

APPENDIX B

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.

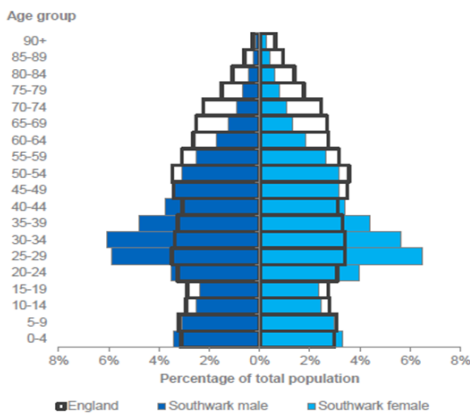


Figure 1. Southwark Population numbers and structure in 2017 compared to England

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.

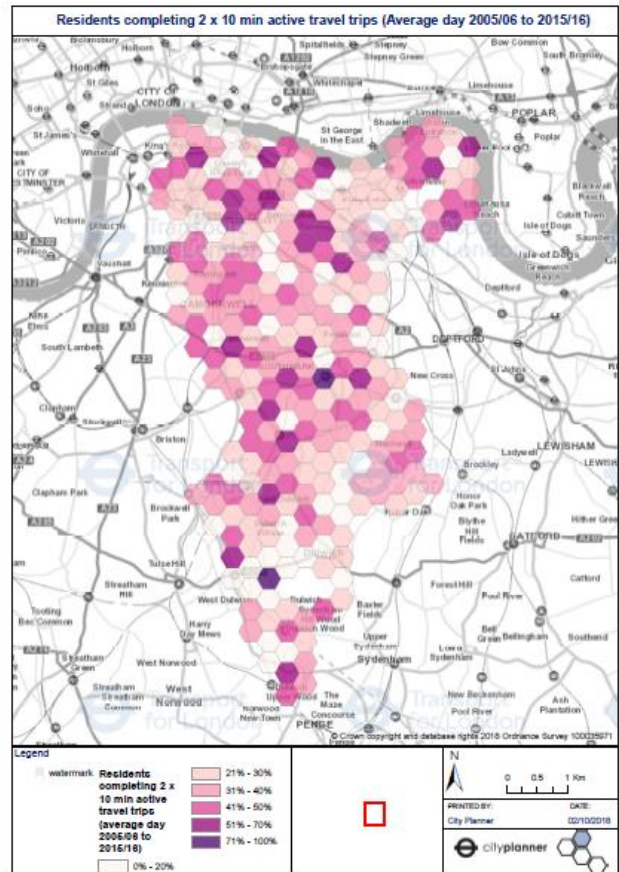


Figure 2. TfL City Planner Tool

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).

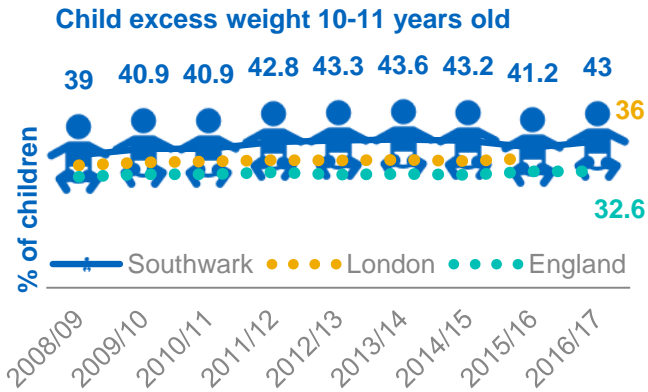
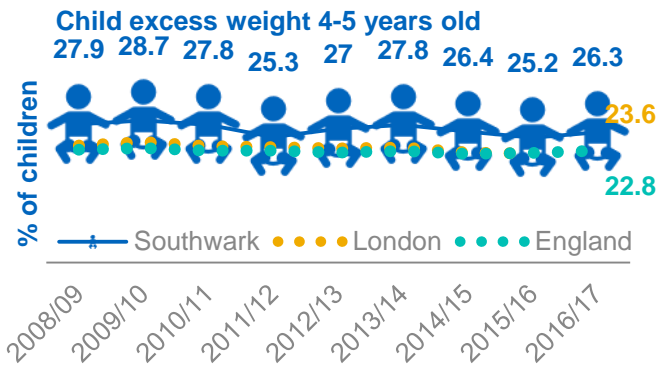


Figure 3. Percentage of children 4-5 and 10-11 years old in excess weight trends 2006/7 to 2016/17. Public Health England, Public health Outcomes Framework

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

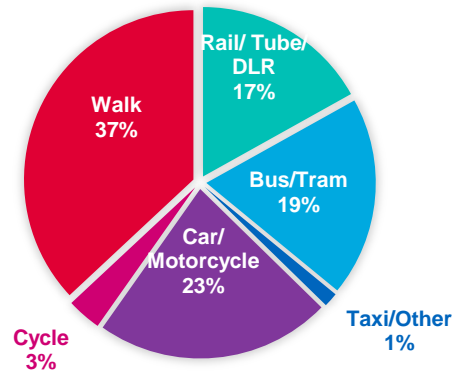


Figure 4. Proportion of mode share of transport. (LTDS)

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.

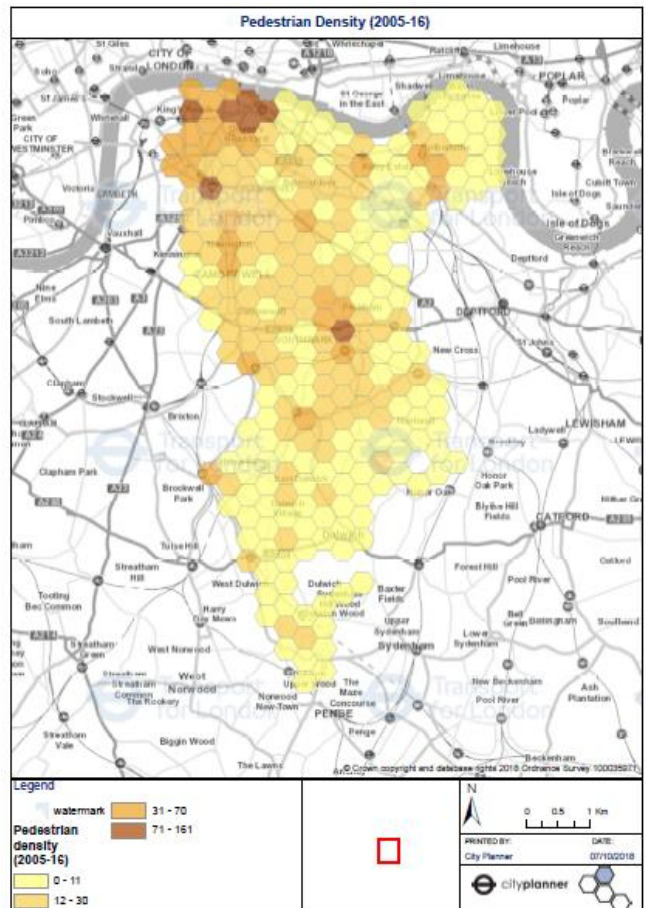
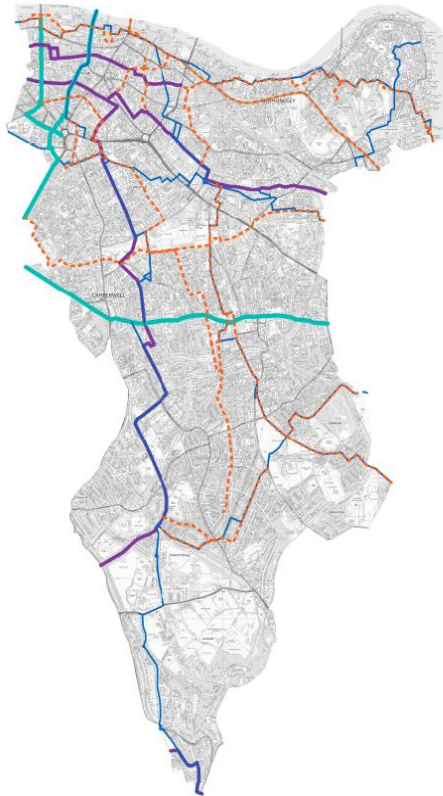


Figure 5. Southwark Pedestrian density from TfL's City Planner Tool

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



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

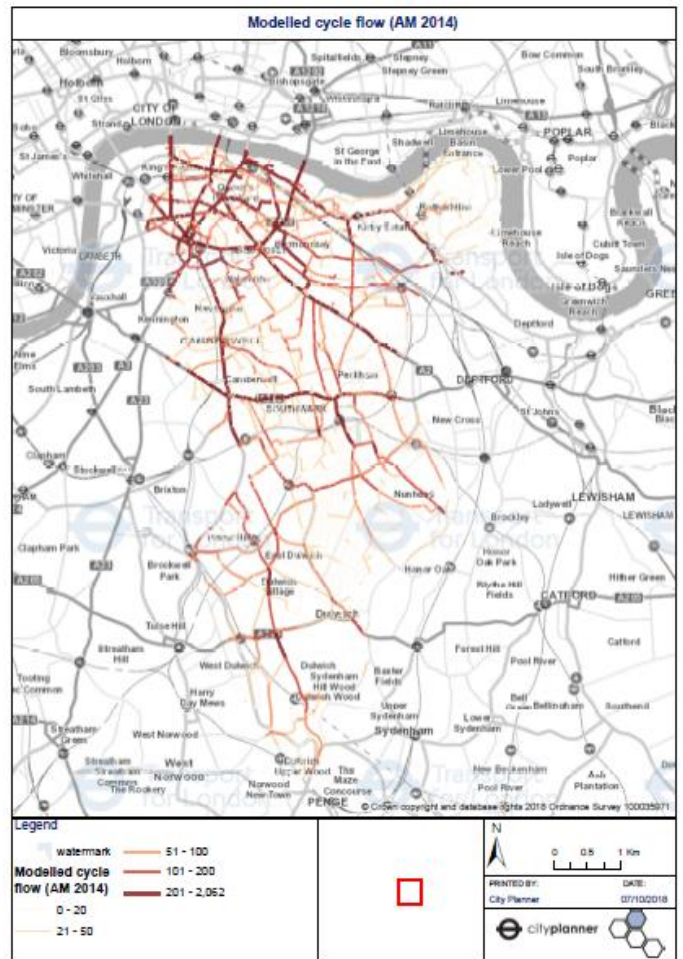


Figure 7. Modelled morning peak cyclist flows 2014 (Cynemon) from TfL City Planner Tool.

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

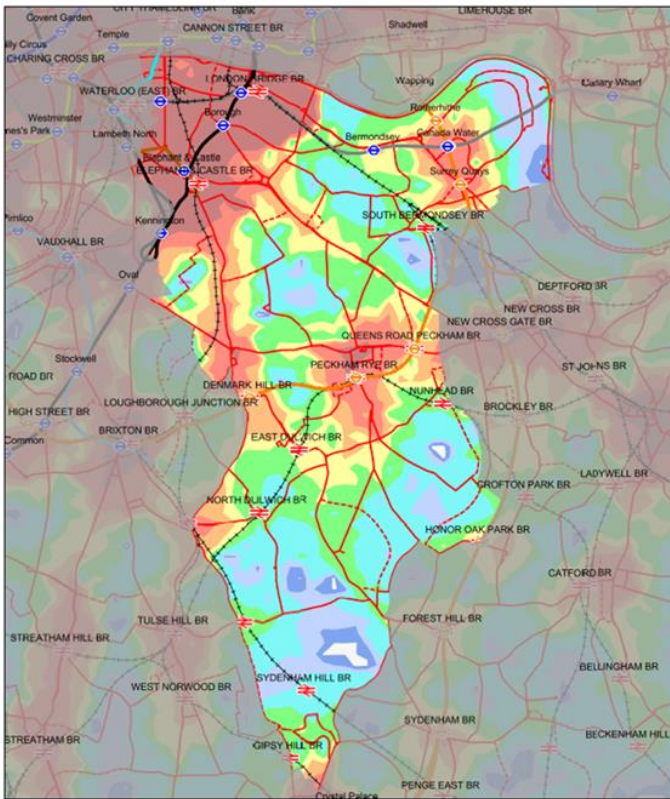


Figure 8. The Public Transport Accessibility Levels for Southwark

Traffic and congestion

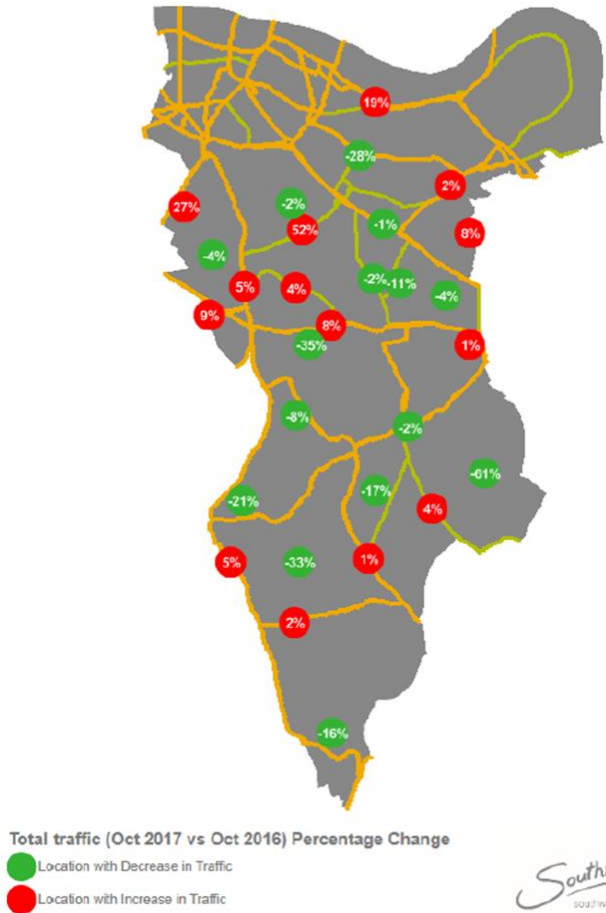
Southwark’s streets support over a quarter of a million motor vehicle trips every day.^{vi} The purposes for these trips include commuting, business, deliveries, waste collection, work, education and leisure.

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



Total traffic (Oct 2017 vs Oct 2016) Percentage Change
 ● Location with Decrease in Traffic
 ● Location with Increase in Traffic

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

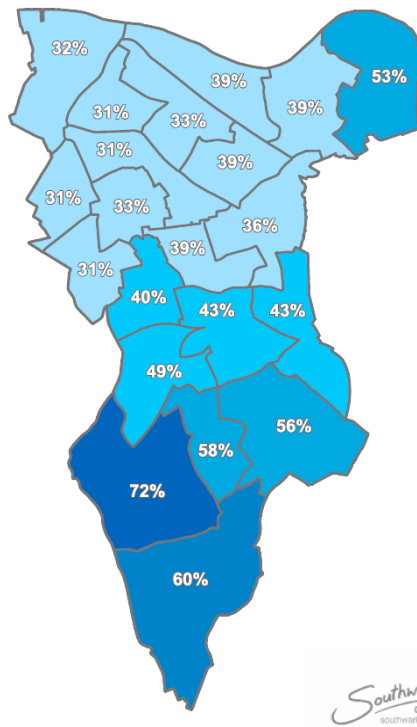
88% of traffic on our roads is cars and taxis with the remaining 12% being buses, vans and larger vehicles. There has been no real change to these numbers since 2010^{viii}. The scale of car usage and its impact should not be underestimated.

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)

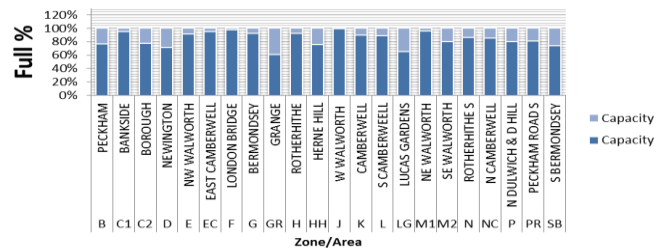


Figure 10. Southwark Car Ownership by ward from Census 2011 (ONS)

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.

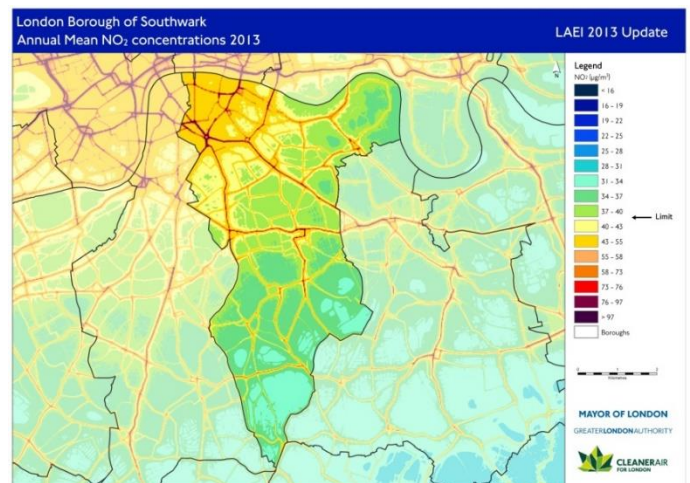
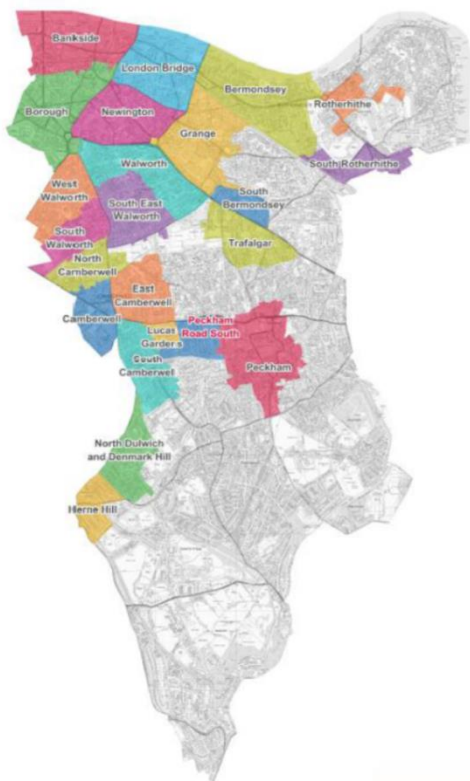


Figure 11. Southwark Controlled Parking Zones (Southwark Annual Monitoring Report 2016/17)

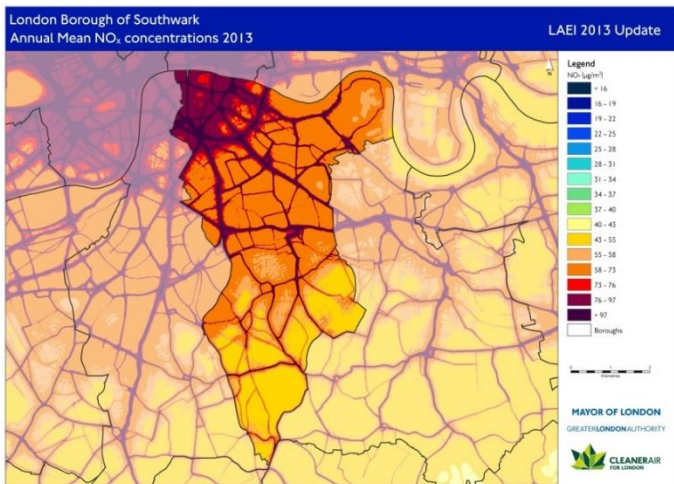


Figure 12. Southwark annual mean concentration of pollutants (NO₂, NO_x). Greater London Authority – LAEI 2013.

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.

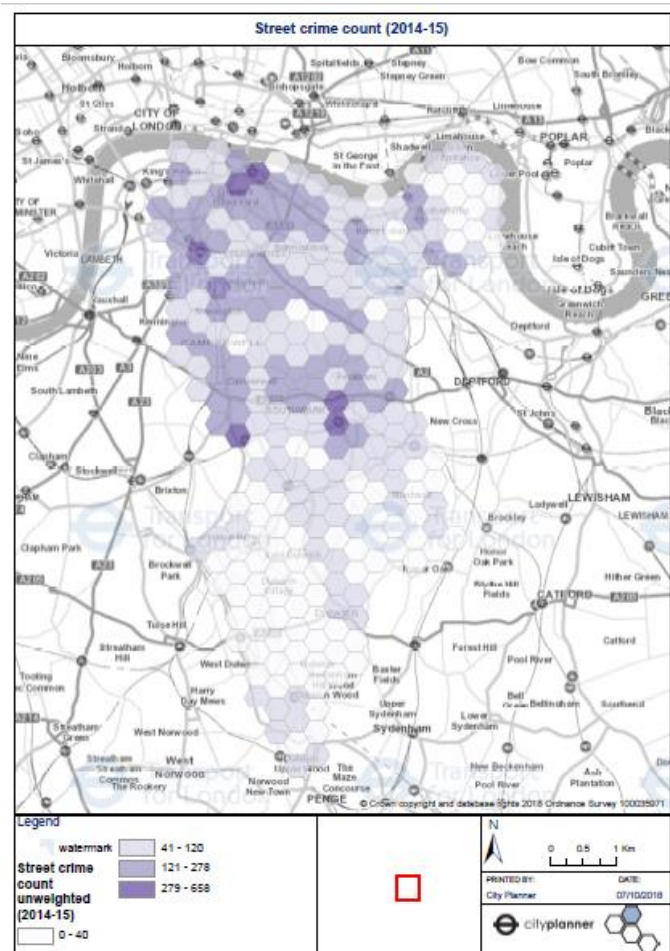


Figure 13. Southwark Crime count from TfL City Planner Tool.

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}.

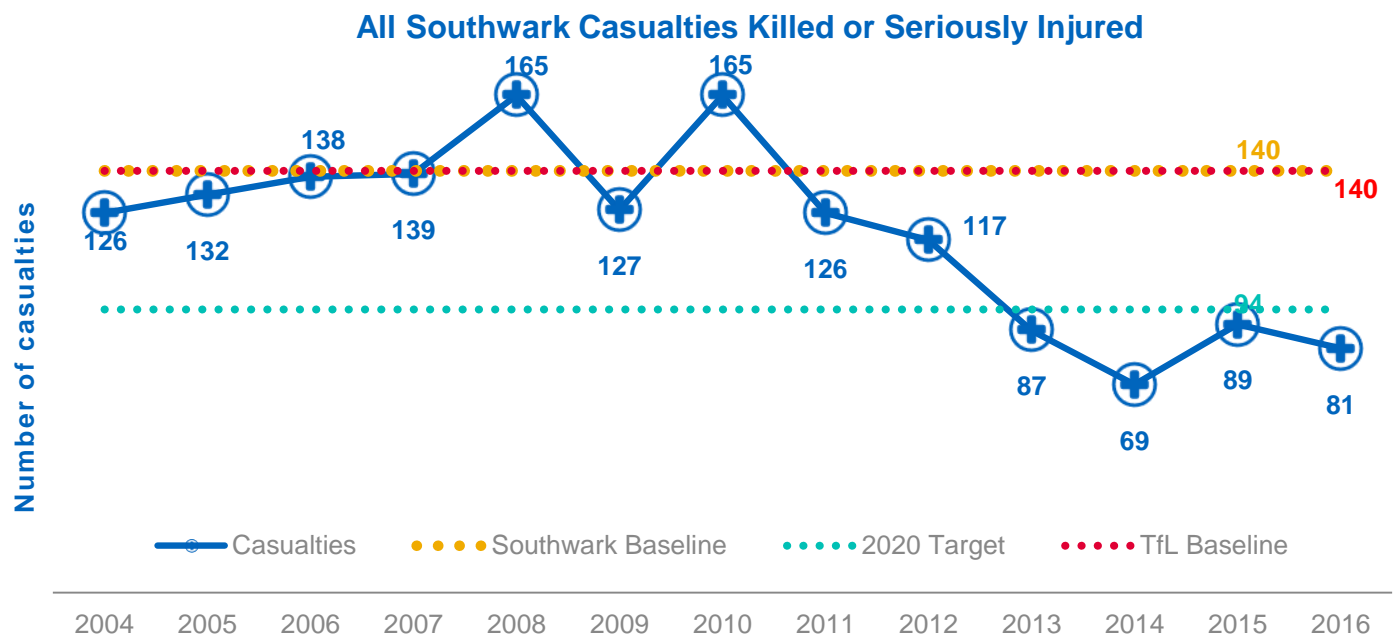
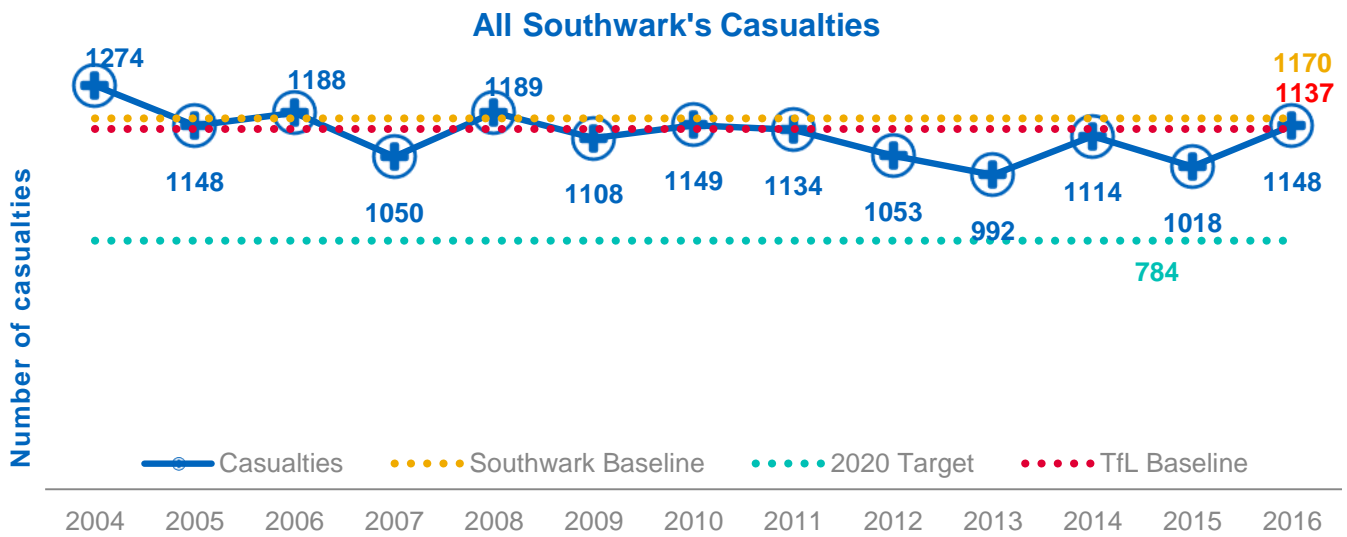
Human error is the most common cause of collisions (90%) in London^{xviii}. “Analysis of casualty data shows that 48% of pedestrian accidents happened more than 50 meter from a crossing. This suggests that people are willing to take on increased risk for the sake of convenience.

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 'inattentional 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
Action 7: Street Wise framework	<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="769 539 1321 936"><p>Street Wise – Priorities</p><ol style="list-style-type: none">1. Highway safety2. Pedestrian improvements3. Cycle improvements4. Public transport and shared mobility options5. Delivery and servicing efficiency6. Street tress7. Parking allocation, priority on residential street and town centre</div>
Action 8 – Using time to manage	<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
Action 14: Creating opportunities for people to connect	<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
Action 20: Responding to new transport infrastructure	<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>
Action 21: Proactive in managing change construction	<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						
5	Deliver walking networks	Y	Y	Y	Y	Y	Y				
6	Test and Evaluate MP schemes			Y							
7	Local environmental improvements	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>	<p>Delay in acquiring permission could impact on both timing and the extent of schemes</p>
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>	<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.</p>
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>	<p>Public objections may result in design changes, delivery delays and postponement.</p>
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

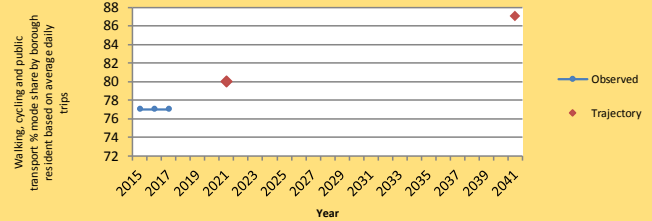
Appendix 1 – Southwark Targets

Overall aim: 80% walking, cycling and public transport

Active, efficient and sustainable mode share

Walking, cycling and public transport % mode share by borough resident based on average daily

2012/13 to 2014/15	Observed		Trajectory	
	2013/14 to 2015/16	2014/15 to 2016/17	2021	2041
77	77	77	80	87



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

Outcome 1a: Londoners to do at least the 20 minutes of active travel they need to stay healthy each day

Percentage of residents doing at least two x10 minutes of active travel a day by borough

2013/14 to 2015/16	2014/15 to 2016/17	Trajectory	
		2021	2041
45	41	47	70

Outcome 1b: Londoners have access to a safe and pleasant cycle network

Percentage of population within 400m of strategic cycle network by borough

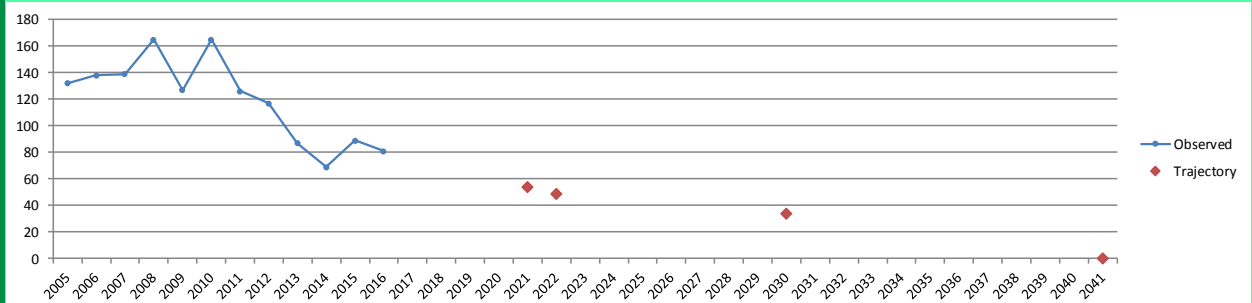
2016	Trajectory	
	2021	2041
17	60	95

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

Outcome 2: Vision Zero - Deaths and serious injuries from all road collisions to be eliminated from our streets

Killed and seriously injured casualties

2005-09 baseline	Observed			Trajectory			
	2010-14 baseline	2015	2016	2021	2022	2030	2041
140	113	89	81	54	49	34	0

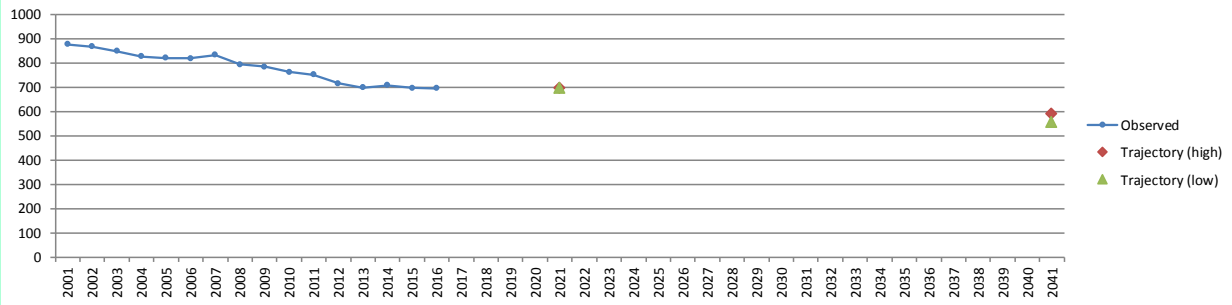


Healthy Streets and healthy people

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

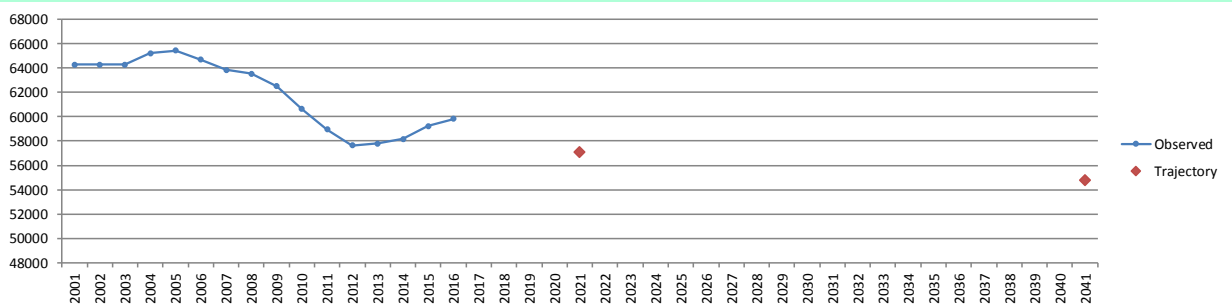
Observed			Trajectory			
2014	2015	2016	Percentage change by 2021	Percentage change by 2041	2021	2041
708	696	695	0%	-15%	696	591
708	696	695	0%	-20%	696	556



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	2021	2041
164,900	135,100	36,300

Outcome 4c: Reduced particulate emissions (PM10)

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

Outcome 4b: Reduced NOx emissions

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

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

PM2.5 emissions (in tonnes) from road transport		
2013	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
experie
nce

Appendix 2 – Pro forma C

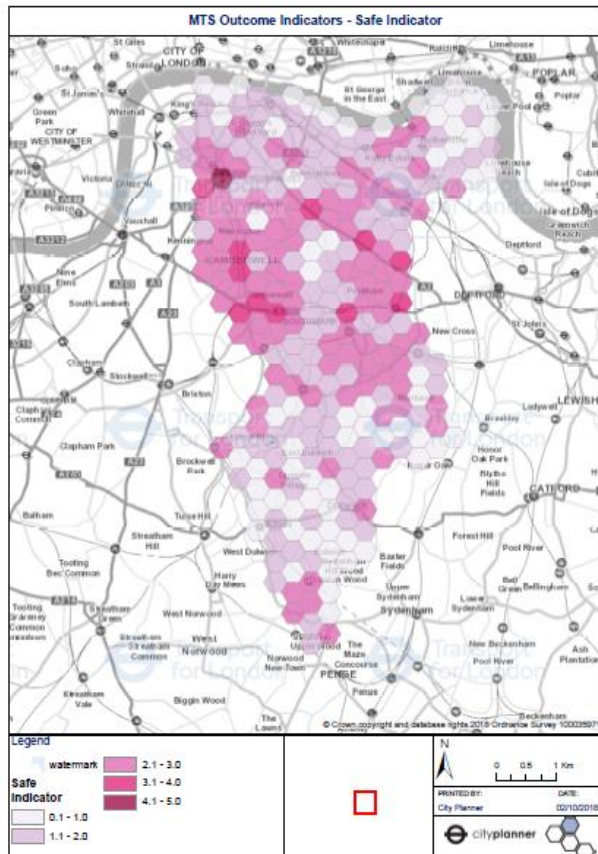
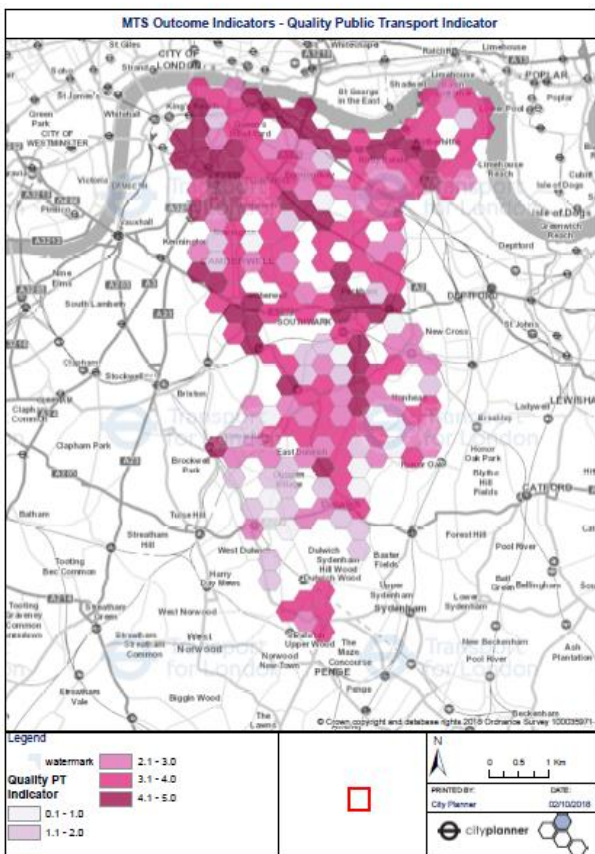
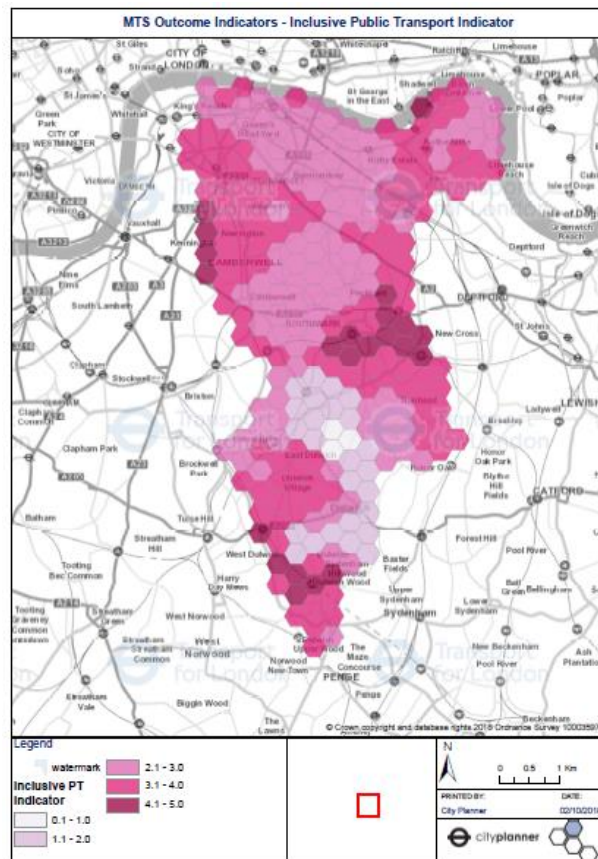
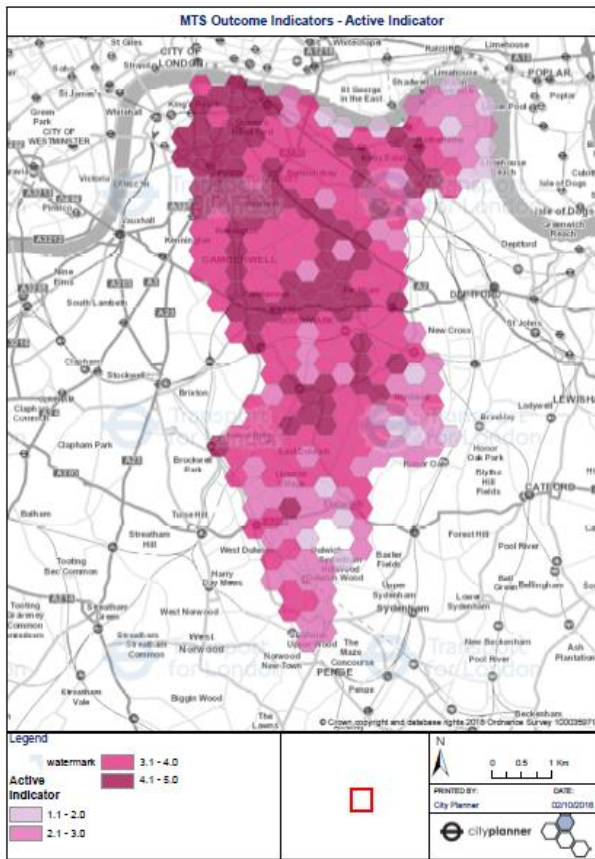
Required data for Pro forma C

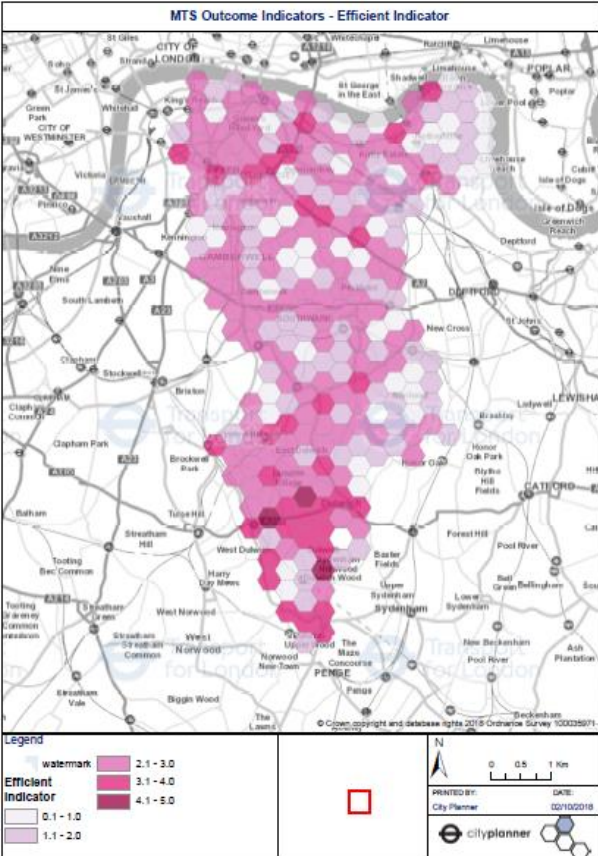
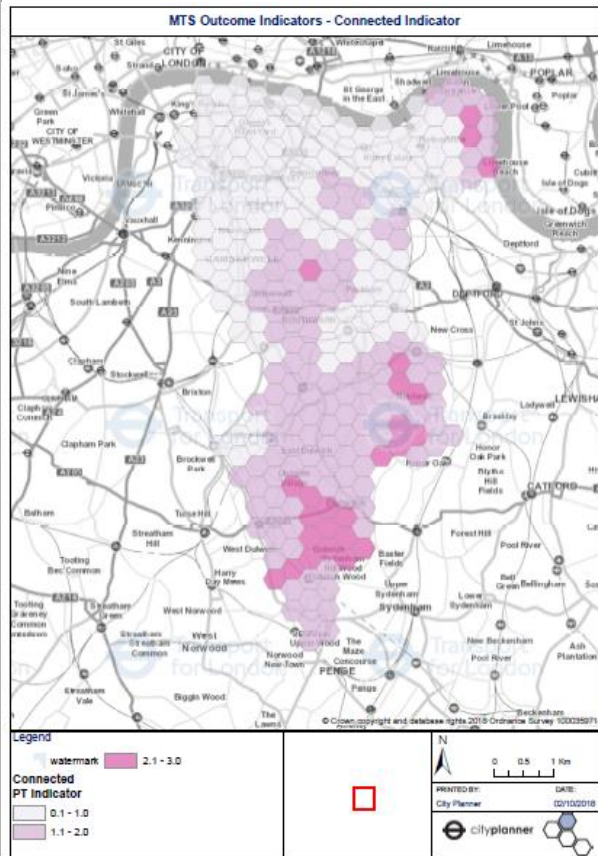
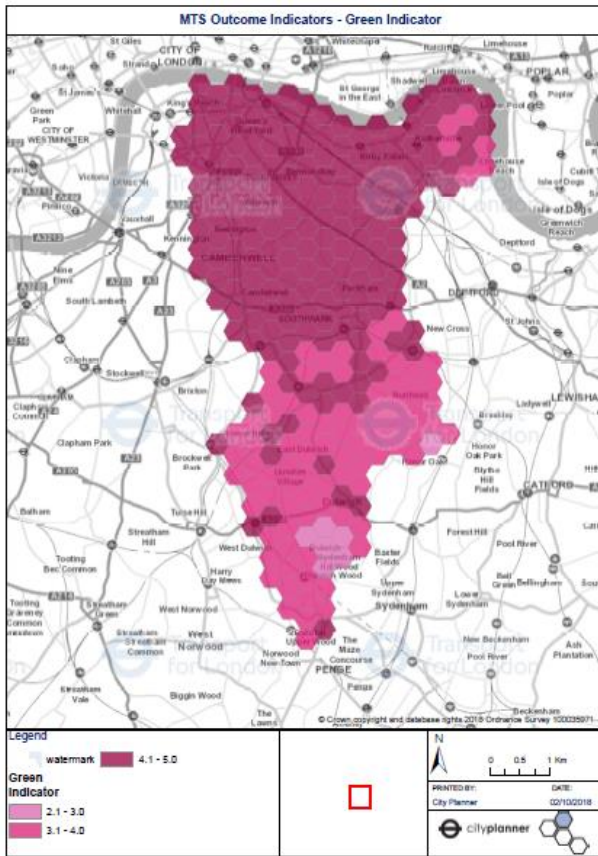
- On street cycle spaces
- Off street cycle spaces
- Number of new or upgraded pedestrian / cycle crossing facilities provided
- % of borough road network with 20mph limit
- Number of completed infrastructure schemes and % entered into Traffic Accident Diary System (TADS)
- Number of people delivered 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.

End notes

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- ^{xxxiv} The aim of Vision Zero is to eliminate all deaths and serious injuries on London's transport system.

^{xxxv} Ultra Low Emission Zone. More information can be found at <https://tfl.gov.uk/modes/driving/ultra-low-emission-zone>

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