfield	y	3	4	2	1
Bromyard	y	1	2	3	4
Skenfrith	y	4	2	2	2
Sarnsfield	y	2	2	4	2
Bromyard	y	2	3	4	1
Skenfrith	y	2	4	2	2
Bromyard	y	3	3	3	1
Skenfrith	y	4	3	2	1
Bromyard	y	3	4	1	2
Peterchurch	y	3	3	3	1
Peterchurch	y	2	2	2	4
Peterchurch	y	4	3	2	1
		90.5	98.5	92.5	88.5

Refurbishment Questionnaires – As at 26th July 2018

Non Residents

House	Resident	Option One	Option Two	Option Three	Option Four
Skenfrith	no	2	2	2	4
Skenfrith	no	3	3	3	1
Peterchurch	no	2.5	2.5	2.5	2.5
Peterchurch	no	1	3	2	4
Skenfrith	no	1	2	3	4
Bromyard	no	4	1	4	1
Peterchurch	no	2	2	2	4
Sarnsfield	no	1	2	4	3
Sarnsfield	no	1	2	3	4
Bromyard	no	2.5	2.5	1	4
Bromyard	no	3.5	3.5	2	1
Bromyard	no	4	2	2	2
Skenfrith	no	1	2	3	4
Skenfrith	no	2	2	4	2
Skenfrith	no	3	2	4	1
Sarnsfield	no	3	4	2	1
Skenfrith	no	1	2	3	4
Skenfrith	no	4	3	2	1
Bromyard	no	4	3	2	1
Bromyard	no	4	3	2	1
Peterchurch	no	4	3	2	1
Skenfrith	no	2	3	4	1
Bromyard	no	2	3	4	1
Peterchurch	no	1	2	4	3
Bromyard	no	2	2	2	4
Peterchurch	no	4	2	2	2
Bromyard	no	2.5	2.5	2.5	2.5
Sarnsfield	no	1	2	3	4
Skenfrith	no	4	2	2	2
		72	70	78	70

**Ledbury Towers option Appraisal
Resident Questionnaire Number 1 Results
Jun-18**

Date issued: 15.06.2018

Number of questionnaires issued: 217

Returns:

			%
Southwark Council tenant in one of the towers		19	46.3
Resident Leaseholder in one of the towers		8	19.5
Non- resident leaseholder from one of the towers		2	4.9
Moved from the towers but may return		9	22.0
Moved from the towers but no intention to return		3	7.3
		41	100

Number	Question						Total
1	Would you like to see the Tower Blocks retained with no loss of Council Homes?						40
	yes	30	No	5	Maybe	5	
	%	75	%	12.5	%	12.5	
2	Would you be happy to go back and live in the blocks if they were refurbished?						40
	yes	25	No	7	Maybe	8	
	%	62.5	%	17.5	%	20	
	Please provide reasons for your answer:						
	I would like to demolish this tower and build new council housing.						1
	I would prefer the ledbury estate, won't be no loss of council homes for the residents who want to return after refurbishment.						2
	Because I used to live on the last floor and I use to use the lift up to the 12th floor and take stairs and at times both lifts used to break down and I have to use the stairs.						3
	I believe the tower block [REDACTED] provides good social accommodation albeit it could be updated/refurbished. I am a non-resident leaseholder so question 2 does not apply to me.						4
	I have been a resident here as a council tenant since the 70s. The only problems over the years was the water. Since the last refurb the block has become sager. No gas supply so the danger of explosion and fire has been averted. This is like a family home. My children were born here, I am not in the mood to move anywhere else.						5

<p>Too many council homes are being lost and too few are being replaced and the term 'affordable housing' is not affordable for the everyday person earning less than £20k a year. London needs council homes at council rents. The ledbury estate and land is a high valued commodity at the moment due to the bakerloo line tube extension and I fear the estate will be lost to developers and residents priced out of the area.</p>	6
<p>It is a very strong building and have lived happily in the tower, safe and secured.</p>	7
<p>The towers would be very nice to live in if there were no issues regularly. Very safe, good community and spacious living space.</p>	8
<p>I have lived at [REDACTED] since Nov [REDACTED] aged [REDACTED] years. I am now 73 and have roots here, especially my church community and neighbours. I have no desire at this time in my life to live anywhere else or should I say what's left of my life! Many elderly are moved from their comfort zone and as a consequence they don't last long.</p>	9
<p>We have been very happy living here, but now that we are moving to a brand new flat in Sylvas Grove, do not want the hassle of moving back!</p>	10
<p>Lighting was poor, lifts were always breaking down and I've got a disability and was living on the [REDACTED] floor, if the lifts were out I was stuck in the flat.</p>	11
<p>The tower blocks are built nicely with green areas and trees surrounding the blocks. Each flat in the blocks are good size flats and have a good design layout including the facade of the building. It would be a shame to demolish them.</p>	12
<p>That's a good plan to demolish and rebuild new homes.</p>	13
<p>I love my estate and the demise of tenants is destroying the ledbury community that has formed. If this could be regained again this would be nice for the community. Also this location is really convenient. The homes are spacious and good for quality of life compared to new builds standards.</p>	14
<p>Tower blocks must remain the property of tenants at Ledbury estate, not private. Tenants don't need tower buildings. We need houses with enough space for kids.</p>	15

<p>I have lived in [REDACTED] for [REDACTED] years and apart from flooding in the kitchen and bathroom and toilet we have had no problems. This is a peaceful estate with a good community spirit and I would like to live here for as long as possible. It is also very central for my commute to work.</p>	16
<p>There is the need of more council homes first, but in my case I really love the towers, the place where they are located, I love my house. I would be really happy to live here if they were refurbished.</p>	17
<p>Because I like the structures and layout of the block tower I am living in and I feel happy to continue to live here.</p>	18
<p>Blank</p>	19
<p>Because of the safety of the tower blocks</p>	20
<p>If the blocks are strengthened and refurbished properly then they should be retained for council use. Plus, as has been shown there is a severe shortage of social housing, so absolutely these towers needs to remain. As to whether I would move back, this depends on how long any works take to complete and how well I adjust to new location.</p>	21
<p>Council homes are better than housing association. Also have met good neighbours within a year and I have lived in the block we like family.</p>	22
<p>The towers are not fit for people to dwell in, considering the numerous problems attached to these blocks.</p>	23
<p>[REDACTED] I am purposely abstaining from indicating any preference on this survey, in order that the views of the estate are heard, most importantly.</p>	24
<p>Needs refurbishment, there were lots of leaks, would be better refurbished - my first home.</p>	25
<p>There's a lack of social housing in london, its very expensive to afford to live now in Southwark so the towers or land should remain council. Yes I would be happy if rent is affordable as it had been my home over 20 years and my first home.</p>	26
<p>I have lived in the area for more than 13 years and I would always like to live here.</p>	27

3

<p>My 2 year old and 6 months old enjoy every minute of it, living in this tower. I've met and made good friends and good people for god sake try all the best to make the towers stronger, I'm happy in this tower and praying to god I return back to live here</p>	28
<p>Having lived here happily for almost 46 years, it would be a heartbreaking to have to leave.</p>	29
<p>If the towers were rebuilt and we can return to a similar flat on the footprint of the estate we will be satisfied. The council have already assured us there will be no loss of council homes. If refurbished to the same standard or better we would be happy to return.</p>	30
<p>Transport links are excellent, the flats are very spacious and have a lot of storage. I also have many medical conditions so it would be very difficult to change GPs.</p>	31
<p>I have been living at the block for years and would like to continue to remain in [REDACTED].</p>	32
<p>The interiors of these flats are beautiful. The design and layout are spacious, light and elegant. Modern buildings are simply not made with the same consideration for the people who live in them, at least not outside of the luxury bracket. Nevertheless, these flats are not mortgageable, and i am not sure that i want to live here for the rest of my life. I would like a garden. the buy back offer from the Council may be a good opportunity to move and to purchase a property that is more suitable. In addition, i am not sure i would handle living in temporary accommodation for a year or more. The 6+ months of disruption last year was stressful enough - i like to have my place as i want it, including the decoration.</p>	33
<p>I have lived in the flat for [REDACTED] years, and I love it and want it to stay</p>	34
<p>I have lived here for [REDACTED] years and have been very happy. I feel part of the community and I am located for all local amenities and transport.</p>	35
<p>I do believe that there is no way to refurbish and can get all the necessary facilities back e.g gas supply.</p>	36

<p>Refurbishing the towers will not take away the anxiety and fear when we found out that the towers were unsafe for human habitation. Our lives were compromised by Southwark Council for well over 40 years (either knowingly or not). So, it would be height of irresponsibility for us to return to these blocks with our children knowing the history of neglect by the council after several complaints of flooding, gaps between panels, gas leakages etc. Thw towers are nearly 50 years old and building experts have pointed out flaws in the experimental design and build of the towers. In addition, the towers have aged with decayed concrete and rusted bolts, so any strengthening works will only delay the inevitable of human casualties and potential loss of lives in the near future. I don't want my family to be part of this story. Grenfell tower disaster is still fresh in our minds and conscience. If the council decides to keep the towers, then they should consider displaying health warning outside each block stating the history of neglect so that tenants/leaseholders will know what they are letting themselves into. In effect they should state that 'you live here at your own risk'</p>	37
If properly done	38
Blank	39
Blank	40
Blank	41
What improvements, if any, might change your mind?	
To build new council housing	1
The improvements might change my mind when they demolish the towers and rebuild as a new home	2
None	3
N/A	4
None	5
Blank	6
Improvement of Fire Safety	7
Blank	8
Blank	9
None	10
No sky cables hanging down in front of windows like what I was getting when I was living there and the bin shoots need update cos people were dumping rubbish out side the blocks.	11
Just needs strengthening, maybe service pipes might need replacing and water pipes in flats for heating radiators.	12

	Better living standards.	13
	Better CCTV and Security prevalence. A nicer park space that discourages unsocial loiterers.	14
	No more towers, to improve landmarks (ledbury land very poor and neglected).	15
	None	16
	One of the improvements that comes to my mind is to make the tower more accessible for vehicles, especially for ambulances, firefighters, lorries and all of them need access to roof.	17
	I don't think to change my mind if I have to leave temporarily for any job to be done as if there might be any refurbishment, I would like to come seek the tower block continue to live.	18
	Blank	19
	Blank	20
4	Better security, CCTV is used badly in some cases, but used properly i.e as a means to combat anti-social behaviour, then I see that as an improvement. Video linked intercoms so that we can see who is trying to enter the buildings. Replace the lifts as they are old and unreliable. Upgrade the communal aerial to include satellite reception which would eliminate the need for individual dishes. Provision of means to charge electric cars as this seems to be the way cars are going and would act as an incentive for residents to change.	21
	New council homes, large rooms, storages, play area for our kids.	22
	Blank	23
	ABSTAIN	24
	Fi the leaks. Need kitchens and bathrooms renewed. Stop rain in the communal area. Improve cleaning in the blocks.	25
	Corridors, lifts, stairs, water penetration in the flats, the green to be improved, more trees/flowers	26
	Blank	27
	Honestly am not too familiar with under ground garages. Please try to keep the towers for the people who want to return and enjoy living on this beautiful tower and keep it simple, don't demolish it.	28
	Perhaps having sprinklers. Otherwise I am happy living here	29

	If demolished and rebuilt we would need a guarantee that we could remain as leaseholders. If the new flats were more expensive than the current ones we would have to see an option for shared equity in place on the estate before we could agree.	30	
	None	31	
	Blank	32	
	Following on from what I said before, if the flats were mortgageable and if I could have some outside space, eg a balcony, window boxes and a community garden in which I could grow some veg.	33	
	Blank	34	
	Blank	35	
	Get all necessary facilities back e.g gas supply.	36	
	No amount of improvement will reassure us. Only demolition and rebuilding to modern standards will bury the shameful neglect of residents all these decades.	37	
	Make sure it passes health and safety test.	38	
	Blank	39	
	Blank	40	
	Blank	41	
5	Would you be happy for the underground garages to be removed or would you like to see these used for parking if more security measures were added?	40	
	Keep it 24		Demolish it 16
	% 60		% 40
	What would you like to see in place of these garages if they were removed (for example: more housing, play areas, landscaping, private gardens, allotments, community use)?		
	I would like to see underground garage to be some housing and save play areas.	1	
	I would like more housing, play areas and private gardens.	2	
	Blank	3	
	N/A	4	
	More community use or landscaping.	5	
	Community use/private gardens.	6	
	More housing or community use.	7	
	More housing.	8	
	More housing and private gardens.	9	
	More play areas - this is the one thing that has been lacking on this estate.	10	
	More play areas and private gardens.	11	

	Landscaping, planting trees for the community use.	12
	Community use	13
	Blank	14
	I would like to see all of the above, especially landscaping and private gardens.	15
	Play areas or allotments or workshops or landscaping and a green area where adults can sit and relax. The underground garages have not been used since before I lived here and should be put to better use.	16
	I would like to see something of community use.	17
	Play areas would be nice.	18
	Blank	19
	More housing.	20
	With addressing the primary issue, that being security, I am not sure any of these ideas will work. I would prefer them to remain as garages but with improved security as the need for parking is high.	21
	All of the above	22
6	Blank	23
	ABSTAIN	24
	Car park, play area, gardens.	25
	More housing or play areas for children.	26
	Play areas.	27
	More housing, play areas, landscaping, private gardens, allotments, community use.	28
	If not garages, community use.	29
	More housing, play areas, green spaces.	30
	Landscaping	31
	Blank	32
	To be honest I can't really envisage what the options might be. I would certainly be enthusiastic about gardens and other outdoor community space. It would be nice to have places to meet neighbours in. We have a lot of outdoor space but there is no where to sit, not much in the way of flowers and plants to look at. I would also like to see some of the space used for workshops. It brings the wider community into the estate and is interesting. It would be great to have arts and crafts facilities and courses on the estate. I'd like to see the estate become a place of interest to people who don't live here. One of the few positives to come out of the past year is that it has become less isolated a place.	33
	It all seems very good	34
	Community spaces and private gardens	35
	Landscaping	36

Mixed use social/private housing on the upper floors, community space on the ground floor and workshops in the basement.	37
Let it remain the same	38
Landscaping, gardens for community use	39
Allotments and council housing	40
Landscaping or allotments. It would be good if some garage could be kept or built but not underground as I do not think any amount of security measures could make me feel safe in an underground car park.	41
What improvements would you like to see around the towers? (for example: more local shops, workshop units, more green space, more childrens play areas, outdoor sports areas, better lighting, more CCTV, better pedestrian routes etc)?	
More green, for children, out door sports areas and better lighting.	1
The improvements I would like to see around the towers are children's play areas - more CCTV and better lighting.	2
Blank	3
N/A	4
Preferably workshop units there art eenough local shops within five minutes walk of the tower blocks. Workshop units to train young people in trade like mechanics.	5
Local shops/CCTV/Green Space/More traffic speed control	6
Better lighting and more CCTV	7
Gym	8
Workshop units and better lighting/CCTV	9
More green space and improved lighting	10
Better lighting and more CCTV. Better pedestrian routes.	11
Maybe have flower beds on the concrete area	12
More shops, green space, sports areas	13
Better design social spaces i.e fixed table tennis/BBQ area/allotment spaces. Benches to sit and read.	14
More green space and children's play.	15
Better lighting, more CCTV, better pedestrian routes and more green space. I would also like to see more benches for adults to sit on with a good asthetic view. I wuld also like to see that a fie engine could have access to all part of the towers as this is not possible at the moment.	16

7

I would like to see more green spaces and better pedestrian routes. Of course my preferences do not exclude others. All of them would be nice to have, but we can't always get what we want in life.	17
More children's play areas and CCTV will be useful for the residents.	18
More shops, green space, sports area, better lighting, CCTV.	19
More CCTV, outdoor sports areas.	20
More choice of shops would be good, there is currently no shop selling veg/fruit. Encouraging a local pharmacy to move in would also be good. CCTV, used properly, would deter crime or at least help catch the perpetrators.	21
All of the above.	22
Blank	23
ABSTAIN	24
Stop kids driving motorbikes.	25
More children play areas, something nice for them, more green space, workshops or youth centre for the children of the community.	26
Outdoor sports area.	27
All of the above.	28
Better lighting and cctv, childrens play areas.	29
Better signage, CCTV, green spaces, play areas.	30
More green space, better lighting.	31
Better CCTV and lighting.	32
Rubbish chutes, remove them from street level. Find some way to stop people or their animals from pissing in the lifts. Better landscaping, more flowers, trees, plants - a wildlife garden? I'm grateful for the rose bushes but it could be better. Gardens to sit in, work in, grown things in. Better use of outdoor space, there is so much of it! but nothing to do or look at? Fix the paving slabs, it's dangerous for elderly and disabled residents. No shops! workshop units, yes!	33
Better lighting and CCTV.	34
More green space, better security, lighting and CCTV.	35
More green space, better lighting and CCTV.	36
Workshop units.	37
Better lighting.	38
More green space, good lighting, sets for sitting outdoors.	39
Pedestrian and cycle routes through the estate.	40
More green space, better lighting.	41
Do you have any other comments or suggestions?	

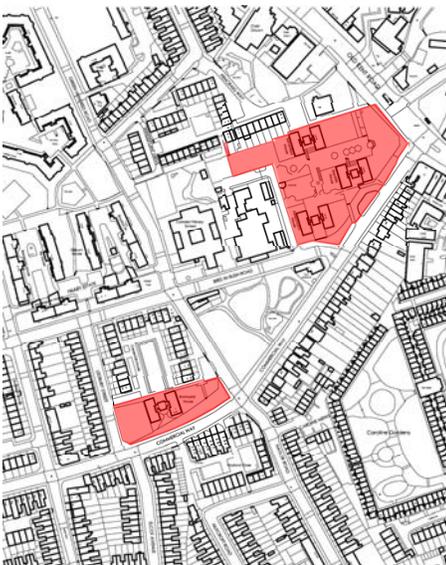
No	1
The council must consider the rent and council tax reduction if they build new homes for the residents of ledbury.	2
Blank	3
Blank	4
It would be a disaster to demolish these tower blocks. They add beauty to this environment and also eases the housing crisis as the population of Peckham grows rapidly year in year out. Build on waste lands, not demolish and rebuild on existing sites.	5
Do not hand the land over to the developers!! Listen to the community.	6
Continue with the good work.	7
Blank	8
Blank	9
Blank	10
No	11
The roof top could be improved with flower beds, it doesn't have to be dramatic by knocking the garage down.	12
I moved out from the tower blocks but I'd like to return to a decent home.	13
Blank	14
Ledbury needs more maintenance 24/7. At the moment this area looks so disgusting.	15
I would like to see the flats refurbished with no flooding in the rooms. I think that it is vital that we have sprinkler system in the communal hallways should there be a fire. We need door entry systems that work and are clearly marked. Carpark and good lighting on the whole estate and clean working lifts.	16
I do really hope that our thoughts are heard, that these questionnaires are of good use and not just something to make us hoping in something that has just been decided. That said I hope to see ledbury estate with at least some of the things I mentioned.	17
I will be happy for any refurbishment and if possible allowing the residents to stay in during the improvement work.	18
Blank	19
Blank	20

8

In above questions I have mentioned CCTV If this is implemented please ensure it is HD and also equipped with infra red abilities. Improvements to tower blocks should also include work to eliminate the periodic flooding that happened. Research should be undertaken into how to cater for car owners thinking of going electric and how to deliver this. Perhaps the underground garages could be made 'EV' only?	21
Blank	22
Blank	23
ABSTAIN	24
Blank	25
Just keep social housing affordable!! Maintain community where children can thrive, we need clubs or more activities or playground.	26
Improve security on the estate like putting a guardian in place.	27
Please consider the people who want to return and how many happy memories from these towers starting with me, am happy here am moving because I have no choice.	28
Having lived here so long I'm happy and feel safe here.	29
Not at the moment	30
None	31
No	32
Please listen to our comments and suggestions. If you do decide to knock them down, please build something as beautiful. In particular, please keep the 3/4 length windows in the living room, they are the best feature of the flats! Also, give us balconies please. Connecting all the floors to the street. and maybe a cat flay system? I would like a cat.	33
I hope it all goes well and I can return to my house	34
Blank	35
I suggest demolish the tower and rebuild it.	36
No	37
Keep the building, don't knock it down	38
Blank	39
No loss of council homes if towers are demolished	40
One of the best things about the flats is the large windows and panoramic views. Therefore, whilst I would be happy for additional housing to be built nearby, it is important that this does not block any existing property's view.	41

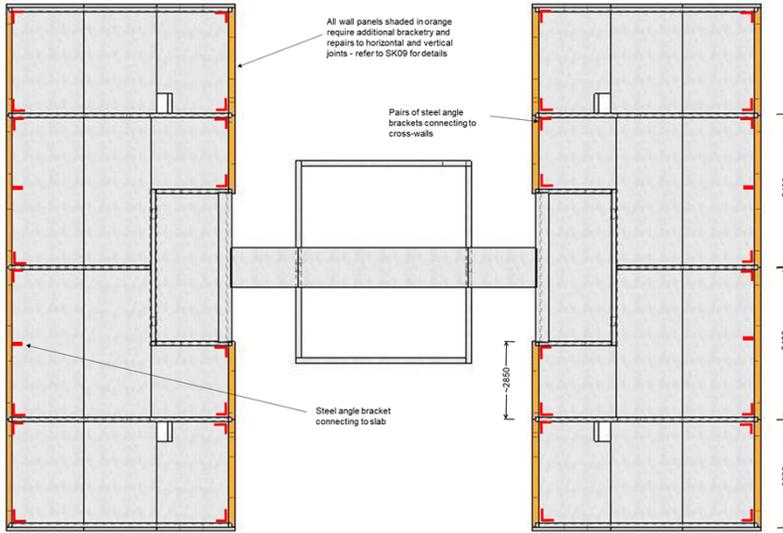
This option is for the **retention and refurbishment** of the existing Bromyard, Peterchurch, Sarnsfield, Skenfrith Houses ;

- Car Park retained and refurbished as required
- Minor improvements to landscaping where possible
- Schedule of works as below:



- **Structural strengthening**
- **Fire stopping, protection and crack repair**
- **Fire Risk Assessment recommended works**
- **Flat entrance doors renewed**
- **Flat kitchen, bathroom and WC floors to receive new waterproofing treatment**
- **Flat ceiling, wall and floor finishes renewed**
- **Flat kitchens renewed**
- **Flat bathroom and WC renewal**
- **New heating system**
- **New hot water system**
- **New communal TV system**
- **Electrical remedial works throughout**
- **Asbestos removal throughout**
- **New sprinkler installation throughout**
- **Common areas redecorated**
- **Common water mains and soil pipe renewal**
- **Common cold water tanks renewed**
- **Common staircase ventilation improvements**
- **Common staircase flooring replaced**

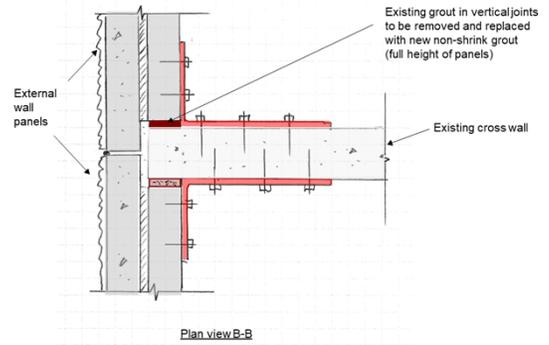
LEDBURY TOWERS OPTION 134 APPRAISAL - option A



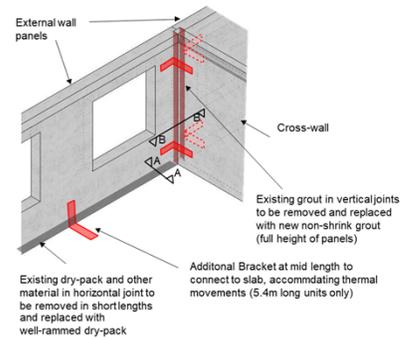
Key plan showing walls, external wall panels requiring internal repairs and tying
 [2 bed internal floor and wall layout is shown in this diagram, however external wall panel layout is the same in all four blocks]

This layout applies in the following locations:

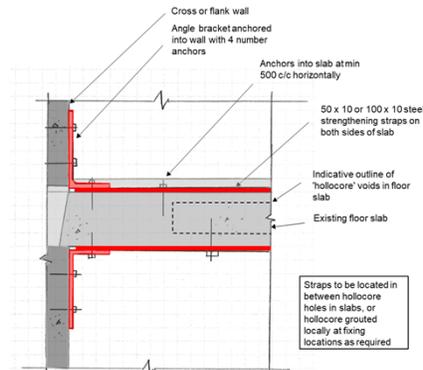
- Sarnsfield House - 14 floors thus
- Bromyard House - 14 floors thus
- Peterchurch House - 14 floor thus
- Stenfrith House - 14 floors thus



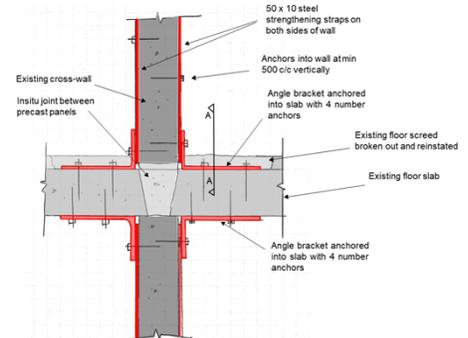
Plan view B-B



Isometric view of cross-wall / slab edge / external wall panel interface



Floor slab strengthening - detail at connection to wall

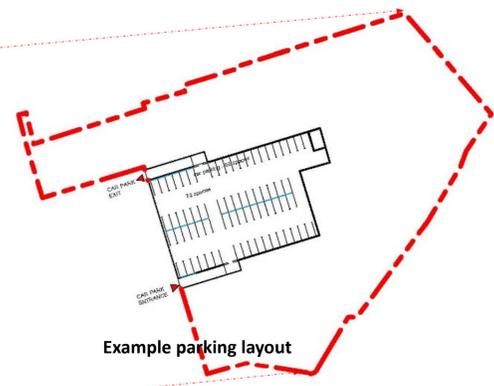


Cross-wall strengthening - detail at connection to floor slab

LEDBURY TOWERS OPTION APPRAISAL - option B

This option explores the opportunities to **infill the spaces around the towers**.

- Tower blocks retained & refurbished as detailed below
- Car Park reconfigured: podium slab re-constructed to allow landscaping enhancements
- Building **81** new homes around the towers
- No decision has been made on how many of the new homes will be at Council rents, but at least 50% will be . Priority for at least half of the new homes at Council rents will be for the residents of the Ledbury Estate in housing need.
- Any homes that are built for sale will help Southwark Council pay for the extra works for the towers
- Remaining spaces enhanced via improved landscaping



Existing Schedule of Accommodation - Overall site				
Block name	1b2p flat	2b flat	3b5p flat	3b5p house
total flat types	76	0	72	76
TOTAL UNITS	224			

Proposed new build Schedule of Accommodation- Overall Total					
Flat type	1b2p flat	2b3p flat	2b4p flat	3b5p flat	3b5p house
	50 m2	61 m2	70 m2	86 m2	93 m2
total flat types	26	8	31	10	6
TOTAL UNITS	81				

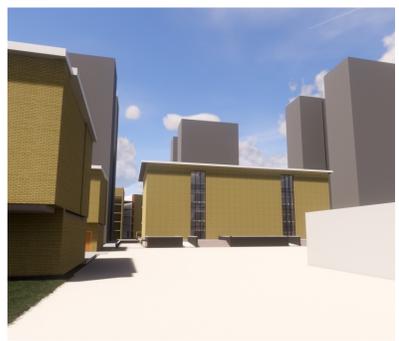
Schedule of Accommodation- Overall Total					
Flat type	1b2p flat	2b3p flat	2b4p flat	3b5p flat	3b5p house
total flat types	102	8	103	86	6
TOTAL UNITS	305				

- Structural strengthening
- Fire stopping, protection and crack repair
- Fire Risk Assessment recommended works
- Flat entrance doors renewed
- Flat kitchen, bathroom and WC floors to receive new waterproofing treatment
- Flat ceiling, wall and floor finishes renewed
- Flat kitchens renewed
- Flat bathroom and WC renewal
- New heating system
- New hot water system
- New communal TV system
- Electrical remedial works throughout
- Asbestos removal throughout
- New sprinkler installation throughout
- Common areas redecorated
- Common water mains and soil pipe renewal
- Common cold water tanks renewed
- Common staircase ventilation improvements
- Common staircase flooring replaced

- Extra works**
- New lifts
 - Improved thermal insulation to flats and staircases
 - New windows
 - Roof covering renewal
 - Communal lighting upgraded
 - Improve water pressure
 - New communal satellite and broadband system



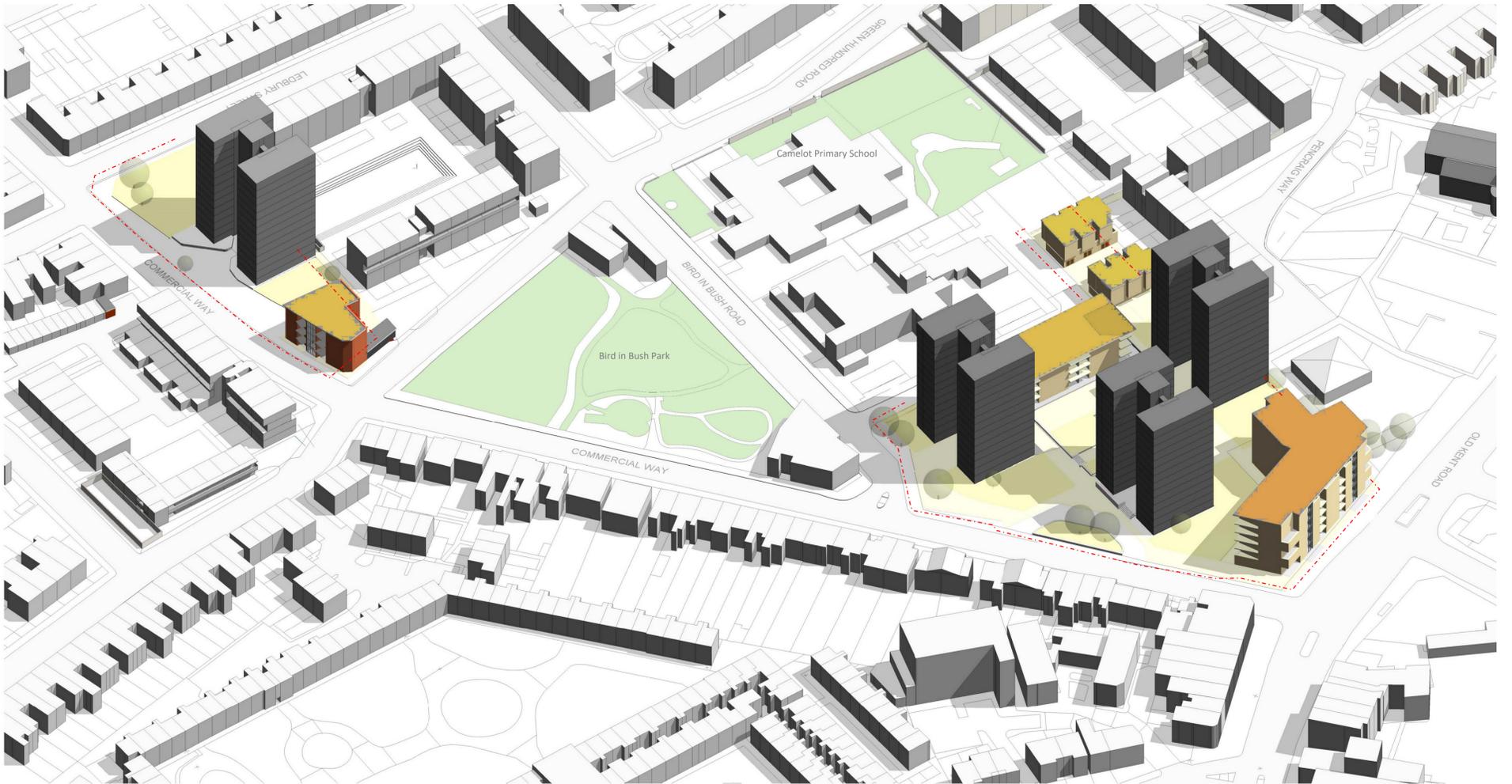
1. View from Old Kent Road Looking north west



2. View of infill housing between blocks



3. Aerial view from Commercial Way looking west



4. View from Old Kent Road Looking west



5. View from Old Kent Road Looking south east



6. View from Old Kent Road



7. Aerial view from Commercial Way looking north

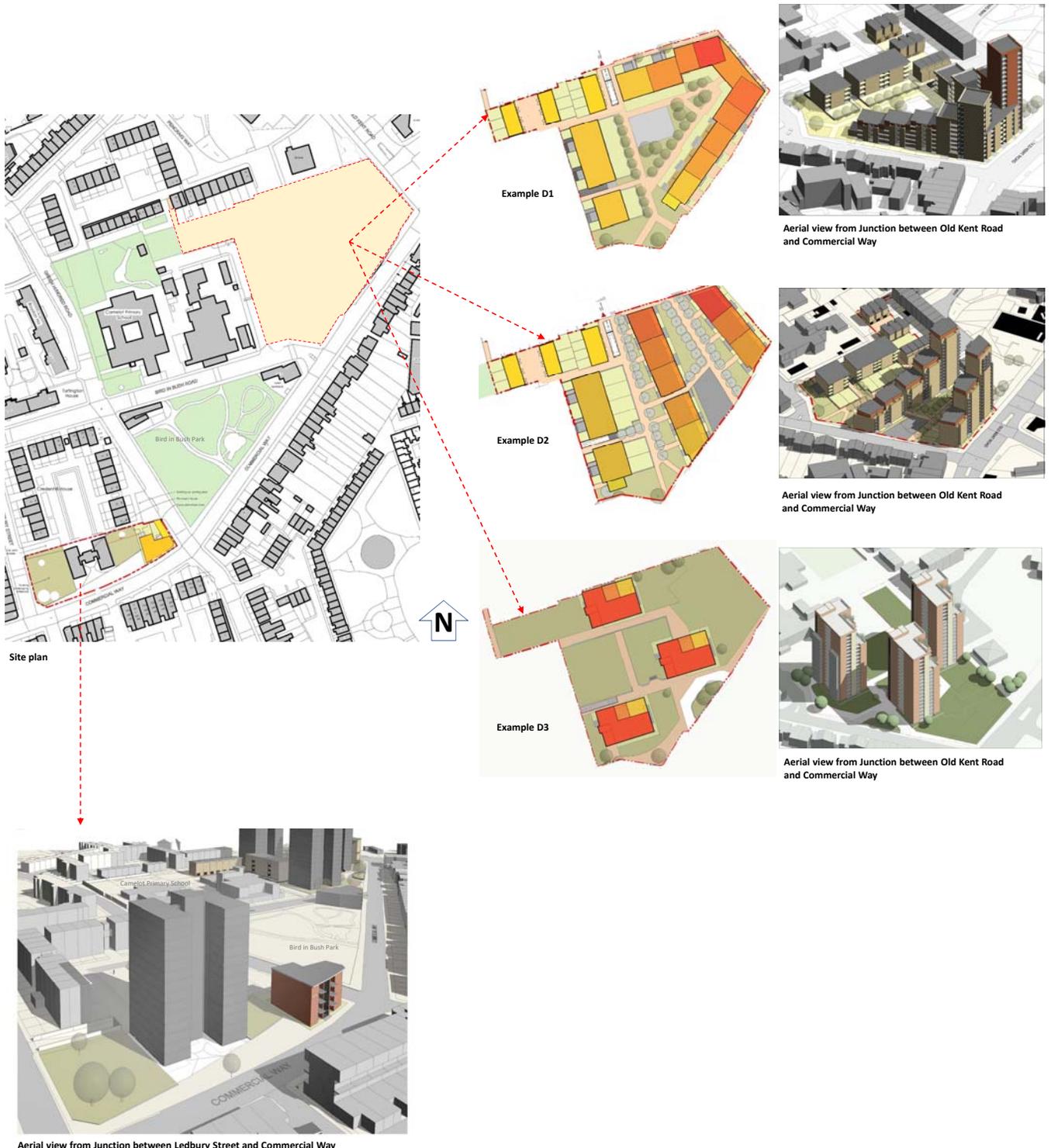


8. View from Commercial Way looking north

Partial refurbishment / part redevelopment This option will include the demolition of some of the towers and, for the towers that will remain, they will be refurbished as set out in option B . The towers that are demolished will be replaced with new homes. If a decision is made to demolish some of the tower blocks the details will be worked up with residents. The number of refurbished and new homes at Council rent will at least be the same number of Council homes in the existing towers. **Example 1:** Peterchurch, Sarnsfield, Skenfrith Houses to the Old Kent Road site to be demolished, the site cleared and redeveloped along the lines of Examples in option D.

Bromyard House to be retained and refurbished as per Option B, including the infill.

- Undercroft parking demolished and re-provided as basement level parking
- Sports pitch re-provided
- New landscaping and footpaths throughout



Aerial view from Junction between Ledbury Street and Commercial Way

Partial refurbishment / part redevelopment This option will include the demolition of some of the towers and, for the towers that will remain, they will be refurbished as set out in option B . The towers that are demolished will be replaced with new homes. If a decision is made to demolish some of the tower blocks the details will be worked up with residents. The number of refurbished and new homes at Council rent will at least be the same number of Council homes in the existing towers.

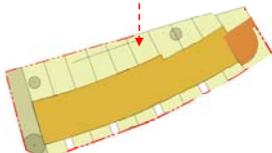
Example 2: Peterchurch, Sarnsfield, Skenfrith Houses to the Old Kent Road site to be retained, refurbished and, as per option B, including the infill developments.

Bromyard House to be demolished, the site cleared and redeveloped along the lines of Examples in option D.

- New landscaping and footpaths throughout



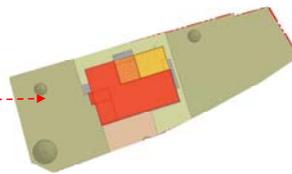
Site plan



Example D2



Aerial view from Junction between Old Kent Road and Commercial Way



Example D3



Aerial view from Junction between Ledbury Street and Commercial Way



Aerial view from Junction between Naylor Road and Commercial Way

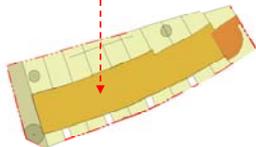
Partial refurbishment / part redevelopment This option will include the demolition of some of the towers and, for the towers that will remain, they will be refurbished as set out in option B. The towers that are demolished will be replaced with new homes. If a decision is made to demolish some of the tower blocks the details will be worked up with residents. The number of refurbished and new homes at Council rent will at least be the same number of Council homes in the existing towers.

Example 3: Peterchurch, Sarnsfield Houses to the Old Kent Road site to be retained, refurbished and, as per option B, including the infill developments. Skenfrith House to be demolished and a new build as per part of option D2. Bromyard House to be demolished, the site cleared and redeveloped along the lines of Examples in option D.

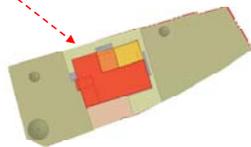
- New landscaping and footpaths throughout



Site plan



Example D2



Example D3



1. Aerial View from the East



2. View from Old Kent Road



Aerial view from Junction between Naylor Road and Commercial Way

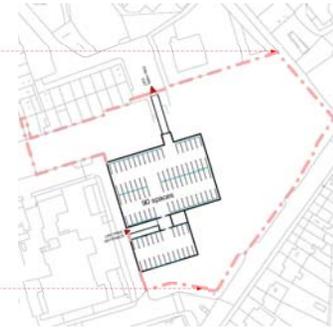


Aerial view from Junction between Ledbury Street and Commercial Way

Site redeveloped: New build This option will include the demolition of all four towers. The four towers will then be replaced with new homes. If a decision is made to demolish some of the tower blocks the details will be worked up with residents. The number of refurbished and new homes at Council rent will at least be the same number of Council homes in the existing towers.

Example 1: The sites are cleared and a new development of houses and flats built that follows existing street patterns to create an central, landscaped courtyard

- Existing car park level taken lower to allow remainder of development to be level with surrounding pavements
- New blocks step up from 4 storeys at south to 17 storeys at north corner
- Street frontages reinforced with pedestrian access from Old Kent Road and Commercial Way
- Phasing structure to be agreed with residents



Basement car park plan

Existing Schedule of Accommodation - Overall site

Block name	Flat type				
	1b2p flat		2b flat	3b5p flat	3b5p house
total flat types	76	0	72	76	0
TOTAL UNITS	224				

Proposed new build - Overall Total

Flat Type	1b2p flat	2b3p flat	2b4p flat	3b5p flat	3b5p house
	50 m2	61 m2	70 m2	86 m2	93 m2
total flat types	67	24	58	74	10
TOTAL UNITS	233				

Schedule of accommodation

Site plan



1. Aerial view from south



4. Bromyard site viewed from east looking along Commercial Way



5. Bromyard site viewed from west looking along Commercial Way



6. View from Old Kent Road looking west



2. Aerial view from north



3. View from Old Kent Road



7. Aerial view east

Site redeveloped: New build This option will include the demolition of all four towers. The four towers will then be replaced with new homes. If a decision is made to demolish some of the tower blocks the details will be worked up with residents. The number of new homes at Council rent will at least be the same number of Council homes in the existing towers.

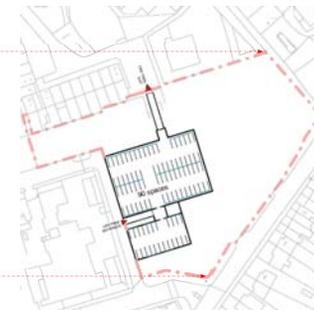
Example 2: With sites cleared, a new development of houses and flats is built that fans across the site between the remainder of the estate and the Old Kent Road

The Bromyard House site receives the same crescent of new housing as New Build Option C

- The car park level is taken below ground as Option C
- The new dwelling blocks step up from 5 storeys to the east to 20 storeys, again at north west corner
- Landscaped avenues are created between the lines of stepping up flats to form access routes and amenity spaces
- Redevelopment occurs to an agreed phasing structure



Site plan



Basement car park plan

Existing Schedule of Accommodation - Overall site					
Block name	Flat type				
	1b2p flat		2b flat	3b5p flat	3b5p house
total flat types	76	0	72	76	0
TOTAL UNITS	224				

Proposed new build - Overall Total					
Flat type	1b2p flat	2b3p flat	2b4p flat	3b5p flat	3b5p house
	50 m2	61 m2	70 m2	86 m2	93 m2
total flat types	77	0	90	67	10
TOTAL UNITS	244				

Schedule of accommodation



1. View from Old Kent Road



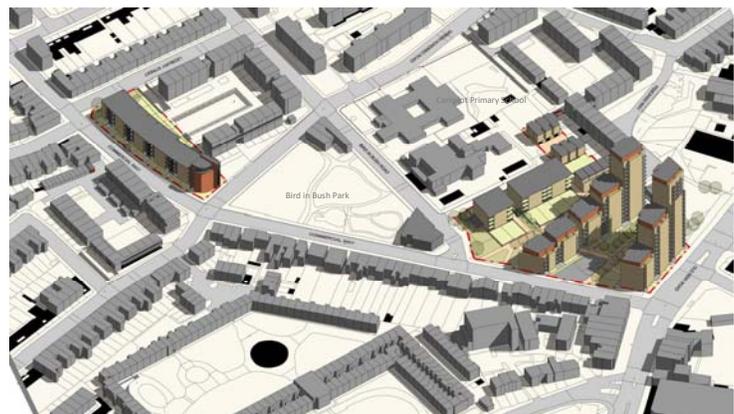
3. View from Commercial Way



2. Aerial view from Commercial Way



4. Aerial view from west along Commercial Way



5. Aerial view from east

Site redeveloped: New build This option will include the demolition of all four towers. The four towers will then be replaced with new homes. If a decision is made to demolish some of the tower blocks the details will be worked up with residents. The number of refurbished and new homes at Council rent will at least be the same number of Council homes in the existing towers.

Example 3: This example involves the phased demolition of the existing tower blocks across the sites. Each tower is replaced with a new tower block

- Site redeveloped according to an agreed phasing structure
- Existing car park level taken lower to allow remainder of development to be level with surrounding pavements
- New blocks provided at 17 storeys throughout with dual lifts, roof terraces, with corner flats as dual aspect and central flats as single aspect



Existing Schedule of Accommodation - Overall site				
Block name	Flat type			
	1b2p flat	2b flat	3b5p flat	3b5p house
total flat types	76	0	72	0
TOTAL UNITS	224			

Proposed new build - Overall Total					
Flat type	1b2p flat	2b3p flat	2b4p flat	3b5p flat	3b5p house
total flat types	50 m2	61 m2	70 m2	86 m2	93 m2
	88	95	58	87	0
TOTAL UNITS	328				

Schedule of accommodation



1. View from Old Kent Road



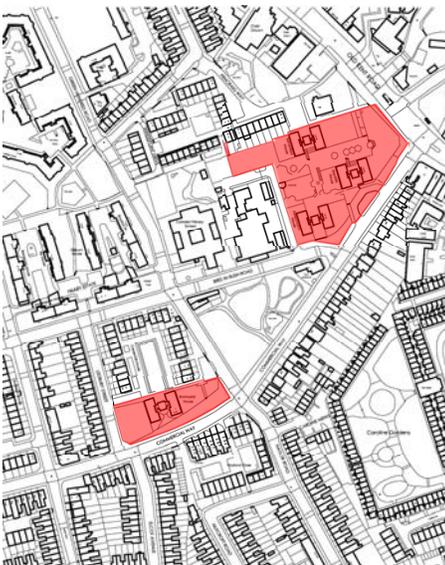
2. Aerial view from south



3. Aerial view from east

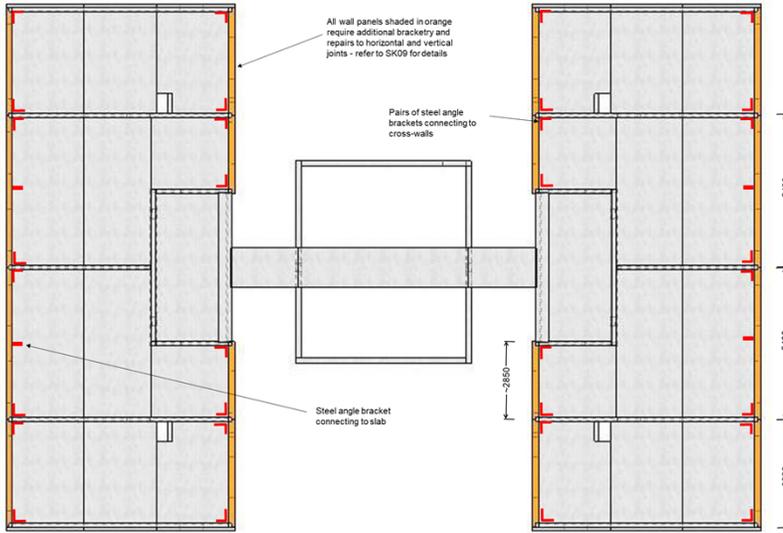
This option is for the **retention and refurbishment** of the existing Bromyard, Peterchurch, Sarnsfield, Skenfrith Houses ;

- Car Park retained and refurbished as required
- Minor improvements to landscaping where possible
- Schedule of works as below:



- **Structural strengthening**
- **Fire stopping, protection and crack repair**
- **Fire Risk Assessment recommended works**
- **Flat entrance doors renewed**
- **Flat kitchen, bathroom and WC floors to receive new waterproofing treatment**
- **Flat ceiling, wall and floor finishes renewed**
- **Flat kitchens renewed**
- **Flat bathroom and WC renewal**
- **New heating system**
- **New hot water system**
- **New communal TV system**
- **Electrical remedial works throughout**
- **Asbestos removal throughout**
- **New sprinkler installation throughout**
- **Common areas redecorated**
- **Common water mains and soil pipe renewal**
- **Common cold water tanks renewed**
- **Common staircase ventilation improvements**
- **Common staircase flooring replaced**

LEDBURY TOWERS OPTION 144 APPRAISAL - option A

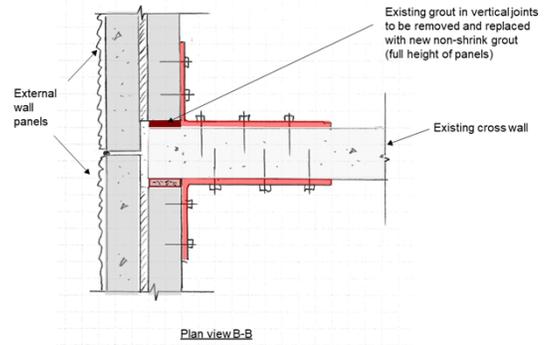


Key plan showing walls, external wall panels requiring internal repairs and tying

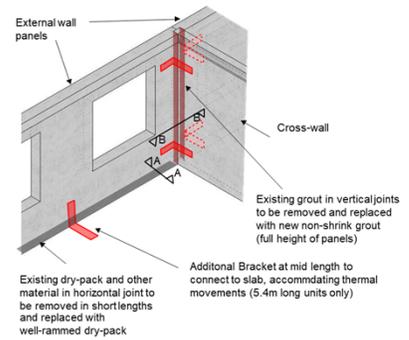
This layout applies in the following locations:

- Sarnsfield House - 14 floors thus
- Bromyard House - 14 floors thus
- Peterchurch House - 14 floor thus
- Stenfrith House - 14 floors thus

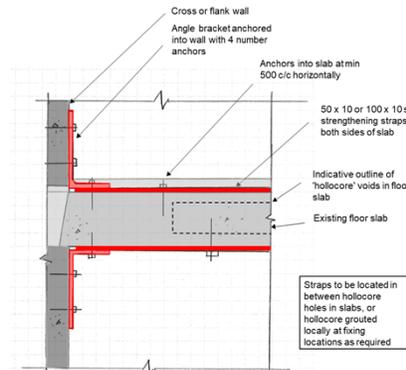
[2 bed internal floor and wall layout is shown in this diagram, however external wall panel layout is the same in all four blocks]



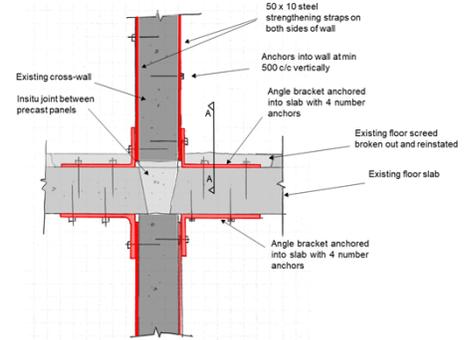
Plan view B-B



Isometric view of cross-wall / slab edge / external wall panel interface



Floor slab strengthening - detail at connection to wall

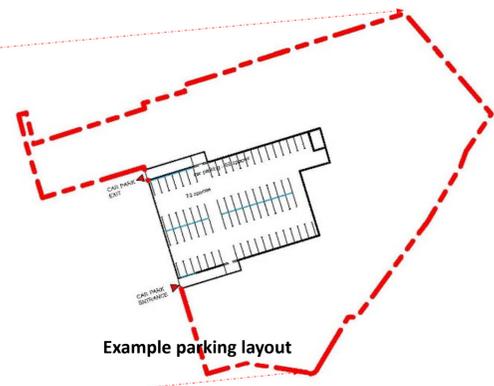


Cross-wall strengthening - detail at connection to floor slab

LEDBURY TOWERS OPTION APPRAISAL - option B

This option explores the opportunities to **infill the spaces around the towers**.

- Tower blocks retained & refurbished as detailed below
- Car Park reconfigured: podium slab re-constructed to allow landscaping enhancements
- Building **81** new homes around the towers
- No decision has been made on how many of the new homes will be at Council rents, but at least 50% will be . Priority for at least half of the new homes at Council rents will be for the residents of the Ledbury Estate in housing need.
- Any homes that are built for sale will help Southwark Council pay for the extra works for the towers
- Remaining spaces enhanced via improved landscaping



Existing Schedule of Accommodation - Overall site				
Block name	1b2p flat	2b flat	3b5p flat	3b5p house
total flat types	76	0	72	76
TOTAL UNITS	224			

Proposed new build Schedule of Accommodation- Overall Total					
Flat type	1b2p flat	2b3p flat	2b4p flat	3b5p flat	3b5p house
	50 m2	61 m2	70 m2	86 m2	93 m2
total flat types	26	8	31	10	6
TOTAL UNITS	81				

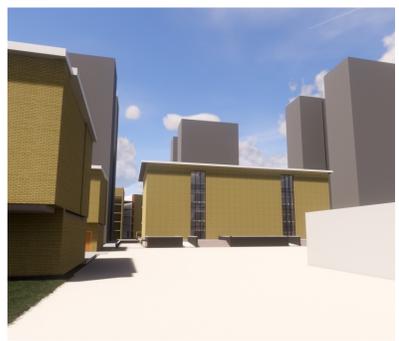
Schedule of Accommodation- Overall Total					
Flat type	1b2p flat	2b3p flat	2b4p flat	3b5p flat	3b5p house
total flat types	102	8	103	86	6
TOTAL UNITS	305				

- Structural strengthening
- Fire stopping, protection and crack repair
- Fire Risk Assessment recommended works
- Flat entrance doors renewed
- Flat kitchen, bathroom and WC floors to receive new waterproofing treatment
- Flat ceiling, wall and floor finishes renewed
- Flat kitchens renewed
- Flat bathroom and WC renewal
- New heating system
- New hot water system
- New communal TV system
- Electrical remedial works throughout
- Asbestos removal throughout
- New sprinkler installation throughout
- Common areas redecorated
- Common water mains and soil pipe renewal
- Common cold water tanks renewed
- Common staircase ventilation improvements
- Common staircase flooring replaced

- Extra works**
- New lifts
 - Improved thermal insulation to flats and staircases
 - New windows
 - Roof covering renewal
 - Communal lighting upgraded
 - Improve water pressure
 - New communal satellite and broadband system



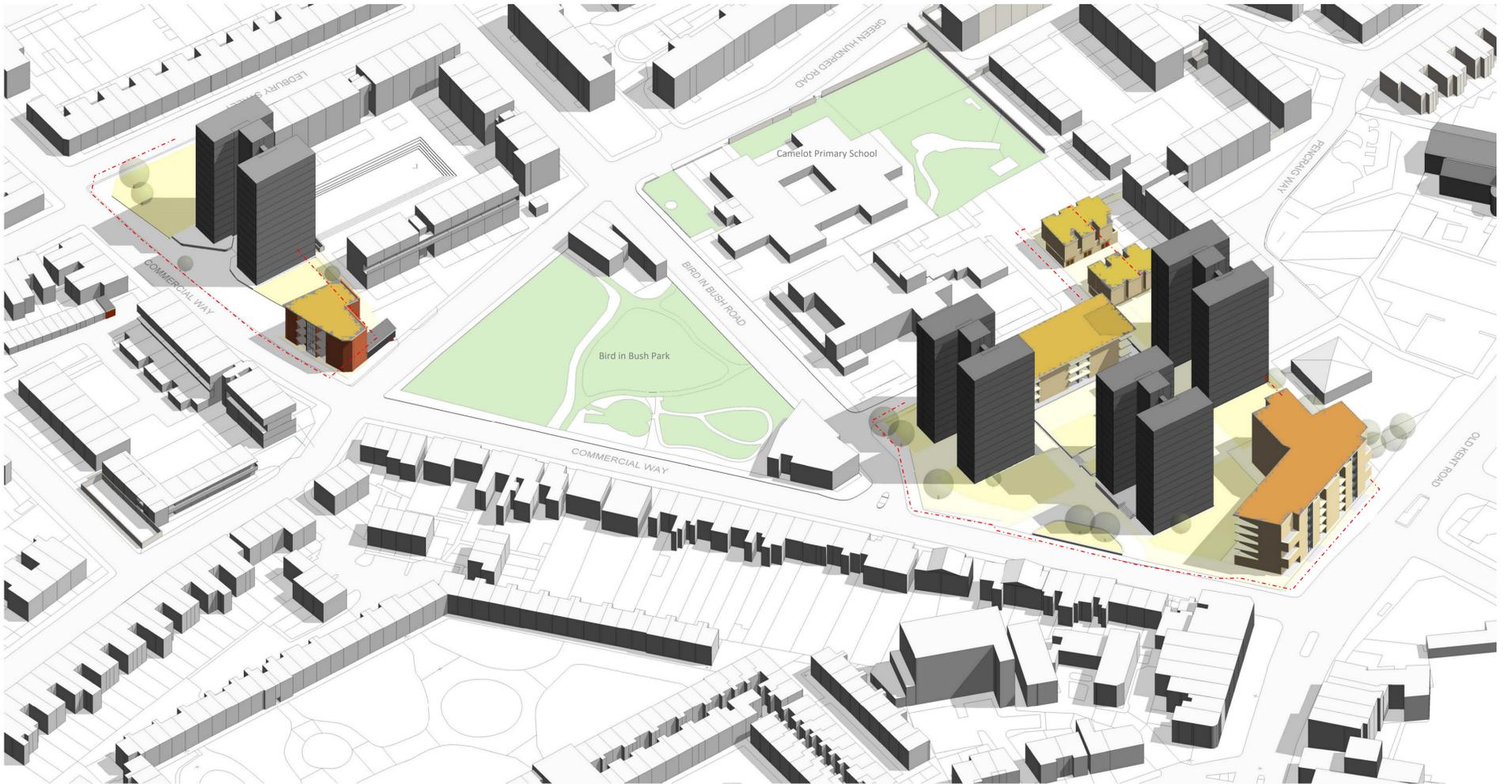
1. View from Old Kent Road Looking north west



2. View of infill housing between blocks



3. Aerial view from Commercial Way looking west



4. View from Old Kent Road Looking west



5. View from Old Kent Road Looking south east



6. View from Old Kent Road



7. Aerial view from Commercial Way looking north

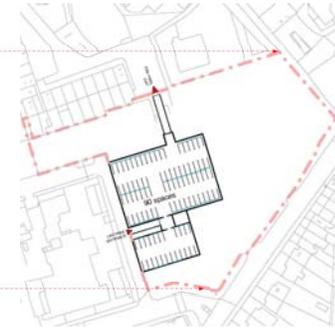


8. View from Commercial Way looking north

Site redeveloped: New build This option will include the demolition of all four towers. The four towers will then be replaced with new homes. If a decision is made to demolish some of the tower blocks the details will be worked up with residents. The number of refurbished and new homes at Council rent will at least be the same number of Council homes in the existing towers.

Example 1: The sites are cleared and a new development of houses and flats built that follows existing street patterns to create an central, landscaped courtyard

- Existing car park level taken lower to allow remainder of development to be level with surrounding pavements
- New blocks step up from 4 storeys at south to 17 storeys at north corner
- Street frontages reinforced with pedestrian access from Old Kent Road and Commercial Way
- Phasing structure to be agreed with residents



Basement car park plan

Existing Schedule of Accommodation - Overall site

Block name	Flat type				
	1b2p flat		2b flat	3b5p flat	3b5p house
total flat types	76	0	72	76	0
TOTAL UNITS	224				

Proposed new build - Overall Total

Flat Type	1b2p flat	2b3p flat	2b4p flat	3b5p flat	3b5p house
	50 m2	61 m2	70 m2	86 m2	93 m2
total flat types	67	24	58	74	10
TOTAL UNITS	233				

Schedule of accommodation

Site plan



1. Aerial view from south



4. Bromyard site viewed from east looking along Commercial Way



5. Bromyard site viewed from west looking along Commercial Way



6. View from Old Kent Road looking west



2. Aerial view from north



3. View from Old Kent Road



7. Aerial view east

Site redeveloped: New build This option will include the demolition of all four towers. The four towers will then be replaced with new homes. If a decision is made to demolish some of the tower blocks the details will be worked up with residents. The number of new homes at Council rent will at least be the same number of Council homes in the existing towers.

Example 2: With sites cleared, a new development of houses and flats is built that fans across the site between the remainder of the estate and the Old Kent Road

The Bromyard House site receives the same crescent of new housing as New Build Option C

- The car park level is taken below ground as Option C
- The new dwelling blocks step up from 5 storeys to the east to 20 storeys, again at north west corner
- Landscaped avenues are created between the lines of stepping up flats to form access routes and amenity spaces
- Redevelopment occurs to an agreed phasing structure



Site plan



Basement car park plan

Existing Schedule of Accommodation - Overall site					
Block name	Flat type				
	1b2p flat		2b flat	3b5p flat	3b5p house
total flat types	76	0	72	76	0
TOTAL UNITS	224				

Proposed new build - Overall Total					
Flat type	1b2p flat	2b3p flat	2b4p flat	3b5p flat	3b5p house
	50 m2	61 m2	70 m2	86 m2	93 m2
total flat types	77	0	90	67	10
TOTAL UNITS	244				

Schedule of accommodation



1. View from Old Kent Road



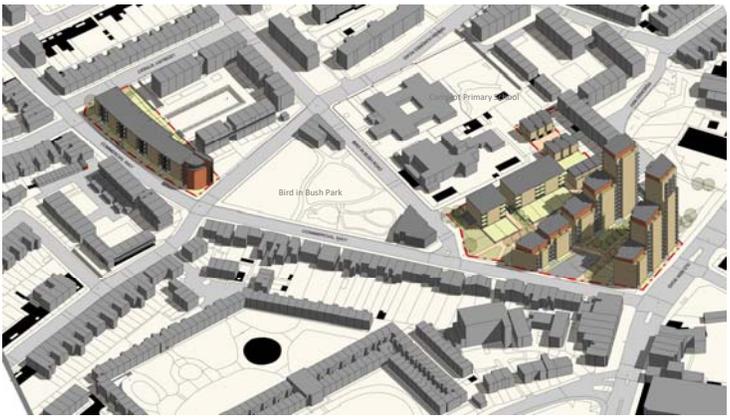
3. View from Commercial Way



2. Aerial view from Commercial Way



4. Aerial view from west along Commercial Way

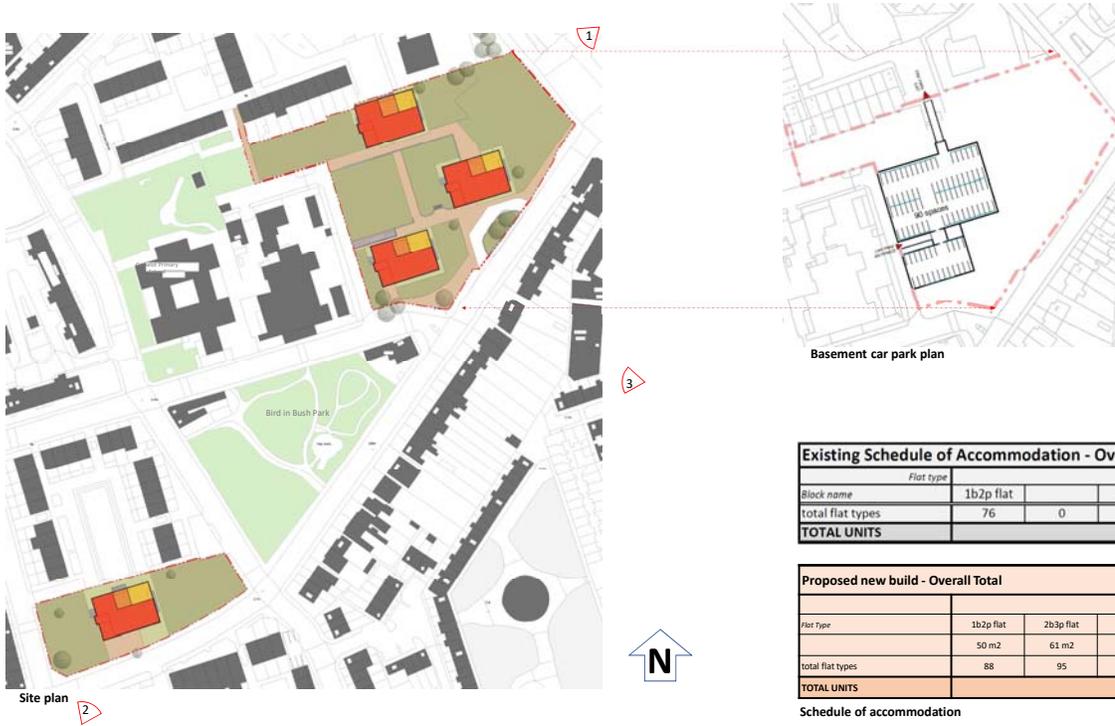


5. Aerial view from east

Site redeveloped: New build This option will include the demolition of all four towers. The four towers will then be replaced with new homes. If a decision is made to demolish some of the tower blocks the details will be worked up with residents. The number of refurbished and new homes at Council rent will at least be the same number of Council homes in the existing towers.

Example 3: This example involves the phased demolition of the existing tower blocks across the sites. Each tower is replaced with a new tower block

- Site redeveloped according to an agreed phasing structure
- Existing car park level taken lower to allow remainder of development to be level with surrounding pavements
- New blocks provided at 17 storeys throughout with dual lifts, roof terraces, with corner flats as dual aspect and central flats as single aspect



Existing Schedule of Accommodation - Overall site				
Block name	Flat type			
	1b2p flat	2b flat	3b5p flat	3b5p house
total flat types	76	0	72	0
TOTAL UNITS	224			

Proposed new build - Overall Total					
Flat type	1b2p flat	2b3p flat	2b4p flat	3b5p flat	3b5p house
	50 m2	61 m2	70 m2	86 m2	93 m2
total flat types	88	95	58	87	0
TOTAL UNITS	328				

Schedule of accommodation



1. View from Old Kent Road



2. Aerial view from south

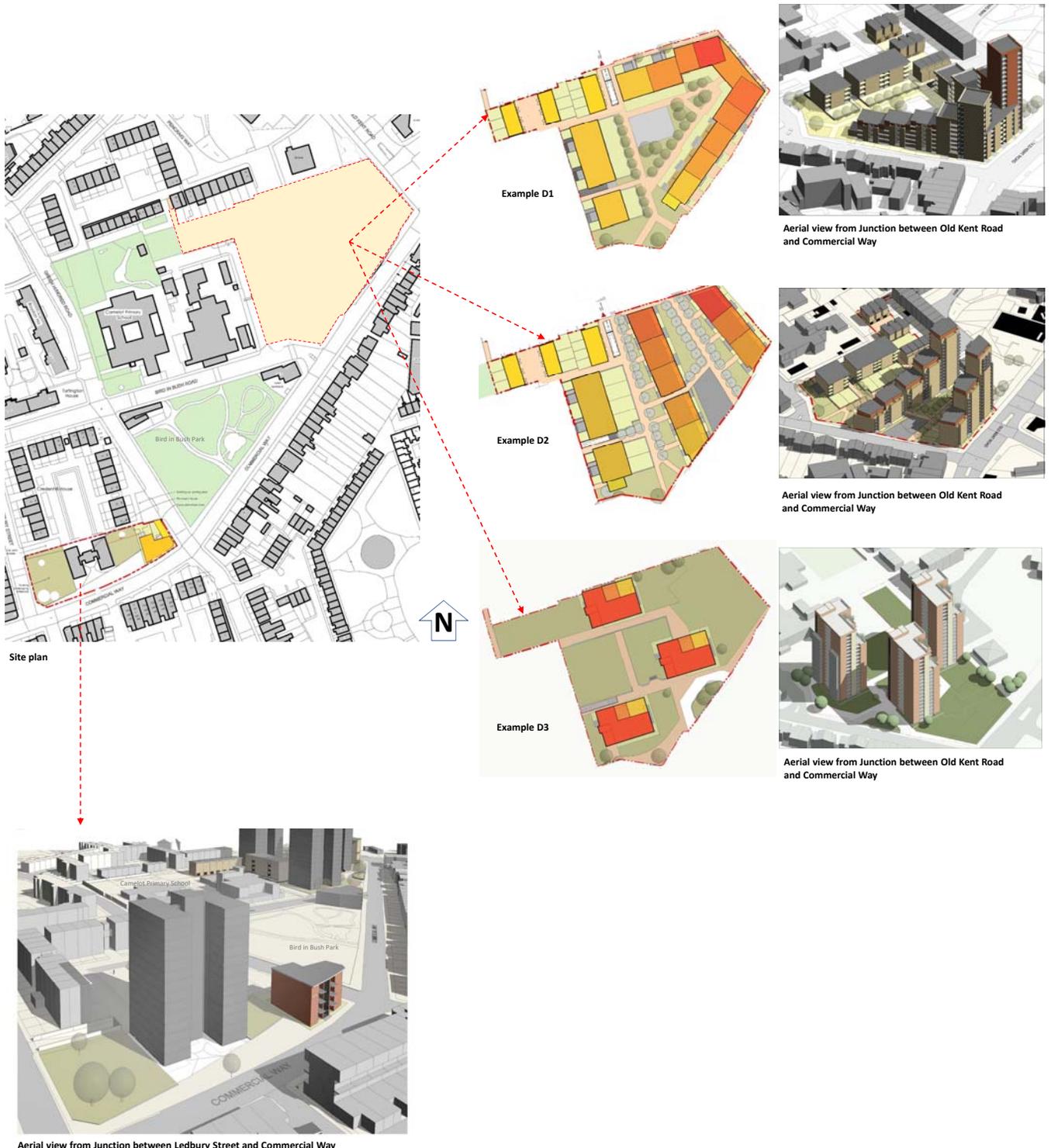


3. Aerial view from east

Partial refurbishment / part redevelopment This option will include the demolition of some of the towers and, for the towers that will remain, they will be refurbished as set out in option B . The towers that are demolished will be replaced with new homes. If a decision is made to demolish some of the tower blocks the details will be worked up with residents. The number of refurbished and new homes at Council rent will at least be the same number of Council homes in the existing towers. **Example 1:** Peterchurch, Sarnsfield, Skenfrith Houses to the Old Kent Road site to be demolished, the site cleared and redeveloped along the lines of Examples in option D.

Bromyard House to be retained and refurbished as per Option B, including the infill.

- Undercroft parking demolished and re-provided as basement level parking
- Sports pitch re-provided
- New landscaping and footpaths throughout



Aerial view from Junction between Ledbury Street and Commercial Way

Partial refurbishment / part redevelopment This option will include the demolition of some of the towers and, for the towers that will remain, they will be refurbished as set out in option B . The towers that are demolished will be replaced with new homes. If a decision is made to demolish some of the tower blocks the details will be worked up with residents. The number of refurbished and new homes at Council rent will at least be the same number of Council homes in the existing towers.

Example 2: Peterchurch, Sarnsfield, Skenfrith Houses to the Old Kent Road site to be retained, refurbished and, as per option B, including the infill developments.

Bromyard House to be demolished, the site cleared and redeveloped along the lines of Examples in option D.

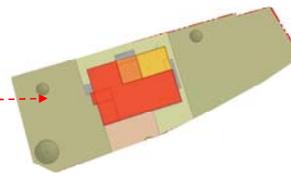
- New landscaping and footpaths throughout



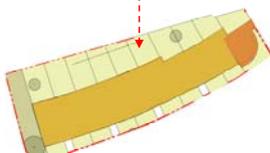
Site plan



Aerial view from Junction between Old Kent Road and Commercial Way



Example D3



Example D2



Aerial view from Junction between Naylor Road and Commercial Way



Aerial view from Junction between Ledbury Street and Commercial Way

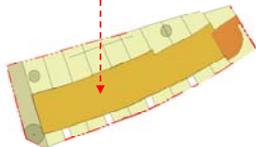
Partial refurbishment / part redevelopment This option will include the demolition of some of the towers and, for the towers that will remain, they will be refurbished as set out in option B. The towers that are demolished will be replaced with new homes. If a decision is made to demolish some of the tower blocks the details will be worked up with residents. The number of refurbished and new homes at Council rent will at least be the same number of Council homes in the existing towers.

Example 3: Peterchurch, Sarnsfield Houses to the Old Kent Road site to be retained, refurbished and, as per option B, including the infill developments. Skenfrith House to be demolished and a new build as per part of option D2. Bromyard House to be demolished, the site cleared and redeveloped along the lines of Examples in option D.

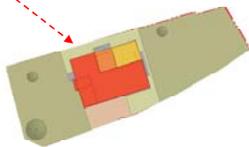
- New landscaping and footpaths throughout



Site plan



Example D2



Example D3



1. Aerial View from the East



2. View from Old Kent Road



Aerial view from Junction between Naylor Road and Commercial Way



Aerial view from Junction between Ledbury Street and Commercial Way

Report to the Ledbury Resident Project Group - Tuesday 25th September 2018**Ledbury Towers Option Consultation**

1. The consultation on the 4 options closed on Sunday 9 September 2018. As the turnout was poor, the Residents Services Officers rang residents and former residents asking them to return the forms as the deadline had been extended to the following weekend, and door knocking was undertaken by Open Communities.
2. There were 107 questionnaires completed out of the 217 sent out to existing residents, those tenants who have the right to return and the non resident leaseholders. This equates to a 49% turnout.
3. The turn out for current residents was higher. At the time of the questionnaires being mailed out, there were 34 tenants and 16 resident leaseholders. We received 39 questionnaires from current residents. This equates to a 78% turnout.
4. The returns were weighted so that the first priority received 4 points, second priority 3 points, third priority 2 points, and fourth priority 1 point; which totals 10 points per household.
5. Some residents could not decide and weighted certain categories equally, their scoring was adjusted accordingly, so that in total no one household could award more than 10 points. For example, anyone who marked all four options equally, is recorded as giving 2.5 points to each option; any one who prioritised one option and did not distinguish between the other three options, is recorded as giving four points to their first option and 2 points to each of the others. In this way we can ensure that everyone who responded had their preferences recorded appropriately and that no was at a disadvantage against a neighbour.
6. The Options were:

Option A

A basic refurbishment of the towers to meet health and safety essential standards, paid for from the Housing Revenue Account.

Option B

A higher standard of refurbishment of the towers plus building new homes around them for local overcrowded families and other local residents in housing need; the additional refurbishment expenditure and the cost of the new council homes being partly met from the sale of new homes and partly from the Housing Revenue Account (HRA).

Option C

A mixture of refurbishment to the higher standard, and demolition of some, but not all, towers with a replacement of new homes for local overcrowded families and other local residents in housing need; the additional refurbishment expenditure and the cost of the new council homes being partly met from the sale of new homes.

Report to the Ledbury Resident Project Group - Tuesday 25th September 2018

Ledbury Towers Option Consultation

Option D

Demolition of all four towers, and replacement with new homes; the additional cost of the new council homes, being partly met from the sale of new homes.

7. The full breakdown of the outcome of the questionnaire is:
- 7.1 All existing residents, those tenants who have the right to return and the non resident leaseholders returned 107 questionnaires out of 217 (49% turnout) and it shows option B was favoured as:
- Option A – Weighting of 253 points
 - Option B – Weighting of 302 points
 - Option C – Weighting of 250.5 points
 - Option D – Weighting of 264.5 points
- 7.2 All residents who currently live in the towers returned 39 questionnaires out of 50 (78% turnout) and it shows option B was favoured as:
- Option A – Weighting of 94.5 points
 - Option B – Weighting of 108.5 points
 - Option C – Weighting of 97 points
 - Option D – Weighting of 90.5 points
- 7.3 Tenants who remain in the towers returned 27 questionnaires out of 34 (79% turnout) and it shows option B was favoured as follows:
- Option A – Weighting of 67 points
 - Option B – Weighting of 75.5 points
 - Option C – Weighting of 63 points
 - Option D – Weighting of 64.5 points
- 7.4 Resident leaseholders returned 12 questionnaires out of 16 (75% turnout) and it shows option C was favoured slightly as follows:
- Option A – Weighting of 27 points
 - Option B – Weighting of 33 points
 - Option C – Weighting of 34 points
 - Option D – Weighting of 26 points
- 7.5 Tenants who have moved from the towers returned 65 questionnaires out of 151 (43% turnout) and it shows option B was favoured as follows:
- Option A – Weighting of 150 points
 - Option B – Weighting of 181.5 points
 - Option C – Weighting of 147.5 points
 - Option D – Weighting of 171 points
- 7.6 Non-resident leaseholders returned 3 questionnaires out of 16 (19% turnout) and it shows option B was favoured as follows:
- Option A – Weighting of 9 points
 - Option B – Weighting of 12 points
 - Option C – Weighting of 8 points
 - Option D – Weighting of 4 points

Report to the Ledbury Resident Project Group - Tuesday 25th September 2018

Ledbury Towers Option Consultation – Response from Stakeholders

1. 252 Stakeholder questionnaires were sent to the homes on the rest of the Ledbury Estate, the shops in Commercial Way and Ledbury Street, the homes in Ledbury Street, the homes in Commercial Way bordering the Estate, the Church, the School and the Livesey Exchange.

2. 10 questionnaires were received and the comments were as follows:

1 **Hoyland Close**

Option D - Example 2 is the preferred future option for the estate. The example would encourage pedestrian movement north and south from Pencraig Way to Commercial Way. Creating an achieve landscape. The proposed new build areas are small, built-in storage area should be added.

Option D - Example 3 is not desirable, high-rise blocks in isolation will not create activity and interest at the lower levels. Landscaping and the public realm onto Old Kent Road , Commercial Way and the routes through the sites will be very important.

2 **Ethnard Road**

- We feel B is the best options, but are concerned where the new homes will be built.

3 **Windspoint Drive**

- No comment

4 **Livesey Exchange**

- Option A. Keep existing structure and allow tenants to come back asap.

5 **Pencraig Way**

- I favour option A as the other options cram me in. I live in the small block and it would be better that if the infill option is chosen the four story block should be reduced to 2 storey homes.

6 **Pencraig Way**

- No Comment

7 **Ethnard Road**

- Option A

8 **Pencraig Way**

- I believe option A would be the preferred options for myself.

9 **Pencraig Way**

- I vote for option A. What were option is chosen by the governing bodies for the tower blocks will the effect the rest of the Ledbury Estate if so how?

Report to the Ledbury Resident Project Group - Tuesday 25th September 2018**Ledbury Towers Option Consultation – Response from Stakeholders****10 Pencraig Way**

- We are concerned about the demolishing of the towers. We do not know how this cannot affect our property adversely.
- If new homes are to be rebuilt, then we are concerned about the corresponding noise. The longer the works then the longer the noise will be.
- Whatever the decision taken then we want it to start as soon as possible and for the works to be finished as soon as possible.
- We hope the new homes (if this option is chosen) will be more attractive than the existing towers.
- We would like for there to be a decent amount of space between the new homes and ours.
- Will our homes be structurally okay with the works?
- Any cracks occurring, to our home, due to the works?
- Will there be any vibrations occurring, to our home due to the works?
- We are happy with the works as long as it does not affect our home.
- Will there be dust and pollution issues with the works?
- Will the works increase the value of our home?
- Will there be compensation if anything bad happens to our home ?

Ledbury Options

Description	ORIGINAL ESTATE
Other Description	
NOTE	
Key Assumptions	
Units	
SOCIAL RENT	190
LEASEHOLDER (RETURNING - SALE FOR NO INCOME)	34
PRIVATE SALE	0
TOTAL	224
NET INCREASE IN SOCIAL HOUSING	
SCHEME COSTS	
ACQUISITIONS (Buy backs)	
WORKS COSTS	
ON-COSTS	
TOTAL SCHEME COST	
SCHEME FUNDING	
GLA / HCA GRANT	
DISCOUNTED LAND	
S106 CONTRIBUTIONS	
RIGHT TO BUY RECEIPTS	
OTHER FUNDING 1	
OTHER FUNDING 2	
OTHER FUNDING 3	
SALES INCOME	
LONG TERM BORROWING REQUIREMENT	
TOTAL FUNDING	
FINANCIAL PERFORMANCE	
NET PRESENT VALUE (NPV)	
RANKING	WEIGHTING
TOTAL COST RANK	2
NPV RANK	3
EXTRA SOCIAL UNITS RANK	2
OVERALL SCORE	
OVERALL RANK	

Option 1	Option 2	Option 3a
A	B	C Example 2 variation 2
Refurb only	Full Refurb with infill	Deomolition BROM - New build tower
Not full refurb no windows / roofs so allowed 6% rebuild cost in yr 6-10. No sales as in current blocks.	Inc roofs and windows	
208	249	261
16	16	13
0	41	50
224	306	324
18	59	71
£4,499,000	£4,499,000	£5,279,000
£28,796,656	£53,903,750	£64,220,874
£7,339,898	£14,274,638	£17,874,219
£40,635,554	£72,677,388	£87,374,093
£0	£0	£0
£0	£0	£0
£0	£0	£0
£1,349,700	£4,027,904	£3,633,737
£0	£0	£0
£0	£0	£0
£0	£0	£0
£0	£17,886,922	£22,229,568
£39,285,854	£50,762,562	£61,510,788
£40,635,554	£72,677,388	£87,374,093
-£30,699,813	-£35,217,589	-£44,272,792
2	4	8
3	6	9
12	6	2
17	16	19
2	1	3

Option 3b	Option 4a	Option 4b
C Example 3 Variation 1	D Example 2 var 1	D Example 3 var 1)
Deomolition BROM & PET - New build	New build Fan / Street Lay out	New build 3 Towers
227	230	253
10	0	0
13	6	29
250	236	282
37	40	63
£6,014,000	£8,690,000	£8,690,000
£58,166,674	£65,605,138	£76,074,703
£16,317,644	£20,396,220	£23,170,727
£80,498,318	£94,691,358	£107,935,430
£0	£0	£0
£0	£0	£0
£0	£0	£0
£3,088,343	£3,454,184	£6,386,190
£0	£0	£0
£0	£0	£0
£0	£0	£0
£7,404,674	£3,589,998	£13,027,937
£70,005,301	£87,647,176	£88,521,304
£80,498,318	£94,691,358	£107,935,430
-£54,223,399	-£69,678,452	-£68,669,968
6	10	12
12	18	15
10	8	4
28	36	31
4	6	5

Fairer Future Procurement strategy

Foreword

Our council's vision is to create a fairer future for all in Southwark. We have promised to deliver value for money, high quality services in our borough and naturally this is central to our strategy for procurement of supplies, services and works. However, we believe there is an opportunity for our procurement and contracts to deliver so much more than this.

This strategy sets out how we will use procurement to promote enhanced employment rights, to ensure fair pay and terms and conditions, to reduce inequality and to encourage ethical corporate behaviour. It continues our commitment for all contractors to pay the London Living Wage and introduces a new requirement asking that they sign up to the Southwark Diversity Standard, that covers key issues such as offering guaranteed hours contracts. It makes clear that companies that engage in illegal blacklisting of union members and activists can expect to have their contracts terminated.

The strategy also ensures that key strategic contracts have early and timely political input when assessing options and before a decision is taken about the external procurement of the services. Gateway zero decisions will include challenging whether services should be procured externally at all or if we could achieve better outcomes with an in-house service as we have done with our in-sourcing of customer services and the revenue and benefit service.

Our contracts also present an opportunity for added social value, when our contractors are able to provide additional benefits, at little or no additional cost. Whilst we are flexible and open to bidder's proposals of what added value they can offer, we are of course particularly seeking social value offers that help us to achieve our fairer future promises and commitments such as local employment and apprenticeship opportunities. In the coming months we will be piloting a new tool that we hope will assist us in assessing the value of these proposals in relation to our fairer future priorities and to better monitor the delivery of social value within contracts.

I'd like to thank all the members of overview and scrutiny committee whose 2015 report was the genesis of this Strategy and many of the new commitments within it. I hope that it will live up to their ambitions and help deliver our shared ambition of a Fairer Future for All in Southwark.

COUNCILLOR FIONA COLLEY

CABINET MEMBER FOR FINANCE,
MODERNISATION & PERFORMANCE

Our Fairer Future Promises

1. Value for money: We will continue to keep council tax low by ensuring that all our high quality services offer value for money.
2. Access to health for all: We will provide free swimming and gyms for all residents. We'll double the number of NHS health checks. And we'll extend bike hire across the borough.
3. Quality affordable homes: We will improve housing standards and build more homes of every kind, including 11,000 council homes - with 1,500 built by 2018. We will make all council homes warm, dry and safe. And we will start rolling out our kitchen and bathroom quality guarantee.
4. More and better schools: We will meet demand for primary and secondary school places. We will drive up standards across our schools, so that 70 per cent of students at every secondary school get five good GCSEs.
5. More and better nurseries and childcare: We will help parents to balance work and family life, by opening two new community nurseries and investing in our children's centres.
6. A greener borough: We will protect our environment by diverting more than 95 per cent of waste away from landfill, doubling the number of estates receiving green energy and investing in parks and open spaces.
7. Safer communities: We will make Southwark safer with more CCTV, estate security doors and a Women's Safety Charter. We will have zero tolerance for noisy neighbours.
8. More education, employment and training: We will guarantee education, employment or training for every school leaver. And we will create 2,000 new apprenticeships and 5,000 more jobs for local people.
9. Revitalised neighbourhoods: We will make our neighbourhoods places that we can all be proud to live in, transforming areas such as Elephant and Castle, Aylesbury and the Old Kent Road.
10. An age-friendly borough: We want you to get the best out of Southwark whatever your age so we will become an age friendly borough including the delivery of an Ethical Care Charter and an older people's centre of excellence.

Introduction

The Fairer Future Procurement Strategy sets out how the council's Fairer Future commitments are at the centre of both what and how the spend under contracts can get maximum benefit to our local area, economy and our residents. Specifically the Fairer Future Promise to deliver value for money across all our high quality services, as well as some of our values including "being open, honest and accountable" and "spending money as if it were from our own pocket" are directly part of undertaking procurement projects.

The aim of the Fairer Future Procurement Strategy is to provide context and a framework to ensure that the council takes the right steps when:

- Identifying service needs and options for the ways in which these may be best delivered.
- Procuring the supplies, services and works where contracting is the preferred option.
- Managing and monitoring contracts that have been awarded.

The Fairer Future Procurement Strategy must be read in conjunction with the council's contract standing orders and procurement guidelines.

The council's promise to deliver value for money across all our high quality services underpins all procurement projects and runs throughout the Fairer Future Procurement Strategy. The strategy also covers the following Fairer Future values:

- Spending money as if it were coming from our own pockets
- Being open, honest and accountable
- Making Southwark a place to be proud of

Spending Money as if it were coming from our own pocket

The council delivers a wide range of services to all residents, workers and visitors to Southwark.

When reviewing service delivery and procuring the council will address the following points:

- Addressing the need to balance price and quality, and to be explicit about the relative importance of both.
- To challenge procurement arrangements and seek opportunities to reduce price, improve quality and maximise efficiency.
- To complete a whole life analysis of options and assessment of risks.
- To continue joint procurement of services with other councils where such arrangements deliver value for money and improved outcomes.
- To reduce the costs of procurement process and the time it takes by taking a planned and co-ordinated approach that is efficient, effective and streamlined, avoiding duplication and waste.
- To ensure existing contracts, frameworks and internal and external procurement options or collaboration opportunities are utilised where appropriate to reduce procurement costs.
- To deliver value for money across all our service delivery and contracts.

The council seeks to operate a mixed economy of service provision with in-house service delivery and ready access to a diverse, competitive range of suppliers providing quality services (including small firms, social enterprises, minority businesses, and voluntary and community sector groups), and wherever possible encourage local sourcing and local employment.

Critically assessing our business needs, from a make or buy decision, to challenging the specified levels of service or identifying possible process efficiencies are precursors to the procurement planning process and ensuring that any possible contract delivers best value. It is important that projects give enough attention and time to plan, in order to take up opportunities that are available to ensure best value is secured.

As part of the “make or buy” option, genuine consideration of in-house service delivery is part of the planning process and explicit consideration of whether the works, goods or services could be provided in-house must be included when developing the procurement strategy.

The council has a good record of bringing previously outsourced services in-house as in-house provision will not always secure service improvements or value for money for operational, statutory or business reasons and in such cases it will be necessary to contract with suppliers.

Where contracting with external suppliers is selected for providing services, the procurement strategy (gateway one report) must demonstrate how this will be successful in meeting defined service objectives and the commitments of the council plan, and how it will achieve long term value for money.

In accordance with our Fairer Future values, the council will seek to exercise good governance in the procurement process. This will include:

- Ensuring all procurement practices are legal, ethical and transparent, conforming to procurement legislation and regulation and robust enough to meet the challenge of external scrutiny.
- Applying appropriate governance arrangements to meet the principles of openness and accountability, and to manage risk.
- Having clear, unambiguous and sufficiently flexible operational arrangements that respond to service needs, reduce red tape and protect statutory and regulatory responsibilities of the council.
- Promoting the commitment of suppliers to the prevention and detection of fraud and corruption in their processes.

Strategic Assessment

This Fairer Future Procurement Strategy introduces a new strategic assessment (gateway zero) for services above £10m in value (excluding capital investment works). This assessment will be for cabinet members (IDM) decision making and will ensure that key strategic contracts have early and timely political input when assessing all options and before a decision about the external procurement of the services.

The strategic assessment by the service head will address the relevant factors in a timely manner to allow a full strategic options assessment. The timing of the review will be influenced by factors including: decisions to in-source, new outsourcing decisions, services provided to vulnerable people, the nature of the organisation to be awarded work, and the length or conditions of the contract.

The review by the service head should explore all options and makes the case for the preferred mode of delivery (e.g. in-house, private sector, voluntary or community sector, shared service), as well as considering the broad methods by which a service is to be delivered (e.g. single provider/framework of providers etc.) as well as possible social value.

The strategic assessment decisions will be included on the forward plan and cabinet members will attend pre-scrutiny sessions on request from OSC. A strategic assessment may also be requested for other contracts by the relevant cabinet member.

Being Open, Honest and Accountable

Protecting the workforce

Where the council renews contracts or outsources services to the private or voluntary sector the following workforce issues must be considered and applied on a case by case basis as allowed by EU procurement, local government and other relevant legislation and as provided by relevant council policy, including:

- Pension provision
- The transfer and treatment of staff under TUPE
- Terms & conditions including sick pay, training and provision of equipment
- Consideration of trade union recognition
- Early consultation with trades unions before possible outsourcing of services
- Gender pay gap and payment differential
- Southwark Ethical Care Charter (in relation to care contracts)

Equalities and Community Impact

The council must have due regard to equality issues and community impact under its Public Sector Equality Duty. The council's Approach to Equality policy sets out how equality and human rights considerations will be embedded into our policies on procurement and commissioning. All Gateway zero strategic assessments and Gateway 1 reports setting out the procurement strategy must show that all relevant equality issues and obligations are taken into account and planned throughout both the procurement process and in the delivery of those functions on behalf of the council.

Diversity Standard

Where the council does renew contracts or outsource services, prospective suppliers must sign up to the council's Diversity Standard. It sets out the policies and expectations for ways of working when delivering contracts that protect the workforce delivering on behalf of Southwark Council. These include:

- Requirement for an offer of guaranteed hours (zero hour contracts)
- Payment of London Living Wage (where appropriate).

Blacklisting

Blacklisting is where employers and recruiters discriminate against individuals based upon trade union membership or activity. This is prohibited by law. All relevant tenders shall include relevant questions relating to any prior blacklisting activity and shall exclude any organisation that cannot satisfy the council's commitment to only doing business with suppliers who meet minimum statutory and ethical standards, in line with best procurement practice. Contracts for public works will include provisions to provide for the termination of the contract if the provider is proved to engage in blacklisting activities during the course of that contract.

Governance

The council has an established gateway process as part of governance process set out in Contract Standing Orders:

Gateway one report – Procurement Strategy

This assesses the options for delivery of needs and makes a recommendation for the best route to market to deliver the contract

Gateway two report – Contract Award Recommendation

This sets out the recommended supplier/s to award of contracts to who have been assessed as offering best value for money from the procurement process following the evaluation process.

This approach will be continued using the e-procurement system to deliver our procurement projects and the system will also enhance the ability to record contract management and monitoring.

Engagement

The cabinet were asked to further enhance engagement with members in respect of contracts or purchases with an estimated value of £100,000 or more through the introduction of a requirement to consult with the relevant cabinet member before a procurement strategy is implemented. This will be formalised through inclusion in contract standing orders

Making Southwark a place to be proud of – Social Value

A key opportunity for the council as part of its commitment to getting the most of its spend with external organisations through contracts is to focus on the possible additional value linked to the contractual spend that benefits the local area, economy and health and wellbeing of residents. This has been termed “social value”.

The council has an obligation under the Public Services (Social Value) Act 2012 to consider what social value could be obtained during a procurement process for all service contracts that are subject to the Public Contract Regulations 2015. The Act offers an important opportunity to achieve more from the council’s spending on services. Southwark Council will go beyond the narrow focus of the legislation and consider what social value can be delivered during the development of all procurement strategies (gateway one reports).

When considering the additional benefits and social value to be delivered, this must support the social, economic or environmental well-being of Southwark and its residents and specifically support the delivery of the council’s Fairer Future commitments and policies. Key areas of social value commitments include:

- Apprenticeships
- Job creation
- Work placement opportunities
- Payment of London Living Wage where appropriate
- Environmental and sustainability considerations
- Health and wellbeing considerations

- Requiring suppliers to comply with the council’s Safer Lorries, Safer Cycling Pledge including the Fleet Operator’s Recognition Scheme at Gold standard where appropriate

The tender process should set out clearly the methodology for evaluating social value during the procurement process and directly link this to the Fairer Future commitments. The evaluation methodology for each tender should be assessed on a case by case basis and the weightings should reflect the relative importance of the social value element to the subject matter of the contract and be proportional to this.

The achievement of social value commitments from proposed successful tenderers should be set out in the contract award recommendation (gateway two report). These commitments should form part of the contract’s key performance indicators and be monitored and reported on as part of best practice contract management, as well as in performance reports to departmental and corporate contract review boards as required.

Making Southwark a place to be proud of – developing staff

The council will continue to develop the skills of staff, including:

- promoting staff competencies in procurement, commissioning and contract management
- ensuring that all procurement activity is undertaken by informed managers supported by professional procurement staff, providing specialist support and advice.
- utilising e-procurement facilities to deliver process and procurement savings.
- providing high quality guidance, support, documentation and awareness sessions for service managers and their staff engaged in procurement processes.
- improving contract management by continuously improving and learning from experience of 'relationship management'.

Contact us

We'd like to hear what you think about this Integrated Efficiency Plan and if you've got questions, we are here to answer them.

There are lots of different ways to get in touch with us and share your views.



@lbs_southwark



/southwarkcouncil

Or if you prefer, email councilnews@southwark.gov.uk or call 020 7525 7251.

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