

Movement Plan

Setting a direction for transport

April 2019

Contents

Foreword	2
Executive Summary	3
Introduction	4
People	8
What do we know?	9
M1 Our equity framework	11
M2 For movement to benefit mental wellbeing	12
M3 For movement to benefit physical wellbeing	13
Place	14
What do we know?	15
M4 Reduce traffic	17
M5 Streets as social places	20
M6 Support business to prosper	21
Experience	23
What do we know?	24
M7 All people to have a positive experience on our streets	25
M8 Manage change on our streets in a positive way for people	28
M9 Utilise information to deliver better services	30
Delivering the Movement Plan	31
Monitoring the Movement Plan	34
Glossary	37
End notes	40

Foreword

Southwark is a fast-changing place: the borough's population now is 22% more than just fifteen years ago. This pace of change has in turn dramatically altered how transport is used in our borough. Not only do more people each year now use London Bridge station than either Euston, Paddington or King's Cross, but more use Canada Water station than Edinburgh station and the 7m passengers a year that use both Peckham Rye and Denmark Hill stations exceed the numbers flowing through any of the Birmingham stations, Milton Keynes or Leicester.

This increase is mirrored in the increase in road traffic passing through Southwark, and sadly that increase is having a dramatic impact on the health of our residents. We need to help people find alternatives to the car to make their journeys if we are to improve both their own wellbeing and air quality.

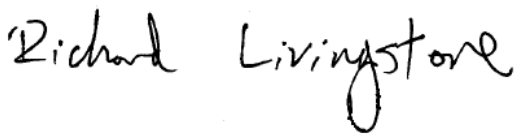
That is why this strategy has departed from the usual title of a "Transport Plan" and instead we call it our Movement Plan – a clear signal that this is not business as usual and that the plan is about much more than managing road traffic.

This is a plan that is proud to take a more holistic approach than past plans. It is a plan that very much takes a public health-led approach to developing better ways for people to travel around Southwark, in particular in boosting levels of active travel.

This is a bold vision, and it will need each and everyone of us to play their part to deliver that vision. We all have a stake in making the changes to travelling behaviour described in the nine missions and twenty-three actions that are set out in the Movement Plan. The plan celebrates what is already good in Southwark and develops upon those strengths. It also recognises the significant challenges that we will need to face over the next twenty years to make the improvements that we all need.

Finally, we want to make sure that this is a plan that is vital and alive, not a tome that gathers dust in a corner. We are all continuously learning and the Movement Plan has been designed with the flexibility to adapt as we learn. It is a plan that is open to challenge and change, as bold plans should.

So, our Movement Plan sets as much as a challenge for us all as much as it prescribes a way forward. We hope that you will join us in rising to that challenge.



Councillor Richard Livingstone

Cabinet Member for Environment, Transport Management and Air Quality

Executive Summary

Why a Movement Plan?

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

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

What do we know?

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

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

What do we plan to do?

The Movement Plan, makes people's experience our priority as the borough changes, grows and adapts. It 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.

People – The healthy choice to be the first choice, we can improve our health, by getting more people walking and cycling. Our equity framework will guide us to ensure that the needs of all people are considered. To make movement more pleasant we will take a sensory approach, making a feature of fun and social experiences.

Place – Reducing traffic is the key way to improve people's experience on our streets, reducing pollution, delay and the space required for motor vehicles. We will use parking controls and our traffic management powers to deliver this change. This space will be reallocated for people to use to socialise in or to encourage active travel.

Supporting our businesses and local high streets to make the most of a changing borough.

Experience – We will continue to improve safety for those moving and working on our streets to create positive experiences. Alongside reducing traffic we will deliver measure to reduce exposure to air pollution. As the borough is changing we work with people to understand and make the most of the opportunities and to address the challenges.

What do we plan to do?

Mission 1 – Our equity framework

Mission 2 - For movement to benefit mental wellbeing

Mission 3 - For movement to benefit physical wellbeing

Mission 4 – Reduce traffic

Mission 5 – Streets as social places

Mission 6 – Support business to prosper

Mission 7 - All people to have a positive experience on our streets

Mission 8 - Manage change on our streets in a positive way for people.

Mission 9 – Utilise information to deliver better services

Introduction

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

Barack Obama

What is a Movement Plan?

The Movement Plan sets out our approach to improve peoples’ experience of travel to, within and around the borough. The plan places people and their wellbeing at the heart of our policy and sets our vision for the next twenty years (2041). It includes missions and actions to ensure that we meet our vision.

Our responsibilities

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

- Ensuring road networks are managed effectively to minimise congestion and disruption, reduce collisions and improve safety
- Improving air quality
- Creating good homes, spaces and workplaces
- Promoting 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 to all traffic, including pedestrians and vulnerable road users

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

The Movement Plan details how we are responding to these challenges through the delivery of our duties and responsibilities.

Developing the Movement Plan

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

We looked at current evidence, trends and thinking as well as to the future to further understand the risks and uncertainties we will face over the next 20 years. This is summarised in an Evidence Report which supports this document.

As well as transport planning we have looked across a number of fields including; health, behavioural science, urban planning, design, and technology to establish missions and actions, to deliver our vision.

Consulting on the Movement Plan

Throughout our consultation 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.

The Movement Plan and supporting documents (including the Integrated Impact Assessment) were publicly consulted for 15 weeks, from which we received 1,025 responses and 8 from our stakeholders. We collaborated with the Young Advisors to survey 12-16 year olds about their travel behaviours, feelings of safety and perception of physical activity. We had 207 responses to the survey.

We also collaborated with London College of Communication to host a workshop and to conduct 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.

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:

1. Reduce traffic and improve air quality.
2. Feel safe from crime and injury.
3. Green, peaceful and calm places. With green links and quiet routes away from traffic.
4. Infrastructure to support easy and safe walking and cycling.
5. Public transport is reliable and accessible.

The consultation showed strong support for some of our key initiatives and directions. 77% agree we should reduce the number of motor vehicles on our streets.

Further, 59% support the idea of expanding the concept of time-restricted road closures to other locations. This was particularly supported for the purpose of community events such as streets parties, prioritising of an enjoyable walking and cycling experience and improved air quality.

We have continuously worked with key stakeholders, originations and interest groups throughout the writing of the Movement Plan. 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.

The Integrated Impact Assessment has actively influenced the Movement Plan to enhance sustainability outcomes. The IIA process has not identified any significant adverse effects against sustainability objectives from implementation of the of Movement Plan

Structure of the Movement Plan

The Movement Plan consists of three focus areas core to improving movement in the borough; people, place and experience.

People

Considers the personal role and impact of movement on physical and mental wellbeing. This theme introduces an equity framework that will guide all future policy, strategy, actions and monitoring of movement.

Place

Focusses on traffic reduction and how the form and management of our streets and places can influence our experience. Key to this is traffic reduction and management. As well as creating places for people to come together (such as town centres) and how they can be enjoyable, exciting, creative and diverse places to be in.

Experience

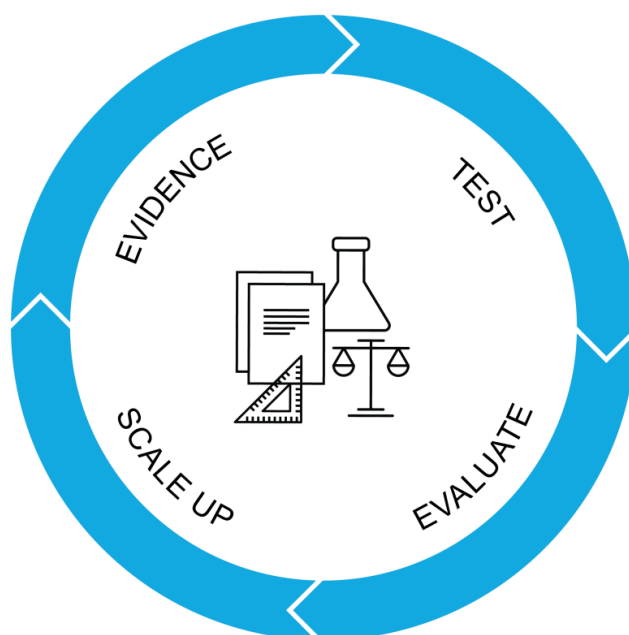
Responds to how we feel about movement addressing feeling safe and being safe on our streets both from a personal safety and road safety perspective.

We recognise the significant change that the borough will face during the life of the plan (to 2041) and reflect the role information sharing, exchanging and collaborating will play in the delivery of the plan.

Delivering the Movement Plan

We need to be efficient, effective and evidence-led as we deliver the Movement Plan. Our approach is to evidence, test, evaluate and scale up interventions. We will continuously build on our evidence base and knowledge ensuring resources are being spent where they work.

We will monitor our work according to the framework set out in our monitoring plan (see 'Monitoring the Movement Plan') and report our progress on the council website. Further, we will review the Movement Plan every five years.



In our delivery we will consult and engage with people following the principles of community engagement. We will:

- Put people at the heart of engagement through engagement that is built on trust, inclusive and collaborative.
- Plan our end to end engagement effectively through practice that is reflective, timely, proportionate and evidence based.
- Deliver meaningful engagement through being simple and accessible, clear and informative and responsive.

PEOPLE	M1 Equality	M2 Mental Wellbeing	M3 Physical Wellbeing
PLACE	M4 Reduce Traffic	M5 Social Streets	M6 High Streets
EXPERIENCE	M7 Journey Experience	M8 Managing Change	M9 Working Together

People



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

Marcel Proust

What do we know?

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

Southwark residents identify walking as a cost saving technique. The rising cost of travel is a barrier to finding jobs and one of the factors that contributes to poverty.

The cost of bus passes is an important factor for monthly expenses for low-income families and as a result walking, especially for trips under an hour, becomes an attractive mode of transport.¹ 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.

Disproportionate impact of movement

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 busier streets, creating worse air quality, higher noise levels and increased collision and injury rates.

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 deprived². 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.

You said ...

"Enjoyable sidewalks with greenery away from noisy polluted roads."

"Making pleasant walking routes that don't involve busy roads with narrow pavements. Not every route needs to be like this, but a few major ones."

Benefits of being physically active

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

Nine out of ten agree that individuals should take more responsibility for their own health. However this isn't reflected in the proportion of people actively manage their health.³ People are more likely to change habits and behaviours if they are part of social groups (for example weight loss groups).

A study of child activity found no relationship between a child's physical activity and their parents. However, support and encouragement from parents is positively related to physical activity, as is sibling physical activity.⁴

Walking and cycling

When talking about walking and cycling or active travel, we are using this as an abbreviation for all forms of actively moving such as scooting, skating, running, etc.

Active travel is good for body and mind

One in four Londoners and six out of ten Southwark residents do at least 2 and a half hours of physical activity a week with much of this coming from everyday travel. This could be walking to the bus stop or cycling to school.

The benefits of physical activity go beyond the personal benefit. If all Londoners walked or cycled 20 minutes each day over the next 25 years, not only would their own health improve, but the NHS could save approximately £1.7 billion.⁵

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.⁶ Disabled people are twice as likely to be physically inactive (43%) than non-disabled people (21%).⁷ Physical activity is becoming more accessible, with longer trips possible with new and improving technology such as power assisted bikes.

Physical activity is also good for our mental wellbeing. It has an effect on certain chemicals in the brain, like

dopamine and serotonin. Being active lifts your mood and gives you a sense of being in control of yourself and in touch with other people. For mild depression, physical activity can be as good as antidepressants or psychological treatments like cognitive behavioural therapy.

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

Inactive lifestyle affects our wellbeing

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

Overweight and obesity amongst children in Reception is significantly higher in Southwark than the England average. This obesity challenge increases as children enter Year 6. As children become teenagers we see a large drop in physical activity, potentially impacting on their lives, down the line.

As adults, we are spending more time being inactive. Interestingly, research has found that “adults in the workplace may sit for long periods out of habit, expectations and ‘necessity’ rather than conscious intentions”.¹²

It is a complex issue with a variety of reasons that lead people to living less active lifestyles, some are more obvious than others. We want to better understand why and how we can change these behaviours and how activity can be incorporated into our lives.

Young people said ...

That physical inactivity was due to the many pressures on young people's time. Technology, games and social media was most frequently mentioned as a distraction. Laziness was raised as factor as well as school taking more time and being stressful.

To increase physical activity a need for more activities that are social and fun was expressed. More Youth Clubs was specifically mentioned as something that would encourage young people to get active. People also mentioned need for free activities and sports opportunities.

M1 Our equity framework

What will we do?

Movement is an important factor in determining health and wellbeing, living standards and life chances. Air and noise pollution³ and road danger,⁴ tend to affect people who live on busy streets the most. This can impact people in different ways at different stages of their lives.

We believe that all people are welcome to make a home or to make a living in the borough and that movement should provide everyone with the same opportunities.

Our equity framework, will guide our work in delivering the Movement Plan ensuring that the needs of all people are considered. The framework considers access to transport (cost of travel or physical access). People's experience (how long it takes, how crowded it is) and the impact of movement (air and noise pollution, safety) and how this affects people's wellbeing.

How?

Movement and equity framework



	Affordability	The cost of different travel options.
	Connectivity	Distance to nearest transport points, connectivity and directness of travel.
	Accessibility	To what extent people with different mobility requirements are able to access or reach different destinations through public transport.
	Health and wellbeing	Impact of travel on people's physical and mental wellbeing.
	Pollution	Impact of air and noise pollution on road users and residents.
	Safety	How safe people feel from road danger, crime and anti-social behaviours while in the streets and on public transport.

M2 For movement to benefit mental wellbeing

What will we do?

We experience streets and spaces through our senses primarily touch, smell, sight and hearing. This impacts on our experience, how we feel about a space and this links to our mental wellbeing. Our focus is to create simple, clear environments that are calm and improve and create positive experiences.

Action 1: Reduce noise pollution

Why?

Cities are getting noisier and Southwark is no exception. More than 1.6million people in London are exposed to road traffic noise levels above 55dB during the day, above the level defined by the World Health Organization as causing health problems.¹³

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

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

How?

- Build on our understanding of noise levels in the borough and use it to influence decision making.
- Make the most of our quiet spaces.
- Provide parallel walking and cycling routes along and around major streets and junctions that are quieter and safer to use.
- Working with the construction, innovation and technology sectors to monitor, mitigate and manage noise.

Action 2: Create simple and clear streets

Why?

When a street is busy, clutter can distract us when negotiating through space.. Whilst this is easy to dismiss as part of being in a busy part of London, this has an impact on both our safety and mental wellbeing.

How?

- Deliver calmer streets with less street clutter by reducing unnecessary street furniture, traffic signage and advertising.
- Creative wayfinding and signage to direct to calmer routes and calmer places.
- Regular audits to 'tidy up our streets'.

Action 3: Create things to see and do in our streets

Why?

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

Access to culture is important for mental health and is a key part of the five ways to wellbeing.⁸ It can make us feel happier, boost self-confidence and self-esteem and help us connect with others. This is particularly important to combat social isolation and is one of the ways we are encouraged to take up to improve our wellbeing.

How?

- Create temporary and permanent creative initiatives and opportunities to see, do and discover in our streets.
- Create a wide range of places for people to enjoy such as pocket parks.
- Support greenery in our streets, enabling community building, supporting the natural environment and increasing biodiversity.

M3 For movement to benefit physical wellbeing

What will we do?

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

Action 4: Deliver infrastructure to support active travel

Why?

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

How?

- Create clear and connected walking and cycling routes that are integrated and well-maintained, recognising the relationship between streets, parks, public places such as housing estates.. Including benches, access to toilets, rest points and water fountains, cycle and scooter parking.
- Continue to deliver the cycle and walking networks.
- Support and enable active travel for all supporting a wide variety of cycles and cycle parking such as hand cycles as well as new modes of movement such as e-scooters.
- Extend the cycle hire schemes across the borough.

Action 5: Enable people to get active

Why?

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

Being more physically active can often be considered as a loss (loss of calories, loss of comfort, loss of convenience, loss of time). To get people active, we will have a greater focus on the gains such as increased energy, sense of wellbeing, to motivate people to begin health-creating behaviours today.¹⁴

People tend to have greater motivation around changes in their life. This is known as the 'fresh start effect'. Examples include starting exercise or diet around the New Year, birthdays or the start of a new term.¹⁵

Changes in people's lives such as starting a new job, moving house or starting a family can also change people's habits. We also know that many people take up or increase physical activity as a result of health issues or a prompt from health professionals. Our focus is to capture these moments of change in people's lives.

How?

- Encourage active travel in everyday life. Such as interventions that encourage trips that could be walked.
- Adopt a personalised approach to health. Enabling people to lead more active lives through linking them to tools, information and services to support an active lifestyle.
- Promote health, environmental and economical benefits of walking. Particularly focus on encouraging older adults and children.

Action 6: Enable people to stay active

Why?

People in Southwark are already active and we want to encourage them to continue to be. Six out of ten under 12s¹⁶ in Southwark walk, scoot or cycle to school. 34.5% of residents aged 16+ participate in sport at least once a week and 16.7% participate at least three times a week.¹⁷ Nearly a quarter of residents are members of a sports club.¹⁸

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

How?

- Deliver street interventions that encourage play.
- Encourage everyday physical activity to and within schools such as 'Daily Mile' and 'Wake and Shake'.

Place



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

Jan Gehl, architect and urban design consultant

What do we know?

Streets and driving

Southwark's streets support over a quarter of a million motor vehicle trips every day.¹⁹ The purposes of these trips include commuting, business, deliveries, waste collection, work, education and leisure.

88% of traffic on our streets is cars and taxis with the remaining 12% being buses, vans and larger vehicles. There has been no real change to these numbers since 2010.²⁰ The scale of car usage and its impact should not be underestimated. During peak hours we also see a large number of cyclists using our streets.

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

Approximately one in five people use buses on a daily basis,²¹ and these delay impacts their journey experience. 3% of people travel by cycle. Alongside all the daily demands, our streets are also the main utility corridors such as gas, water pipes. We have a responsibility to ensure that they are in a good state of repair.

Four out of ten households in Southwark have access to a car²² and of these only 22% use it as their main mode of transport.

Car ownership is static in the general population but for young people it is decreasing as is attainment of driving licenses. People are starting to drive later and drive less when they do start.²³ It is likely that this behaviour will remain throughout their lives.²⁴

Electric vehicles (EV's) are an important and growing part of the vehicle fleet. EV's are about 20% more efficient than petrol vehicles, but there is no guarantee that they will reduce pollution. As emissions from tailpipes decrease as vehicle technology improves, particulates from brake and tyre wear become more important to address as an issue.²⁵

Parking

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

At the end of 2018 there were 25 Controlled Parking Zones (CPZs) in Southwark covering approximately 800 streets, 48%, of the borough. This is low by inner London standards.

Cars are on average in use for 4% of the time and therefore parked for 96% of the time.²⁶ Availability of car

parking is considered to be the strongest factors in deciding to drive or not.²⁷

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

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

Typically a Controlled Parking Zone implementation reduces the number of vehicles parked during the hours of operation by about 40% and at night by more than 20%.

The impact of places on people

High streets mean more to people than just places to shop, they are also social spaces, with 45% of people saying they use the high street for other reasons than to shop. This social aspect is especially important for vulnerable groups, particularly the elderly.²⁸

Making places more attractive and pleasant also has an economical benefit as it can increase the number of people visiting and spending in local shops. It is estimated that improving high streets can boost the local economy by up to 40%. People who walk to do their shopping spend £147 more per month than those travelling by car.²⁹

Our environment is also linked to, and affects, our health and ability to make healthy choices across our lifetime.³⁰

You said ...

"Reduce the number of cars on the roads. They are dangerous both to immediate physical safety of other's but also pollute the air, causing long term damage to thousands of people in the borough. It seems crazy that anyone needs to drive in a city as well connected as London"

"Focus on making roads less busy and unpolluted to help people walk more."

M4 Reduce traffic

What will we do?

The amount of traffic on our streets is negatively impacting places, our environment and the health of our community. Through reducing traffic we will take a preventative approach to improve road safety, reduce traffic and congestion, improve air quality and increase the share of people walking and cycling.

A third of all the car trips by residents in London are less than 2km, these could be easily walked or cycled. Most of the short journeys (less than 2km) start in Southwark and the council can influence them through parking controls, street design or traffic management. There are two ways that we can do this; through the management of parking such as time restrictions and charges, and the management of our streets such as closing streets during periods of high usage to encourage modal change.

Journeys longer than 5km generally start and/or finish outside the borough and mostly use the Transport for London Road Network (TLRN) with likely alternatives to be public transport usage, both of which are TfL's responsibility. Therefore our approach to traffic reduction is focussed on short journeys.

Action 7: Reduce the number of cars owned in the borough

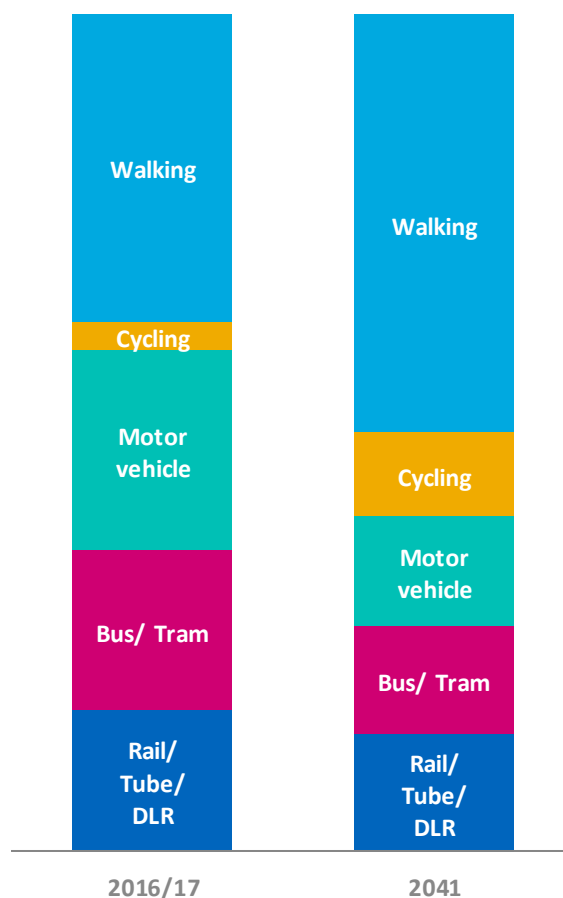
Why?

Our aim is to reduce car ownership and usage to improve people's health, safety and experience of moving in the borough. With less cars on our streets we will have less journeys made.

More than half of the people in the borough don't own a car and the kerbside use does not reflect the needs of the majority. This is something we will address by reducing space for motor vehicles and reallocating it. Currently car ownership in the borough is static, as is the ownership of diesel cars – one of the most polluting vehicles. We have to ensure that we have the infrastructure and provisions in place to enable people choose other ways to travel than drive.

We need to do more to create the environment that we want to be in. Our aim is to reduce trips made by car/motorbike to 13% by 2041, to achieve this we need to be more ambitious than we currently are.

Motor vehicles will continue to be a necessary mode of travel and business for some. However, our priority is to improve the experience for those using active travel and public transport.



How?

- Introduce a borough wide CPZ.
- Support car clubs models that reduce car ownership.
- Review parking charges to charge most polluting vehicles more.
- Ensure consistency in parking restrictions on our streets or on our housing estates.

Action 8: Use kerbside efficiently and promote less polluting vehicles

Why?

Demands on the kerbside are high and we must manage it as a highly competitive space. In London drivers spend on average 8 minutes looking for parking at the end of their journey.³¹

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

Better management of our kerbside space will have an important role in road traffic collision prevention and reduction, creating a more active population with less traffic congestion and better air quality. Our kerbside also 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.

A street environment that prioritises and encourages walking and cycling will make the healthy choice the easy choice for everyone in Southwark.

How?

- Encourage businesses and the private sector to use less polluting vehicles and provide associated infrastructure on their premises
- Incentivise businesses to use zero emission 'Last Mile' services for their service delivery's
- Ensure that charging infrastructure for less polluting vehicles such as electric vehicles is proportionate with ownership in the borough and kerbside efficiency.
- Ensure residents are within walking distance from a residential electric vehicle charge point.
- Trial the introduction of real time management of parking spaces.
- Stay up to date with technology and vehicle advancement including autonomous vehicles, or driverless cars.

Action 9: Manage traffic to reduce the demand on our streets

Why?

Traffic congestion, injuries and pollution have negative impacts on our community and the space required for traffic limits the ways to improve our streets.

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

We will see more homes and jobs in the borough, but this means that our streets will be busier. By reducing driving and parking spaces a greater number of people can use our streets. Hence, we can improve the walking, cycling and bus experience as they require less space, and are cleaner, safer, quieter and healthier than driving.

We can all reduce the number of vehicles on our streets by cycling and walking when taking short trips, turning off car engines when stationary and choosing to use click and collect, when shopping online.

How?

- Ensure development is well designed, responsive to local environment and prioritises active travel.
- Deliver ambitious schemes to close streets and to reallocate this space from traffic in areas that meet the following criteria;
 - Under-utilised kerbside space
 - Identified lack of public space in the surrounding neighbourhood
 - Identified community and business support for public space at the location
 - Where clear potential to improve and make the environment safer for people of all abilities to walk and cycle more
 - Surrounding land uses that can attract people and activate the space e.g. cafes, eateries
 - Where there is an opportunity to improve road safety

- Deliver schemes to reduce through traffic in local residential streets, recognising that our main streets will continue to support movement through the borough.
- Increase awareness of what we can all do to reduce the use of cars.
- Encourage employers to support people to work flexibly and to reduce personal deliveries to workplaces.

M5 Streets as social places

What we will do?

Streets with less traffic are nicer places to be and people have a better experience and spend more time in these places. We will encourage better places, through looking at how they operate over time and how we can improve them considering the needs of people.

Action 10: Create places that encourage a sense of belonging

Why?

People should feel comfortable and welcomed in their neighbourhood. It is where we spend most of our time, where we experience the most of our movement. It is the place we consider to be home, for children it is their first familiar street.

Neighbourhoods should respond to the local community needs considering all people, children able to walk to school, have a conversation with a neighbour in the street, space for buggies, and walking frames.

Creating occasions and opportunities where people can spend time 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.

How?

- Deliver attractive, healthy, accessible and safe neighbourhoods for people through the delivery of community focussed initiatives such as Liveable or Low Emission Neighbourhoods.
- Create incidental space for people to meet (e.g. school gates, shops, community hall) and design them so they are more social.
- Continue to support street parties.
- Encourage people to play an active part in their community.

Action 11: Introduce time restricted street closures and reallocate space for people

Why?

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

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.

We further need to efficiently use the available space for the movement of people, to support local economic activity, reduce traffic and improve air quality, improve road safety, increase walking and cycling and provide for other shared mobility options such as car sharing schemes.

How?

- Continue to deliver play and school streets.
- Explore an expansion of timed closures in high footfall areas. 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 recognising the need for a tailored approach.

M6 Support business to prosper

What will we do?

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

Action 12: Movement to, within and from town centres is easy, safe and accessible for all

Why?

We prioritise the personal experience of moving to and from town centres such as designing wider pavements with less obstructions and easy and safe crossings with pedestrian priority. Provide street seating to create social spaces and to support local shops and businesses. These spaces to be inclusive, have a local feel and encourage increased dwell time.

How?

- Prioritise space in town centres and high streets to meet the needs of those using them, encouraging access by foot, cycle and public transport.
- Work to make water fountains and toilets accessible in public space.
- Undertake a rolling programme of reviews of the available kerbside space in our town centres 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.

Action 13: Make town centres attractive, thriving and diverse places for people and businesses

Why?

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

Businesses are increasingly choosing to locate in areas that can offer their employees the most stimulating and pleasant experience outside the workplace, whether that is to enjoy lunch or to meet family and friends after work.

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

How?

- Deliver public realm improvements with meeting spaces considering 'meanwhile', temporary and permanent spaces and uses.
- Support businesses, to build on the number of people getting to them on foot, by bike and public transport and to make the most of this opportunity.
- Continue to support local celebrations connected to Vibrant Southwark.

Action 14: Reduce the impact of freight on our streets

Why?

Southwark has a responsibility to manage a safe and efficient operation of the network for all, including freight. With the amount of growth in the borough there will be an increased demand for delivery and servicing. TfL estimate that delivery and servicing movements by Light Goods Vehicles (LGV) are expected to grow by 22 % by 2031. This is in line with projections for London's population, employment growth coupled with changing consumer behaviour linked to a rise in e-commerce and home deliveries.³²

We need to manage trips carefully to ensure that safety is not compromised for people walking, cycling and using public transport. Our first step must be to look to reducing competition for space on our kerbside by lowering the amount of individual freight trips in the borough.

How?

Fewer trips on our streets

- Work with business clusters, street markets, areas of activity and interested parties to advise and support the development of area based delivery and servicing plans.
- Work with business clusters, street markets, areas of activity and interested parties to encourage the consolidation of deliveries.
- Reduce individual parcel deliveries using more 'Click and Collect' services at local shops and public transport hubs.
- Continue to deliver timed waste collection on our high streets.

Reduce impact of trips made

- Support delivery, servicing and waste management trips made as environmentally sustainable and quiet as possible by supporting the use of less polluting vehicles.
- Actively manage delivery and service vehicle routing through the planning process.
- Ensure that freight vehicles and their drivers adhere to the highest possible standards in terms of efficiency, safety, and noise and emission reduction.
- Support Last Mile deliveries by less polluting vehicles including cargo bikes.
- Explore how our regulatory powers such as street licensing, cleansing and premise licensing can help to improve the experience of place.

Reduce congestion at the kerbside

- Test and trial new technologies that will assist in managing our streets including virtual parking and advanced booking of loading bays.
- Explore the opportunity for 'invisible' waste solutions to create uncluttered and more pleasant streets.
- Ensure deliveries, when possible, are made at times of least conflict with other uses (out of peak hours)

Experience



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

Keisha Knight Pullman

What do we know?

Air pollution is higher in deprived and diverse areas

More than 50% of pollution is caused by motor vehicles.³³ Studies have found links between air pollution, diversity and deprivation. The 20% most deprived neighbourhoods experienced higher air pollution levels than the least deprived neighbourhoods. The worst air pollution levels are also seen in more ethnically diverse neighbourhoods.³⁴

Feeling safe is just as important as being safe

Feeling safe is important for all of us. The need to feel safe is a particular concern for young people in secondary school who want to be able to travel safely to and from activities.

Not feeling safe can also be a barrier to participation within the community³⁵ and to people walking or cycling.

Collisions on our streets

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.³⁶ 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.³⁷ Young males 16 to 24 years old on motorcycles are the most at risk.³⁸

Human error is the most common cause of collisions (90%) in London.³⁹ "Analysis of casualty data shows that 48% of pedestrian accidents happened more than 50 metres from a crossing. This suggests that people are willing to take on increased risk for the sake of convenience.

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



40

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

Self-reported injuries are around five times more numerous than those recorded by the police. For cyclists, the level of apparent under-reporting to police is higher; with almost seven times (double the rate for motorcyclists or pedestrians). These incidents contained a relatively high proportion of injuries where medical attention was not sought.⁴¹

You said ...

"Safety is the most important. For example, I could happily walk to work in the morning, but if I know that I'll be coming back late, or when it's dark, I'll consider whether I feel safe walking back later at night and that will affect whether I want to walk in the first place."

"As a person with arthritis, local walking is an important part of staying fit and managing my condition. However the hostile roads (all of the roads are hostile, all the roads are rat runs) make this so unpleasant I simply don't."

M7 All people to have a positive experience on our streets

What will we do?

People experience movement in different ways, some positive, some negative. We will focus on improving the conditions for people using our streets and reducing traffic. This includes improving personal safety and reducing exposure to air pollution.

Action 15: Reduce exposure to air pollution

Why?

The impact of poor air quality on people's health is becoming well recognised. Public Health England suggests that 7% of adult deaths in Southwark may be attributable to particulate air pollution (measured as fine particulate matter PM_{2.5}). This equates to around 90 deaths per year in the borough. Air pollution also disproportionately affects the most vulnerable in society in particular children and the elderly.⁴²

How?

- Focus on children, the elderly and those with respiratory needs, working with schools, hospitals, etc. to minimise exposure to poor air quality.
- Increase awareness of what we can all do to reduce exposure to emissions; such as walking away from busy streets.
- Support the expansion of the Ultra-Low Emission Zone (ULEZ) to the South Circular with a long term extension to the M25.
- Support the MAGIC (Managing Air for Green Inner Cities) project, collaborating with Universities.

Action 16: Zero people killed or injured on our streets by 2041

Why?

We have made good progress with a 32% decline in people killed and seriously injured on the streets and only a 1% increase in slight injuries 2005-2009 average baseline. However, we support Vision Zero principles that no number of deaths or serious injuries is acceptable and the ambition set out in the MTS of reducing fatalities and serious injuries on our streets to zero.

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

We need to make sure people are and feel safe on our streets and support victims to overcome fear and return to enjoy the benefits of active travel.

We will work on improving safety and perception of safety following five main themes which are illustrated below.



A safe systems approach to road safety

How?	Safe speed	Safe street	Safe vehicles	Safe behaviours	Post crash care
Reduce speeds on our streets Make our streets more inviting, less polluted, less dominated by motor vehicles and more attractive for walking and cycling. Work with TfL to expand 20mph limits on the TLRN.					
Enforcement of speeds Work with enforcement agencies to better enforce this with the help of technology (plate recognition, CCTVs, telematics). Increase the use of road safety education to speeding drivers in conjunction with or as an alternative to penalty points.					
Improving how people use our streets Improve our understanding and tackle high- risk taking behaviours such as inappropriate speeds, risky manoeuvres, distraction and drink/drug driving. Provide clarity on rules and best practice on how different users should share the space on our streets.					
Maintain our streets in good condition Including during temporary conditions such as bad weather or constructions to avoid trips and falls and non-collision accidents.					
Improve our streets Adopt a “future risk” approach to improving our streets, targeting interventions where the risk is high rather than making changes only where collision happened in the past.					
Post collision care Improve the way information is accessed and provide help and support for victims. Support people continuing to walk and cycle after a collision.					
Improve working conditions in the deliveries sector Make sure drivers/riders are trained on how to minimise the risk for themselves and all the other road users.					

Action 17: Improve safety and sense of safety on our streets

Why?

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

How?

- Improve safety by tackling problems like knife crime and moped crime by working with the police and increasing moped anchors to secure powered two wheelers safely.
- Consider how street design, lighting and maintenance can contribute to safety and sense of safety.
- Improving safety and sense of safety through training programmes for all cyclists and pedestrian training for children.
- Work on communication and marketing regarding safety on the streets to increase knowledge, stimulate actions and providing an example for people to aspire or to imitate.
- Work with schools and involve parents regarding crime, personal safety and training.

Action 18: Improve the conditions for people who use our streets as a workplace

Why?

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 to work with those that drive as part of their work.

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

How?

- Encourage drivers to consider using the improving walking, cycling and public transport facilities.

- 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, and 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) objectives.
- Work with individuals and employers to understand the challenges faced by those who drive/ride or work on our streets.

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

We will

- Reduce the environmental impact of our own vehicles and the services that others carry out on our behalf.
- Promote safe driving of our own vehicles and the services such as FORS recognition, vehicle standards, speed controls in our vehicles.
- Promote good driving practices
- Halve the emissions from the council's own operations.

M8 Manage change on our streets in a positive way for people

What will we do?

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

Action 19: Make the most of new infrastructure

Why?

Projects like the Bakerloo Line Extension, Northern Line Ticket Hall and Rotherhithe to Canary Wharf Bridge will provide new travel opportunities. These new facilities and services will change the way people travel in the borough in the long term, from changing nature of bus services along the Old Kent Road corridor, to a new active travel option to Canary Wharf.

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

How?

- Learnings from recent transport projects to improve understanding on how to manage change and new transport infrastructure.
- Use our strategic influence to improve connectivity including building capacity at the Bakerloo Line Extension.

Action 20: Manage our streets to minimise disruption

Why?

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

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

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

How?

- Consider people's experience first when managing disruption on our streets.
- Take a digital-led approach to Construction Management Plans.
- Minimise the amount of traffic from new developments through consolidation of goods.
- Ensure transparency and clarity in communication around disruptions.
- Use our powers to ensure our street network is managed effectively to reduce congestion, disruption, reduce collisions and improve safety.
- Create a 'living lab' allowing for ideas and solutions to be tested before embedding (successful) ideas into our work. Using a street or place to research, prototype, test and refine innovative technology in multiple and evolving real life contexts before scaling successful ideas across the borough.

- By using data technology, assess and manage the impact of traffic and pedestrian flows in a town centres or high streets during unplanned interventions. Using this data we can design traffic and pedestrian flows at public spaces and high traffic locations to enable the safe movement of people.

Bakerloo Line Extension

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

Find out more at www.backthebakerloo.org.uk

Growth in Southwark

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

M9 Utilise information to deliver better services

What will we do?

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

Action 21: Ensure people have access to relevant and useful information when they need it

Why?

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

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

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

How?

- Share information to enable people to make informed choices.
- Use new technologies to capture people's experience and perception of places and safety to understand where interventions are needed.
- Collaborate with the community and stakeholders to understand how we can capture and respond to trips and falls that occur on our streets.
- Share and provide information at a time and place where people are.

Action 22: Work collaboratively to deliver the Movement Plan

Why?

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

How?

Consult and engage according to our community engagement principles, we will:

- Put people at the heart of engagement through engagement that is built on trust, inclusive and collaborative.
- Plan our end to end engagement effectively through practice that is reflective, timely, proportionate and evidence based.
- Deliver meaningful engagement through being simple and accessible, clear and informative and responsive.

You said ...

"I would like the council to not just consult but actually to listen to and act on common-good suggestions of the community"

Delivering the Movement Plan

What will success look like in 2040?

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

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

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

Delivery plan

The delivery plan is split into two parts.

The Place delivery plan highlights infrastructural mile stones at three levels across 10 year period; major infrastructure schemes, borough wide schemes and local schemes.

The People and Experience delivery plan compiles our main programmes and initiatives into six work areas.

Place - Delivery Plan

	Major Infrastructure Schemes		Borough Wide Schemes		Local Schemes	
2020	M3	Cycle Superhighway 4	M7	20 mph borough	M3	Lower Road gyratory removal
	M8	Surrey Quay Station – second entrance	M4	Lamp post charging	M6	Peckham Rye Station Square
			M3	Southwark cycle spine	M6	Walworth Road
			M1	Bus priority measures	M6	Camberwell town centre
					M6	Peckham town centre
2025	M3	Rotherhithe to Canary Wharf Bridge	M4	Borough wide parking controls	M8	Denmark Hill New Entrance
	M8	Northern Line Ticket Hall (E&C)	M3	Walking network	M7	Elephant and Castle Southern roundabout
	M8	Camberwell Station			M5	Bramcote Park Liveable Neighbourhood
2030	M8	Bakerloo Line Extension			M8	Nunhead Station – access improvements
	M8	Canada Water - new high street				
	M3	Old Kent Road - Healthy street				

People and Experience - Delivery plan

Travel to school (school streets)	Air quality – #one thing campaign	Bus training programme - accessibility and equality	Junior travel ambassadors, junior citizen, children's traffic club
Pedestrian training	Footway improvements - decluttering, cycle parking, accessible bus stops, etc.	Led walks	
Cycle training programme	Dr Bike, maintenance repairs	Bikeability training	
Exchanging places - HGV/cyclist awareness	Car clubs	Compliance - parking, speed, cycle theft, etc.	
Streets as a workplace	Freight Operator Recognition Scheme - driver training, etc.	Maintaining our street trees	Road maintenance, street lighting, etc.
Improving bus journey experiences			

Monitoring the Movement Plan

People	1	2	3
We monitor	How often people travel and what mode of transport they use	How healthy people are – Mental wellbeing	How healthy people are – Physical wellbeing
Our target	80% of people walking, cycling or taking public transport by 2041	Decrease the proportion of people experiencing mental health issues	Decrease the proportion of residents who are overweight and inactive
By measuring	How residents choose to travel (walking, cycling and public transport etc.)	Male/ Female healthy life expectancy at birth	How much active travel Southwark residents do a day
	How many trips people make and where from	Proportion of 5-16 year olds with emotional disorders	Children's excess weight trends (4-5 years old and 10-11 years old)
	How children travel to school	Proportion of people with high anxiety score	Proportion of year 6 children who are overweight or obese
		Proportion of people with a low happiness score	Proportion of obese adults
		Proportion of people who feel able to participate in cultural activities	

Place	1	2	3	4
We monitor	How people feel about their local space and how easy it is to walk and cycle	How many people own cars and how often they are used	Use and vibrancy of our town centres and bushiness	Streets in good condition
Our Target	Everyone to feel satisfied with their local area as a place to live	Reduce overall traffic levels	10% reduction in number of freight vehicles crossing into central London in the morning peak.	Maintain 95% of principal road length in good condition
By measuring	Proportion of Southwark residents living within 400m of the London-wide strategic cycle network	Annual vehicle kilometres (millions)	Vacancy rates for offices and retail space	Principal road length in poor condition
	Proportion of adults who feel satisfied with their local area as a place to live	Number of cars owned.	Birth and death of new enterprises	Emergency hospital admissions due to falls in people aged 65 and over
	Proportion of adults who have formally and/or informally volunteered in the last year	Number of licensed vehicles in Southwark	Proportion of affordable workspace	
	Healthy Street Checklist scores			

Experience	1	2	3	4
We monitor	Peoples experience of being on public transport	Feeling safe and being safe	Equal access (to public transport)	Environmental impact of movement
Our target	Improve bus journey speed by 15% by 2041	Zero people killed or injured on our streets by 2041	Everyone to travel independently and spontaneously	Reduce emissions from road transport
By measuring	Annualised average bus speeds	Proportion of people who feel safe when out and about in their local area	Reduce the difference between total public transport network journey time and total step-free public transport network	CO2 emissions (in tonnes) from road transport
	Excess wait times for high frequency bus services	Casualties by mode of travel and age	Proportion of housing units in areas within PTALs 3-6 or within 800m of a Tube station, rail station or town centre boundary	NOX emissions (in tonnes) from road transport
	Morning and Evening passengers in Excess of Capacity	Street crime recorded		PM10 and PM2.5 emissions (in tonnes) from road transport
	How many people use our stations			

Glossary

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Real time parking management: Varying parking restrictions and charges in a live manner.

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

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

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

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

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

End notes

-
- ¹ Aldred, R. (2018) 'Road injuries in the National Travel Survey: under-reporting and inequalities in injury risk', London: Westminster University (Accessed: 17 May 2018) Available at: <http://westminsterresearch.wmin.ac.uk/21111/>
- ² UCL Institute of Health Equity, Marmot Review Team. (2010). Fair society healthy lives. The Marmot review. (Accessed 25 July 2018) Accessible at <http://www.instituteofhealthequity.org/projects/fair-society-healthy-lives-the-marmot-review>
- ³ Foot, C, Gilbert, H, Dunn, P, Jabbal, J, Seale, B, Goodrich, J, Buck, D and Taylor, J. (2014) 'People in control of their own health and care – the state of involvement', London: The Kings' Fund, (Accessed: 2 May 2018) Available at: https://www.kingsfund.org.uk/sites/default/files/field/field_publication_file/people-in-control-of-their-own-health-and-care-the-state-of-involvement-november-2014.pdf
- ⁴ Sallis, J.F, Prochaska, J.J, and Taylor, W.C. (2000) 'A review of correlates of physical activity of children and adolescents.' in *Medicine & science in sports & exercise*, 32(5) pp. 963-975, (Accessed: 6 June 2018) Available at: <http://citeseerx.ist.psu.edu/viewdoc/download?doi=10.1.1.457.1133&rep=rep1&type=pdf>
- ⁵ Transport for London (2017) 'Healthy Streets for London: prioritising walking, cycling and public transport to create a healthy city'. London: Greater London Authority (Accessed: 6 June 2018) Available at: <http://content.tfl.gov.uk/healthy-streets-for-london.pdf>
- ⁶ Southwark Public Health (2017) 'Mental Health in Southwark: an overview of health needs and service provision' in *Southwark's joint Strategic Needs Assessment*, London: Southwark Council (Accessed: 6 June 2018) Available at: <https://www.southwark.gov.uk/assets/attach/5713/JSNA%202017%20-%20Mental%20Health%2020171130.pdf>
- ⁷ Sport England (2017) 'Active Lives Survey 2015-16 – Year 1 Report' (Accessed: 2 May 2018) Available at: www.sportengland.org/media/11498/active-lives-survey-yr-1-report.pdf
- ⁸ Southwark Public Health (2017) 'Mental Health in Southwark: an overview of health needs and service provision', *Southwark's joint Strategic Needs Assessment*, London: Southwark Council (Accessed: 6 June 2018) Available at: <https://www.southwark.gov.uk/assets/attach/5713/JSNA%202017%20-%20Mental%20Health%2020171130.pdf>
- ⁹ Mayor of London (2014) 'London mental health: The invisible costs of mental ill health', London: Greater London Authority (Accessed: 12 July 2018) Available at: https://www.london.gov.uk/sites/default/files/gla_migrate_files_destination/Mental%20health%20report.pdf
- ¹⁰ Naylor, C, Parsonage, M, McDaid, D, Knapp, M, Fossey, M and Galea, A. (2012) 'Long-term conditions and mental health: The cost of co-morbidities', London: The King's Fund and Centre for Mental Health (Accessed: 12 July 2018) Available at: https://www.kingsfund.org.uk/sites/default/files/field/field_publication_file/long-term-conditions-mental-health-cost-comorbidities-naylor-feb12.pdf
- ¹¹ UCL Institute of Health Equity (2012) 'An Equal Start: improving outcomes in Children's Centres', London: UCL Institute of Health Equity (Accessed: 2 May 2018) Available at: www.instituteofhealthequity.org/resources-reports/give-every-child-the-best-start-in-life
- ¹² Biddle, S. (2011) 'Fit or sit? Is there a psychology of sedentary behaviours?', *Sport & Exercise Psychology Review*, 7(2) (Accessed: 9 July 2018) Available at: https://www.researchgate.net/publication/232166545_Fit_or_sit_Is_there_a_psychology_of_sedentary_behaviour

-
- ¹³ Transport for London (2017) 'Mayor's Transport Strategy: supporting evidence outcomes summary report' London: Transport for London (Accessed: 7 June 2018) Available at: <http://content.tfl.gov.uk/mts-outcomes-summary-report.pdf>
- ¹⁴ Spencer, N. (2015) 'Easier said than done: why we struggle with healthy behaviours and what to do about it' London: RSA (Accessed: 12 July 2018) Available at: www.thersa.org/discover/publications-and-articles/reports/easier-said-than-done
- ¹⁵ Dai, H., Milkman, K.L., & Riis, J. (2014) 'The fresh start effect: temporal landmarks motivate aspirational behaviour', *Management Science*, 60(10) pp. 2563-2582 (Accessed: 6 June 2018) Available at: https://faculty.wharton.upenn.edu/wp-content/uploads/2014/06/Dai_Fresh_Start_2014_Mgmt_Sci.pdf
- ¹⁶ Southwark Council (2018) 'Southwark Transport Plan Annual Monitoring Report 2016-17', London: Southwark Council Available at www.southwark.gov.uk/transport-and-roads/transport-planning?chapter=2
- ¹⁷ London Sport (2017) 'Southwark: physical activity and sport borough profile 2017', London: London Sport. (Accessed: 2 May 2018) Available at: <https://data.londonsport.org/dataset/borough-physical-activity-and-sport-profiles-2017>
- ¹⁸ Sport England (2017) 'Active Lives Survey 2015-16 – Year 1 Report' (Accessed: 2 May 2018) Available at: www.sportengland.org/media/11498/active-lives-survey-yr-1-report.pdf
- ¹⁹ Mayor of London (2015) 'Health impacts of cars in London', London: Greater London Authority (Accessed: 1 June 2018) Available at: https://www.london.gov.uk/sites/default/files/health_impact_of_cars_in_london-sept_2015_final.pdf
- ²⁰ Southwark Council (2017), Annual automated traffic counts with ARX classification 2010-2017 (Accessed March 2018). Available at <https://geo.southwark.gov.uk/connect/analyst/mobile/#/main?mapcfg=Southwark%20Highways>
- ²¹ Transport for London (2017) 'Travel in London 10 supplementary information: Borough Local Implementation Plan (LIP) performance indicators', London: Transport for London (Accessed: 20 August 2018) Available at: <http://content.tfl.gov.uk/borough-local-implementation-plan-performance-indicators.pdf>
- ²² Southwark Council (2018), JSNA Factsheet 2018-19 Demography, London, UK (Accessed 12 August 2018). Available at <https://www.southwark.gov.uk/health-and-wellbeing/public-health/health-and-wellbeing-in-southwark-jsna/southwark-profile>
- ²³ Chatterjee, K, Goodwin, P, Schwanen, T, Clark, B, Jain, J, Melia, S, Middleton, J, Plyusheva, A, Ricci, M, Santos, G. and Stokes, G. (2018) 'Young People's Travel – What's Changed and Why? Review and Analysis', Report to Department for Transport. UK: UWE Bristol (Accessed: 6 June 2018) Available at: www.gov.uk/government/publications/young-peoples-travel-whats-changed-and-why
- ²⁴ Chatterjee, K, Goodwin, P, Schwanen, T, Clark, B, Jain, J, Melia, S, Middleton, J, Plyusheva, A, Ricci, M, Santos, G. and Stokes, G. (2018) 'Young People's Travel – What's Changed and Why? Review and Analysis', Report to Department for Transport. UK: UWE Bristol (Accessed: 6 June 2018) Available at: www.gov.uk/government/publications/young-peoples-travel-whats-changed-and-why

-
- ²⁵ Department for Environment, Food & Rural Affairs and Department for Transport (2018) 'Call for evidence on break, tyre and road surface wear', London: Department for Environment, Food and Rural Affairs (Accessed: 9 July 2018) Available at: https://consult.defra.gov.uk/airquality/brake-tyre-and-road-surface-wear/user_uploads/air-quality-road-surface-wear-call-for-evidence.pdf
- ²⁶ Shoup, D. C. (1997) 'The High Cost of Free Parking', *Journal of Planning Education and Research*, 17(1), pp. 3–20. doi: [10.1177/0739456X9701700102](https://doi.org/10.1177/0739456X9701700102).
- ²⁷ Jaffe, E. (2016) 'The Strongest Case Yet That Excessive Parking Causes More Driving' (Accessed: 12 July 2018) Available at: www.citylab.com/transportation/2016/01/the-strongest-case-yet-that-excessive-parking-causes-more-driving/423663/
- ²⁸ We Made That and LSE Cities (2017) 'High Streets for all', London: Greater London Authority. (Accessed: 1 June 2018) Available at: https://files.lsecities.net/files/2017/10/high_streets_for_all_report_web_final.pdf
- ²⁹ Lawlor, E, Tasker, M, Lee, R, and Hay, S. (2018) 'The Pedestrian Pound: The business case for better streets and place', London: Living Streets. (Accessed: 22 August 2018) Available at: <https://www.livingstreets.org.uk/media/3890/pedestrian-pound-2018.pdf>
- ³⁰ Naylor, C and David Buck, D. (2018) 'The role of cities in improving population health: international Insights', London: King's Fund (Accessed: 23 August 2018) Available at: www.kingsfund.org.uk/sites/default/files/2018-06/Role_cities_population_health_summary_Kings_Fund_June_2018.pdf
- ³¹ Southwark Council (2018), Parking stress surveys
- ³² Transport for London (2014) 'Rethinking Deliveries Summary Report'. London, UK (Accessed 27 June 2018) Available at: <http://content.tfl.gov.uk/rethinking-deliveries--summary-report.pdf>
- ³³ Greater London Authority (2013) 'London atmospheric emissions inventory 2013', (Accessed: 3 April 2019) Available at: <https://data.london.gov.uk/dataset/london-atmospheric-emissions-inventory-2013>
- ³⁴ Fecht, D, Fischer, P, Fortunato, L, Hoek, G, de Hoogh, K, Marra, M, Kruize, H, Vienneau, D, Beelen, R and Hansell, A. (2015) 'Associations between air pollution and socioeconomic characteristics, ethnicity and age profile of neighbourhoods in England and the Netherlands', *Environment Pollution*, volume 198, pp. 201-210 (Accessed: 7 June 2018) Available at: <https://www.sciencedirect.com/science/article/pii/S0269749114005144?via%3Dihub>
- ³⁵ Boey, A. (2014) '1,000 Lives: Let's talk about...you health and wellbeing', London: Southwark's Health and Wellbeing Board (Accessed: 6 June 2018) Available at <https://slideplayer.com/slide/7006673/>
- ³⁶ Transport for London (2005-2016) '2005-2016 GLA collision data extract –casualty' (Accessed: 21 June 2018) Available at: <https://tfl.gov.uk/corporate/publications-and-reports/road-safety>
- ³⁷ Transport for London (2005-2016) '2005-2016 GLA collision data extract –casualty' (Accessed: 21 June 2018) Available at: <https://tfl.gov.uk/corporate/publications-and-reports/road-safety>

³⁸ Project Centre on behalf of Southwark Council (2018). 'Collision Analysis Summary'. London, UK. [Internal document]

³⁹ Transport for London (2018) 'Vision Zero Action Plan: taking forward the Mayor's Transport Strategy'. London: Transport for London (Accessed: 23 August 2018) Available at: <http://content.tfl.gov.uk/vision-zero-action-plan.pdf>

⁴⁰ Transport for London (2018) 'Vision Zero Action Plan: taking forward the Mayor's Transport Strategy'. London: Transport for London (Accessed: 23 August 2018) Available at: <http://content.tfl.gov.uk/vision-zero-action-plan.pdf>

⁴¹ Aldred, R. (2018) 'Inequalities in self-report road injury risk in Britain: a new analysis of National Travel Survey data, focusing on pedestrian injuries', *Journal of Transport & Health*, volume 9, pp.96-104 (Accessed: 17 May 2018) Available at: <https://www.sciencedirect.com/science/article/pii/S2214140517306308>

⁴² Southwark Council (2017) 'Air quality strategy and action plan 2017-2022', (Accessed: 18 October 2018) Available at: <http://moderngov.southwark.gov.uk/documents/b50008550/Appendices%20Tuesday%2018-Jul-2017%2016.00%20Cabinet.pdf?T=9>