

Item No. 16.	Classification: Open	Date: 30 April 2019	Meeting Name: Cabinet
Report title:		Adoption of the Council's Movement Plan (Transport Plan) and Local Implementation Plan 3	
Ward(s) or groups affected:		All	
Cabinet Member:		Councillor Richard Livingstone, Environment, Transport Management and Air Quality	

FOREWORD – COUNCILLOR RICHARD LIVINGSTONE, CABINET MEMBER FOR ENVIRONMENT, TRANSPORT MANAGEMENT AND AIR QUALITY

This report sets out the council's Movement Plan, for cabinet to adopt.

The Movement Plan replaces the borough's 2014 transport plan. As its new name suggests, this new strategy takes a more holistic, human-centred approach to how people get around our borough, considering the public health aspects of travel alongside the mechanics of getting from A to B.

Our bold vision for movement over the next twenty years is based around three broad themes: People, Place and Experience. Each of these describes three missions, and those nine missions in turn set out twenty-three key actions. The plan is deliberately designed to be flexible enough to adapt as we learn.

Cabinet considered a draft of the Movement Plan in October 2018. Since that time, the council's consultation on the Movement Plan has elicited over a thousand responses. I would like to thank all those people that responded as they have helped shape and improve the Plan.

This Plan is a bold vision for the future of travel and transport in the borough. Each and everyone of us will need to play our part in delivering the Movement Plan if we are to achieve the improvements that the plan describes.

RECOMMENDATIONS

That the cabinet agree:

1. The 'Movement Plan 2019 - 2041, Setting a direction for transport'
2. Southwark's Local Implementation Plan (Lip) 3.

BACKGROUND INFORMATION

3. The current Transport Plan was adopted in 2011. Actions delivered through the plan include; a 20mph borough, increasing access to car clubs for residents, improved access to the rail network and improvements to Denmark Hill and Queens Road stations.
4. In 2014, the council adopted the Cycling Strategy (2014 to 2019). The cycling strategy refreshed the cycle network and introduced the Southwark Spine cycle

route. Since the adoption of the cycle strategy, there has been significant investment including quiet ways, the Southwark Spine supported by behaviour change programmes including the annual active travel campaign.

5. In 2016, the council consulted on draft Kerbside Strategy. The strategy and the consultation sought to widen the public discussion around use of this space and through that enable the wider implementation of safety, and active travel objectives.
6. In March 2018, the Mayor of London published his Transport Strategy (MTS) which has a greater focus on health, wellbeing and the importance of place. It identified that encouraging walking and cycling is important to achieving a reduction in car usage and the resultant negative health externalities.
7. Section 145 of the Greater London Authority Act 1999 (GLAA 1999) requires each council in London to prepare a Local Implementation Plan (LIP) to detail how the authority will assist in delivering the Mayor's Transport Strategy. Transport for London subsequently produced guidance in May 2018 for boroughs in preparing their third LIP (LIP3). In response the council prepared a new transport plan (title the Movement Plan) which is supported by a more technical document title Southwark's transport implementation plan which bridges the Movement Plan and the requirements of the borough's LIP3.

KEY ISSUES FOR CONSIDERATION

8. The Movement Plan has been developed through a human centred approach and places the people that live, work and visit the borough at the starting point of our journey. The Movement Plan is based around three focus areas; people, place and experience and within these sets a number of missions which we are seeking to achieve.
9. People, focusses on the personal role and impact of movement on physical and mental wellbeing and the differential impact across our community. This theme introduces an equity framework to guide the delivery of the plan. The borough is the first authority to place an equity approach and the core of movement function. Within this theme we also recognise the personal impacts, some positive (calm, green streets) as well as some of the negative (cluttered streets/too much to see) and provides core actions to address these.
10. Place, focusses on reducing traffic, the role of the place in influencing our experience as well as the management of essential traffic such as waste collection, delivery and servicing. This theme seeks to create places for people to come together (such as town centres) and how they can be enjoyable, exciting, creative, diverse places to be.
11. Experience, the final theme responds to how we feel about movement and addresses feeling safe and being safe on our roads from a personal safety and road safety perspective. This theme also recognises the significant change that the borough will face in the life of the plan (to 2041) and reflects information sharing, exchanging and collaborating to deliver the movement plan.
12. The plan builds on the successes of the Transport Plan 2011 and learns from the less successful elements, it incorporates the vision set out in the Cycling Strategy and incorporates the outcomes of the Kerbside Strategy consultation.

13. The plan responds to the requirements set by the Mayor of London and TfL and will help to deliver the Mayors Transport Strategy.

Policy implications

14. The Movement Plan (and associated Lip3) will help to deliver the council plan, placing people and their wellbeing at the heart of our policy. The plan is a statutory requirement and will be looking ahead to 2041.
15. The Movement Plan addresses the following policies in the Council Plan:
 - A place to call home
 - A place to belong
 - A healthier life
 - A vibrant Southwark.
16. The plan has been developed with officers from across the council and as such embeds the broader policy work. Clear linkages within the policy and subsequent delivery plan between work areas, will extend into the delivery of this plan across the council.
17. The plan has been prepared alongside the Sport and Physical Activity Strategy and the Consultation Framework and has a strong relationship to these documents.

Community impact statement

18. We have listened to concerns, challenges, and opportunities raised by our community. This has been supported by research, evidence and experience when developing the Movement Plan.
19. Alongside this we fulfilled 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.
20. The Movement Plan has been assessed against the council's equality duty. The equality duty applies to public bodies and others carrying out public functions. It supports good decision-making by ensuring public bodies consider how different people will be affected by their activities, helping them to deliver policies and services which are efficient and effective; accessible to all; and which meet different people's needs.
21. The Movement Plan has due regard to the three aims of the equality duty:
 - I. eliminate unlawful discrimination, harassment and victimisation and any other conduct prohibited by the Act;
 - II. advance equality of opportunity between people who share a protected characteristic and people who do not share it; and
 - III. foster good relations between people who share a protected characteristic and people who do not share it.
22. Ongoing monitoring will identify any unforeseen consequences, positive impacts or any identified impacts and any adverse impacts minimised where possible.

The embedded equality framework, in the Movement Plan places equality as a core principle, the delivery of the plan will be supported by an annual review from all available information.

Financial implications

23. There are no financial implications arising from this report as the plans will be implemented within existing departmental approved revenue and capital budgets.
24. Any additional resources, if required, will be subject to further reports for cabinet approval.

Consultation

25. The Movement Plan and supporting documents (including the Integrated Impact Assessment) were consulted between November 2018 and February 2019. The approach to consultation was tailored to ensure everyone has an opportunity to have their say, felt listened to and were well informed.
26. In addition to common consultation processes, three focus pieces of work were undertaken, these were:
 - Young advisors surveyed the views of the 12-16 year olds
 - With London College of Communication we hosted a workshop and conducted in-depth interviews with members from Southwark's pensioners centre to understand and identify where we can improve the experiences of older people moving and using public space.
 - On street surveying at key locations (libraries, leisure centres) to ensure broader representation of responses to the plan.
27. In total we received 1,025 responses comprising 689 via the consultation hub, 207 on street surveys and a further 129 collected by the Young Advisors of 12-16 year olds. In addition to this eight stakeholder responses were received.
28. The consultation showed strong support for some of our key initiatives and directions. With 76.92% of respondents agreeing that we should reduce the number of motor vehicles on our roads. Further, 59.22% support the idea of expanding the concept of time-restricted road closures to other locations. Particularly for the purpose of community events and streets parties, prioritising of an enjoyable walking and cycling experience and improved air quality.
29. The document was generally welcomed and people supported the people centred focus of the plan. Where the consultation showed a strong appetite for an initiative and action we have worked to strengthen missions to clearly deliver on these. Key areas included:
 - Reduce traffic and improve air quality (77% agree we should reduce the number of motor vehicles on our roads).
 - Feel safe from crime and injury.
 - Green, peaceful and calm places. With green links and quiet routes away from traffic.
 - Infrastructure to support easy and safe walking and cycling.
 - Public transport is reliable and accessible.

30. The consultation showed strong support for some of our key initiatives for example 59% of respondents support the idea of expanding the concept of time-restricted road closures particularly for the purpose of community events such as streets parties, prioritising of an enjoyable walking and cycling experience and improved air quality.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Democracy

31. The council is required by section 145 of the Greater London Authority Act 1999 (GLAA 1999) to prepare a Local Implementation Plan outlining their proposals and how they intend to implement the Mayor's Transport Strategy in their respective areas. Accordingly, the Council has undertaken a consultation and the results are reported between paragraphs 26 and 29 of the report.
32. Under section 151 of the GLAA 1999, once a LIP plan has been approved by the Mayor the Council must implement it according to the timetable in the plan.
33. Paragraph 22 of the report confirms that the delivery of the plan will be supported by annual reviews which are essential as the obligation to comply with the Public Sector Equality duty is a continuing requirement. Paragraph 20 of the report confirms that the requirements contained within section 149 of the Equality Act have been considered and assessed
34. Cabinet is being asked to agree the Movement Plan 2019-2041 and also Southwark's Local Implementation Plan. Under Part 3B of the Constitution the Cabinet retains control for major policies and strategies and this report relates to the update to the current Transport Plan which was adopted in 2011.

Strategic Director of Finance and Governance (FC18047)

35. This report is requesting cabinet to agree the 'Movement Plan 2019 - 2041, setting a direction for transport and Southwark's Local Implementation Plan (LIP) 3.
36. The strategic director of finance and governance notes that there are no immediate financial implications arising from the report and any additional resources if required, in implementing the plans, will be subject to further reports for cabinet approval.
37. Staffing and any other costs connected with this report to be contained within existing departmental revenue budgets.

BACKGROUND DOCUMENTS

Background Papers	Held at	Contact
Transport Plan 2011	Planning and Transport, 5 th Floor, 160 Tooley Street London SE1 2QH	Sally Crew 020 7525 5564
Link: https://www.southwark.gov.uk/assets/attach/1959/Transport%20plan.pdf		

APPENDICES

No.	Title
Appendix A	Movement Plan, Setting a direction for transport (circulated separately)
Appendix B	Southwark's Local Implementation Plan 3 (circulated separately)
Appendix C	Movement Plan supporting documentation; Integrated Impact Assessment Movement Plan/Local Implementation Plan 3/Equality Analysis Consultation report (all available online – web link below)
Link: http://modern.gov.southwark.gov.uk/ieListDocuments.aspx?CId=302&MId=6089&Ver=4 (Item 16)	

AUDIT TRAIL

Cabinet Member	Councillor Richard Livingstone, Environment, Transport Management and Air Quality	
Lead Officer	Kevin Fenton, Strategic Director Place and Wellbeing	
Report Author	Sally Crew, Transport Policy Manager	
Version	Final	
Dated	12 April 2018	
Key Decision?	Yes	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Law and Democracy	Yes	Yes
Director of Planning	Yes	Yes
Strategic Director of Finance and Governance	Yes	Yes
Cabinet Member	Yes	Yes
Date final report sent to Constitutional Team	12 April 2019	