

Cabinet

Tuesday 30 April 2019

4.00 pm

Ground Floor Meeting Room GO2C, 160 Tooley Street, London
SE1 2QH

Appendices

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Movement Plan

Setting a direction for transport

April 2019

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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.

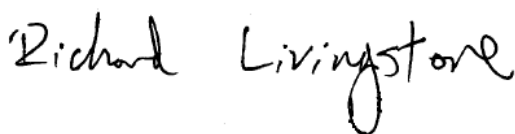
That is why this strategy has departed from the usual title of a "Transport Plan" and instead we call it our Movement Plan – a clear signal that this is not business as usual and that the plan is about much more than managing road traffic.

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

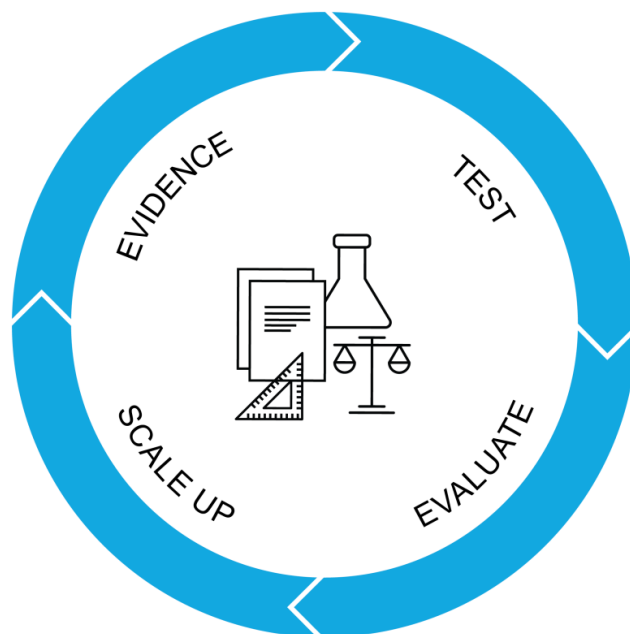
Responds to how we feel about movement addressing feeling safe and being safe on our streets both from a personal safety and road safety perspective.

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 if 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

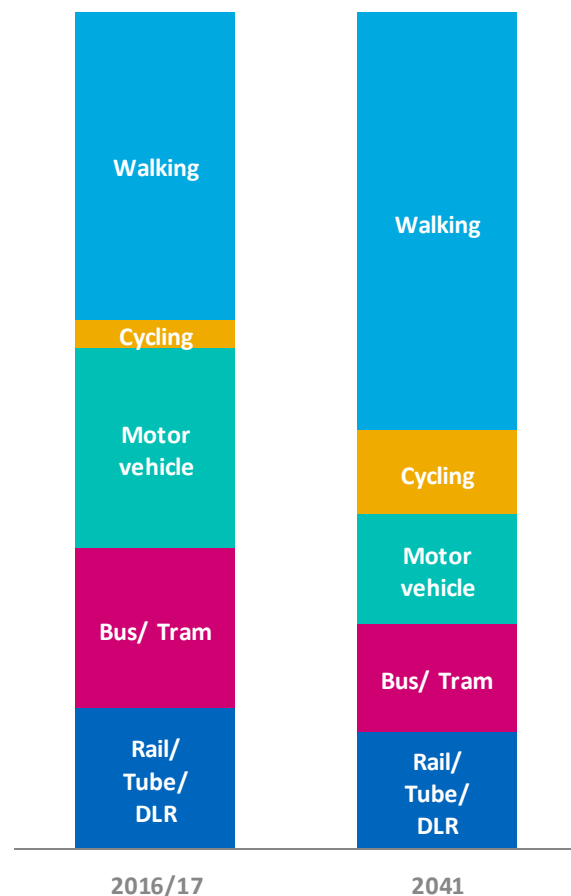
Why?

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.

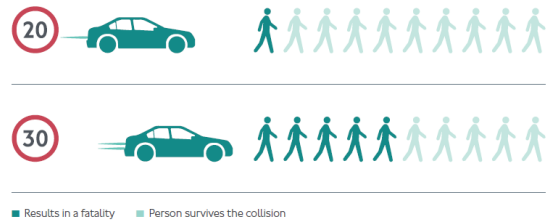
Collisions on our streets

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

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		
	M8		

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 business	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.

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Southwark's Local Implementation Plan 3

March 2019

FINAL

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Executive Summary

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

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

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

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

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

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

How we have developed the Lip3

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

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

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

Healthy Streets and healthy people, including traffic reduction strategies

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

A good public transport experience

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

New homes and jobs

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

The LIP3 document also relate to other policies published by the Mayor of London in 2018 regarding Environment, Health inequalities, Housing, Economic Development, Culture and the Draft London Plan. [\[R12\]](#)

Developing the LIP3

The LIP3 was developed alongside the borough's Movement Plan. We developed the Movement Plan with a human-centred approach placing the people that live, work and visit the borough at the heart of the plan.

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

How consultation informed the plan [\[R2\]](#)[\[R4\]](#)

The Movement Plan, Lip3 and supporting documents (including the Integrated Impact Assessment consultation commenced 5 November 2018 and ran until 18 February 2019).

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.

Integrated Impact Assessment [\[R5\]](#)

The Integrated Impact Assessment has actively influenced the drafting of the consultation draft of the Movement Plan, with the objective being to enhance the sustainability outcomes. The Scoping Report of the IIA was disseminated to the three SEA statutory consultees Historic England, the Environment Agency and Natural England as well as other stakeholders for consultation. This has informed the IIA presented alongside the Movement Plan. The IIA process has not identified any significant adverse effects against sustainability objectives from implementation of the Consultation draft of Movement Plan

How consultation shaped our work?

The document was generally well 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 roads.

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

Local context [R7]

Our responsibilities

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

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

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

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

This Lip3) detail how we are responding to challenges through the delivery of our duties and responsibilities.

Population

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

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

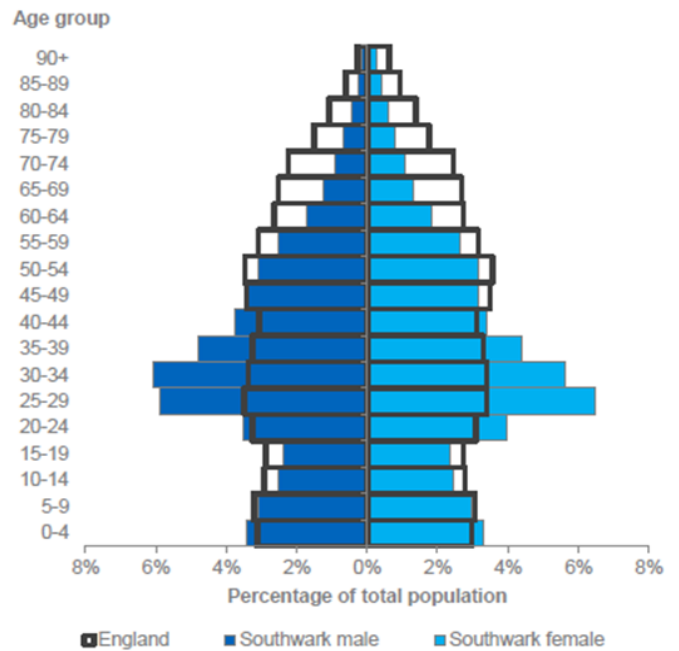


Figure 1. Southwark Population numbers and structure in 2017 compared to England (Source: Southwark JSNA Factsheet 2017)

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

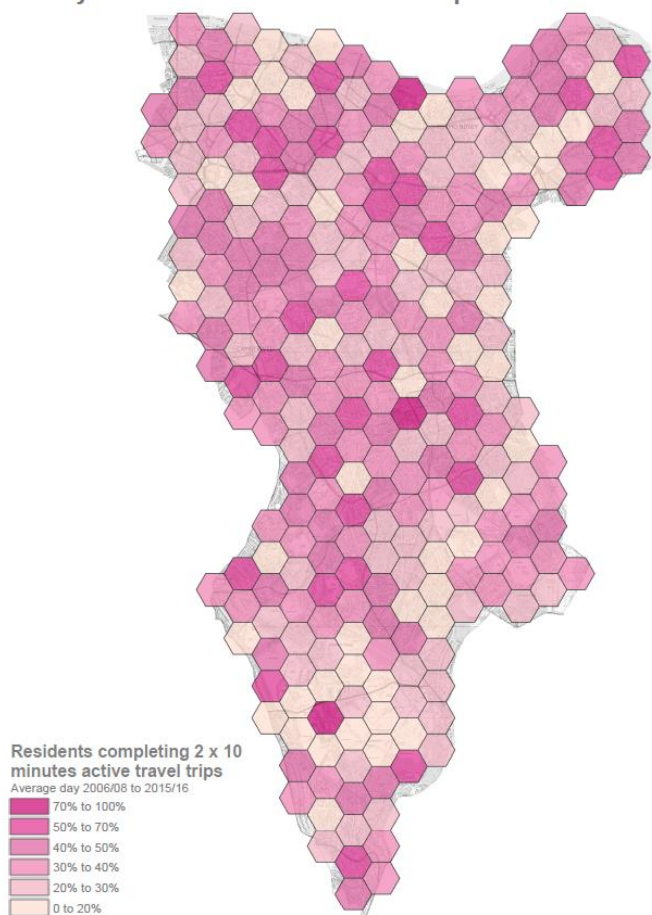
The borough currently provides employment for 262,000 people, or 4.9% of all London jobs (TfL, 2017).

Health

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

transport alone.

TfL City Planner Tool - Active Travel Trips



(c) crown copyright and database rights 2017 Ordnance Survey (0) 100019252 - TfL City Planner Tool

Figure 2. Residents completing 2 x 10 minutes active travel trips – Average day 2006/08 to 2015/16. Source: Transport for London City Planner Tool)

Despite activity levels, Southwark also has some of the highest rates of overweight and obesity in the country. Data from the 2017-18 National Child Measurement Programme (NCMP) show that:

- 25 per cent of Reception-aged (4-5 years old) children and 40 per cent of Year 6 children (10-11 years old) in Southwark have excess weight (overweight or obesity).
- 59 per cent of adults were considered as being in excess weight (Public Health England changed the methodology this year, therefore we can't compare trends with previous years data).

We know that approximately 47,600 adults in the borough suffer from a common mental disorder¹ and 42.1% of people in inner London experience high levels of anxiety.² It is estimated that £1 in every £8 spent in England on long-term conditions is linked to poor mental health.³

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 so⁴. We know that disabled people are twice as likely to be physically inactive (43%) than non-disabled people (21%)⁵

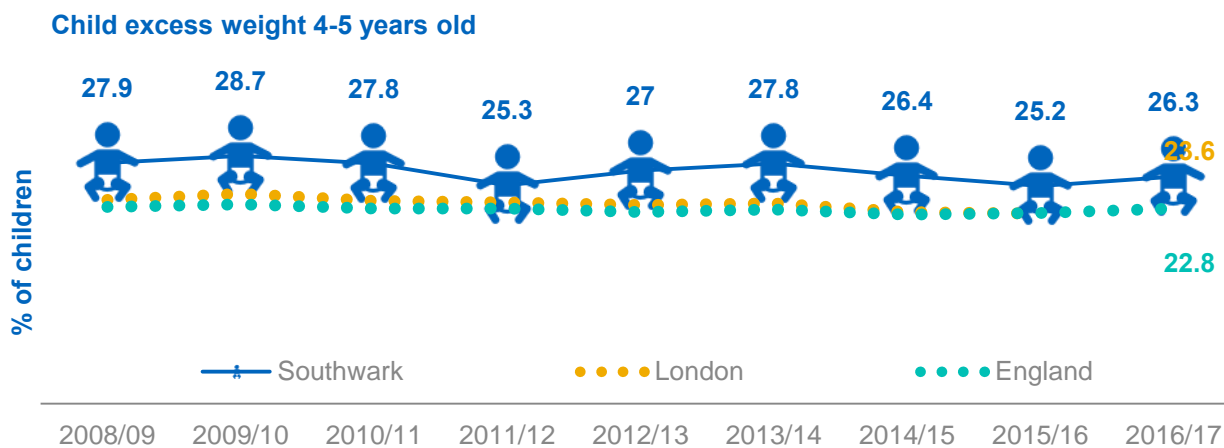


Figure 3. Percentage of children 4-5 years old in excess weight trends 2006/07 to 2016/17. (Source: Public Health England, Public health Outcomes Framework)

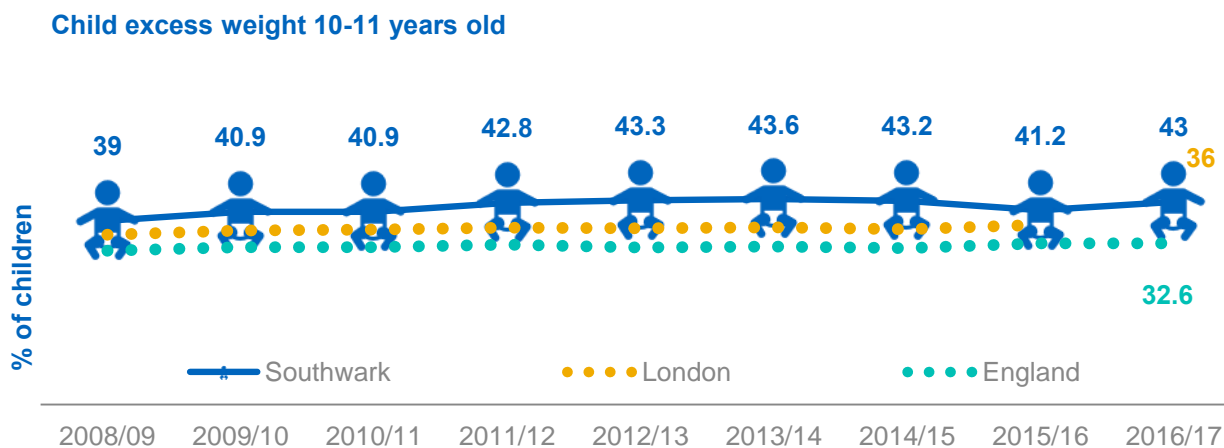


Figure 4. Percentage of children 10-11 years old in excess weight trends 2006/07 to 2016/17. (Source: Public Health England, Public health Outcomes Framework)

Mode share

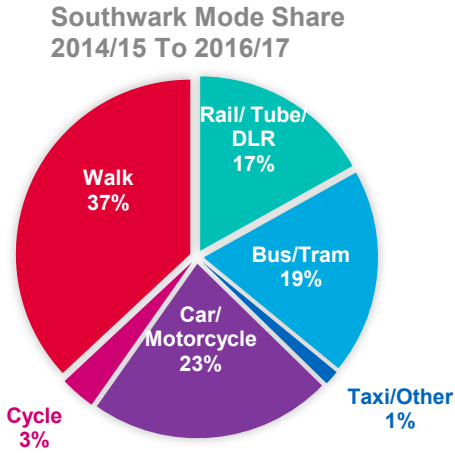


Figure 5. Proportion of mode share of transport. (Source: LTDS)

Walking is the largest mode share for trips starting in Southwark, which TfL records as being 37% of journeys in the borough (from 31% in 2006/09). This is almost double the number of journeys by car. Figure 6 below shows that the pedestrian density (mode share) is at very high levels in the London Bridge area, within the Central Activity Zone, and in other town centre locations like Elephant and Castle and Peckham.

TfL City Planner Tool - Pedestrian density

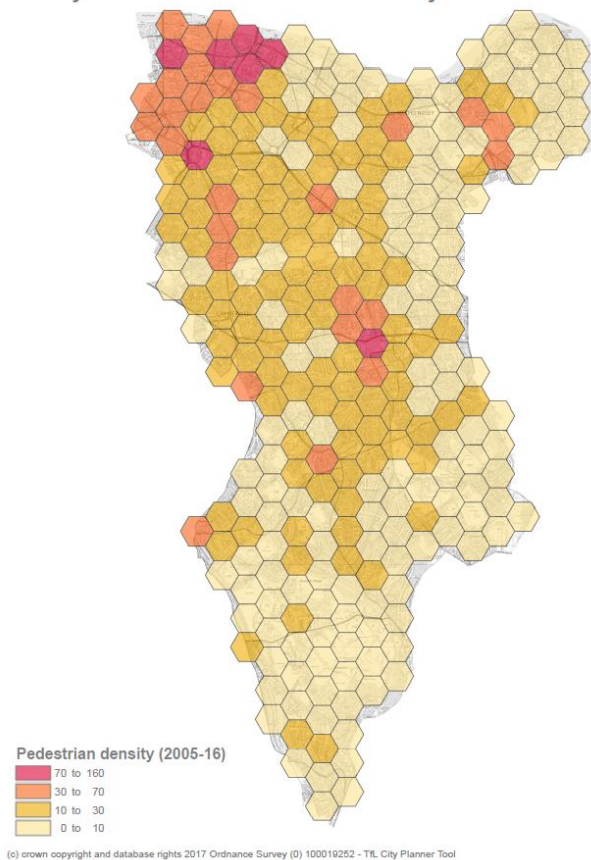


Figure 6. Southwark Pedestrian density (Source: Transport for London's City Planner Tool)

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

TfL City Planner Tool - Modelled Cycle Flows

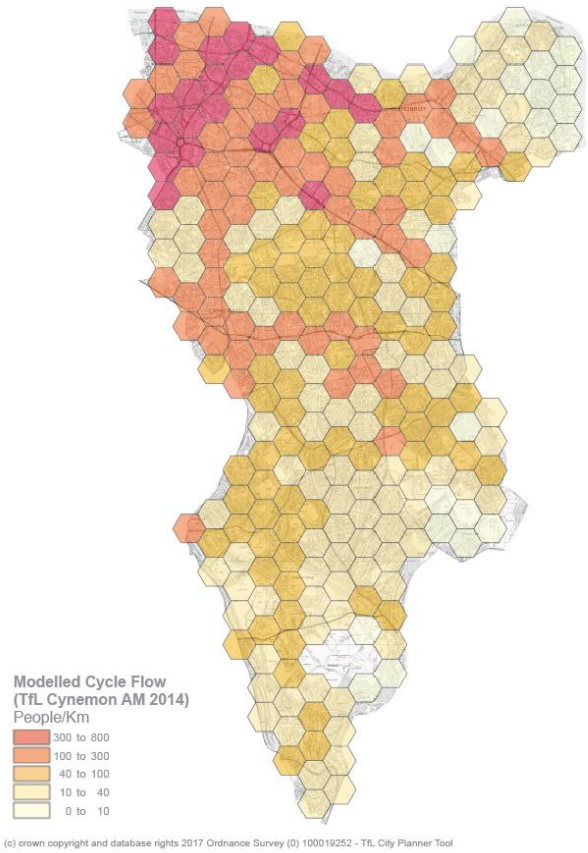


Figure 7. Modelled morning peak cyclist flows 2014 (Cynemon) (Source: TfL City Planner Tool).

Public transport in Southwark

Southwark is well catered for by public transport with:

- 7 underground stations, with 145 annual entries and exits (2017). The busiest underground station is London Bridge with 69m annual entries and exits (TfL, 2017).
- 2 low frequency night tube lines (Jubilee and Northern lines).
- 15 National Rail and Overground stations (including Blackfriars which has an entrance in the borough). They saw 121m annual entries and exits (in 2017/18). The busiest station was again London Bridge with 48.45m annual entries and exits (ORR, 2018).
- One 24hour rail line.
- 55 high frequency (non-timetabled) day bus routes and 5 low frequency (timetabled) day routes.
- 27 low frequency (timetabled) Night Bus routes serve the borough.

Stations and bus stops and the frequency of passenger services help to determine the Public Transport Accessibility Levels (PTAL) for Southwark in Figure 8. This map shows that Southwark benefits from the highest possible public transport access in the north of the borough, the Peckham and the Canada Water / Surrey Quays areas. Accessibility will improve following the construction of the Bakerloo Line Extension.

Southwark Public Transport Accessibility 2015

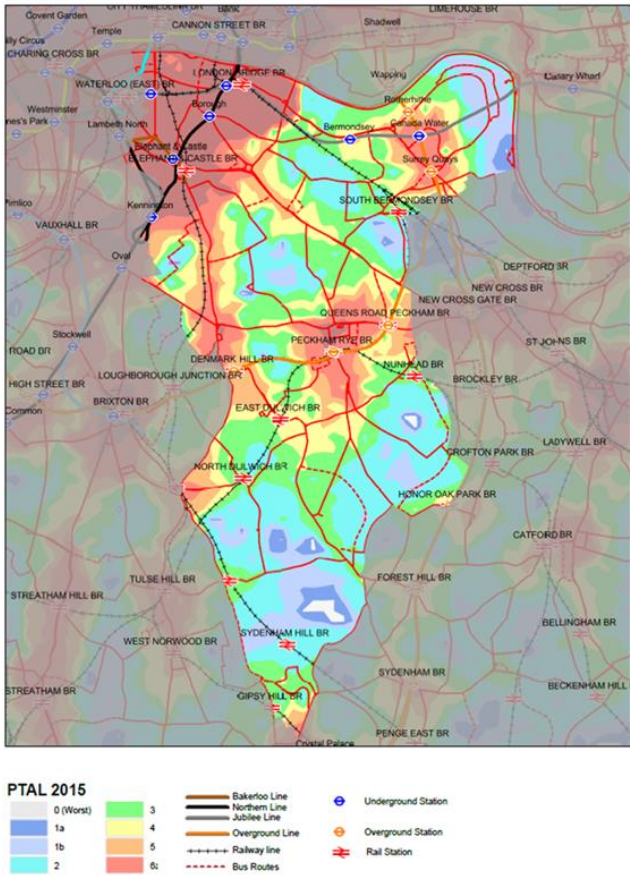


Figure 8. The Public Transport Accessibility Levels for Southwark (Source: Transport for London Webcat)

Traffic and congestion

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

Figure 9 compares the 2017 traffic flows with the most recent data in October 2018. It shows that traffic levels have increased and decreased in different parts of Southwark.

Our streets suffer from congestion, journey delays are a common occurrence, and worsens air quality. Approximately one in five people use buses on a daily basis^{vii}, and these delay impacts their journey experience. Alongside all the daily demands, our streets are also the main utility corridors. We have a responsibility to ensure that they are in a good state of repair.

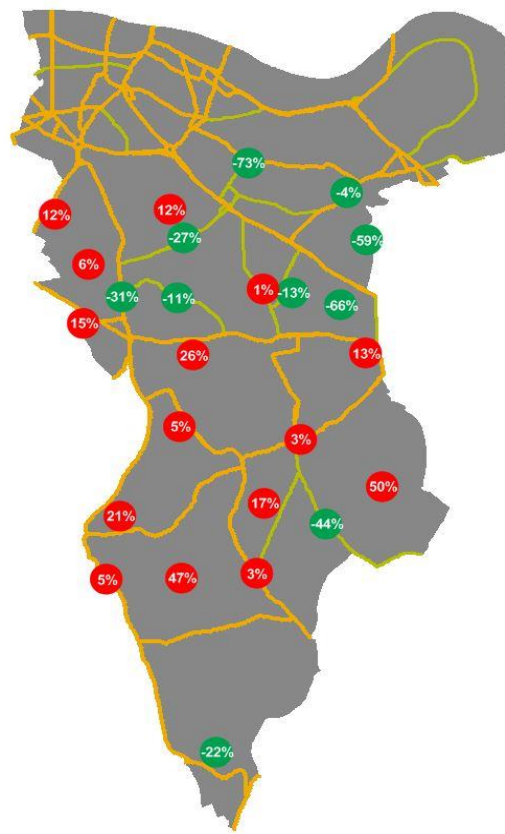


Figure 9. Southwark Annual Monitoring Traffic Flow Changes between October 2017 and October 2018 (Source: Southwark Annual Monitoring Report of the Transport Plan 2017/18)

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

Car ownership

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

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

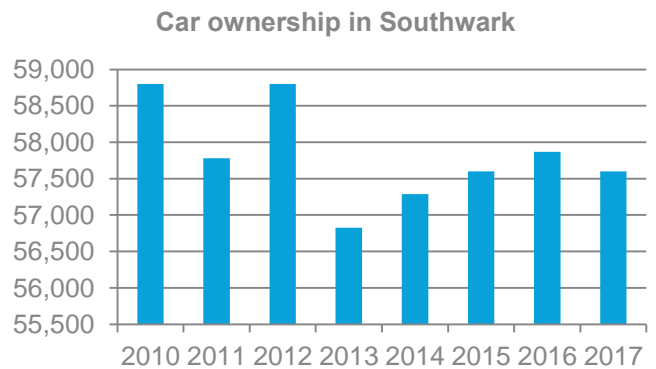


Figure 10. Vehicles licenced in Southwark over time. (Source: DfT)

Car Ownership by Ward 2011

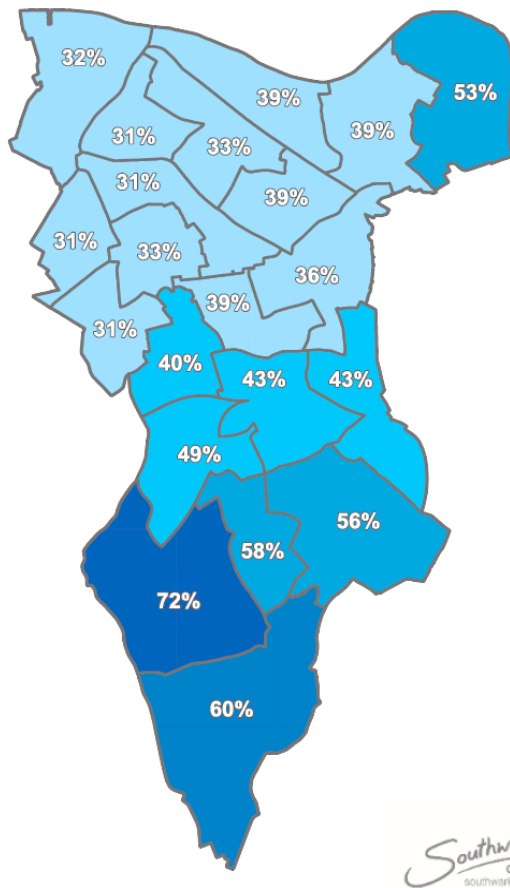


Figure 11. Southwark Car Ownership by ward (Source: ONS – Census 2011)

Parking

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

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

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

Parking Pressure by controlled parking zone (CPZ)

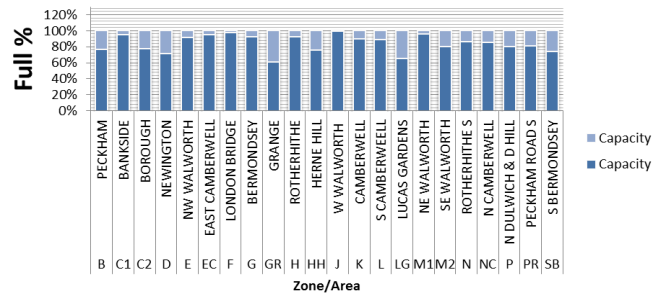


Figure 12. Parking Pressure by controlled parking zones (Source: Southwark Council)

Southwark Controlled Parking Zones

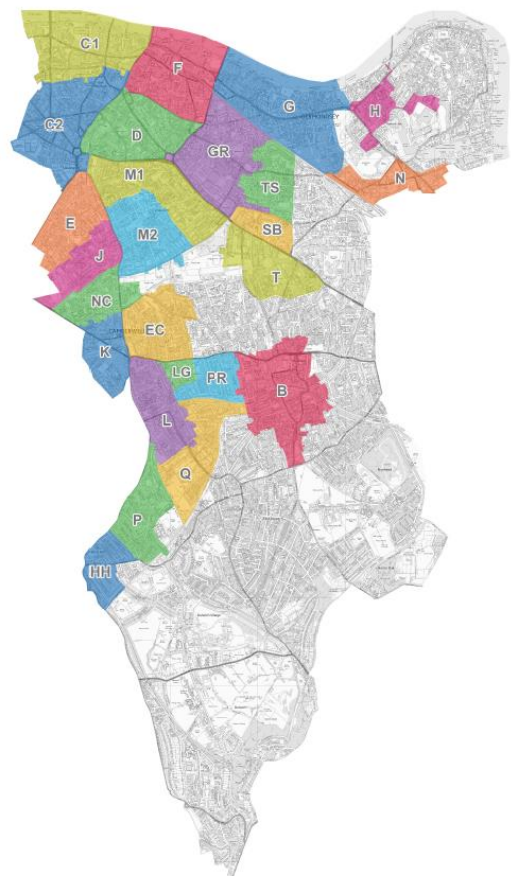
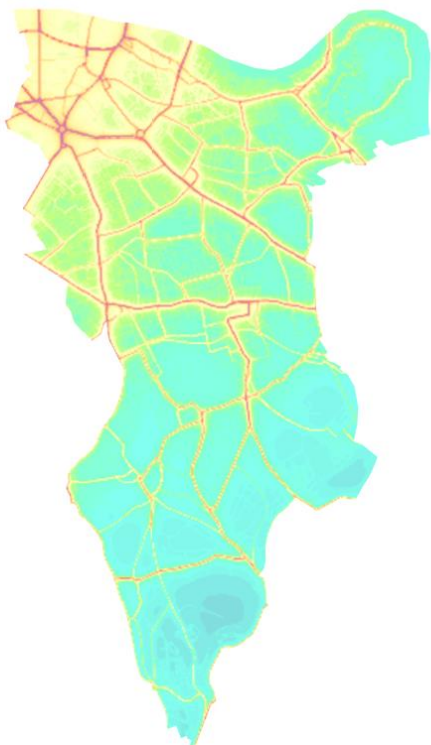


Figure 13. Southwark Controlled Parking Zones 2018 (Source: Southwark Council)

Air quality

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

Southwark NO2 Concentration

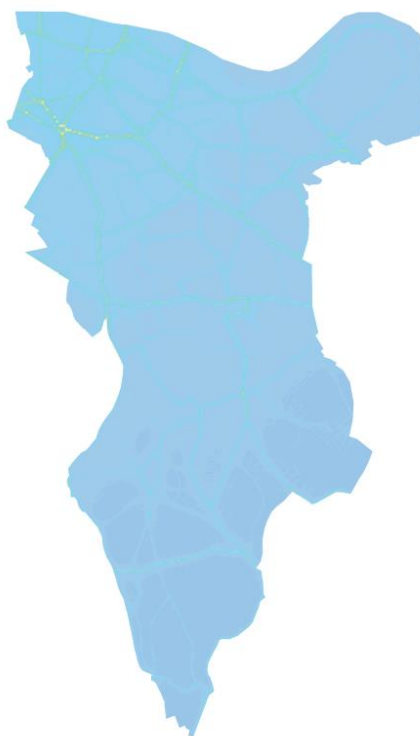


NO2 Concentration LAEI 2013 (µg/m3)

<16	25-28	37-40	58-73
16-19	28-31	40-43	73-76
19-22	31-34	43-55	76-97
22-25	34-37	55-58	>97



Southwark PM10 Concentration



PM10 Concentration LAEI 2013 (µg/m3)

<16	25-28	37-40	58-73
16-19	28-31	40-43	73-76
19-22	31-34	43-55	76-97
22-25	34-37	55-58	>97



The London Borough of Southwark cannot be held responsible for the release or misinterpretation of any information and offers no warranty to its accuracy or completeness. The Borough accepts no liability for any loss, damage or inconvenience caused as a result of reliance on this information.

Southwark NO2 Concentration

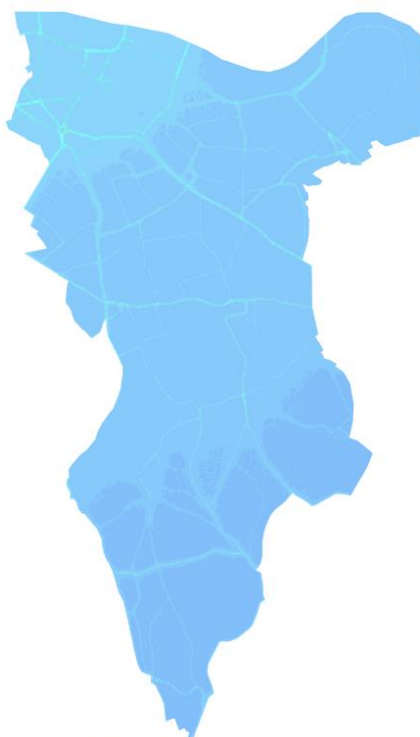


NOx Concentration LAEI 2013 (µg/m3)

<16	25-28	37-40	58-73
16-19	28-31	40-43	73-76
19-22	31-34	43-55	76-97
22-25	34-37	55-58	>97



Southwark PM2.5 Concentration



PM25 Concentration LAEI 2013 (µg/m3)

<12	17-19	25-27
12-13	19-21	27-33
13-15	21-23	>33
15-17	23-25	



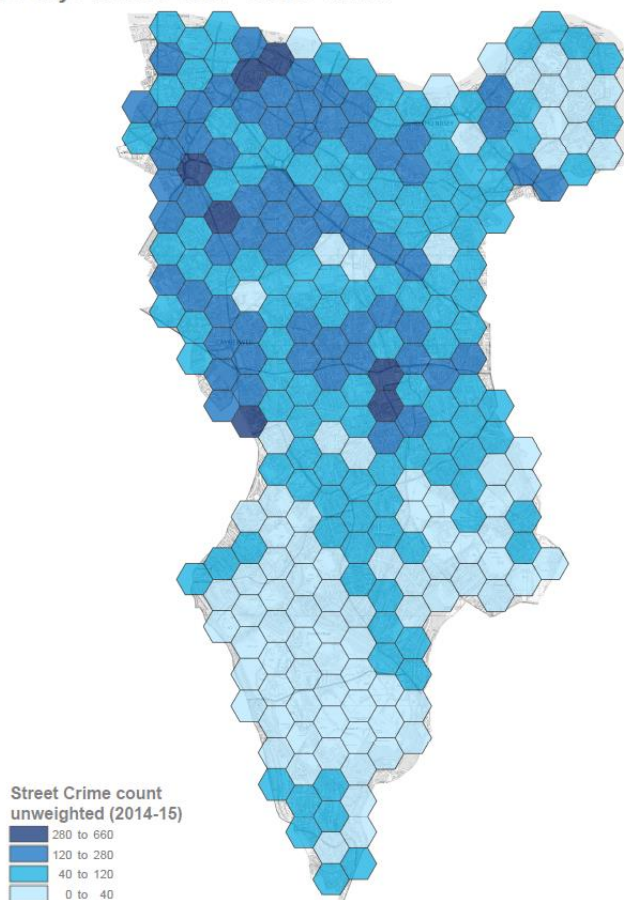
The London Borough of Southwark cannot be held responsible for the release or misinterpretation of any information and offers no warranty to its accuracy or completeness. The Borough accepts no liability for any loss, damage or inconvenience caused as a result of reliance on this information.

Figure 14. Southwark annual mean concentration of pollutants (Source: Greater London Authority – LAEI 2013).

Streets feel safe

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

TfL City Planner Tool - Street Crime



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Figure 15. Southwark Crime count (Source: TfL City Planner Tool)

Collisions on our roads^{xv}

A total of 5523 casualties were recorded in Southwark 2013 to 2017 –including 452 serious casualties and 25 fatalities. Of these serious and fatal accidents, 25% involved a powered two wheeler rider, 32% involved a cyclist and 33% involved a pedestrian which makes a 90% of casualties among vulnerable users.^{xvi} HGVs were involved in 32% of fatalities in Southwark.

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

Human error is the most common cause of collisions (90%) in London^{xix}. “Analysis of casualty data shows that 48% of pedestrian accidents happened more than 50 meter from a crossing. This suggests that people are

willing to take on increased risk for the sake of convenience.

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

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

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

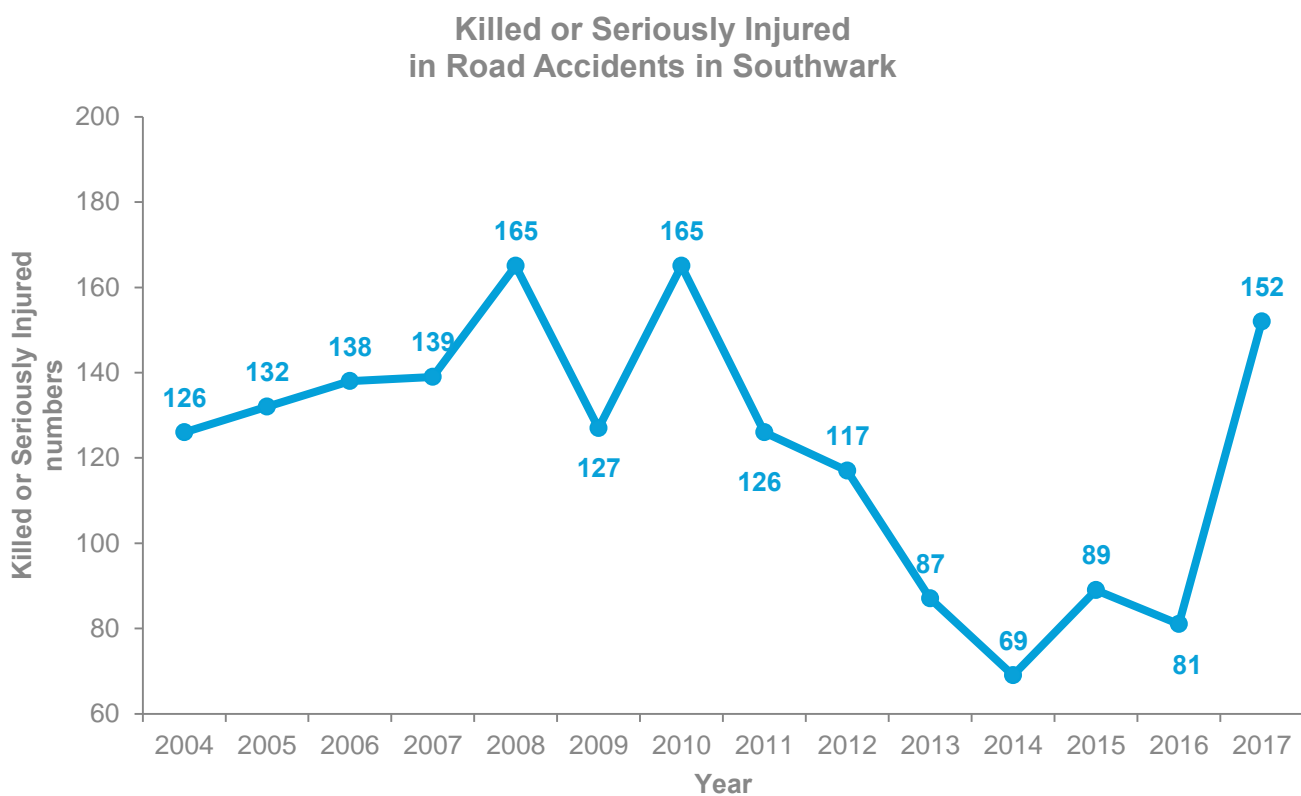
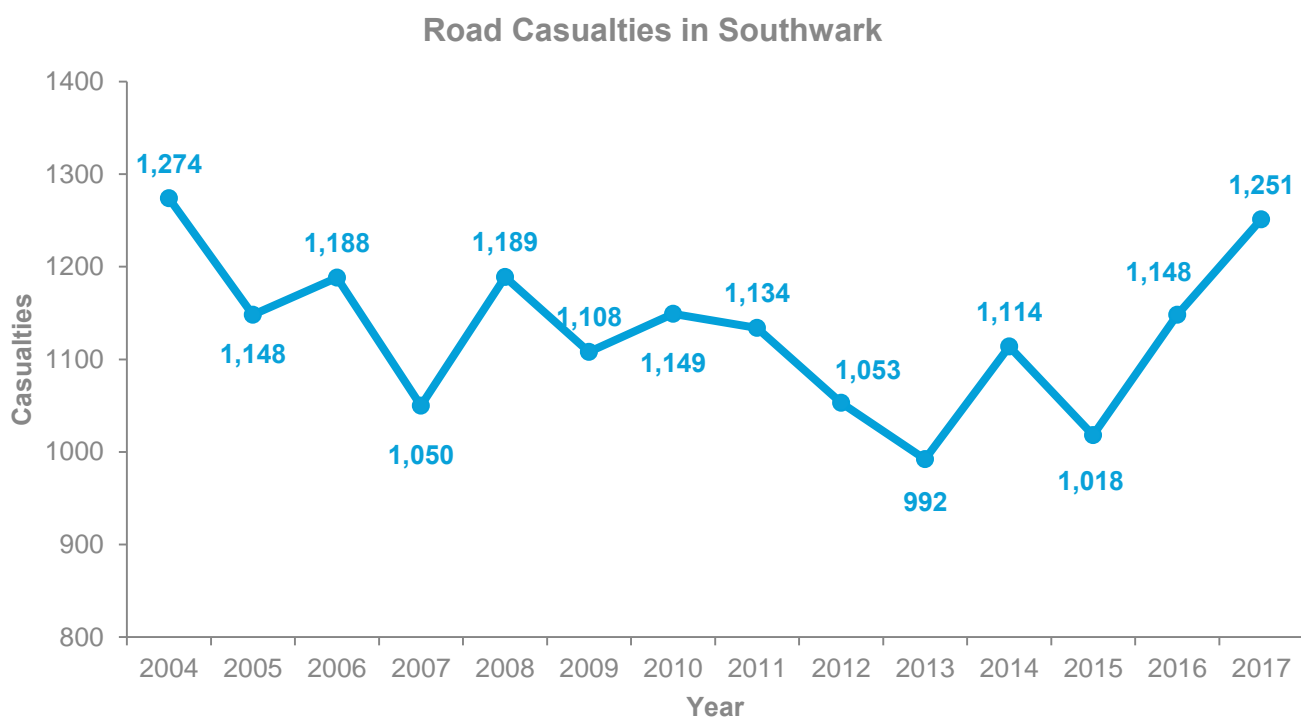


Figure 16. Road casualties in Southwark 2004 to 2017 (Source:STATS19)..^{xxi}

Our work areas **[R9]**

Mission 1 - Our equity framework

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

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

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

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

How this mission helps to deliver against MTS outcomes?

This mission seeks to create a fairer transport system, one which is accessible, clear and flexible. It aims to meet the needs of all and manage the impacts of the transport system. A key attribute of this mission includes creating an accessible, reliable, safe and secure public transport system, with an emphasis on bus services.

This mission is a fundamental building block to delivering the personal outcomes of movement and transport which the MTS aims to achieve.

Why?

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

Movement is an important factor in determining health and wellbeing, living standards and life chances. Air and noise pollution³ and road danger⁴, tend to affect people who live on busy streets the most. This can impact people in different ways at different stages of their lives.

The following equity framework has been developed in conjunction with Centre for London and Future of London and will guide our work in delivering the Movement Plan.





Transport and equity framework



Affordability



Connectivity

	Accessibility
	Health and wellbeing
	Pollution
	Safety

Mission 2 – For movement to benefit mental wellbeing **[R8]**

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

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

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

How this mission helps to deliver against MTS outcomes?

If people have a greater level of mental wellbeing in the street and public spaces they are more likely to increase active travel, spend more time in public spaces and have a more positive attitude. Mission 2 delivers against the MTS outcomes above through promoting sense of place, positivity in movement and sense of community

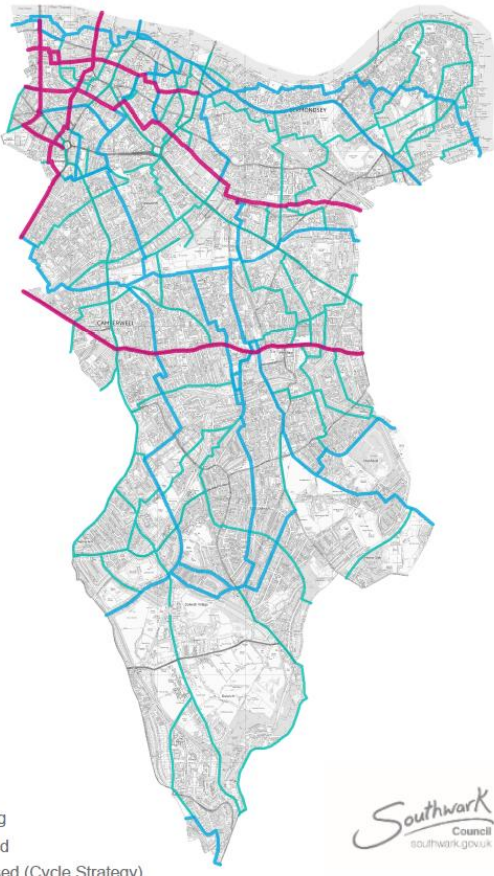

	Why	How
<p>Action 1: Reduce noise pollution</p>	<p>Cities are getting noisier and Southwark is no exception. More than 1.6million people in London are exposed to road traffic noise levels above 55dB during the day, above the level defined by the World Health Organization as causing health problems^{xxii}.</p> <p>Sound can play a positive role in people's lives and can create a lively and exciting experience, but there is also a need for balance and quiet places.</p> <p>Noise or unwanted sound - has been called the 'forgotten pollutant'. Noise is an airborne pollutant that should be considered an equal health and wellbeing factor as air quality.</p>	<ul style="list-style-type: none"> • Build on our understanding of noise levels in the borough and use it to influence decision making. • Identify our quiet spaces and improve access to them. • Provide parallel walking and cycling routes along and around major roads and junctions that are quieter and safer to use. • Working with the construction, innovation and technology sectors to monitor, mitigate and manage noise.
<p>Action 2: Create simple and clear streets</p>	<p>When a street is busy, cluttered we can be so busy negotiating through the space we can't focus our attention where it should be. Whilst this is easy to dismiss as being in a busy part of London, this has an impact on both our safety and mental wellbeing.</p>	<ul style="list-style-type: none"> • Deliver calmer streets with less street clutter by reducing unnecessary street furniture, traffic signage and advertising. • Regular audits to 'tidy up our streets'.
<p>Action 3: Create things to see and do in our streets</p>	<p>We understand that life has its ups and downs and how we move is no different. We want to create moments and memories that emphasise the positive, to improve overall people's wellbeing. To facilitate people to take notice and learn something new as a key aspect of people's wellbeing.</p> <p>Access to culture is important for mental health and is a key part of the five ways to wellbeing⁸. It can make us feel happier, boost self-confidence and self-esteem and help us connect with others. This is particularly important to combat social isolation.</p>	<ul style="list-style-type: none"> • Create opportunities to see, do and discover in our streets. For example heritage initiatives in Peckham and Walworth or walking improvements around Elephant and Castle. • Create a wide range of places for people to enjoy such as pocket parks. Recognising the wider wellbeing benefits and relationship to social prescribing. • Support greenery in our streets, enabling community building, supporting the natural environment and increasing biodiversity.

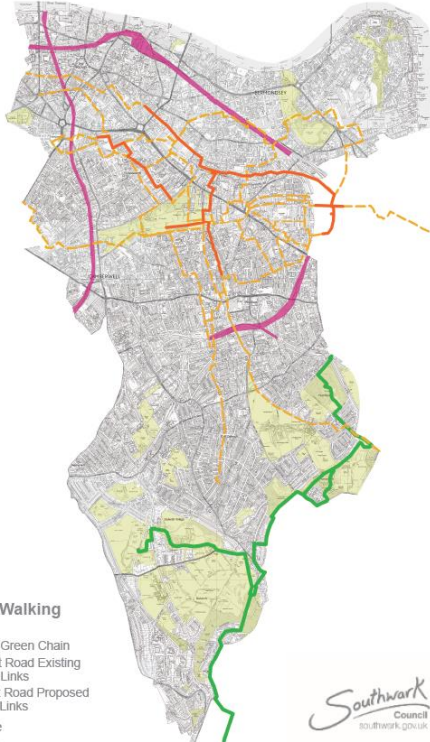
Mission 3 – For movement to benefit physical wellbeing **[R10] [R11]**

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

How this mission helps to deliver against MTS outcomes?

This mission sets a course for getting more people active, and to maintain activity levels. Key outcomes include a walking network, delivering the cycle network set out in the cycling strategy, finding purpose in active travel and creating the framework for maintaining this.

	Why	How
<p>Action 4: Infrastructure to support active travel</p>	<p>More appealing environments improve the experience of the journeys already walked and cycled, as well as encouraging more journeys and attracting new people to active travel.</p>	<ul style="list-style-type: none"> • Create clear and connected routes that are integrated and well-maintained. Including benches, access to toilets, rest points and water fountains, cycle and scooter parking. • Continue to deliver the cycle and walking networks.^{xxiii} • 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-bikes. • Extend the cycle hire schemes across the borough <p>Southwark Cycle Network - Existing and future</p>  <p> — Existing — Planned — Proposed (Cycle Strategy) </p> <p><small>(c) crown copyright and database rights 2019 Ordnance Survey (0) 100019252 .</small></p> <p>  Southwark Council southwark.gov.uk </p> <ul style="list-style-type: none"> • Develop a walking network.^{xxiv} Building on existing walking routes in the borough.

		<p>Southwark Walking Network</p>  <p>Southwark Walking Network</p> <ul style="list-style-type: none"> Existing Green Chain Old Kent Road Existing Walking Links Old Kent Road Proposed Walking Links Low Line Metropolitan Open Land <p><i>Southwark Council</i> southwark.gov.uk</p>
<p>Action 5: Enable people to get active</p>	<p>We lead busy lives and changing our habits is tough especially when it comes to habits we have had for a long time.</p> <p>Being more physically active can often be considered as a loss (loss of calories, loss of comfort, loss of convenience, loss of time). To get people active, we will have a greater focus on the gains such as increased energy, sense of wellbeing, to motivate people to begin health-creating behaviours today.^{xxv}</p> <p>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.^{xxvi} 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.</p>	<ul style="list-style-type: none"> • 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.
<p>Action 6: Enable people to stay active</p>	<p>People in Southwark are already active and we want to encourage them to continue to be. Six out of ten under 12s^{xxvii} in Southwark walk, scoot or cycle to school. 34.5% of residents aged 16+</p>	<ul style="list-style-type: none"> • Deliver street interventions that encourage play. • Encourage everyday physical activity to and within schools such as ‘Daily Mile’ and ‘Wake and Shake’.

	<p>participate in sport at least once a week and 16.7% participate at least three times a week.^{xxviii} Nearly a quarter of residents are members of a sports club.^{xxix}</p> <p>We have a fantastic network of clubs and organisations which encourage people to be active and have fun. If they thrive, it helps our communities thrive and make Southwark a more physically active borough.</p>	
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Mission 4 – Reduce traffic

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

How this mission helps to deliver against MTS outcomes?

This mission sets about using our kerbside and streets as effectively and efficiently, prioritising safety, active travel, public transport whilst maintain a level of service for all users. It builds a framework through our Streetwise approach, then considering a time flexible approach to improve efficiency, reduce risk and manage operation. Examples of initiatives include dynamic parking, restraining parking and conversion of parking.

	Why	How
<p>Action 7: Reduce the number of cars owned in the borough</p>	<p>Our aim is to reduce car ownership and usage to improve people's health, safety and experience of moving in the borough.</p> <p>More than half of the people in the borough don't own a car and the kerbside use don't 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.</p> <p>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.</p> <p>Cars will continue to be a necessary mode of travel for some. However, our priority is to improve the experience for those using active travel and public transport.</p>	<ul style="list-style-type: none"> • 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

<p>Action 8 – Use kerbside efficiently and promote less polluting vehicles</p>	<p>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.^{xxx}</p> <p>We want to support the transition to less polluting vehicles, such as electric vehicles, especially those vehicles that are using our roads the most, such as commercial vehicles. We know that a businesses need to have a reliable source of fuel (or electricity) for the convenience and surety of operation.</p> <p>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.</p> <p>A street environment that prioritises walking and cycling will make the healthy choice the easy choice for everyone in Southwark.</p>	<ul style="list-style-type: none"> • Encourage businesses and the private sector to use less polluting vehicles and by encouraging them to provide associated infrastructure on their premises • That charging infrastructure for less polluting 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.
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<p>Action 9 – Manage traffic to reduce the demand on our streets</p>	<p>Traffic congestion, injuries and pollution have negative impacts on our community and the space it requires limits the ways to improve our streets.</p> <p>The growth in people and jobs in the borough is placing an increased demand on our streets in turn creating more congestion.</p> <p>Congestion leads to delay for those using our roads (cyclists, bus passengers, drivers), creates frustration, poor road behaviour, poor air quality as well as noise pollution. Congestion can also divert traffic from strategic roads onto local neighbourhood streets. Much of the borough suffers from congestion and delay on a daily basis.</p> <p>The impact from online shopping means that more vehicles are using our streets, particularly when they are ordered to a place of work which generally increases the mileage into central London.</p> <p>Electric vehicles are an important and growing part of the vehicle fleet. As emissions from tailpipes decrease as vehicle technology improves, particulates from brake and tyre wear become more important to address as an issue.^{xxxi}</p> <p>Therefore we need to maintain a focus on decreasing the number of vehicles on our roads as well as their emission standard.</p>	<ul style="list-style-type: none"> • Deliver ambitious schemes to close roads and to reallocate this space. • Deliver schemes to reduce through traffic in local residential streets, recognising that our main streets will continue to support movement through the borough. • Reallocate road space from traffic in areas that meet the following criteria; <ul style="list-style-type: none"> ○ 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 • Ensure development is well designed, responsive to local environment and prioritises active travel. • Deliver behaviour change initiatives that focus on changes to personal circumstances (such as moving house) to reduce in car ownership. • Recognise what we can all do to reduce the number of the vehicles on our roads by cycling and walking when taking short trips, turning off car engines when stationary and choosing to use click and collect, when shopping online. • Encourage employers to support people to work flexibly and to reduce personal deliveries to workplaces.
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Mission 5 – Streets as social places

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

MTS Outcome 8: Active, efficient and sustainable travel will be the best option in new developments

MTS Outcome 9: Transport investment will unlock the delivery of new homes and jobs'

How this mission helps to deliver against MTS outcomes?

This mission supports the development and continued success of business in Southwark, supporting existing and future jobs and growth. The key to this is creating successful places where people want to spend time, either as a visitor or for employment. This mission tries to balance place making and activation with ensuring efficiency of the transport network and its usage. This mission deals with current and new places (such as Elephant and Castle, Old Kent Road, Canada Water).

	Why	How
<p>Action 10 – Create places that encourage a sense of belonging</p>	<p>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, walking frames.</p> <p>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.</p>	<ul style="list-style-type: none"> 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. We will encourage people to play an active part in their community.
<p>Action 11 – Introduce time restricted street closures and reallocate space for people</p>	<p>How people use our streets changes throughout the day for example a school street will be busy around school drop-off and pick up times and not at other times. We need to look at how we manage these variations to make best use of space.</p> <p>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.</p> <p>There are many examples of streets that at peak times, there are many times more people using the footpath as the road.</p> <p>We further need to efficiently use the available space for the movement of people, to support local economic activity, 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.</p>	<ul style="list-style-type: none"> 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

Mission 6 – Support business to prosper

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

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

MTS Outcome 8: Active, efficient and sustainable travel will be the best option in new developments

How this mission helps to deliver against MTS outcomes?

Mission 6 deals with sense of place and community, seeking to engage people in their local area. It aims to harness the social collateral for individual places to create spaces and places that people enjoy, want to spend time in and building a stronger sense of community. This has the power of improving sense of security, creating more attractive spaces (clean and green). This approach will be both adopted in existing neighbourhoods as well as new developments.

	Why	How
<p>Action 12: Movement to, within and from town centres is easy, safe and accessible for all.</p>	<p>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.</p>	<ul style="list-style-type: none"> • 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.
<p>Action 13: Make town centres attractive, thriving and diverse places for people and businesses</p>	<p>Town centres and high streets are places for people to come together; they should be attractive and pleasant to be in.</p> <p>Businesses are increasingly choosing to locate in areas that can offer their employees the most stimulating and pleasant experience outside the workplace, whether that to enjoy lunch or to meet family and friends after work.</p> <p>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.</p>	<ul style="list-style-type: none"> • Deliver public realm improvements with meeting spaces considering 'meanwhile', temporary and permanent spaces and uses.
<p>Action 14: Reduce the impact of freight on our streets</p>	<p>Southwark has a responsibility to manage a safe and efficient operation of the network for all, including freight.</p> <p>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</p>	<p>Fewer trips on our streets</p> <ul style="list-style-type: none"> • 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. • Consolidate deliveries

	<p>to grow by 22 %t 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.^{xxii}</p> <p>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.</p>	<ul style="list-style-type: none"> • 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. <p>Reduce impact of trips made</p> <ul style="list-style-type: none"> • 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 development management 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 t • Explore how our regulatory powers such as street licensing, cleansing and premise licensing can help to improve the experience of place. <p>Reduce congestion at the kerbside</p> <ul style="list-style-type: none"> • 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 which would help create uncluttered and more pleasant streets. • Ensure deliveries, when possible, are made at times of least conflict with other uses (out of peak hours) to improve efficiency and reduce congestion
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Mission 7 – All people to have a positive experience on our streets

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

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

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

How this mission helps to deliver against MTS outcomes?

Mission 7 deals with people's experience on our roads. Roads congested by traffic delay people and goods and make travelling a stressful experience. Reducing traffic is the main goal of this mission which would not only improve people's journey experience but also the quality of the air they breathe and their personal safety. Feeling safe is one of the most important requirements to increase active travel. Fear of crime is a main concern for many people who don't feel free to travel any time of the day and night or everywhere in the borough. This mission sets out our approach to vision zero on fatalities and serious injuries and fear of crime. To improve people's experience on the street we also want to create a pleasant and green environment which would improve people's health.

	Why	How
<p>Action 15: Reduce exposure to air pollution</p>	<p>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.^{xxxiii}</p>	<ul style="list-style-type: none"> • 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^{xxxiv}
<p>Action 16: Zero people killed or injured on our roads</p>	<p>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^{xxxv} principle 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 roads to zero.</p> <p>Consequences of road collisions for the 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.</p> <p>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.</p> <p>We will work on improving safety and perception of safety following five main themes which are illustrated below. Each</p>	<p>See below</p>

	action will cover one or more themes.	
Action 17: Improve safety and sense of safety on our streets	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.	<ul style="list-style-type: none"> • 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 roads as a workplace	<p>The logistics field is growing, driven by the rise in demand for door to door deliveries. We want to make sure that people for who our streets are their workplace receive the highest level of support to ensure that they drive/ride as efficiently, safely and sustainably as possible. To do this there is a need to understand business needs and collaborate to support those driving.</p> <p>We further recognise our role in employing services and people to operate on our streets, from waste collection, housing repairs, catering services to office deliveries.</p>	<ul style="list-style-type: none"> • 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, 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)xxxvi objectives. • Work with individuals and employers to understand the challenges faced by those who drive/ride or work on our streets. <p>The borough will become a 'Good Work Standard' borough, actively promoting:</p> <ul style="list-style-type: none"> • fair pay • excellent working conditions • diversity and inclusion • good work-life balance • health and well-being <p>Our responsibility as an employer</p> <p>Southwark will promote good driving practices, using procurement to deliver change, technology, and so forth, including;</p> <p>— Southwark will reduce cars used by the council.</p> <ul style="list-style-type: none"> • Procurement requirements – eco driving, FORS recognition, vehicle standards, etc. • Introduce Intelligent Speed Assistant (ISA) in our

		fleet <ul style="list-style-type: none"> Continue the work we began in 2010 to halve council emissions.
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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) and 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 the streets and shared paths, reducing conflict and abuse between road users..					
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. Improve crossing opportunities accessible for all.					
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 and make sure drivers/riders are trained on how to minimise the risk for themselves and all the other road users.					

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

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

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

How this mission helps to deliver against MTS outcomes?

This mission is how we respond to change, whether that change is new transport infrastructure, new homes, new jobs and how through design and delivery we can secure the most improvements for the local community. Whether that be additional transport provision (such as bus services), improve accessibility (scheme layout), additional public realm (parks and spaces). The delivery of infrastructure and new developments has the potential to discourage people from choosing to travel actively (diversion routes, concerns about construction vehicles, noise and air pollution) and this mission will proactively manage this process to minimise impact and find positive change where possible.

	Why	How
<p>Action 19: Make the most of new infrastructure</p>	<p>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.</p> <p>The network and services will need to respond to this and we need to ensure that that right supporting infrastructure is in place. This could be in the form of providing onward links for people walking and cycling from the new walking and cycling bridge to the location of bus stops at Elephant and Castle Station.</p>	<ul style="list-style-type: none"> • 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 •
<p>Action 20: Manage our streets to minimise disruption</p>	<p>The borough has an unprecedented level of construction over the next 20 years with new homes and jobs created, with new roads and services that support this. As well as the Northern Line Ticket Hall at Elephant and Castle, the Bakerloo Line extension and the Rotherhithe to Canary Wharf Bridge.</p> <p>While these developments take place, we need to make sure that people can get to the places they need to. It is important to minimise the impact of this construction on the people living in close proximity to our roads and these construction sites.</p> <p>Given the complex nature of development and construction, we need to get the best out of the existing regulatory approach to the control of short-term emissions and traffic burden from construction sites</p>	<ul style="list-style-type: none"> • Introduce digital-led CMPS • Consider people's experience first when managing disruption on our streets • 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. • Keep pace with technology advances • Create a 'living lab' allowing for ideas and solutions to be tested before embedding (successful) ideas into our work • Make technology and digital a part of how we deliver projects and initiatives

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

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

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

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

How this mission helps to deliver against MTS outcomes?

We know the importance of transport and movement to all and we want to work with all to ensure that we have a collective understanding of the challenges and opportunities. This mission will address the above MTS outcomes in delivering a transport that is accessible in its usage, management and planning.

	Why	How
<p>Action 21: Ensure people have access to relevant and useful information when they need it</p>	<p>Having the information you need to make your journeys is an important factor in how you feel about it, whether that is buying the right ticket, diversionary routes around construction sites, or alternative routes to avoid poor air quality.</p> <p>We want to improve the way information is accessed and provide help and support for people. To help you to have clarity on what they can do and what services are available.</p> <p>Equally, the people that use our streets and spaces have a unique knowledge of the borough and technology enables us to exchange this knowledge.</p>	<ul style="list-style-type: none"> • 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 roads. • Share and provide information at a time and place where people are.
<p>Action 22: Work collaboratively to deliver the Movement Plan</p>	<p>Having a voice and being able to share your opinions is important to all. In particular young people want to be able to participate and for all to consider debate and democracy an important part of their lives.</p>	<p>Consult and engage according to our Community engagement Principles, we will:</p> <ul style="list-style-type: none"> • 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.

Measuring our success

What will success look like?

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

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

We will be better prepared for the impacts of climate change with more street trees and planting to reduce

surface run-off in times of heavy rainfall. We will have made dramatic improvements in air quality and have achieved our Vision Zero target for road safety.

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

Delivery indicators [R23][R24]

The borough will monitor and record the delivery indicators and report to TfL once a year in June using Proforma C (See appendix 2) and as contained in the borough data pack. This information will also be included in our Annual Monitoring Report of the Movement Plan. Southwark targets for the MTS outcomes indicators can be found in Appendix 1 [\[MR2\]](#)

Primary indicators									
Indicator	MTS Outcome	MP Mission	Base year	Baseline	Target year	Target 1	Target year	Target 2	Source
Southwark residents sustainable mode share	Overall aim 80% walking, cycling and public transport	2,3,7	2014/15-2016/17	77%	2021	80% mode share	2041	87% mode share	TfL
Proportion of Southwark residents doing at least 2x10 minutes of active travel a day or a single block of 20 minutes or more	1	3	2014/15-2016/17	41%	2021	47%	2041	70%	TfL
Proportion of Southwark residents living within 400m of the London-wide strategic cycle network	1	3	2016	17%	2021	60%	2041	95%	TfL
Casualties Killed or Seriously Injured (KSIs) according to STATS19 data	2	7	2005/09 & 2010/14	257 & 206	2030	52	2041	0	TfL
Total cars owned and car ownership per household, Southwark residents	3	4	2016	59,824	2021	57,100	2041	54,800	TfL
Vehicle kilometres in given year	3	7	2016	695	2021		2041		TfL
Number of freight vehicles crossing into central London in the morning peak period (07:00am - 10:00am)	3	7	N/A	N/A	2026	10% reduction			TfL
CO2 emissions (in tonnes) from road transport within the borough	4	7	2013	164,900	2021	135,100	2041	36,300	TfL
NOX emissions (in tonnes) from road transport within the	4	7	2013	720	2021	200	2041	30	TfL

borough									
PM10 emissions (in tonnes) from road transport within borough	4	7	2013	56	2021	43	2041	23	TfL
PM2.5 emissions (in tonnes) from road transport within borough	4	7	2013	32	2021	20	2041	11	TfL
Public transport trips per day, reported as 3years moving average	5		2014/15-2016/17	258	2021	299	2041	387	TfL
Reduce the difference between total public transport network journey time and total step-free public transport network	6	1	2015	9 minutes			2041	4 minutes	TfL
Annualised average bus speeds	7	8	2015	7.9 mph	2021	8.2 mph	2041	9.1 mph	TfL

Delivering the Lip3

Working with TfL **[MR1]**

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

Information on individual schemes will be uploaded on to the Borough Portal once the programme has been agreed by TfL. The programme of Investment will be kept up to date on the Borough Portal on a bimonthly basis by the last day in May, July, September, November, January and March. **[MR7]**

Southwark will identify aspects of our programme that may impact on TfL services or infrastructure at an early stage in a project's lifecycle. Examples include impacts on buses, bus routes, stops and terminal points/stands, strategic cycle routes or other matters. Early discussions will take place between Southwark and TfL to determine any requirements for staff support, financial support and/or other resources. **[MR4]**

Public consultation and stakeholder engagement will take place for any proposal likely to have an impact on TfL services or infrastructure and we will agree jointly with TfL the engagement strategy and communication methods. **[MR5]**

Southwark will prepare an estimated Value of Work Done (VOWD) profile for each scheme and will keep this up to date as the scheme progresses to delivery. **[MR6]** We will ensure that projects and programmes are undertaken ensuring value for money to deliver the best outcome for the community. **[MR9]**

Delivery plan

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

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

Linkages to the Mayor's Transport Strategy priorities [R13]

The Delivery Plan was developed to align the borough's projects and programmes with the policy framework of the Mayor's Transport Strategy, the overarching mode share aim, each of the nine outcomes, and the relevant policies and proposals. [MR3]

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

11	Kerbside smarter street programme	Y			Y	Y	Y	Y		
12	Timed closure of streets	Y	Y	Y						
13	Vision Zero		Y				Y			
14	Improving bus journey experiences			Y						Y
15	Roads as a workplace	Y	Y	Y						

TfL Business Plan [R14]

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

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

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

Sources of funding [R15]

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

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

Potential funding for LIP delivery				
Funding Source	2019/20	2020/21	2021/22	Total
	£k	£k	£k	£k
TfL/GLA funding				
LIP Formula funding - Corridors & supporting Measures	2,040	2,040	2,048	6,120
Discretionary funding	100	100	100	300
Strategic funding				
GLA funding				
Sub-Total	2,148	2,148	2,148	6,444
Borough funding				
Capital funding	1,740	2,400	2,400	6,540
Revenue funding				
Parking revenue	6,500	6,500	6,500	19,500
Sub-total	8,240	7,400	7,400	23,040
Other sources of funding				
S106	765	100	500	1,365
CIL				
Sub-Total	765	100	500	1,365
Total				33,825

Long term interventions to 2041 **[R16]**

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

Long term interventions up to 2041					
Project	MTS Outcome	Approx date	Indicative cost	Likely funding source	Comments
Bakerloo Line Extension	5,7,9	2030	£3.1 bn	TfL, Development contributions, LBS	TfL have announced their preferred option for two stations along the OKR, the Borough is currently considering this. The TWAO is currently programmed to be complete by 2023 and, if successful, stations will be operational by 2029.
Rotherhithe to Canary Wharf Bridge (and connections – FCR12)	1,8	2025	TBC	TfL, Development contributions, LBS	The creation of a new river crossing for people walking and cycling between the Rotherhithe Peninsular and Canary Wharf. The project is at feasibility stage with a further consultation planned in 2019.
Northern Line Ticket Hall	5,7,9	2022	£130 m	TfL, Development contributions, LBS TfL, Development contributions, LBS	A new Northern Line Underground ticket hall, with new escalators and station entrance, providing step free access. Integrated into the proposed new town centre forms a key aspect of the regeneration of Elephant and Castle. TfL are undertaking further works to better understand scope, costs and funding opportunities.
Denmark Hill Second entrance	6	2021	TBC	Department for Transport- Access for All programme	Network Rail are developing a business case for the creation of a second entrance on Windsor Walk for control period 6, 2019 - 2024
Peckham Rye Station – Access for All	6	2030	TBC	Department for Transport - Access for All programme	Network Rail are developing a business case for the delivery of improvements at Peckham Rye Station including accessibility improvements for control period 6, 2019 - 2024

Three year indicative Programme of Investment [R17]

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

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

Timed closure of streets	Expand school street, play street programme. Explore the expansion of this programme to commuter street, station or town centre closures.	80	150	250
Vision Zero	Explore better methods to report near misses and collisions to better understand safety issues and their locations.	40	100	40
Improving bus journey experience	Bus gate on Ilderton Road.	0	160	180
Roads as a workplace	Work with employers to better understand how roads are used as a workplace. Identify problems for road workers and general traffic and then propose solutions.	20	20	20

Supporting commentary for the annual and three-year programme [R18] [R21]

Change management

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

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

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

Risks to the delivery of the annual and three year programme [R19] [R22]

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

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

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

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

Annual programme of schemes and initiatives [R20]

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

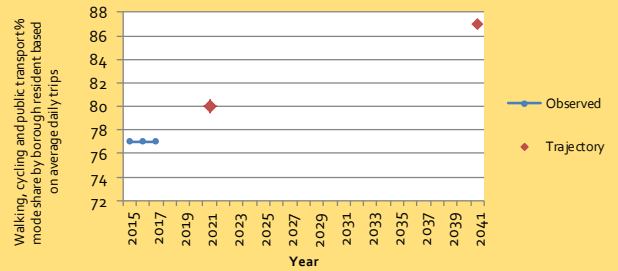
Appendix 1 – Southwark Targets

Overall aim: 80% walking, cycling and public transport

Active, efficient and sustainable mode share

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

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



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

Healthy Streets and healthy people

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

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

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

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

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

Observed	Trajectory	
2016	2021	2041
17	60	95

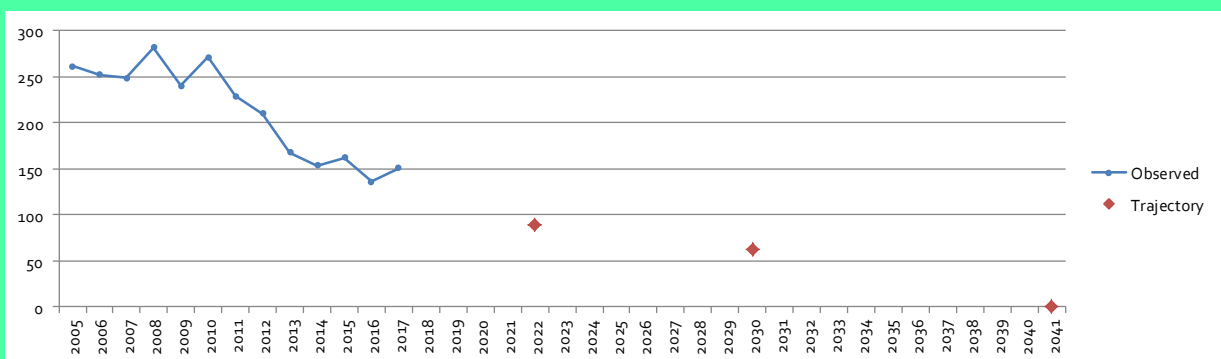
Outcome 2: London's streets will be safe and secure

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

Healthy Streets and healthy people

Killed and seriously injured casualties

Observed with back casting applied				Observed	Trajectory		
2005-09 baseline	2010-14 baseline	2015	2016	2017	2022	2030	2041
257	206	162	136	151	90	62	0

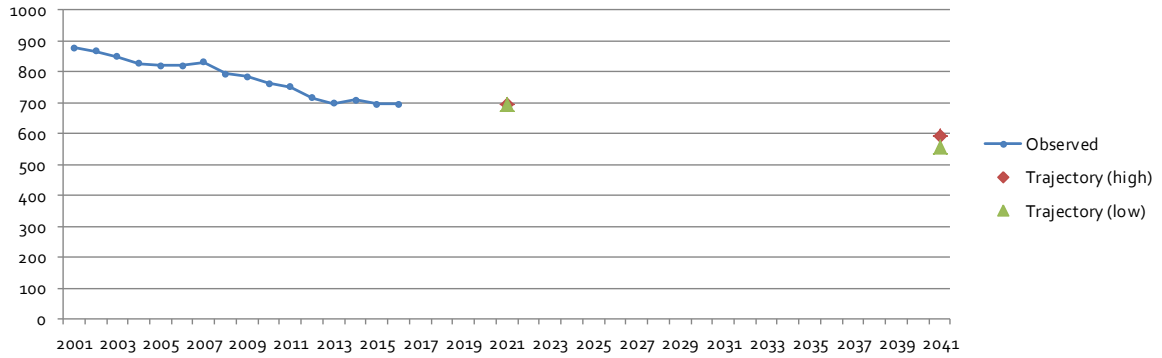


Outcome 3: London's streets will be used more efficiently and have less traffic on them

Outcome 3a: Reduce the volume of traffic in London

Annual vehicle kilometres (millions)

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

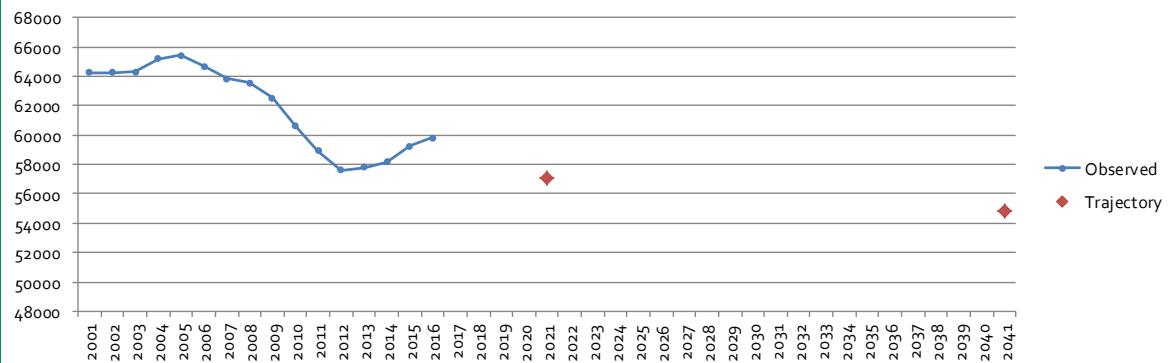


Healthy Streets and healthy people

Outcome 3c: Reduce car ownership in London

Number of cars owned

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



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

Outcome 4a: Reduced CO2 emissions

CO2 emissions (in tonnes) from road transport

2013	Trajectory	
	2021	2041
164,900	135,100	36,300

Outcome 4b: Reduced NOx emissions

NOx emissions (in tonnes) from road transport

2013	Trajectory	
	2021	2041
720	200	30

Outcome 4c: Reduced particulate emissions (PM10)

PM10 emissions (in tonnes) from road transport

2013	Trajectory	
	2021	2041
55	43	23

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

PM2.5 emissions (in tonnes) from road transport

2013	Trajectory	
	2021	2041
32	20	11

Healthy Streets and healthy people

A good public transport experience	Outcome 5: The public transport network will meet the needs of a growing London					
	Outcome 5: Increase public transport use					
	Public Transport (Rail, Underground/DLR, Bus/Tram) Trips per day (000s)					
	Observed				Trajectory	
2011/12 to 2013/14	2012/13 to 2014/15	2013/14 to 2015/16	2014/15 to 2016/17	2021	2041	
279	273	265	258	299	387	

A good public transport experience	Outcome 6: Public transport will be safe, affordable and accessible to all						
	Outcome 6: Everyone will be able to travel spontaneously and independently						
	Observed 2015 Average journey time using full network (minutes)	Observed 2015 Average journey time using step-free network (minutes)	Observed 2015 Time difference (minutes)	Trajectory 2041 Average journey time using full network (minutes)	Trajectory 2041 Average journey time using step-free network (minutes)	Trajectory 2041 Time difference (minutes)	% change in travel time difference between 2015 and 2041
	65	74	9	59	63	4	-52%

A good public transport experience	Outcome 7: Journeys by public transport will be pleasant, fast and reliable			
	Outcome 7: Bus journeys will be quick and reliable, an attractive alternative to the car			
	Bus speeds (mph)			
	Observed 2015	Percentage change by 2041	Trajectory	
		2021	2041	
7.9	15%	8.2	9.1	(high)
	5%	8.0	8.3	(low)

Appendix 2 – Pro forma C [MR8]

Required data for Pro forma C

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

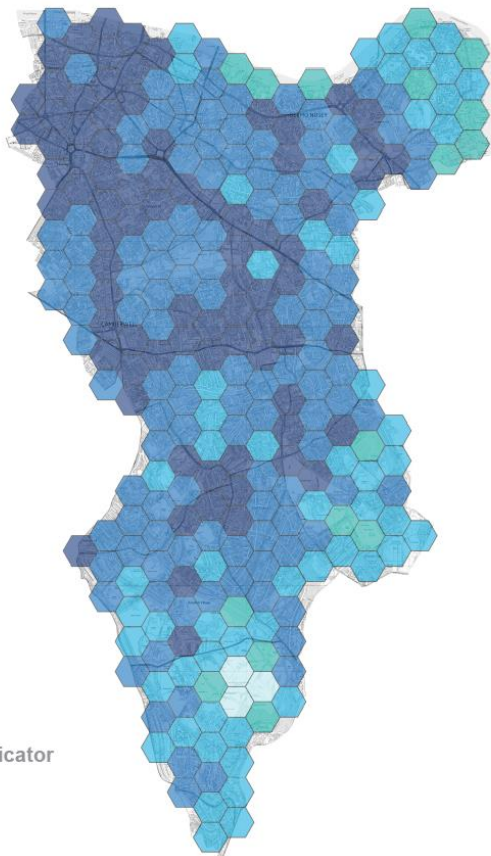
Other delivery indicators

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

Appendix 3 – Proforma A **[MR4]**

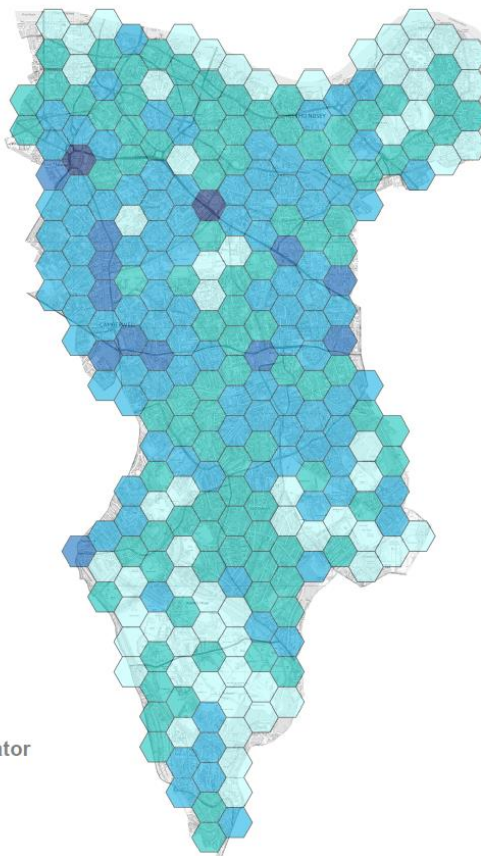
Appendix 4 – Southwark Maps of MTS Indicators

TfL City Planner Tool - MTS Outcome Indicators



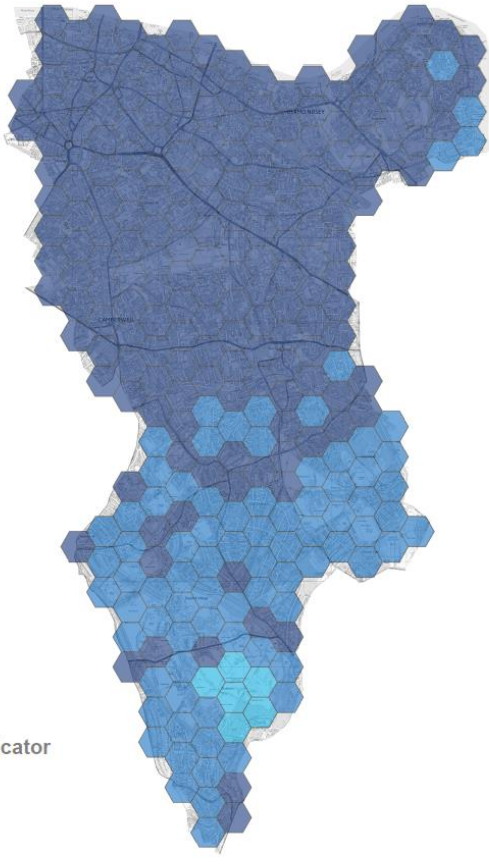
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TfL City Planner Tool - MTS Outcome Indicators



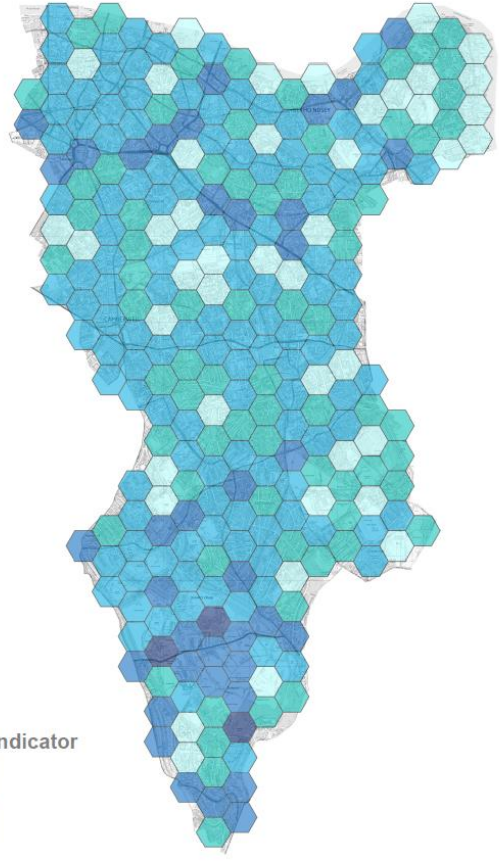
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TfL City Planner Tool - MTS Outcome Indicators



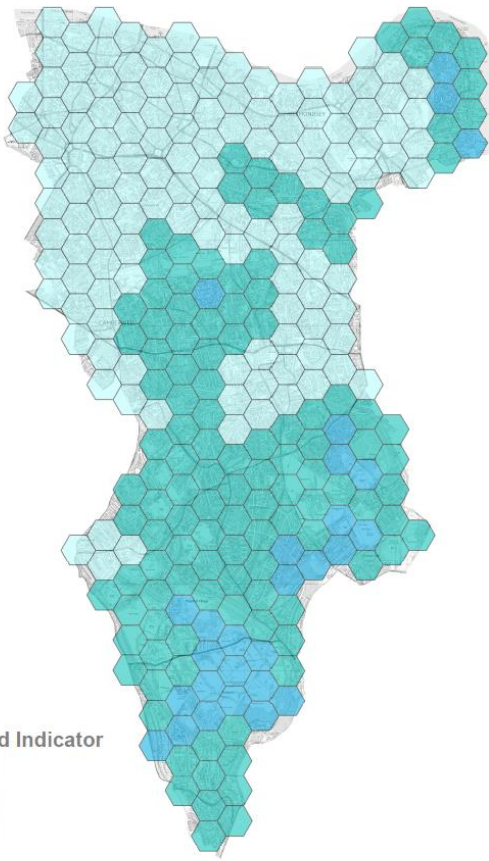
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TfL City Planner Tool - MTS Outcome Indicators



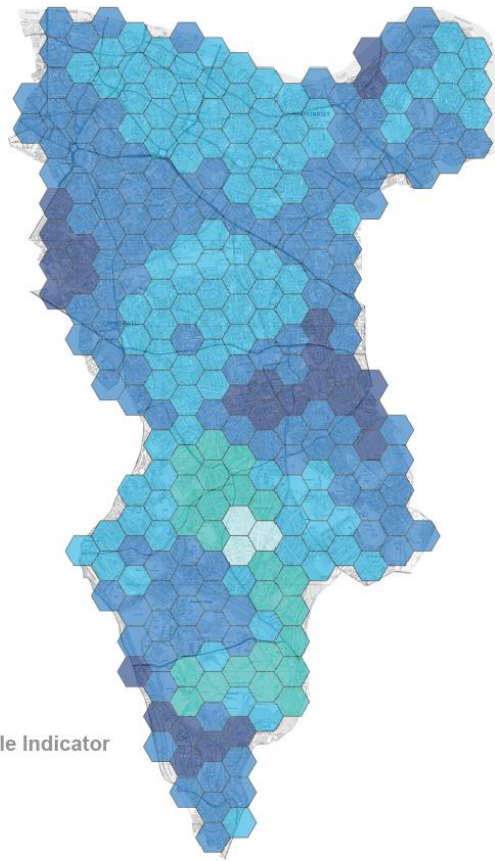
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TfL City Planner Tool - MTS Outcome Indicators



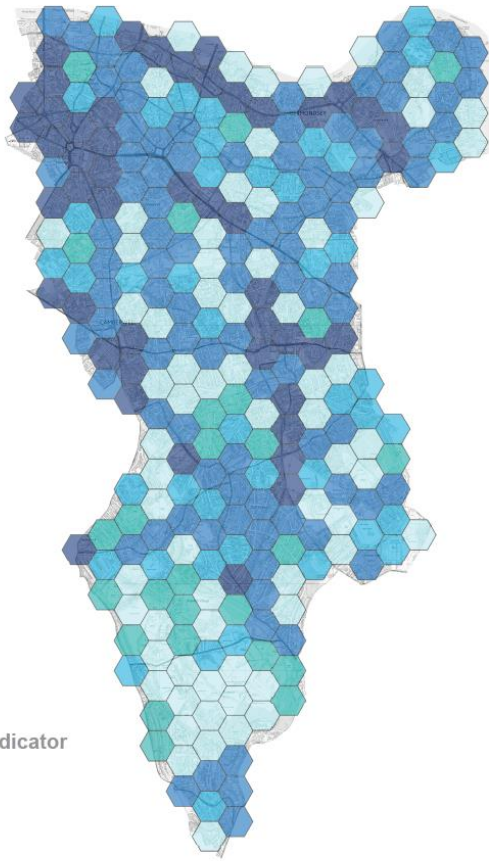
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TfL City Planner Tool - MTS Outcome Indicators



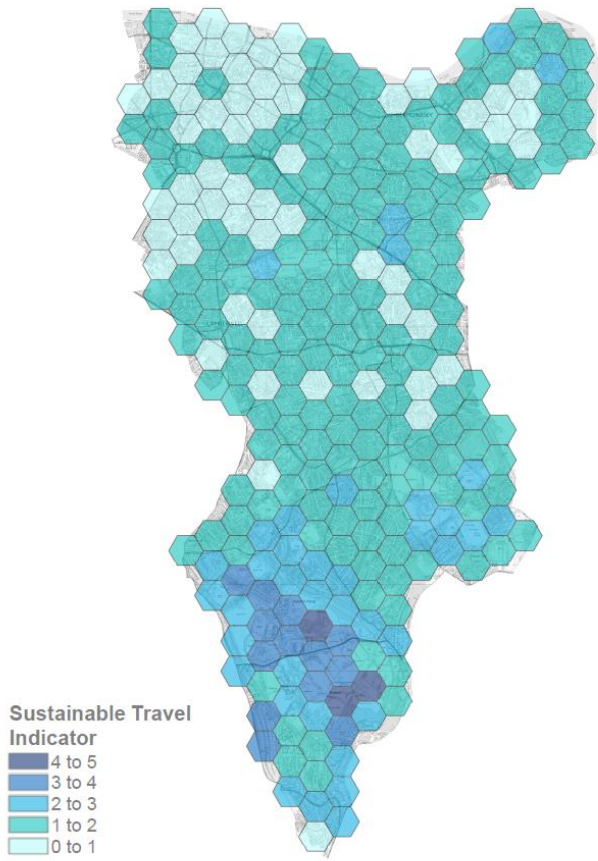
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TfL City Planner Tool - MTS Outcome Indicators



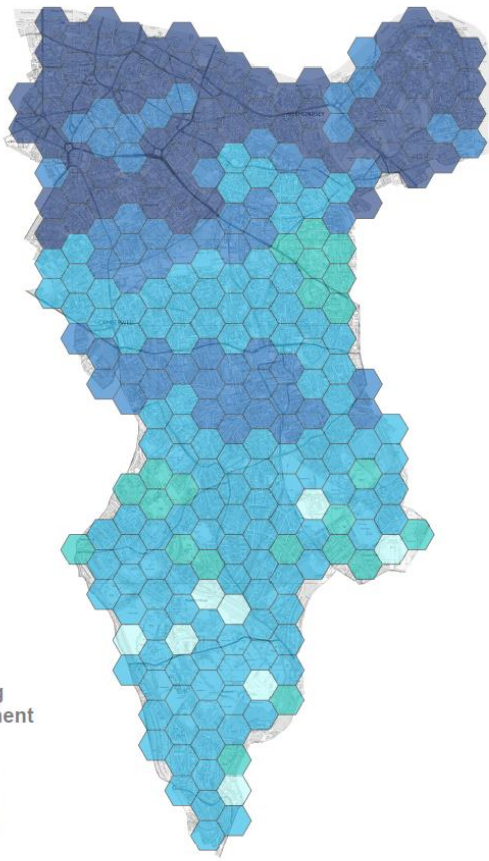
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Glossary

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

End notes

- ¹ Southwark Public Health, (2017), '*Mental Health in Southwark- An overview of health needs and service provision, Southwark's joint Strategic Needs Assessment*'. London, UK: Southwark Council. Available at: <http://www.southwark.gov.uk/assets/attach/5713/JSNAper cent202017per cent20-per cent20Mentalper cent20Healthper cent2020171130.pdf>
- ² Mayor of London (2014), '*London mental health: The invisible costs of mental ill health*'. London, UK: Greater London Authority. Available at: www.london.gov.uk/sites/default/files/gla_migrate_files_destination/Mentalper cent20healthper cent20report.pdf
- ³ Naylor C, Parsonage M, McDaid D, Knapp M, Fossey M, Galea A. *Long-term conditions and mental health: The cost of co-morbidities*. London, The King's Fund, 2012.
- ⁴ Southwark Public Health, (2017), '*Mental Health in Southwark- An overview of health needs and service provision, Southwark's joint Strategic Needs Assessment*'. London, UK: Southwark Council. Available at: <http://www.southwark.gov.uk/assets/attach/5713/JSNAper cent202017per cent20-per cent20Mentalper cent20Healthper cent2020171130.pdf>
- ⁵ Sport England (2017), '*Active Lives Survey 2015-16 – Year 1 Report*'. Retrieved 2 May 2018 from www.sportengland.org/media/11498/active-lives-survey-yr-1-report.pdf
- ^{vi} Insert reference
- ^{vii} Transport for London (2017), '*London Travel Demand Survey (LTDS) - Londoners' trips by borough of origin, trips per day and shares by main mode, average day (7-day week) 2014/15 to 2016/17*'. London, UK: Transport for London. Retrieved 20 August 2018 from <http://content.tfl.gov.uk/borough-local-implementation-plan-performance-indicators.pdf>
- ^{viii} Southwark Council annual automated traffic counts with ARX classification 2010-2017
- ^{ix} *Borough Factsheet, 2017, car ownership by household*
- ^x Chatterjee, K., Goodwin, P., Schwanen, T., Clark, B., Jain, J., Melia, S., Middleton, J., Plyushteva, 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. UWE Bristol, UK. Retrieved 6 June 2018 from www.gov.uk/government/publications/young-peoples-travel-whats-changed-and-why
- ^{xi} Chatterjee, K., Goodwin, P., Schwanen, T., Clark, B., Jain, J., Melia, S., Middleton, J., Plyushteva, 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. UWE Bristol, UK. Retrieved 6 June 2018 from www.gov.uk/government/publications/young-peoples-travel-whats-changed-and-why
- ^{xii} Donald Shoup (1997). '*High cost of free parking*'. Journal of Planning Education and Research.
- ^{xiii} Eric Jaffe (2016, 12 January). '*The Strongest Case Yet That Excessive Parking Causes More Driving*'. Retrieved on 12 July 2018 from www.citylab.com/transportation/2016/01/the-strongest-case-yet-that-excessive-parking-causes-more-driving/423663/
- ^{xiv} Adam Boey Southwark Health and Wellbeing Board (2014). '*1,000 Lives. Let's talk about health and wellbeing*'. London, UK: Southwark's Health and Wellbeing Engagement Programme. Available at <https://slideplayer.com/slide/7006673/>
- ^{xvi} Transport for London (2005-2016), '*2005-2016 GLA collision data extract –casualty*'. Retrieved 21 June 2018 from <https://tfl.gov.uk/corporate/publications-and-reports/road-safety>

^{xvii} Transport for London (2005-2016), '2005-2016 GLA collision data extract –casualty'. Retrieved 21 June 2018 from <https://tfl.gov.uk/corporate/publications-and-reports/road-safety>

^{xviii} Project Centre on behalf of Southwark Council (2018). 'Collision Analysis Summary'. London, UK.

^{xix} Transport for London (2018). 'Vision Zero Action Plan – Taking forward the Mayor's Transport Strategy'. London, UK: Transport for London. Available at <http://content.tfl.gov.uk/vision-zero-action-plan.pdf>

^{xx} 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. Retrieved on 17 May 2018 from <https://www.sciencedirect.com/science/article/pii/S22141405173063082>.

^{xxi} Figures for road traffic collisions from September 2016 onwards have been reported by the Metropolitan Police Service (MPS) using the new Case Overview and Preparation Application (COPA). The City of London Police Service (CoLP) adopted the Department. COPA and CRASH use a new method of assessing the severity of injury sustained in collisions, as recommended by the DfT. The use of these systems aims to improve accuracy in the recording of injury type, with more injuries being classified as serious rather than slight. Absolute changes in the number of reported serious, slight and all injuries during 2017 partly reflect improvements in the reporting of injury severity by the police and the introduction of online self reporting. As a result figures for 2017 should not be directly compared with previous data collected by the police using severity based reporting systems. TfL has undertaken analysis with the Transport Research Laboratory (TRL) to back cast the number of casualties that would have been reported by the police using an injury-defined rather than a severity-defined system. This allows the number of injuries reported by the police during 2017 to be compared with an initial back estimate of data collected using previous systems. For further information see 'Casualties in Greater London during 2017' at <http://content.tfl.gov.uk/casualties-in-greater-london-2017.pdf>. Annual and quarterly changes in collisions and casualties should be considered in the context of long term casualty trends in London, as fluctuations year on year are not always indicative of longer term trends. It should also be noted that large percentage changes in small numbers may not necessarily be statistically significant

^{xxii} Mayors Transport Strategy: Supporting Evidence July 2017

^{xxiii} We have done much to provide increased infrastructure (in particular for cycling, such as Quietways, Cycle Superhighways and, Southwark Spine route and we will continue to do this.

^{xxiv} We have done much to provide increased infrastructure (in particular for cycling, such as Quietways, Cycle Superhighways and, Southwark Spine route and we will continue to do this.

^{xxv} RSA - Royal Society for the encouragement of Arts, Manufactures and Commerce, (2015, 22 December). 'Easier said than done –Why we struggle with healthy behaviours and what to do about it'. Retrieved on 12 July 2018 from www.thersa.org/discover/publications-and-articles/reports/easier-said-than-done

^{xxvi} Dai, H., Milkman, K.L., & Riis, J. (2014). 'The fresh start effect: Temporal landmarks motivate aspirational behaviour'. Management Science, 60(10), 2563-2582

^{xxvii} Year 2016/17 55 per cent hands up survey in schools from Southwark Council (2018), 'Southwark Transport Plan Annual Monitoring Report 2016-17'. London, UK: Southwark Council. Available at www.southwark.gov.uk/transport-and-roads/transport-planning?chapter=2

^{xxviii} London Sport (2017). 'Physical Activity and Sport borough profile 2017'. London, UK: London Sport. Retrieved on 2 May 2018 from <https://data.londonsport.org/dataset/borough-physical-activity-and-sport-profiles-2017>

^{xxix} Sport England (2017), 'Active Lives Survey 2015-16 – Year 1 Report'. Retrieved 2 May 2018 from www.sportengland.org/media/11498/active-lives-survey-yr-1-report.pdf

^{xxx}ⁱ https://consult.defra.gov.uk/airquality/brake-tyre-and-road-surface-wear/user_uploads/air-quality-road-surface-wear-call-for-evidence.pdf

^{xxx}ⁱⁱ TfL (2014) *Rethinking Freight*

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^{xxx}^{iv} More information on the project can be found at www.magic-air.uk/attorneys.html

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

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

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