

Movement Plan

Monitoring report

February 2022

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Executive summary

This monitoring report assesses the delivery of the Movement Plan since its adoption in 2019 to date, it outlines the council's progress against the targets set in the Movement Plan and summarises what we have delivered. The report covers the period of the transport emergency created by the Covid-19 pandemic. This plan thus covers a period of considerable travel changes due to the response by Government, Southwark Council, residents, businesses, and visitors.

This report first outlines the context of the Covid-19 pandemic with profound changes seen in the way business are run, people travel, work and live and it is even challenging the Government's funding and running of public transport. The current reduction in public transport passengers and the corresponding return of driving to close to pre-pandemic levels have obscured many of the transport improvements that have been achieved by home working and our street space measures.

The summary below contains tables of the targets and indicators that have been set out in the Movement Plan for each section (People, Place, Experience) and for each mission an explanation is provided of what we have achieved for the proposed actions.

Tracking our progress

The Movement Plan was adopted in 2019, however certain datasets are not published each year and for some, the latest data available are for 2018. This report contains the most up to date data available at the time of writing, and the baseline used is the data published in the last Transport Plan 2011 monitoring report (2017/18) where indicators were similar. However, to show trends over time some data are published starting from 2015. Some data is missing at the time of writing because it is not available yet.

PEOPLE 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
	Active travel is mainly steady around 77% which is below the 80% target for 2021, However there has been an increase in cycling and a slight reduction in driving mode share. There has been a slight decrease in children walking to school but a slight increase in public transport use.	There is a slight increase in healthy life expectancy for men and a decrease for females both at 64. Anxiety score is increasing to 29% and people with low happiness score is steady at about 8%. Children with emotional disorders decreased in 2017/18 to rise again to 36% in 2019/20.	Adults doing recommended active travel a day are increasing at 45% towards the 47% target for 2021. Percentage of overweight children and adults are quite steady at 42% and 50% which is very high.

PLACE We monitor	How people feel about their local space and how easy it is to walk and cycle	How many people own cars and how often they are used	Use and vibrancy of our town centres and bushiness	Streets in good condition
Our Target	Everyone to feel satisfied with their local area as a place to live	Reduce overall traffic levels	10% reduction in number of freight vehicles crossing into central London in the morning peak.	Maintain 95% of principal road length in good condition
	The proportion of Southwark Residents living within 400m of the strategic cycle network is positively increasing from 18% in 2018 to 49% in 2021 working towards 60%. We do not have trend data for the other metrics.	The annual vehicle kilometres observed in 2018 (684 millions) are below the 2021 target of 696 millions. The number of cars owned is steady and still above the 57,100 2021 target with 58,574 vehicles registered in Southwark in 2020.	There has been a 3% reduction of freight in Central London in 2019/20 and 21% reduction in 2020/21. However, this might reflect the pandemic situation. Data for the other local economy indicators are not available at the time of writing	The proportion of principal road length in poor condition has increased to 11% which bring it to 89% below the 95% target. The emergency hospital admissions due to falls in people over 65 is in slight decline with 2,300 in 2019/20.

EXPERIENCE We monitor	People's 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
	The average bus speed has increased in 202/21 at 8.6 mph above the 8.2 mph target for 2021. Station usage had dramatically dropped. Both results are influenced by the lockdowns.	Killed and seriously injured casualties have decreased in 2020 to 136 and are on trajectory for the 90 target for 2022. **awaiting data on crime**	The difference between total public transport network journey time and total step-free public transport network is steady over the years.	All emissions (CO2, NOx, PM10, PM2.5) have decreased with latest data on 2019 and are on trajectory to reach 2021 targets.

What we have delivered

During the last two years Southwark has delivered an unprecedented number of measures of all types; spanning walking, cycling, traffic reduction, public space, social distancing and engagement activities. Initial results from these measures are very promising:

- Walking increased significantly in the Faraday ward between October 2020 and October 2021 following the introduction of the experimental Walworth Road measures.
- Cycling doubled in the Dulwich area following the traffic reduction and school's measures and by an even greater quantum on the northern arm of Champion Hill.
- The largest reduction in vehicles occurred in the Dulwich area following the package of traffic reduction and modal change measures.
- The greatest health benefits occurred in the Walworth Road area following its comprehensive transformation. This was due to fewer vehicles and less air pollution in the area, combined with improved traffic flow on the Walworth Road, which created quieter and calmer streets that encouraged more active travel to schools, the high street, and local spaces.
- The benefits to businesses can be seen from the better public realm created in Bermondsey Street with more space for walking and cycling. This short traffic closure has transformed the area by reducing vehicles creating a calmer street where it is easier to walk, chat and cycle, with less air and noise pollution and a small new public space.
- A scheme that received widespread support from the local community was Brunswick Park. It has benefited residents and children by closing through roads to create calmer streets with more socially distanced space.
- The council achieved its highest ever level of engagement to deliver these improvements. With the council attending 764 organised meetings and receiving 11,224 consultation responses, which excluded the Clearview surveys for the three large Guy's and St Thomas' schemes, responses to TMO adverts and call-in periods.



Source: Southwark Council

Monitoring the Movement Plan

The Movement Plan Monitoring Report monitors the delivery of the Movement Plan and our work towards achieving our missions, targets and outputs. This report also includes parking and funding data.

The Movement Plan sets out our approach to improve peoples' experience of travel to, within and around the borough. The plan puts 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.

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.

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. 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 opportunities and to address challenges.

This Monitoring Plan identifies the progress that has been made to achieving these aims, as well as possible reasons to explain the data that has been observed.



Figure 1, Movement Plan missions

The pandemic context

The pandemic and the national response have caused significant changes to travel in London, as well as placing great stress on our streets, transport facilities and services, highlighting various weaknesses. This section uses recent TfL Travel in London reports to provide an assessment of how the lockdowns have affected people, travel, and modes.

How Covid-19 affected people, their travel and modes

Covid-19 has created profound changes in the way people, businesses and visitors travel, work and live and is even challenging the Government's funding and running of public transport.

Covid-19 caused the Government to introduce three lockdowns and restrictions from 2020 to 2022. During these lockdowns the Government instructed everyone in England to work from home, if possible, with schools and non-essential shops being closed for similar periods of time. The need to travel reduced and so in 2020, it is estimated that 20.3 million trips were made on an average day in London. This compares to 27.0 million in 2019, a nominal reduction of 24.8%. The overall active, efficient, and sustainable mode share for travel in 2020 is estimated at 58.3%, compared to 63.2% in 2019.¹

The immediate pandemic impact from March 2020 is clearly visible in trends. At the low point, London Underground demand was just 4% of normal. Bus demand fell to 16% of normal. Major road traffic, however, was relatively more resilient, falling to 47% of normal. Successive easing of restrictions over recent months were reflected in increasing demand for all three modes, albeit at different rates and to different extents. By November 2021, the demand for public transport overall was around 70% of pre-pandemic levels. On London Underground, the weekly average demand was typically over 65% of pre-pandemic demand. Average weekly bus demand stood at over 75%. Road traffic on London's major roads was typically 95% of pre-pandemic levels. Weekend travel has recovered more strongly than weekdays, with Saturday totals typically achieving 73% of the pre-pandemic demand on London Underground (83% on bus) and Sundays 71% and 80% respectively.²

There has been a relative increase in weekend cycling – typically doubling relative to pre-pandemic levels,

although with large variation, emphasising the increase in 'leisure' cycling. Weekday cycling reflects a large-scale reduction in commuter cycling, in line with other modes, excepting the strict lockdown periods, Santander Cycles (which mostly serve central and some parts of inner London) enjoyed record patronage during the pandemic and continue to see patronage above pre-pandemic levels.³



Source: <https://tfl-newsroom.prgloo.com/news/tfl-press-release-new-tfl-data-shows-significant-increase-in-walking-and-cycling-since-the-pandemic-started>

Working from home caused many people to change to either full-time or hybrid working part-time at home. This also created a big increase in freight due to more home deliveries of food, clothes, and goods. Less commuting led to far fewer public transport passengers, which caused the Government and TfL to cut train, tube, and bus services. It also caused TfL to furlough its signals team so traffic lights could not be changed. Less frequent and convenient public transport services have made it harder to commute for people doing essential jobs and for children traveling to school. Some pupils no longer have convenient public transport services to schools, causing them to be driven to other stations or even all the way, which has increased traffic. Indeed, fewer public transport services at the same price are less attractive for everyone, which could potentially create a spiral of decline.

¹ Transport for London, Travel in London Report 14, 2021

² Transport for London, Travel in London Report 14, 2021

³ Transport for London, Travel in London Report 14, 2021

More home working and less commuting also damages the economic viability of offices and many other attractions in central London like retail, theatres, and restaurants. This emphasises that greater efforts will be required to provide better quality public spaces in neighbourhoods, high streets, town, and city centres so people can confidently return to socialise and activities that make London a special place to live.

The loss of passengers was a major reason for TfL publishing its Streetspace Plan. Launched on 15 May 2020, its main concern was of a car-based recovery because even a slight modal shift would increase traffic congestion, air pollution and road danger. Thus it advocated fast-tracking the delivery of cycling and walking measures on London roads with the potential for creating a corresponding 10-fold and five-fold increase after the pandemic. It included: 101km trial cycle lanes; 89 Low Traffic Neighbourhoods; and 322 'School Streets in the whole London⁴. Subsequently, boroughs produced their own Streetspace Plans and work programmes, with Southwark's being approved by cabinet on 14 July 2020.

The Government's pandemic response to road travel was to instruct all councils to use Experimental or Temporary Traffic Orders. This flips the consultation process to test and refine measures and then consult on them as a quicker and more accurate method than imagining that a consultation plan works exactly as expected or using costly and lengthy traffic modelling. Southwark used Experimental Traffic Orders to largely accelerate its work programme as this was quick and efficient, these measures were beneficial, and it avoided spending on temporary facilities, except for social distancing.



Source: <https://www.ft.com/content/27a1b02c-3188-45ba-b903-923b5f563df2>

The equality challenge of low income poor quality environments and transport facilities

The pandemic has highlighted significant equity challenges. Certain people and places experienced greater exposure to Covid-19 and poor air quality, which resulted in them having higher rates of infection, illness, and death. These 'left behind' places typically have lower quality: buildings, streets and transport facilities, and more people on lower incomes with many jobs that involve physical contact with others. These jobs cannot be done at home and so require people to travel, and as these places have fewer transport facilities these people are more affected by reduced public transport services as they crowd onto fewer vehicles.

Typically such left behind places are post-war developments that were built with fewer and lower quality walking, cycling and public transport facilities as alternatives to driving. They were also built for higher amounts driving at faster speeds, with more road space and parking, which produces greater amounts of air pollution and road danger that reduces healthy Active Travel. These left behind places such as the Old Kent Road require greater investment to 'level them up' to provide similar facilities as occur in other neighbourhoods with healthy streets, spaces, and public transport as alternatives to driving.

Low income areas also tend to have a greater number of people in more vulnerable groups with a higher likelihood of underlying chronic health conditions. These more vulnerable groups to Covid-19 are typically the elderly, Black, Asian, and minority ethnic groups, men, and those with the following chronic health conditions: cardiovascular disease, cancer, hypertension, respiratory conditions, diabetes, and obesity. In other words, the most deprived areas contain people who are the most exposed and at risk from the worst air pollution, which is exacerbated by structural inequalities and racism in our society, the built environment, and its transport facilities.

⁴ Transport for London, Travel in London Report 14, 2021

The equity challenge for pavements and cycle lanes

Researchers at UCL⁵, in collaboration with Healthy Streets and Tranquil City, demonstrated that most pavements in London are too narrow and cluttered, with only 36% of footways being of sufficient width to allow social distancing. Southwark conducted some simple analysis to indicate which places on the highway are most likely to have congested pavements and cycle lanes that require improvements for social distancing. These places include: high density areas, high streets and town centres, transport interchanges, bridges, and tunnels, and where there are concentrations of vulnerable people; typically the young, the elderly, those on low incomes and with underlying health conditions. Please note that other movement places were not considered, such as parks and housing estates. It is worth noting that almost all the places on the highway which require social distancing are found in Rye Lane, which was closed to vehicles. Due to funding limitations Southwark was only able to reallocate road space in certain high streets and beside some schools. Therefore, in future emergency situations, more road space in more locations may have to be closed.

Social distancing measures also suddenly changed the public realm, which tended to create navigational difficulties for people with cognitive and sensory impairments. It was also more difficult for some disabled people to socially distance themselves from others due to their impairment, which required others to be more aware and to make greater efforts than usual. A common requirement from most disabled and older people is for a safe and predictable environment, and effective warning of such changes through appropriate maps, signs and barriers. Disabled people also experienced greater restrictions to using public transport during the crisis due to reduced services. There were even reports of people being refused entry to board certain trains due to the social distancing rules⁶. It should also be recognised that the crisis created much greater challenges for local authorities to rapidly redesign streets and spaces for social distancing whilst considering the needs of all those affected and especially disabled people.

In summary, there are several reasons highlighting the urgent need for the Highways department to widen and declutter constrained locations for active travel and being able to manage all items in the street. For example, high streets, town centres and transport interchanges require essential transport infrastructure of bus stops, cycle and

e-scooter parking, benches and ideally Legible London signs. All other items in the street must be carefully considered by Highways before accommodating them.

Equity, gender, long distance and local trips

Probably the biggest and most illuminating change in travel behaviour during the pandemic was the shift from commuting into central London⁶ to working from home, in what has been called a new localism. This was a change in travel behaviour from a typically male, medium income, long distance, radial commuting using vehicles at the start and end of the day to more female like patterns of many short, local trips on foot or by bicycle throughout the day due to child, family and elderly care. This local travel behaviour is also more likely to reflect that by more elderly, vulnerable and disabled people. Indeed, local travel may now represent the majority of travel behaviour in many neighbourhoods.



Source: <https://urbanhealth.org.uk/insights/reports/health-equity-lessons-from-the-covid-19-pandemic>

Working from home has caused many people to question the time and money spent on commuting, compared to a quality of life with less commuting and spending more time and money at home and in their local shops, schools, parks and community. However, the places where people are more likely to be able to work from home tend to be more affluent areas, with better streets and spaces for walking and cycling and a greater range of local facilities. This again emphasises the importance of addressing equity and for greater investment in the streets and spaces in 'left behind,' low income neighbourhoods.

⁵ <https://www.ucl.ac.uk/news/2020/may/most-london-pavements-are-not-wide-enough-social-distancing>

⁶ CfL webinar 'How can we ensure London's recovery is gender equal?' 7 July 2020.

Jobs at higher risk of COVID-19 infection are defined by the ONS Standard Occupational classification codes, with a score indicating how closely people with those jobs work to other people. The score ranges from 0 – not near people, to 100 – touching. Any occupation with a proximity score over 72 is defined here as being at-risk. The map shows the proportion of residents employed in jobs with a score over 72 and therefore at high risk.

Proportion of people in jobs at risk of Covid-19 infection

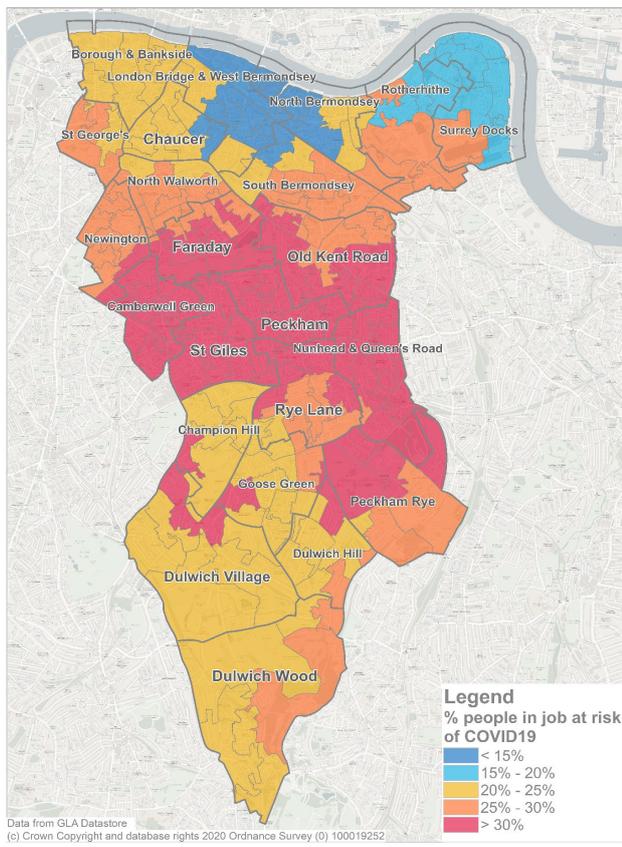


Figure 2, Map of proportion of people in jobs at risk of COVID19 from GLA datastore

This map shows the proportion of people with insecure jobs due to COVID-19. The GLA defines insecure employment as being employed in a job with a temporary contract, working through an employment agency or self-employed in Standard Occupational Classification major groups 6, 8 or 9.

Proportion of people with insecure jobs due to Covid-19

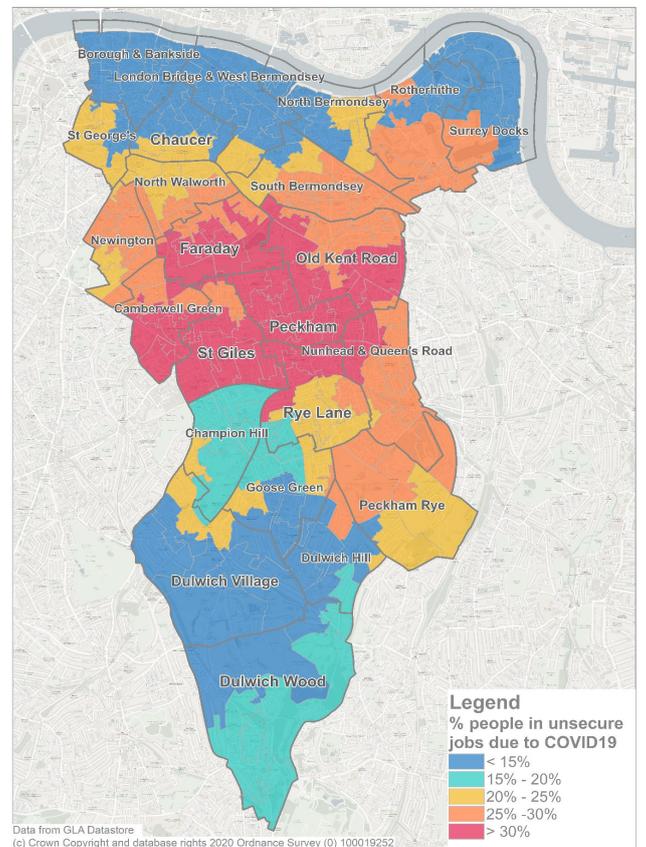


Figure 3, Map of proportion of people with insecure jobs due to COVID19 from GLA datastore

The funding challenge

The loss of passengers and hence revenue from public transport is a considerable problem for TfL because the Government funding model relies on them generating far more of their income in this way than the transport systems in other countries. This has resulted in the Government instructing TfL to spend its cash reserves of over £1bn to continue running its public transport service. The loss of TfL's cash reserves has made them, and hence boroughs, far more reliant on Government funding. This decline in passengers may have also caused the Government to restructure the railways through its review of recent timetabling problems. Changing Network Rail to Great British Railways and the train operating companies now providing a fixed price service with financial incentives to increase passenger numbers, like TfL's public transport model. However, the Government also cut Network Rail's budget by £1bn and continued with this year's rail fare rises, whilst holding down petrol tax and subsidising domestic air travel.

How the pandemic changed Southwark's transport work programme

The pandemic was an emergency that caused TfL and Southwark to rapidly accelerate and adjust their planned work programmes, through the Southwark Streetspace Plan (SSP). The SSP prioritised four main items of work: traffic reduction, increased walking and cycling, increased social distancing and travel planning.

Southwark's experimental measures during the pandemic have started to help people change their travel behaviour with monitoring often showing big increases in walking and cycling. This has been greatly helped by the council's active travel and road safety training programmes. During the early part of the pandemic unprecedented changes in people's travel behaviour occurred with much less driving creating noticeable improvements in air quality, pollution and noise.

Delivering the Movement Plan

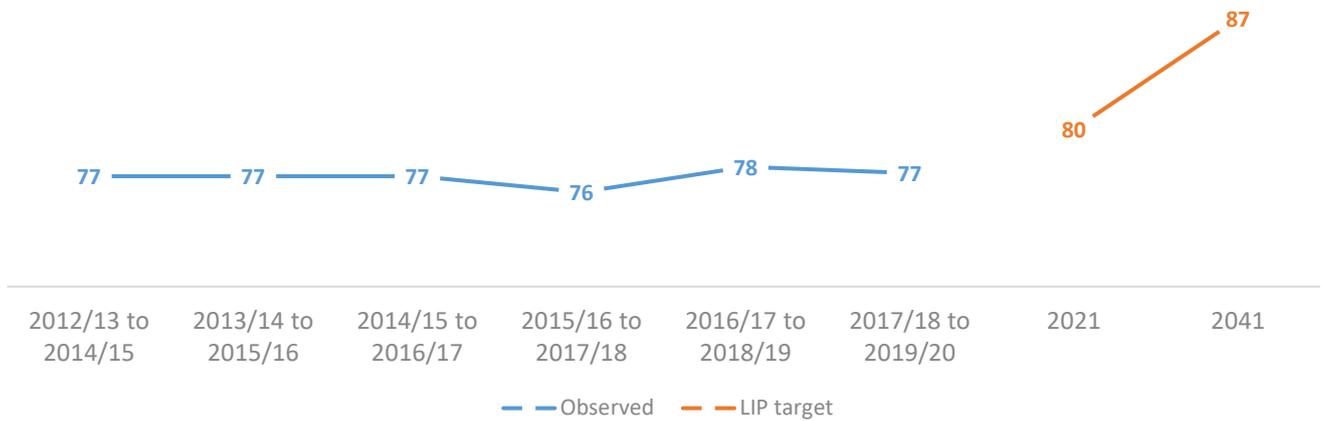
People

We monitor	1. How often people travel and what mode of transport they use
Our target	80% of people walking, cycling or taking public transport by 2041

By measuring

How residents choose to travel (walking, cycling and public transport etc.)⁷

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

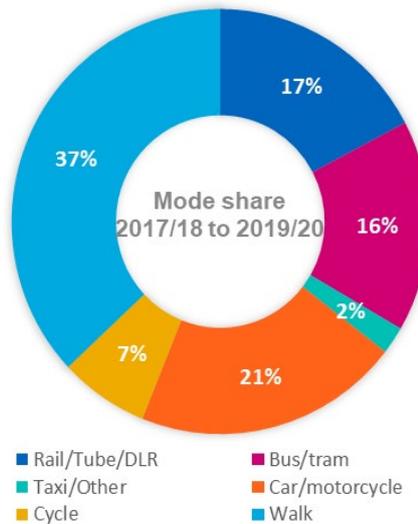
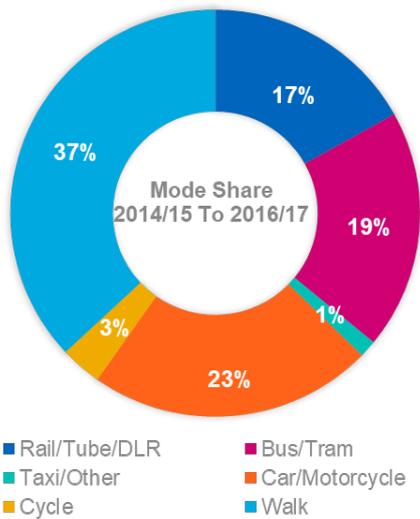


The physical activity guidance of the Chief Medical Officer states that everybody needs to be active every day in periods of ten minutes or more to reach a minimum of 150 minutes of activity per week for adults or 60 minutes of activity per day for children aged over 5 years. Active travel is the main way that Londoners, and especially the impaired, stay active and is the easiest way for people to build short periods of activity into their daily routine. Public Health England Guidance 'Everybody active, every day' shows that building activity into the daily routine through walking or cycling for travel purposes is the most effective means of achieving the recommended physical activity level for the majority of the population.⁸

⁷ Observed data - source: London Travel Demand Survey 2017/18 – 2019/20. The London Travel Demand Survey is a survey of personal travel by London residents, with 8,000 households surveyed each financial year. The survey has been carried out since 2005/06.

Trajectory data - source: TfL Strategic Models, consistent with work for the MTS Evidence Base (2018)

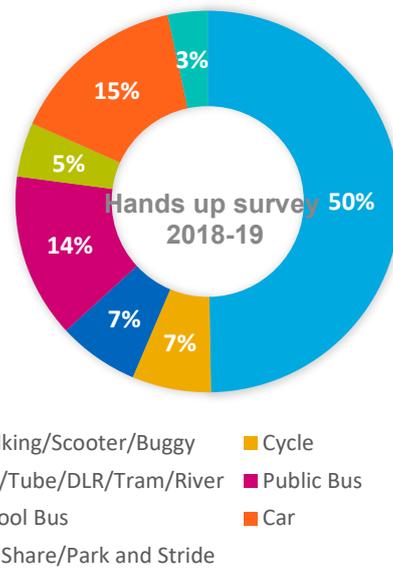
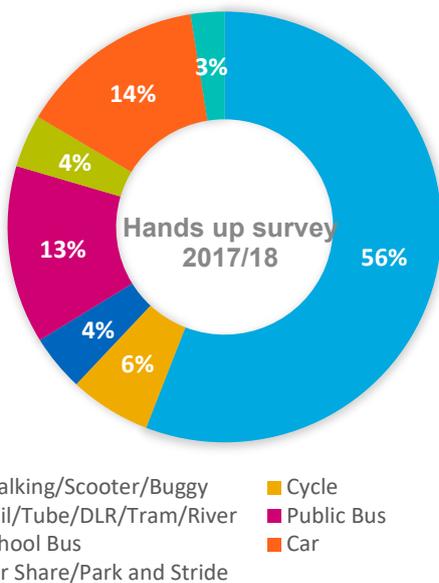
⁸ Transport for London LIP3 MTS outcomes Borough data pack – December 2021



How many trips people make and where from

Data about origin and destination of trips not available at the time of writing. Information about this indicator will be reviewed as part of the Movement Plan review.

How children travel to school⁹



No Hands Up Surveys were requested from schools during the pandemic from September 2019 to July 2020. From September 2020 to July 2021 TfL adopted an Interim Accreditation scheme for School Travel Plans again without Hands Up Surveys being required due to the pandemic. For September 2021 to July 2022, Southwark is again working with schools to submit Hands Up Surveys.

⁹ Southwark Council, Hands up Surveys

We monitor	2. How healthy people are – Mental wellbeing																		
Our target	Decrease the proportion of people experiencing mental health issues																		
<p>By measuring</p> <p>Male/ Female healthy life expectancy at birth¹⁰</p> <p style="text-align: center;">Male/ Female healthy life expectancy at birth</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Year</th> <th>Male</th> <th>Female</th> </tr> </thead> <tbody> <tr> <td>2013 - 15</td> <td>61</td> <td>60</td> </tr> <tr> <td>2014 - 16</td> <td>61</td> <td>63</td> </tr> <tr> <td>2015 - 17</td> <td>62</td> <td>71</td> </tr> <tr> <td>2016 - 18</td> <td>63</td> <td>66</td> </tr> <tr> <td>2017 - 19</td> <td>64</td> <td>64</td> </tr> </tbody> </table>		Year	Male	Female	2013 - 15	61	60	2014 - 16	61	63	2015 - 17	62	71	2016 - 18	63	66	2017 - 19	64	64
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2017 - 19	64	64																	

¹⁰ Source: Public Health Outcomes Framework (Original source: <https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/healthandlifeexpectancies/datasets/lifeexpectancyestimatesallagesuk>)

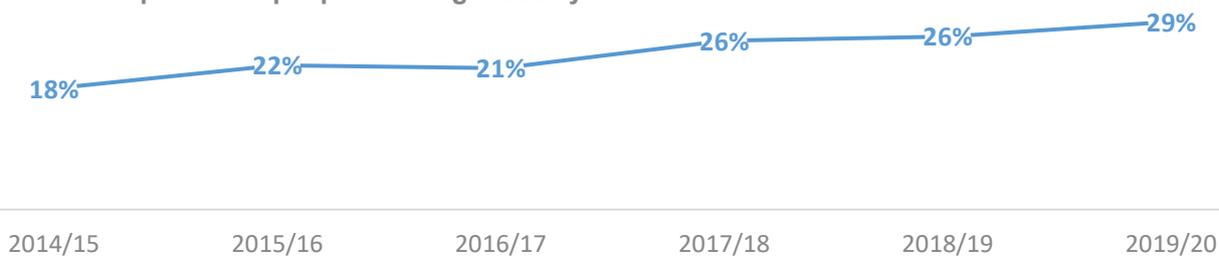
Proportion of 5-16 year olds with emotional disorders¹¹

% of looked after children whose emotional wellbeing is a cause of concern



Proportion of people with self-reported high anxiety score¹²

Proportion of people with high anxiety score



Proportion of people with a low happiness score¹³

Proportion of people with a low happiness score



Proportion of people who feel able to participate in cultural activities

According to the GLA Survey of Londoners 2018-19¹⁴ 68% of respondents participated in formal culture and events. That is going to the cinema, visiting museums/galleries, going to the theatre/music concerts or attending local community festivals and events. There is no baseline data available on the GLA website.

¹¹ Source: Public Health Outcomes Framework (Original Source: Department of Education)

We monitor	3. How healthy people are – Physical wellbeing
Our target	Decrease the proportion of residents who are overweight and inactive

By measuring

How much active travel Southwark residents do a day

Measure: Londoners to do at least the 20 minutes of active travel they need to stay healthy each day by 2041.

Metric: LTDS borough residents. Proportion of London residents doing at least two x 10 minutes of active travel a day (or a single block of 20 minutes or more).

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



The physical activity guidance of the Chief Medical Officer states that everybody needs to be active every day in periods of ten minutes or more to reach a minimum of 150 minutes of activity per week for adults or 60 minutes of activity per day for children aged over 5 years. Active travel is the main way that Londoners stay active and is the easiest way for people to build short periods of activity into their daily routine. Public Health England Guidance ‘Everybody active, every day’ shows that building activity into the daily routine through walking or cycling for travel purposes is the most effective means of achieving the recommended physical activity level for the majority of the population.¹⁵

¹² Source: Public Health Outcomes Framework (Original Source: Annual Population Survey (APS); Office for National Statistics (ONS).)

¹³ Source: Public Health Outcomes Framework (Original Source: Annual Population Survey (APS); Office for National Statistics (ONS).)

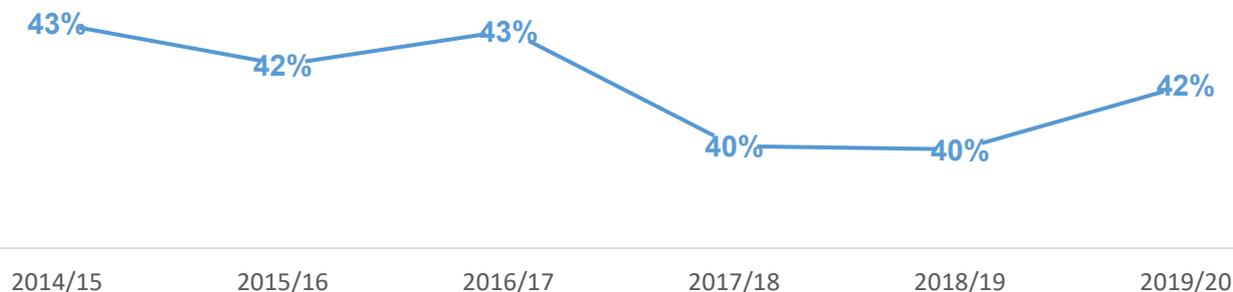
*2018/19 Value cannot be calculated as number of cases are too small

¹⁴ <https://data.london.gov.uk/dataset/survey-of-londoners-headline-findings>

¹⁵ Transport for London LIP3 MTS outcomes Borough data pack – December 2021

Children's excess weight trends (4-5 years old and 10-11 years old)¹⁶

Reception: Prevalence of overweight (including obesity)

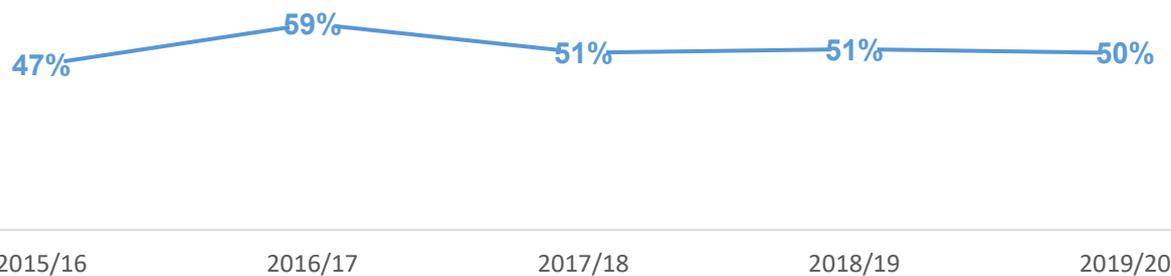


Year 6: Prevalence of overweight (including obesity)



Proportion of overweight or obese adults¹⁷

Proportion of adults classified as overweight or obese



¹⁶ Source: Public Health Outcomes Framework (Original Source: NHS Digital, National Child Measurement Programme)

¹⁷ Source: Public Health Outcomes Framework (Original Source: Public Health England (based on Active Lives survey, Sport England)).

M1 Our equity framework

What we have delivered

Equity framework

The Movement Plan equity framework comprises of six indicators that were identified through collaborative work with the Centre for London. Since the adoption of the Movement Plan, we have further developed our equity framework using specific metrics to help evaluate travel from an equity centred approach. Data from national, regional and local authority statistics was selected if it were available in smaller geographic units (LSOA) than the whole borough so that different areas could be compared. The aim is to update this data (detailed below) annually.



Figure 4, Equity Frameworks metrics

We mapped (using the above metrics) different equity indicators to identify the areas in greatest need in the borough. This produced the composite map of 'priority areas' on the left. It shows which areas in the borough are in greatest need to help prioritise transport schemes. This priority map uses data from indicators for affordability, health, air quality and safety. Connectivity and accessibility are assessed separately.

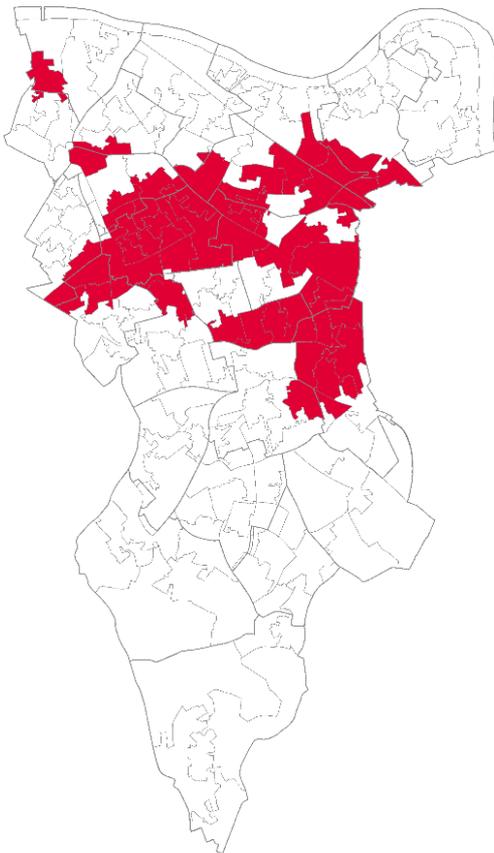


Figure 6, Equity Framework priority areas

Southwark uses the equity framework, alongside more traditional tools such as road safety audits, EqIAs and TfL Healthy Streets checklist, to ensure we take into account a broader range of criteria to improve movement for those areas in the greatest need of investment and improvement. Thus we have devised an equity 'heatmap' which allows a scheme to be scored at its inception to help prioritise it and add weight to TfL funding bids.



Further work to deliver Mission 1

Figure 5, Example of Equity Framework heatmap

- Officers have taken part in Disability Equality training, which is rooted in the Social Model of Disability which states that people are disabled by barriers in society, not by their impairment.
- Provided on demand, an independent training bus programme for young people and adults with learning difficulties. Currently, most of the schools are doing their training independently. Southwark Council works in partnership with Arriva, Metropolitan Police, TfL Travel Mentoring Service, Revenue Protection and Tesco to provide this training throughout the year.
- An ethnographic research project into 'Movement and Disabilities' has commenced. This in-depth piece of work aims to understand and identify the barriers impacting the mobility of different people moving across the borough. The research will incorporate the experiences of people with a broad range of mobility and access requirements.
- The scheme design process also includes an equality impact assessment. This considers the likely impact on different groups to limit the impact on protected characteristics including race, disability and gender.

M2 For movement to benefit mental wellbeing

What we have delivered

Action 1: Reduce noise pollution

- **Considerate constructors scheme.** Southwark is a client partner of the Considerate Constructors Scheme which is an industry leadership group that encourages the continuous improvement of construction practices. Partners are required to register construction projects through to completion and review performance of contractors and suppliers against the code of considerate practice framework.
- **Road closure work.** The work to create better walking and cycling routes by closing roads creates quieter streets by reducing the noise from motor vehicles.

Action 2: Create simple and clear streets

- Maintenance programme.
- **Highways measures.** Intrinsic to all highway improvement measures is to simplify streets to create more space for walking and cycling and to provide simpler and tidier layouts.

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

- **Low Line study.** Advised Team London Bridge, Better Bankside and the Blue to help them develop the Low Line study to provide feasible measures. With interventions under development at Bermondsey Street / Crucifix Lane junction
- **Mermaid Court.** Worked with Better Bankside and the London Art Academy to investigate the feasibility of closing this medieval lane to motor traffic and converting it to a space with things to see and do.

M3 For movement to benefit physical wellbeing

What we have delivered

Action 4: Deliver infrastructure to support active travel

- **Cycleway 4 - TfL.** Supported TfL to help design and deliver this complex scheme on a major transport corridor. Including helping to install cycle hire docking sites along the route.



Source: TfL

- **Lower Road - TfL.** Submitted finalised designs to TfL for their modelling, approval, funding, and soon their implementation.
- **Cycleway 7 (Southwark Bridge Road).** Designed and installed light segregation during the pandemic. Then developed more permanent measures that coordinated with and enhanced the new Blackfriars Low Traffic Neighbourhood.

Source: Southwark Council

- **Cycleway 14 (Meymott Street).** Completed a missing link in the cycle network to connect the Southwark network with Lambeth's.
- **Cycleway 14 (Druid Street).** Liaising with residents to design an extension of Quietway 14 along part of Druid Street. To reduce traffic, improve pedestrian and cyclist's safety and help regenerate part of the Low Line.
- **Cycleway 11.** Worked with Impact on Urban Health and Lambeth to investigate how to better sign the cycle route between the hospitals in both boroughs.



- **Tabard Street.** Investigating improvements to the pedestrian and cycle crossing over Long Lane and updating the public space beside St George the Martyr church to accommodate the growth in pedestrians, cyclists and market activity.
- **Southwark Cycle Spine.** Improving a number of streets along the route. Working with TfL to provide a new signal phase for cyclists from Kelly Avenue across Peckham Road. Early scoping by consultants for different routes in the Burgess Park area.



Source: Southwark Council

- **Cycle hangar programme.** Southwark has accelerated its cycle hangar programme as it aims to double them to 500 by the end of the financial year (April 2022) to provide 3,000 bicycle parking spaces. To move the council closer to the 4,026 requests (as of December 2021) for cycle hangars on Southwark's Commonplace website.

Action 5: Enable people to get active

- **Accessible Cycle Tool (ACT).** Southwark is pioneering this new tool through Wheels for Wellbeing. To maximise the benefits of our fast expanding cycle network by reviewing existing cycle routes to ensure that every type of bicycle and cyclists can use them (e.g., accessible, family and cargo bikes). To make Southwark a more inclusive and accessible cycle borough to a greater number of people.
- Enabling more people to be active through all our work on pedestrian, cycle, and foot scooter training; Schools Streets; cycle infrastructure work and by creating Low Traffic Neighbourhoods.

Action 6: Enable people to stay active

Daily mile. Encouraging children and families to do 15 minutes of walking, jogging, or running together each day.

- **Rotherhithe to Peckham cycle route.** Refining consultant's designs of key junctions along this new route.
- **Clayton Road crossing.** Installed a safer, raised zebra crossing connecting an estate, primary school, and Rye Lane.
- **School Streets programme.** Delivered improvements outside 41 schools across the borough, including 24 timed or permanent road closures and 19 footway widenings.
- **Peddle my Wheels.** Supported this Southwark business that encourages cycling by lending bikes to residents who can later buy them.
- **Cycle Hire expansion.** Funding and working with TfL to identify the best locations for new Cycle Hire sites between Cycleway 4 and Quietway 1 to maximise their use. Then assisting TfL with planning applications and installing them.

Place

We monitor	How people feel about their local space and how easy it is to walk and cycle
Our Target	Everyone to feel satisfied with their local area as a place to live

By measuring

Proportion of Southwark residents living within 400m of the London-wide strategic cycle network¹⁸

Proportion of Southwark residents living within 400m of the London-wide strategic cycle network



The Strategic Cycle Network is currently comprised of routes delivered (completed or awaiting wayfinding) through four cycle programmes: Cycle Superhighways, Central London Grid, Quietways and Mini-Hollands. To identify the number of residents living with 400m of our cycle network the borough’s population has been disaggregated to unit postcode level and weighted by the number of domestic addresses recorded against each postcode to give a better geographic distribution of the population.¹⁹

Proportion of adults who feel satisfied with their local area as a place to live

Data about this indicator is not available at the time of writing. Information about this indicator will be reviewed as part of the Movement Plan review.

Proportion of adults who have formally and/or informally volunteered in the last year

According to the GLA survey of Londoners 2018-19²⁰ **30%** of respondents in Southwark and Lambeth participated in **formal volunteering** (respondents were asked 'In the last 12 months, have you done any forms of voluntary work?') and **52% in informal volunteering** (respondents were asked 'In the last 12 months, have you given any unpaid help to a person, such as a friend, a neighbour or anybody else who is not a family member?').

Healthy Street Checklist scores²¹

Healthy Street Checklist scores have been performed for individual schemes and there is no borough wide data at the time of writing.

¹⁸ Observed data - source: map maintained by TfL Strategic Analysis and available on TfL’s Surface Playbook in the Cycling Information map. *2020 data is up to November 2020 and includes temporary routes as part of the Streetspace for London Plan.

Trajectory data - source: Strategic Cycling Analysis

¹⁹ Transport for London LIP3 MTS outcomes Borough data pack – December 2021

²⁰ <https://data.london.gov.uk/dataset/survey-of-londoners-headline-findings>

²¹ <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/healthy-streets>

We monitor	1. How many people own cars and how often they are used
Our Target	Reduce overall traffic levels

By measuring

Annual vehicle kilometres (millions)²²

Annual vehicle kilometres (millions)



The Department for Transport (DfT) traffic statistics estimates each year in Great Britain the vehicle kilometres travelled by vehicle type, road category and region. Final annual road traffic estimates are mainly based on about 10,000 manual counts, which are combined with ATC data and road lengths to produce overall estimates. Traffic estimates for major roads are based on a census, whereas traffic estimates for minor roads are estimated by calculating growth rates from a fixed sample of count points on the minor road network.²³

Number of cars owned.²⁴

Number of cars owned



²² Observed data - source: Department for Transport road traffic statistics. *2019 - 2020 figures have not been provided as they are pending further investigation with the DfT, due to revisions to the series following the minor road traffic benchmarking exercise undertaken in 2019
Trajectory data - source: TfL Strategic Models, consistent with work for the MTS Evidence Base (2018)

²³ Transport for London LIP3 MTS outcomes Borough data pack – December 2021

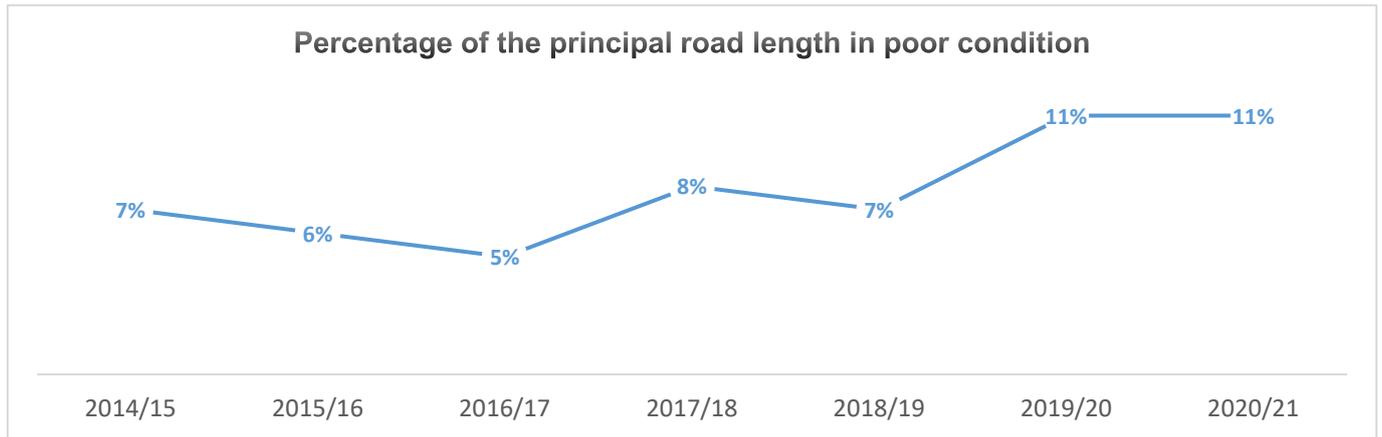
²⁴ Observed data - source: Number of licensed vehicles, all PLG (Private or Light Goods Vehicles) TfL PCOC model
Source: Department for Transport

We monitor	2. Use and vibrancy of our town centres and bushiness
Our Target	10% reduction in number of freight vehicles crossing into central London in the morning peak.
<p style="text-align: center;">By measuring</p> <p>Vacancy rates for offices and retail space Vacancy rates for shops in Southwark High Streets was 10% in December 2020. Data about trends is not available at the time of writing. Information about this indicator will be reviewed as part of the Movement Plan review.</p> <p>Birth and death of new enterprises Data about this indicator is not available at the time of writing. Information about this indicator will be reviewed as part of the Movement Plan review.</p> <p>Proportion of affordable workspace Data about this indicator is not available at the time of writing. Information about this indicator will be reviewed as part of the Movement Plan review.</p>	

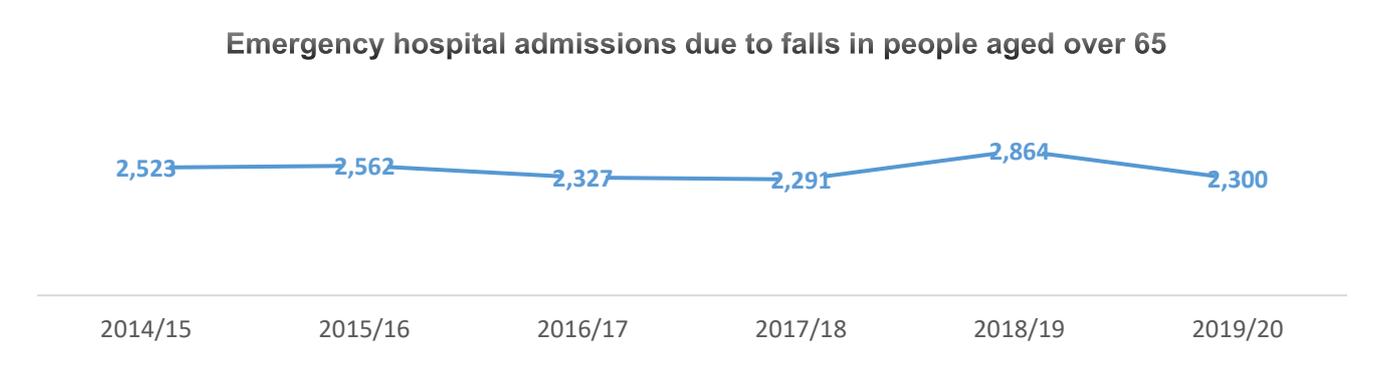
We monitor	3. Streets in good condition
Our Target	Maintain 95% of principal road length in good condition

By measuring

Principal road length in poor condition²⁵



Emergency hospital admissions due to falls in people aged 65 and over²⁶



²⁵ Southwark Council, State of the City and Whole Government Accounting reports

²⁶ Source: Hospital Episode Statistics (HES), NHS Digital for the respective financial year, England. Hospital Episode Statistics (HES) Copyright © 2020, Re-used with the permission of NHS Digital. All rights reserved. Local Authority estimates of resident population, Office for National Statistics (ONS) Unrounded mid-year population estimates produced by ONS and supplied to the Public Health England

M4 Reduce traffic

What we have delivered

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

— Since 2018 Southwark implemented **six new Controlled Parking Zones (CPZs)**: Thorburn Square (TS) and Dog Kennel Hill (Q) in 2018; North Peckham (R) in 2019; Peckham West, South East Bermondsey (SEB) and East Dulwich (ED) in 2020. Currently the total number of zones in the borough is 30 which has increased its coverage of the borough from about 50% to 59%. Some zones have been reviewed with an extension of hours (such as zone G – Bermondsey) and a new zone in Rotherhithe is being implemented after consultation in 2019. The council consulted on creating the Old Kent Road zone and the Trafalgar Zone extension in 2021.

- Car club model changes. The council continues to provide residents with a choice of three car club companies that offer vehicles that return to their parking space, to park in a few streets in a neighbourhood, or anywhere in the borough. Planning for next contract to offer greater services and efficiencies.
- Enabled alternative modes to driving by funding Cycle Hire expansion and trialing E-scooters in the borough.

Controlled Parking Zones

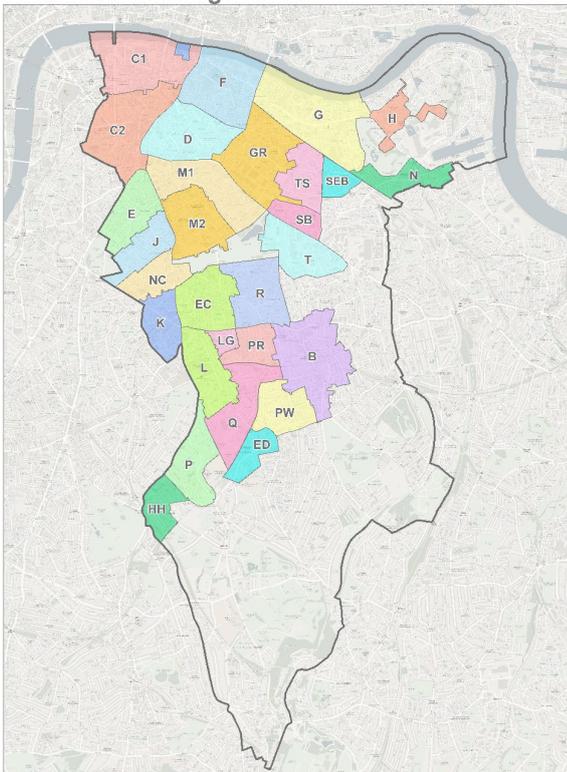
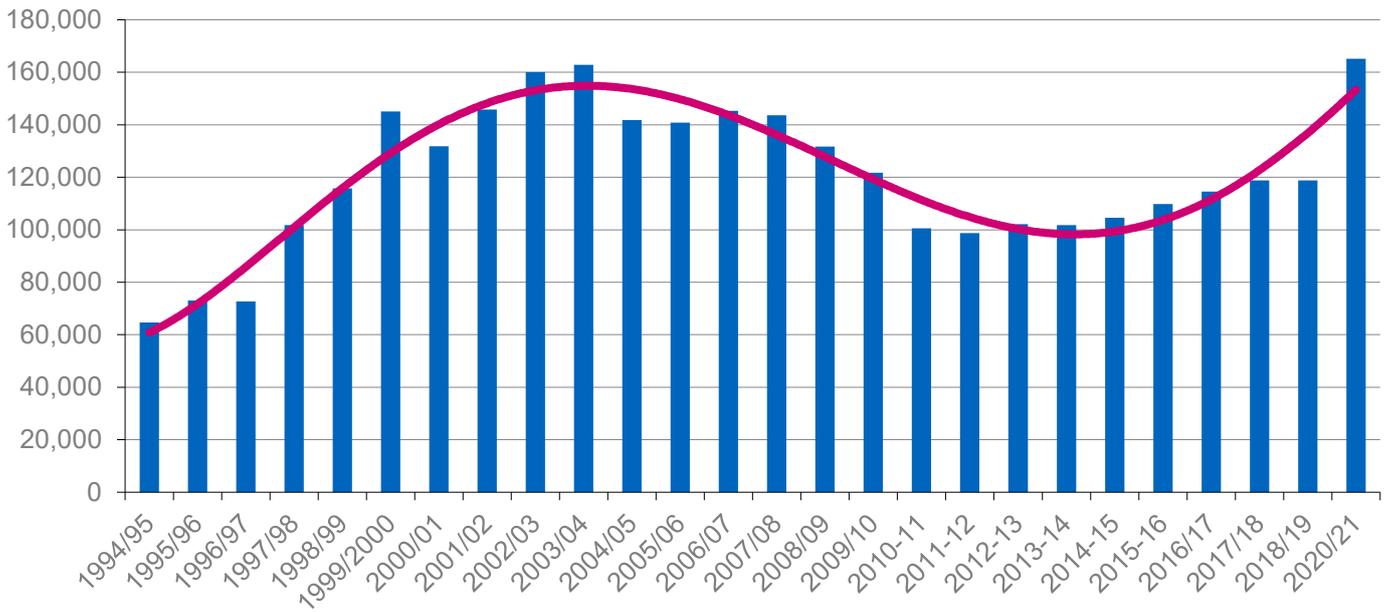


Figure 7, Operational controlled parking zones

Parking report

Parking controls are required to allocate space fairly and are an important traffic flow and demand management tool, improving safety, accessibility, servicing, and ensuring appropriate use of the highway network. Enforcement activity aims to keep traffic moving, minimise obstructions, safety hazards and encourage compliance with the regulations. 2020/21 represented the 26th year of decriminalised parking and traffic enforcement in Southwark

Figure 8, 1994/5 to 2020/21 26 years of decriminalised parking & traffic enforcement in Southwark



Penalty Charge Notices

Total penalty charges notices

Figure 9, Penalty Charge Notices Issued

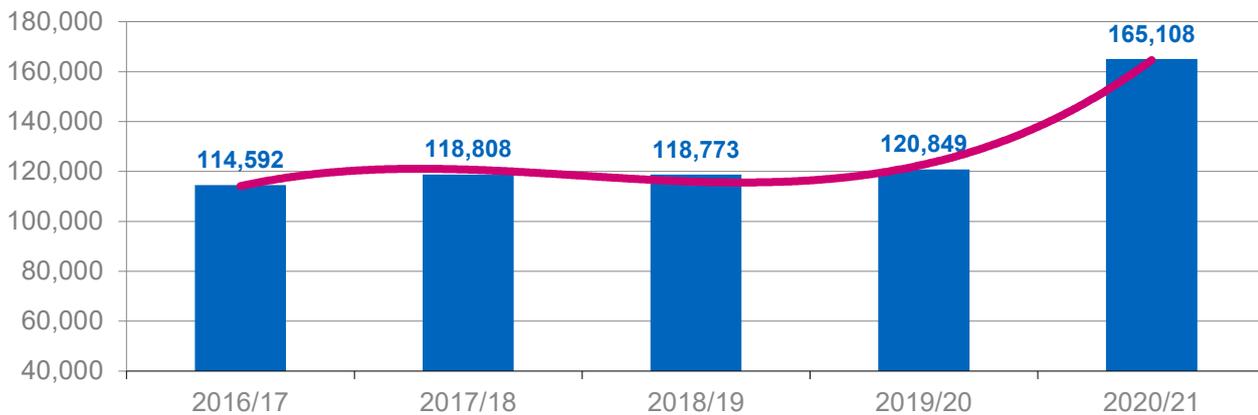


Figure 10, PCNs contravention by location

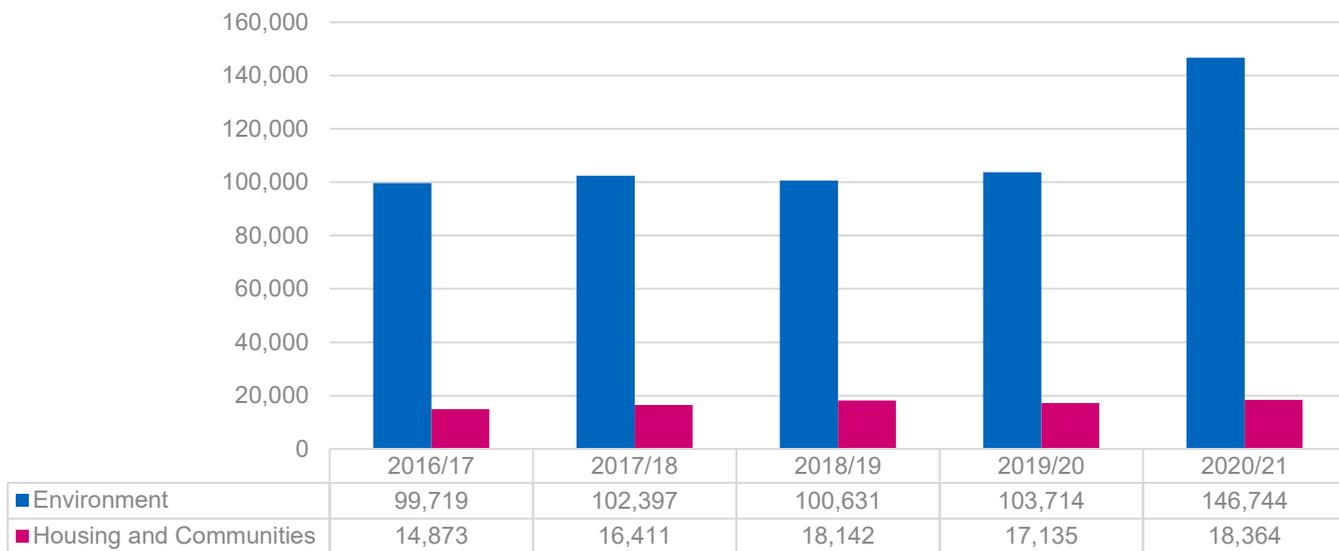


Figure 11, PCNs by charge band

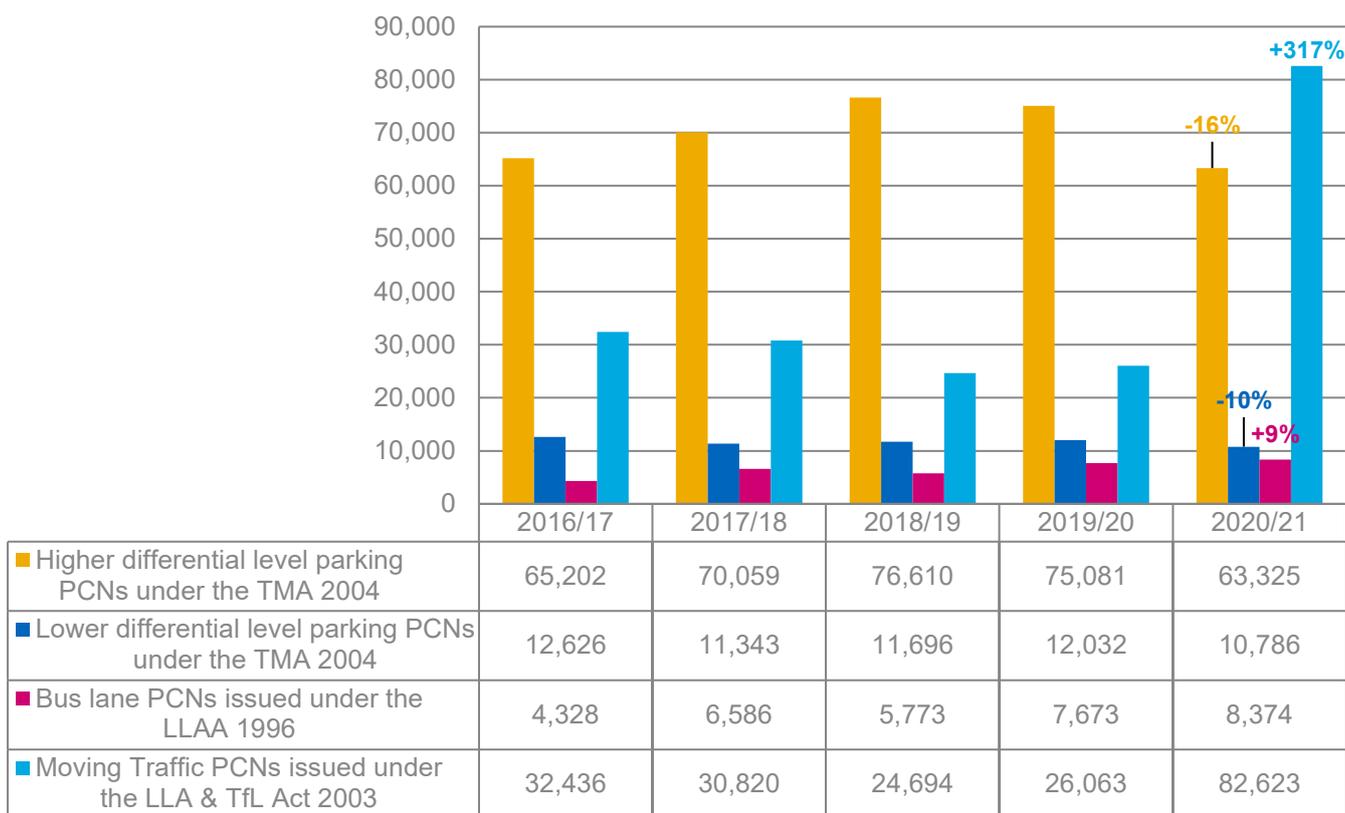


Figure 12, PCNs by contravention type

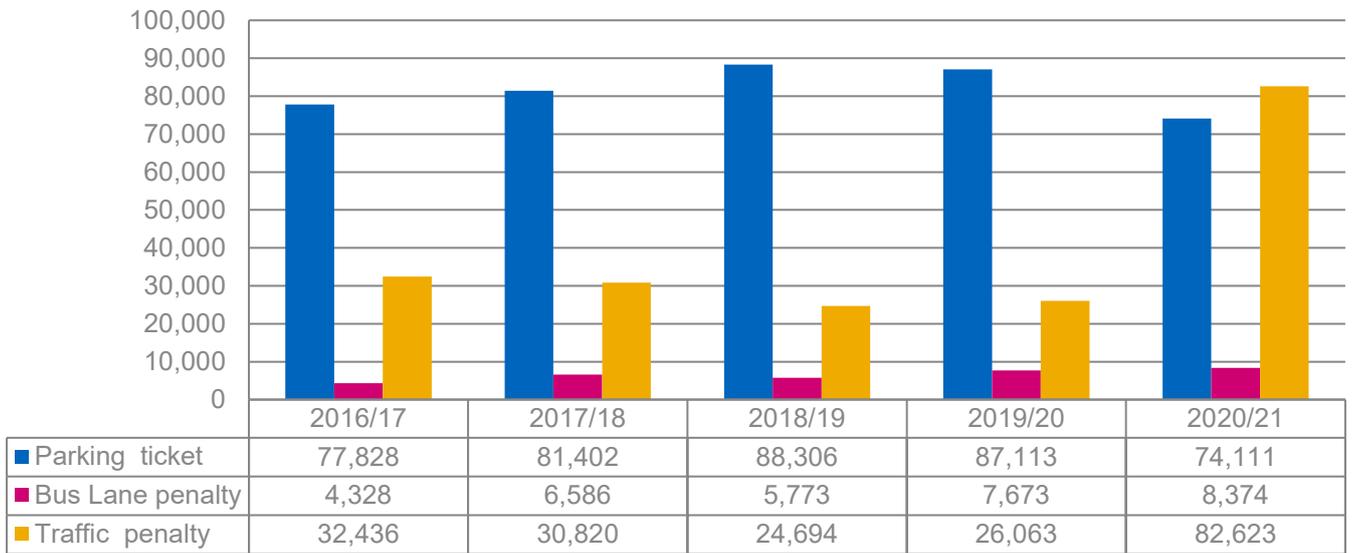


Figure 13, Number of PCNs issued by source

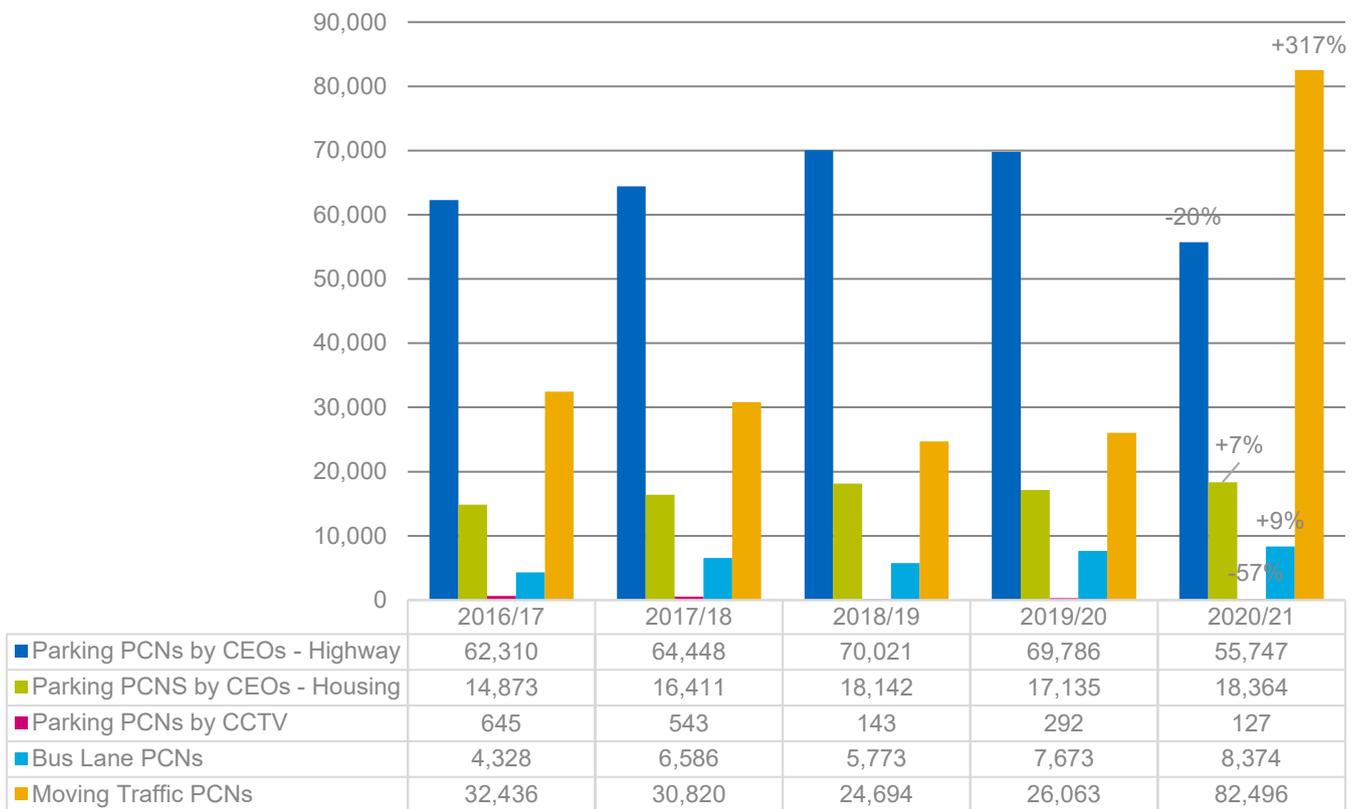


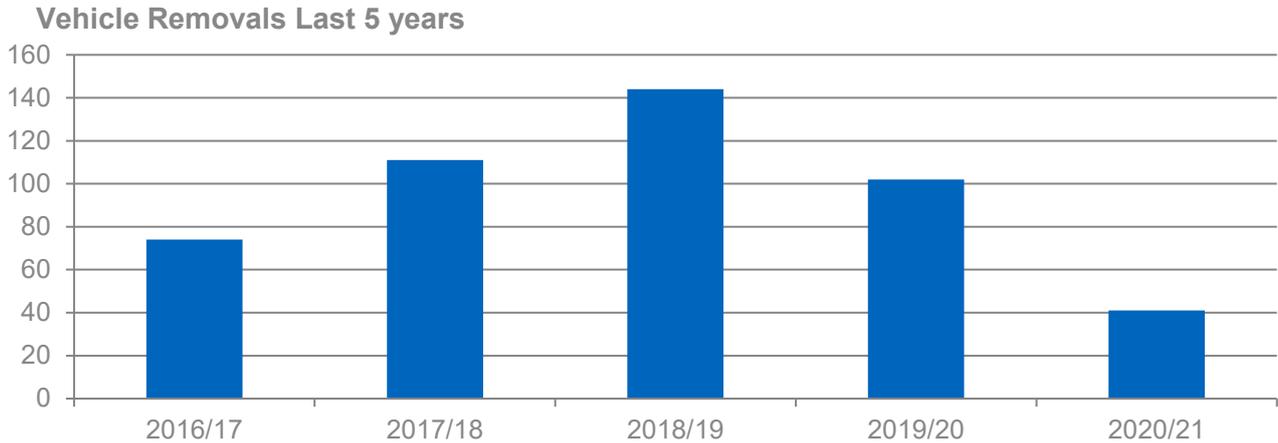
Table 1. Penalty Charge Notices outcomes for the last five financial years

	2016/17		2017/18		2018/19		2019/20		2020/21	
Total PCNs	114,592		118,808		118,773		120,849		165,108	
Number of PCNs paid	82,514	72.0%	84,041	70.7%	86,481	72.8%	85,097	70.4%	114,753	69.5%
Number of PCNs paid at discounted rate	67,658	59.0%	70,498	59.3%	69,050	58.1%	65,506	54.2%	92,254	55.9%
Number of PCNs which have had an informal or formal representation made	23,872	20.8%	23,623	19.9%	22,536	19.0%	25,896	21.4%	33,969	20.6%
Number of PCNs which been cancelled as a result of informal or formal representation made	6,242	5.4%	6,817	5.7%	5,082	4.3%	9,749	8.1%	9,392	5.7%
Number of PCNs appealed to the parking adjudicator	638	0.6%	514	0.4%	548	0.5%	460	0.4%	560	0.3%
Number of PCNs cancelled as a result of parking adjudicator appeal	154	0.1%	116	0.1%	147	0.1%	134	0.1%	150	0.1%
Number of PCNs cancelled for other reasons	8,068	7.0%	8,325	7.0%	14,371	12.1%	6,701	5.5%	5,281	3.2%
Number of PCNs where processing has concluded	12,647	11.0%	11,687	9.8%	12,377	10.4%	23,040	19.1%	23,054	14.0%
Outstanding PCNs	4,967	4.3%	7822	6.6%	740	0.6%	92	0%	16,442	10%

Highway's removal activity

Data in figure xx clearly shows an increase in vehicles being removed in previous years, which declined from 2019/20 and during the pandemic due to the reduction in the amount of driving.

Figure 14, Vehicle removals 2016/17 to 2020/21



Funding

Like many other organisations during the pandemic, the council has been operating on reduced funding and increased costs. It continues to work hard to find smarter ways of working, but fewer resources have an impact on what can be achieved. Southwark Council's key sources of funding for the Movement Plan include TfL, planning obligations (section 106) and the council's own budget. This work includes the borough's improvement programme, major schemes, parking, maintenance, and highway asset programs. The level of charges associated with Penalty Charge Notices and clamp/removal fees are set by London Councils with the approval of the Mayor of London. These are reviewed every four years.

From April 2021 the council refined its parking charges to better identify and charge the most polluting vehicles to support the Movement Plan, our Air Quality Strategy and Action Plan and Priority 2 of our Climate Change Strategy to discourage ownership of the most polluting vehicles. By introducing a diesel surcharge of £120 per annum for all resident and business parking permits, and a 25% increase for diesel vehicles using visitor parking bays in the borough. These permits used the vehicle categories in the Ultra Low Emissions Zone (ULEZ) to identify more polluting vehicles to apply the surcharge as they do not meet Euro 6 emissions standards.

The Council has some money allocated via its capital programme but is mainly reliant on bids made to TfL for most of its highway works. The Council will, however, continue to try and identify other sources of funding from both within and outside the council, and seek greater financial efficiencies.

The tables below set out the income generated through parking services and the cost to run the service. The surplus is reinvested in the highway network with 75% of this spent on highway maintenance, and the balance spent on supporting borough wide measures including road safety.

Table 2. Income from parking last five financial years

Income	Financial year, in £000s				
	2016/17	2017/18	2018/19	2019/20	2020/21
Parking Meters/Pay and Display	3,762	3,795	4,090	4,002	3,142
Parking Permits	3,991	3,664	5,016	4,594	5,743
Off-Street Car Parks	70	68	38	126	345
Penalty Charge Notices	6,177	6,220	6,046	6,517	6,666
Bailiffs (PCN recovery)	766	763	1,150	996	953
Other income	134	482	374	399	97
Total income	14,900	14,992	16,714	16,634	16,946
Total expenditure	-8,104	-8,879	-9,689	-8,633	-9,213
Surplus	6,796	6,113	7,025	8,001	7,733

Table xx, Parking account the last five years how the surplus has been spent

Expenditure	Financial Year, in £,000				
	2016/17	2017/18	2018/19	2019/20	2020/21
Surplus	6,015	6,113	7,074	8,001	7,733
Road Safety including School Crossing Patrols	-268	-266	-277	-291	-273
Contribution to fund Highway maintenance/improvement works	-5,484	-5,847	-6,231	-7,450	-7,188
Projects in Parks					-272
Housing and Community reserve	-363	0	0	-260	0
Net	0	0	0	0	0

Table 3. Application of reserves (Environment)

Application of reserves (Environment)	2016/17	2017/18	2018/19	2019/20	2020/21
Total	-1,821	-1,821	-1,821	-1,821	-1,821
Net	-1,821	-1,821	-1,821	-1,821	-1,821

Table 4. Application of reserves (Housing and Communities)

Application of reserves (Housing and Communities)	2016/17	2017/18	2018/19	2019/20	2020/21
Total	-231	-742	-566	-1,237	-1,497
Outgoing	0	71	0	-260	0
Net	-742	-671	-1,237	-1,497	-1,497

Action 8: Use kerbside efficiently and promote less polluting vehicles

- **Real time / bookable loading bays.** A trial along the Walworth Road as part of the Low Emission Neighbourhood (LEN). To create raised, bookable loading bays that provide wider pavements most of the time, loading bays when required, and deters cars from blocking and delaying deliveries. To improve busy high streets for walking and business deliveries and reduce air pollution.
- **Lamppost charging programme.** The council has installed 267 lamppost electric vehicle charging points since 2019/20. The charging points are located across the borough ensuring broad access to charging infrastructure.

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

- **Low Traffic Neighbourhoods (LTNs).** The council followed advice from the Government and TfL to reduce the demand on our streets by creating better walking and cycling routes which in places required closing roads. The council has for many years closed roads where they are requested and supported by residents to reduce through traffic and create safe walking and cycling routes. In 2020 the council introduced 10 LTNs using Experimental Traffic Management Orders in the following areas:

- Dulwich Village, East Dulwich, Champion Hill are all now permanent measures to be implemented in mid-February.
- Walworth, Great Suffolk Street, Bermondsey Street, Faraday, Brunswick Park, North Peckham, Peckham Rye (East) are all permanent TMOS that are currently within the statutory objection period.

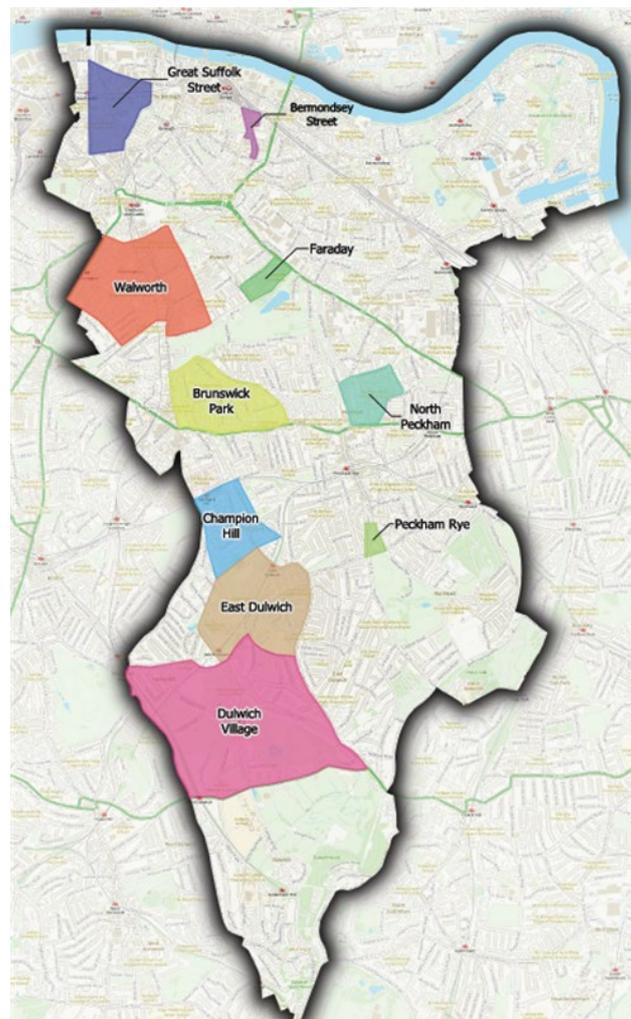


Figure 15, Low traffic neighbourhoods

- The council is monitoring these and other Streetspace schemes to see whether further refinements can be made to their design or if they create opportunities for additional measures. For example, closing a short section of **Bermondsey Street** reduced traffic, which made it easier for TfL to consider introducing a new signal phase for bicycles to complete the cycle contraflow at Crucifix Lane. This may then make it possible, later, to consider how to connect all the cycle routes at this junction.
- The council is also collaborating with Lambeth and TfL to identify cross boundary issues and work towards joined up solutions. For example, the experimental closure of The Cut enhances walking, cycling and creates an improved public realm to support the businesses here.

M5 Streets as social places

What we have delivered

Action 10: Create places that encourage a sense of belonging

- **Thriving Streets, Lower Road.** A collaborative learning project with partners across Europe funded through the URBACT programme. We engaged with the community via a Commonplace map with 324 visitors and 123 contributions from 37 respondents. We held local events in October 2020 engaging residents and businesses.
- **Bonamy and Bramcote Liveable Neighbourhood.** Awarded TfL funding before the pandemic in 2019. Consulted residents on the estate who felt that traffic could be reduced and greening increased. Includes a programme of local community projects for a school street, greening to improve air quality, improved signage, investment in Bramcote Park to renew the play spaces and tackle anti-social behaviour.
- **The Walworth Low Emission Neighbourhood (LEN).** Awarded GLA funding to reduce air pollution and in the pandemic it was included in Southwark's Streetspace programme. It aims to improve this neighbourhood by reducing through traffic from cutting across the Walworth area between the A2 Old Kent Road and the A3 Kennington Park Road. The

measures included traffic closures to help improve cycle routes, school streets, parks, simplify traffic flow along the Walworth Road, and create new public spaces.

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

- **Social distancing.** Southwark narrowed specific carriageways and closed roads to enable social distancing as it was a greater priority to keep pavements and businesses open and trading throughout the pandemic than providing for motor vehicles. Principally in Rye Lane, but also to manage certain street trading pinch points along the Walworth Road. TfL made similar changes to some of its roads to provide social distancing. Primarily widening the pavements by narrowing the carriageway along Borough High Street and the southern pavement on St Thomas Street by making this road one way westbound between London Bridge Station and Borough High Street / market. Southwark is now helping TfL to create an interim design for Borough High Street and St Thomas Street to provide comparable facilities to those they created on the other side of London Bridge in the City of London, and to cater for cyclists.

School streets programme

Southwark started to implement school streets in 2018. Most of these were introduced on a trial basis to begin with as part of an Experimental Traffic order and to later be made permanent. So far a total of 41 schools have had a school street scheme implemented which are mainly of three types:

- “Anytime closures” where the street is closed all the time
- “Timed closures” where the street is closed only at certain times of the day
- “Footway widening” where the street is still open but the footway width has been improved near the school.

Currently in the borough there are 4 “anytime closures” (1 permanent and 3 experimental); 20 timed closures (5 permanent and 15 experimental) and 19 experimental foot widening.



Councillors and the head teacher Mr Bardouille joined pupils of Albion Primary school for pedestrian training.

M6 Support business to prosper

What we have delivered

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

- **Grove Lane.** Created a better public realm in natural paving materials to support businesses by encouraging walking. It included a new cycle contraflow to create a safer and quicker quietway so cyclists can avoid the very busy and large TfL junction in the middle of Camberwell.



Source: Southwark Council

- **Bermondsey Street.** For many years residents have requested less traffic and better walking and cycling facilities on Bermondsey Street. The council commissioned a consultant's report and then the community a Sustrans study. Both reports proposed closing a short stretch in the middle of Bermondsey Street to motor vehicles. The experimental closure reduced traffic, air pollution and noise on four of the five streets here, making it a more attractive town centre for walking and cycling.
- **Bermondsey Street signals - TfL.** Closing a small part of Bermondsey Street has greatly reduced traffic making it easier for TfL to complete the contraflow by introducing a new signal for cyclists at the Crucifix

Lane junction. This traffic reduction in Bermondsey Street also allows officers to discuss with TfL further ideas to remove the signals (as done in other boroughs) to connect the cycle routes in Snowsfields and St Thomas Street. By converting this to a simple crossroads junction without any red signals this would improve movement for all modes in this town centre.

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

- **Peckham Station Square.** Delivering a new public space between the train station and Rye Lane by resolving movement, maintenance and anti-social behaviour issues.
- **Rye Lane.** Investigating how to make Peckham town centre a more attractive, thriving, and successful place for people and businesses. Monitoring traffic in Peckham and conducting pedestrian surveys about the quality of Rye Lane and people's spending during the Southern Gas Network closure. This monitoring continued into the second traffic closure of Rye Lane to enable social distancing so shops and businesses could stay open. Monitoring continues after the experimental reopening of Rye.
- **The Cut - TfL.** Working with TfL, Lambeth and the WeAreWaterloo BID on an experimental traffic closure on The Cut. To make this town centre more attractive for businesses by creating space for more walking and cycling, and possibly tables and chairs and performances, with less traffic pollution and noise.

Action 14: Reduce the impact of freight on our streets

- **Accessibility Cycle Tool (ACT).** Southwark is funding Wheels for Wellbeing to create an innovative new tool to review and enhance cycle lanes to accommodate inclusive cycles, family bikes and freight bicycles.
- **Cargo bikes - Southwark Council.** Southwark's website promotes work by Impact on Urban Health to

subsidise the purchase of cargo bikes along the Low Line. This includes earlier work by Team London Bridge using GLA funding and Better Bankside. It is understood that there is yet to be a notable uptake in cargo bikes here by the biggest and most affluent businesses in the highest density part of the borough.

- **“Worth the Weight: Making London’s deliveries greener and smarter” report.** Worked in partnership with the Centre for London (CfL) to write this report to explore how we can create a smarter, fairer, and more sustainable freight and logistics system.

<https://www.centreforlondon.org/publication/freight-deliveries-london/>

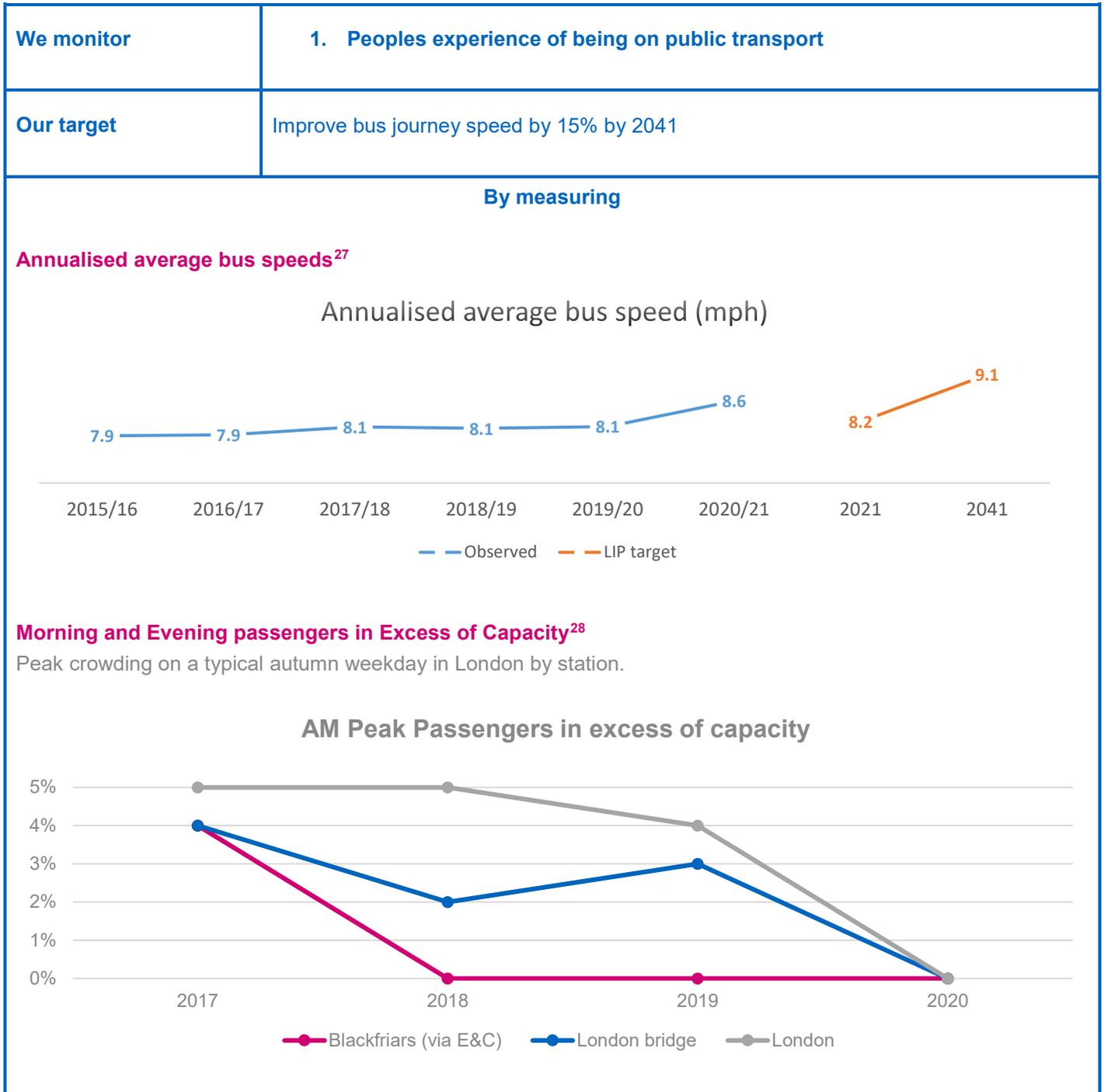
CfL’s main research report also conducted a ‘deep dive’ into the issues in the Old Kent Road area (between Bricklayers Arms and the A202 intersection).

- **Transferability Platform.** Southwark Council is one of 11 cities and regions to join the Horizon 2020 funded LEAD programme. The project will create Digital Twins of urban logistics networks in six cities to support experimentation and decision making with on-demand logistics operations in a public-private urban setting.

- **GSTT Consolidation Centre.** Guy’s created their own freight consolidation centre in southeast London for deliveries to its hospital in London Bridge. Because it provides substantial benefits for the hospital in terms of releasing storage space for medical uses, saving staff time by creating simpler inventories, ordering systems, and improving site security. It has recently created a further benefit by relocating the manufacture of medicines from their hospital to the consolidation site as it has more space. The consolidation site now also provides this medicine manufacturing and delivery service to King’s College Hospital. Guy’s Hospital have also experimented with using river freight from their consolidation centre. But have been limited by the lack of modern wharfside infrastructure (i.e. Butler’s Wharf does not have efficient roll-on, roll-off facilities).

- **Green Logistics Centre.** The Better Bankside BID set up a consolidation hub in a railway arch on Ewer Street. A hub is smaller version of a consolidation centre, that lets local businesses order goods in bulk, which are then delivered to local premises by electric vehicles. This saves costs and reduces the number of large, heavy vehicles on the roads.

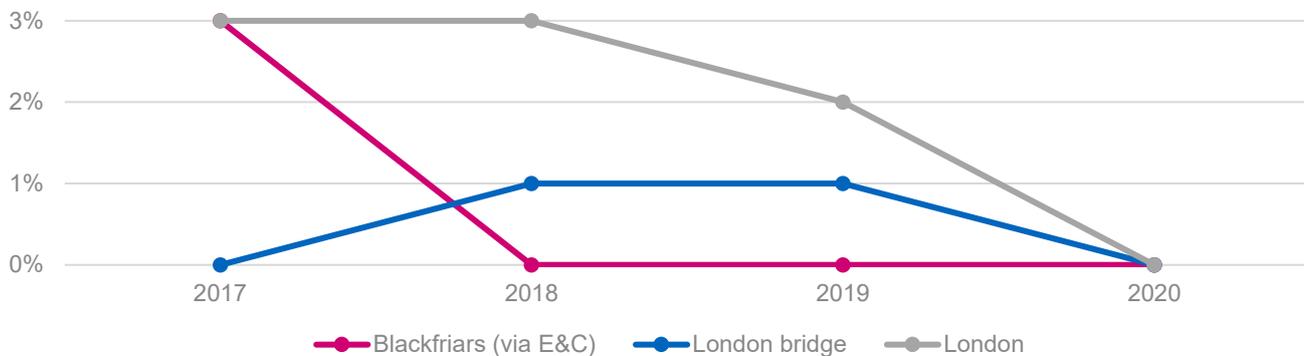
Experience



²⁷ Source: TfL from ibus. Observed all bus speeds. Mean of period data.

²⁸ Department of Transport, Rail passenger numbers and crowding on weekdays, <https://www.gov.uk/government/statistical-data-sets/rai02-capacity-and-overcrowding>

PM Peak Passengers in excess of capacity



How many people use our stations

Time series of passenger entries and exits by station

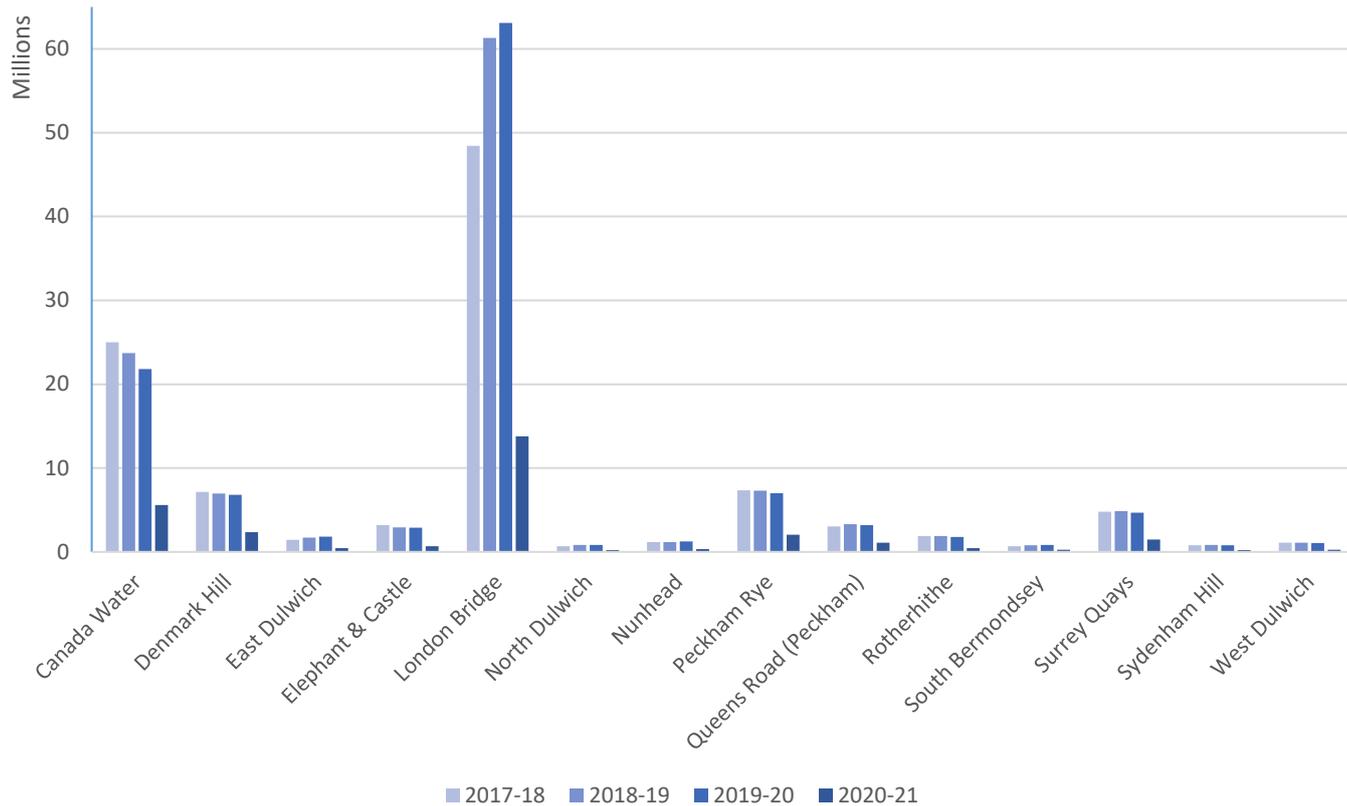


Table 5. Stations entry and exits

Station name	2017-18	2018-19	2019-20	2020-21
Canada Water	24,997,198	23,725,794	21,797,466	5,576,276
Denmark Hill	7,143,688	6,954,844	6,817,274	2,342,674
East Dulwich	1,447,358	1,712,462	1,819,752	456,228
Elephant & Castle	3,172,164	2,919,878	2,877,610	666,572
London Bridge	48,453,152	61,308,364	63,095,300	13,763,890
North Dulwich	680,534	814,444	828,436	236,754
Nunhead	1,170,738	1,177,414	1,258,106	343,846
Peckham Rye	7,333,452	7,295,370	6,984,506	2,029,162
Queens Road (Peckham)	3,027,870	3,311,738	3,187,106	1,090,578
Rotherhithe	1,892,540	1,899,734	1,786,058	452,846
South Bermondsey	657,882	781,448	829,660	258,984
Surrey Quays	4,806,496	4,878,020	4,693,100	1,494,474
Sydenham Hill	788,890	824,800	786,800	208,542
West Dulwich	1,078,746	1,100,218	1,053,400	248,696

We monitor	2. Feeling safe and being safe
Our target	Zero people killed or injured on our streets by 2041

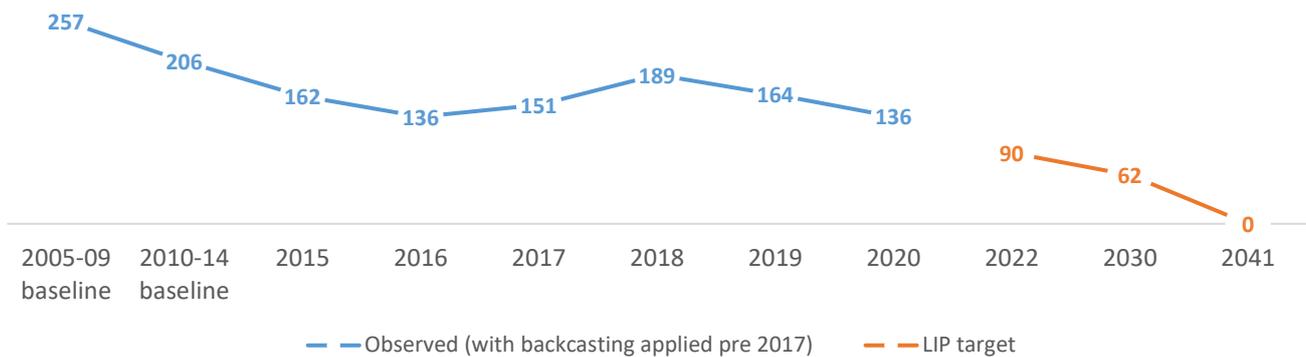
By measuring

Proportion of people who feel safe when out and about in their local area

Data about this indicator is not available at the time of writing. Information about this indicator will be reviewed as part of the Movement Plan review.

Casualties by mode of travel and age

Killed and seriously injured casualties



29

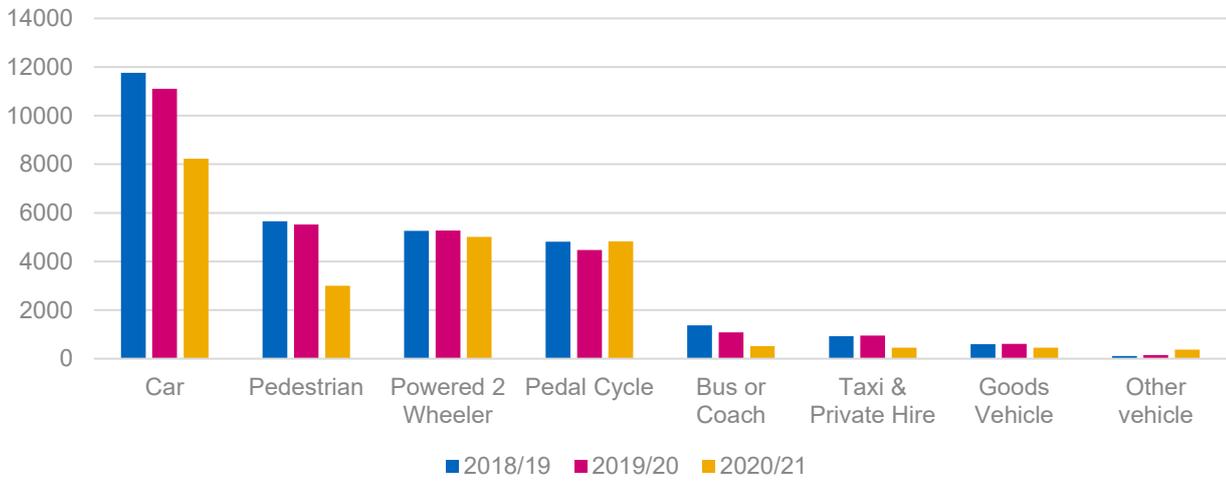
The data presented is for road traffic collisions and casualties occurring on the public highway, involving personal injury and reported to the Metropolitan and City of London police services in accordance with the STATS 19 national reporting system, including online collision self-reporting. Back estimates contain a level of uncertainty and will be refined as more collision data becomes available from the police. ³⁰

²⁹ Observed with back casting applied data - source: Transport for London, adjustment to STATS19 data based on analysis undertaken 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.

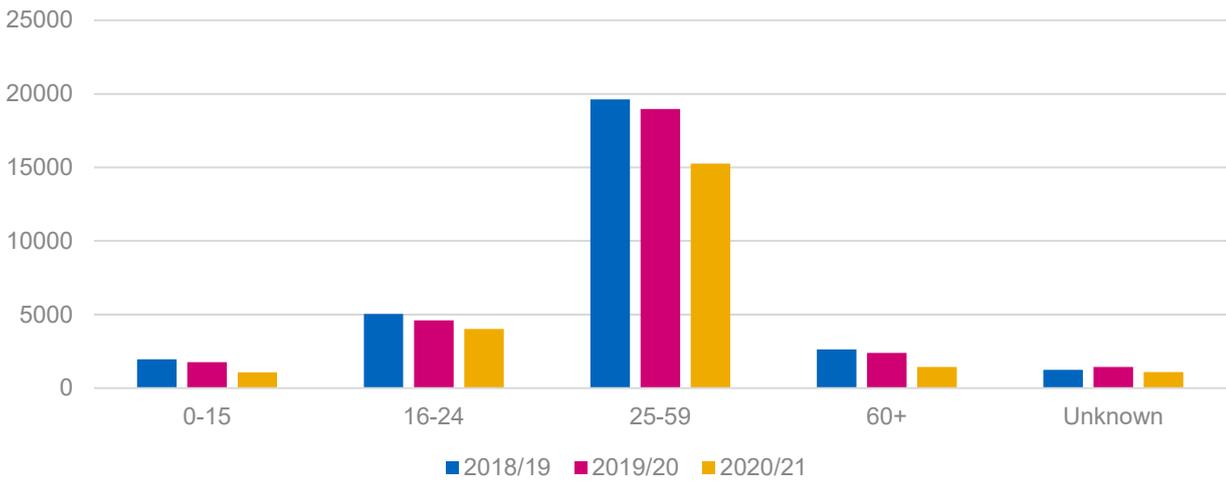
Observed data - source: STATS19

³⁰ Transport for London LIP3 MTS outcomes Borough data pack – December 2021

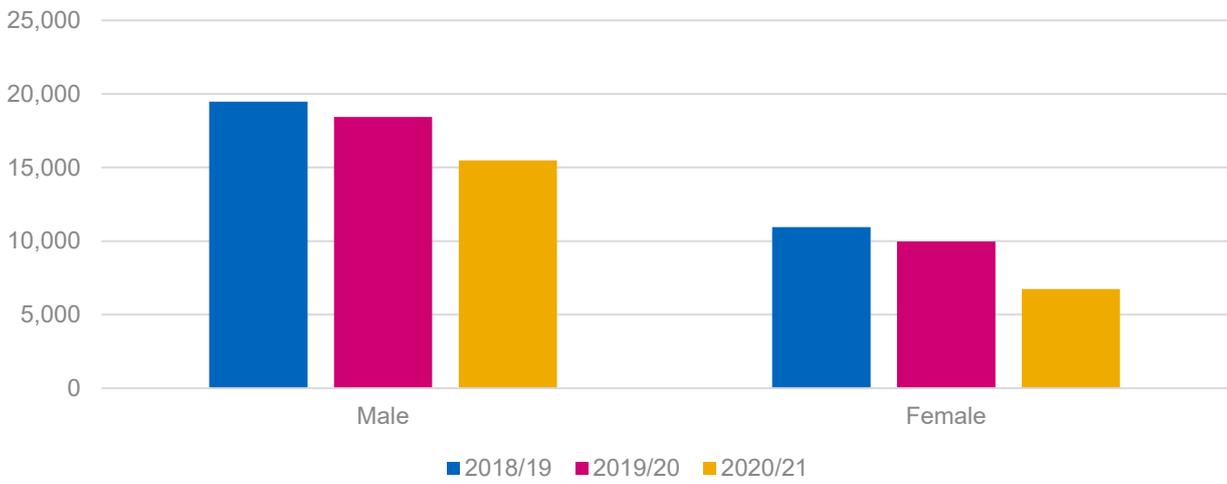
Casualty count by mode



Casualty count by age

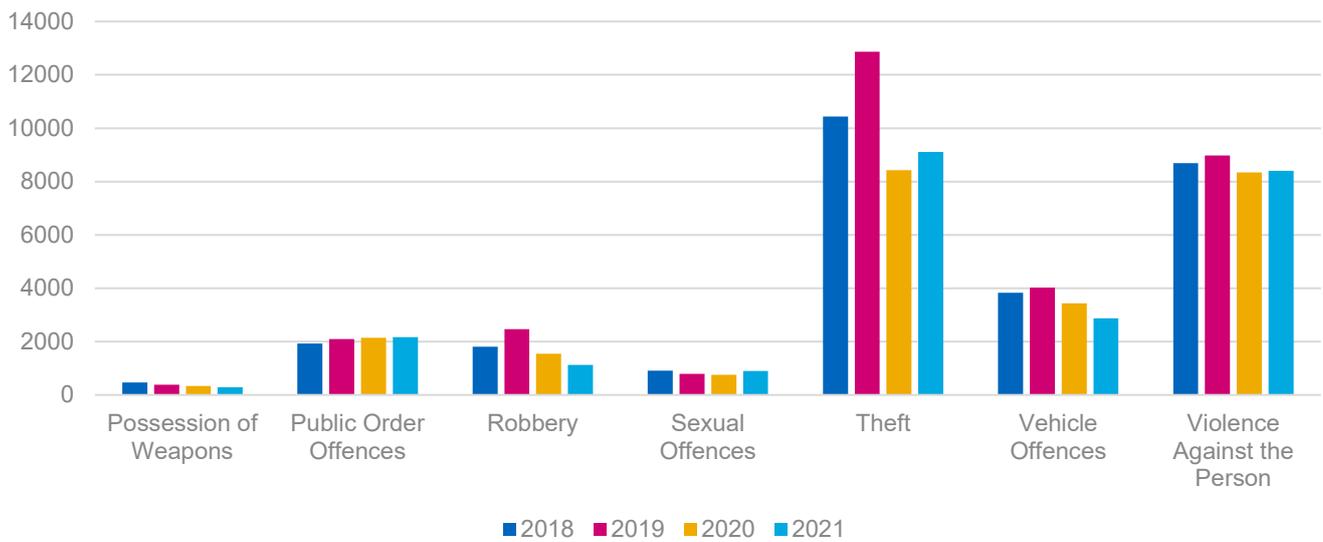


Casualty count by gender



Street crime recorded³¹

Street crime count



³¹ Metropolitan Police Crime Data Dashboard, <https://www.met.police.uk/sd/stats-and-data/met/crime-data-dashboard/>

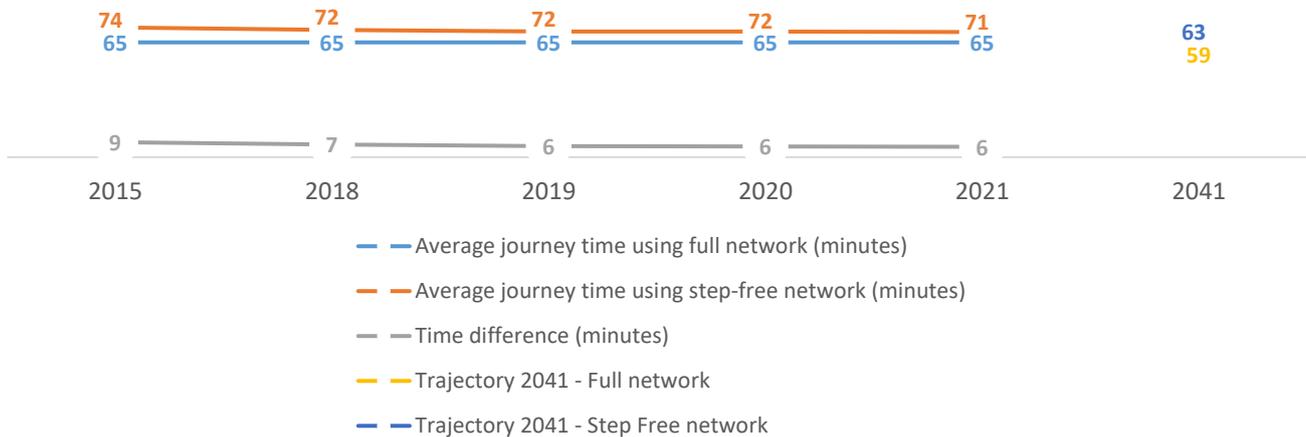
We monitor	3. Equal access (to public transport)
Our target	Everyone to travel independently and spontaneously

By measuring

Reduce the difference between total public transport network journey time and total step-free public transport network³²

Metric: Average journey time using the full and step-free network (minutes)

Difference between total public transport network journey time and total step-free public transport network



Proportion of housing units in areas within PTALs 3-6 or within 800m of a Tube station, rail station or town centre boundary

Data about this indicator is not available at the time of writing. Information about this indicator will be reviewed as part of the Movement Plan review.

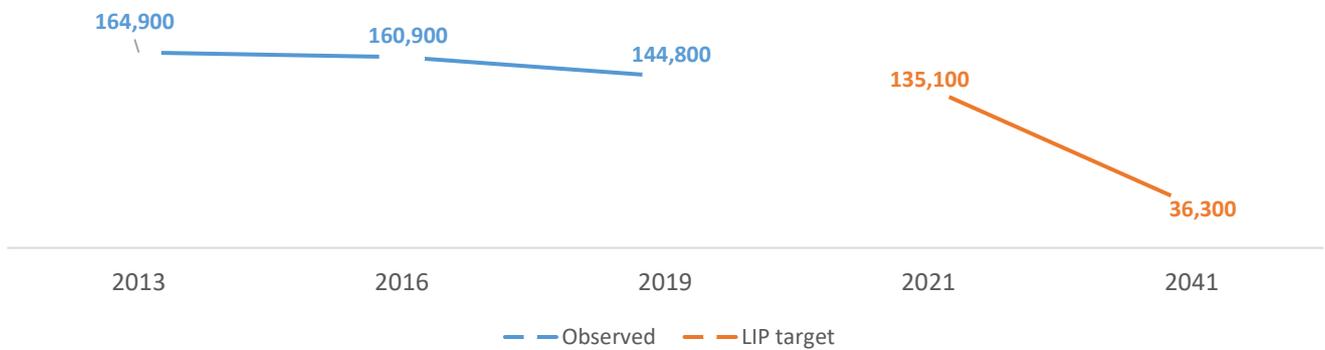
³² All data - source: TfL Strategic Models, consistent with work for the MTS Evidence Base (2018)

We monitor	Environmental impact of movement
Our target	Reduce emissions from road transport

By measuring

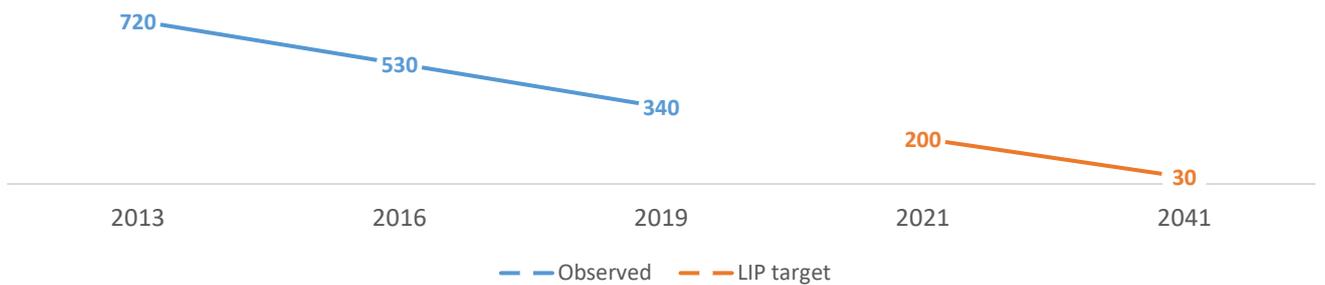
CO2 emissions (in tonnes) from road transport in Southwark³³

CO2 EMISSIONS (IN TONNES) FROM ROAD TRANSPORT



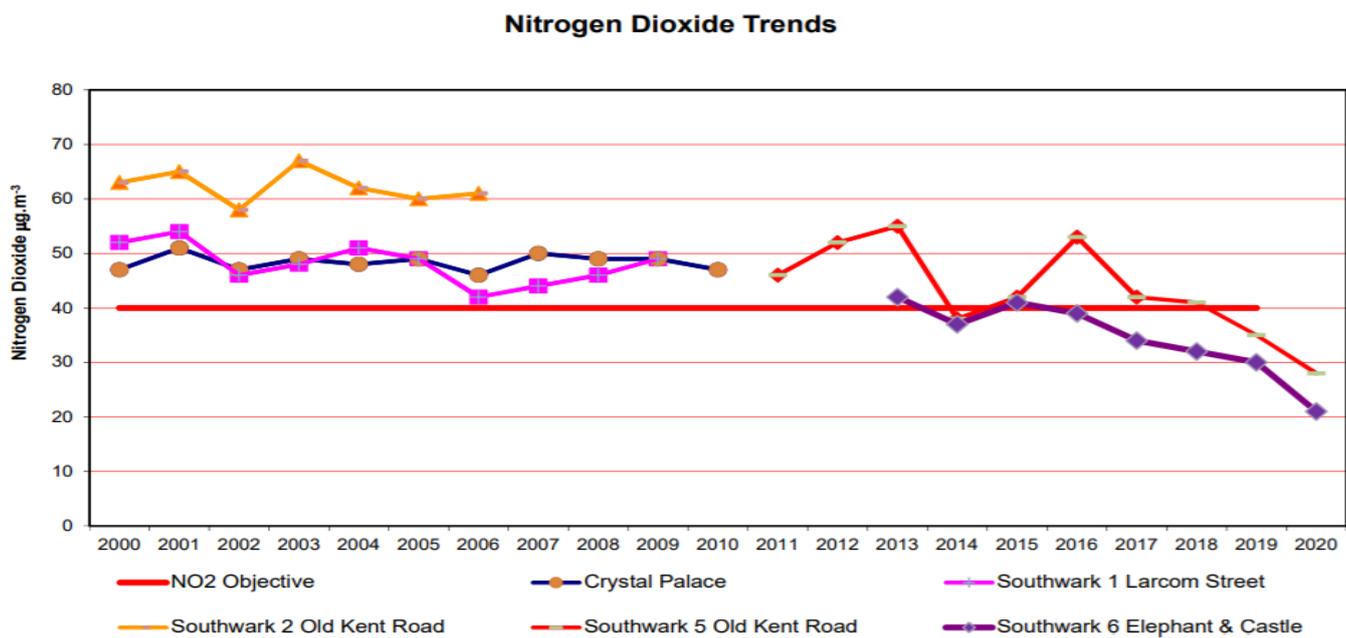
NOX emissions (in tonnes) from road transport³⁴

NOX EMISSIONS (IN TONNES) FROM ROAD TRANSPORT

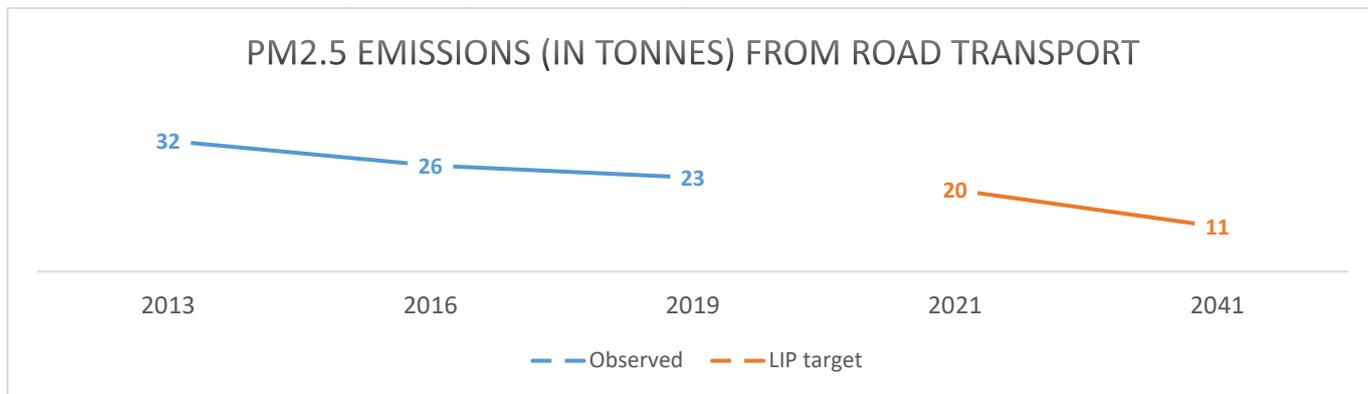


³³ Observed data source: London Atmospheric Emissions Inventory
Trajectory data - source: TfL and King's College London modelling without cold starts
³⁴ Observed data source: London Atmospheric Emissions Inventory
Trajectory data - source: TfL and King's College London modelling without cold starts

Trend in annual mean NO₂ concentrations at Southwark's monitoring stations³⁵:



PM_{2.5} and PM₁₀ emissions (in tonnes) from road transport³⁶

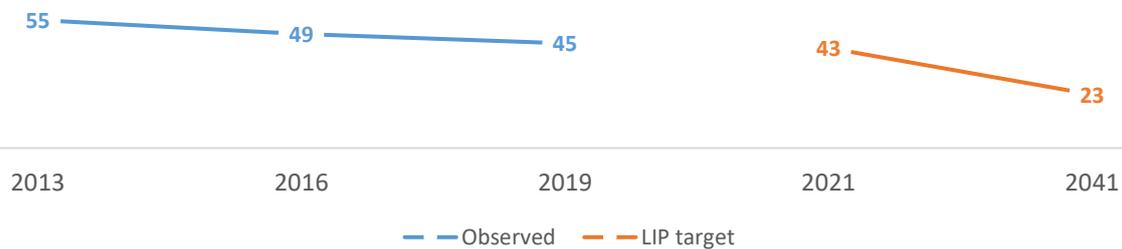


³⁵ Source: Southwark Air Quality Annual status report 2020 published in May 2021

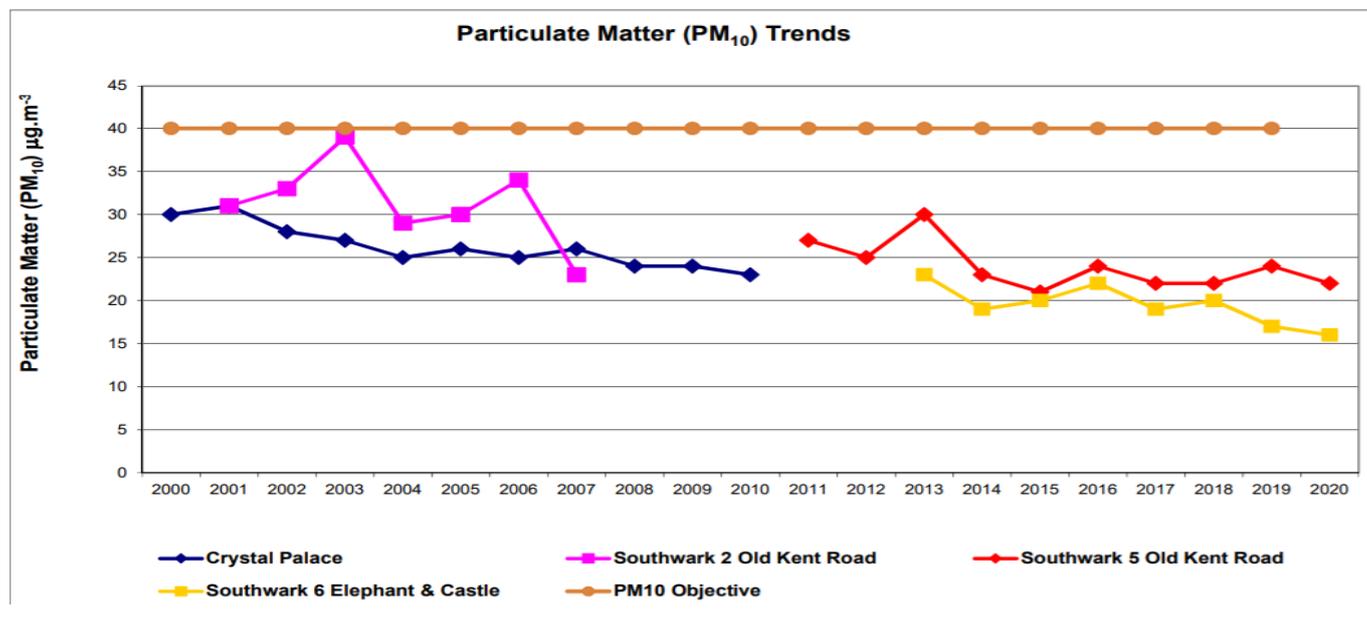
³⁶ Observed data source: London Atmospheric Emissions Inventory

Trajectory data - source: TfL and King's College London modelling without cold starts

PM10 EMISSIONS (IN TONNES) FROM ROAD TRANSPORT



Trend in annual mean PM₁₀ concentrations at Southwark's monitoring stations³⁷:



³⁷ Source: Southwark Air Quality Annual status report 2020 published in May 2021

M7 All people to have a positive experience on our streets

What we have delivered

Action 15: Reduce exposure to air pollution

- **Expanded Ultra Low Emission Zone.** On 25 October 2021 the Mayor of London expanded the Ultra Low Emission Zone (ULEZ) to the north and south circular roads (not including them). The new zone includes 4 million people and is 18 times larger than the original ULEZ. The first month report notes that London's drivers have responded well with high levels of compliance in the new zone. As the traffic on London's roads appears to be returning to close to pre-pandemic levels this means these results are fairly accurate with only a small amount of change likely. The best data is from the number of vehicles; thus it is too early to identify the full air quality benefits. However, TfL estimate elsewhere that a 5% reduction in CO2 emissions is likely from cars and vans in the ULEZ in the first full year.

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

- **Vision Zero studies.** Using our future risk approach, we have identified three road safety schemes for delivery in 2022/23.
- Town centre video monitoring was carried out in four locations in the borough to observe and better understand the conflicts between different modes, activities and how people interact. This has given us invaluable data and insights which have already contributed to the amendment of a scheme in Nunhead.
- Building partnership with Kings College Hospital Major Trauma centre to work together towards Vision Zero and injury prevention.
- **Peckham High Street crossing - TfL.** Worked with TfL to help design a safer and better walking and cycling crossing from Peckham Library Square to Rye Lane. To help address the three recent fatalities on this section of Peckham High Street.

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

- **Exchanging places.** Help to improve road safety by providing pedestrian and cycle training and exchanging place events where the police show cyclists the view from a lorry or bus driver seat and drivers the view from a bicycle.
- Help to improve road safety by teaching **cycling and foot scooter skills.** Individual training involves one or more two hour lessons arranged at a convenient location for the individual.
- **Pedestrian training** for school pupils by providing practical training on nearby streets.
- **Women's and girls listening exercise.** In May 2020, the council launched a listening exercise to hear the experiences of women in Southwark, to understand how safe they feel living, working and travelling through the borough.

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

- **FORS accreditation.** We ask developers to ensure that their transport operators have 'Silver' graded membership of Freight Operators Recognition Scheme (FORS), which complies with CLOCS (Construction Logistics & Community Safety) standard. And confirm that they have attained the necessary level of expertise in maintaining zero accidents between their construction vehicles and the community. Includes having adequate in-vehicle technology and warning equipment to enable drivers to pay special attention to the highway safety of pedestrians and cyclists. These conditions are enforced through contractors submitting their Construction Management Plan (CMP's) and 'Delivery and Service Management Plan' before they can start constructing any approved development proposals.
- **Fleet operational changes.** Provided transport and urban design advice to investigate building a possible new council depot in Peckham.

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

What we have delivered

Action 19: Make the most of new infrastructure

- **Denmark Hill station.** September 2021 saw the opening of a second entrance to Denmark Hill Station on Windsor Walk. To complement this improvement, the council secured GLA funding to deliver a bigger, better, and safer public realm for walking and cycling outside Denmark Hill station.



Source: <https://www.networkrail.co.uk/running-the-railway/our-routes/kent/kent-and-south-east-london-railway-upgrade-plan/denmark-hill-station-improvements/>

- **Peckham Rye station.** Helped to encourage Network Rail to create a new station as it was uneconomic to make the old station fully accessible. Helped write the bid to the Government's "Levelling Up Fund" for 'do maximum' station improvements, but it was not granted. Commenting on the planning application for the new station and its transport, public realm, and construction management issues.
- **TfL bus route changes.** Advised TfL on their proposals to improve bus routes on Tower Bridge Road and New Kent Road.
- **TfL 24hour bus lanes on red routes.** Responding to TfL's consultation on creating 24-hour bus lanes throughout the borough.

Action 20: Manage our streets to minimise disruption

- **Traffic Management as a Service (TMaaS)** project looked at developing a traffic management system that could be managed through a cloud-based platform. Southwark participated as a replicator city in partnership with Transport for London and University College London (UCL).
- TMaaS Lead city of Ghent developed the tools to not only visualize data and manage traffic, but also to communicate with citizens. When operational the platform will automatically monitor the data flow and will be able to send personalized messages to individual citizens, who in turn can reply to these messages and feed information back to the system.
- The Old Kent Road was used as the demonstration in Southwark and an example of the type of dashboard that could demonstrate real time activity was ready to be tested. However due to COVID TfL were unable to trial the dashboard. UCL are continuing the programme and we hope to be able to finish the trial over the next two years.
- **Construction Management Plans.** During the pandemic there was subdued construction activity, as well as a reduction in servicing and deliveries. During this time, the CMP (Construction Management Plan) pro forma has been updated to include the Fleet Operator Recognition Scheme (FORS) and CCS requirements and a community liaison section requiring and detailing meaningful consultation from developers, which includes small sites. A coordinated approach to construction as development picks up pace. This will help to manage change on our streets in a positive way for people with additional benefits to the community.

M9 Utilise information to deliver better services

What we have delivered

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

- **Digital construction management.** Established a working group and digital platform comprising of local developers, contractors and other construction stakeholders, local authority environmental health and planning officers and with input from TfL to monitor data to develop a business case to digitise construction management planning in the borough. To make data more accessible to mitigate the cumulative effects on local communities and neighbouring construction projects as part of our continued commitment to ensuring a move to encourage sustainable mode share and transport infrastructure in the borough.

Action 22: Work collaboratively to deliver the Movement Plan

- **Joint Walking Steering Group.** Held regular meetings with Living Streets, residents, and BIDs. Explained the Movement Plan's approach, the measures we are delivering and asked the group to suggest measures in Southwark.
- **Joint Cycling Steering Group.** Held regular meetings with Southwark Cyclists, residents, and BIDs. Explained the Movement Plan's approach, the measures we are delivering and asked the group to suggest measures in Southwark.
- **Lighthouse schools.** A community wide project to increase pupil's activity during the school day, including active travel to and from school. Three schools were chosen initially to act as 'beacons' of best practise, lighting the path for other schools to follow. Research into travel behaviour was carried out and reports put together for all the schools involved. Further research in video form is proposed and supported by the schools.

- **Commonplace.** Very early in the pandemic Southwark set up a Commonplace website and map to ask people to identify where we should make walking and cycling and traffic reduction improvements in the borough. After six months Southwark's Commonplace website had received over 12,000 requests. The council has collated these requests into issues to help guide the council's Streetspace work programme.

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: The encouragement of all new developments not to provide car parking on-site and its occupiers cannot apply for parking permits on-street either. Instead, such car-free developments have greater space and reason to provide a high-quality public realm that strongly encourages walking, cycling and public transport. In the last couple of decades many boroughs have returned to requiring their planning policies to request that all new developments are car-free, including the New Southwark Plan.

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 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 that 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 (i.e., 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 traveling in central London to improve air quality.

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

End notes