

Appendix B -Movement plan update

Mission	Action	Why?	You said	We are doing
Mission 1 / Our equity framework	Working with the Centre for London to better understand transport equity and how to deliver change. Report is due to be launched in November 2019.			
	Researching movement and ability to better understand the movement needs of residents in the borough with different abilities. Conducting interviews and mapping various journeys, insight to these travel needs shall give clarity to ways in which we can help those with various abilities travel more independently.			
Mission 2 / For movement to benefit mental wellbeing	Action 1: Reduce noise pollution	Decrease the proportion of people experiencing mental health issues	“Quiet (and quick) with clean air routes away from the traffic.	Southwark is expanding its quietway cycle network using smaller streets, road closures and routes across green spaces, as well as developing its own spine cycle route to reduce pressure on its popular north - south cycle routes.
	Action 2: Create simple and clear streets		Highlighting some of the hidden gems - coffee shops, pubs, grocers, historical sites on the back routes”	
	Action 3: Create things to see and do in our streets	Noise is linked to mental wellbeing	“Prioritise streets for people to be active and promote good mental health.”	Working with LSBU/DARLAB to explore the use of 3D printing in the urban environment
People enjoy social places more		“Pedestrianised areas of cities are a joy to be in; there is a buzz as people move around freely and democratically. I think most of us have had this experience at some point and can identify with the positive feelings it brings about in ourselves and towards others around us.”	Designing and delivering parklets (small green spaces, providing seating, cycle parking and play). Designing road closures that provide small social and / or green spaces.	

	Less visually intrusive streets are calmer more enjoyable places to be/spend time in.		Delivering calm streets. Undertaking sensory audits in November to better understand where sensory change can be made. For example decluttering the Windsor Walk bridge.
<p>Action 4: Deliver infrastructure to support active travel</p> <p>Action 5: Enable people to get active</p> <p>Action 6: Enable people to stay active</p>	<p>80% of people walking, cycling or taking public transport by 2041.</p> <p>Decrease the proportion of residents who are overweight and inactive</p>	<p>“Biggest challenge of walking at certain times of day (i.e. when it is dark) has been limited street lighting. This has added to me feeling unsafe especially since I live on a council estate where I have experienced anti social behaviour, assault and abuse before and so I can feel quite vulnerable and would rather not walk around.”</p>	<p>Developed our approach to delivering cycle hire in the borough</p>
	Feelings of safety are a barrier to people taking up cycling		Trialling new area based approaches to school travel, working with GSTT's Spacechanger project, PHE on school superzones and internally on the Lighthouse school programme.
	Activity helps all ages children need 2 hours of active play a day	<p>“Considering my parents, having more benches and places to sit will be of a great help. Since they become tired as they travel and the only place they tend to find to sit are the bus stop benches. Which are of the wrong height and design to help them sit comfortably to regain some energy before they continue their commute.”</p>	Taking a holistic approach to kerbside changes in the East Dulwich, meeting our ageing well ambitions

		Isolation and loneliness are growing and just getting out can help?	“As a person with arthritis, local walking is an important part of staying fit and managing my condition. However the hostile roads (all of the roads are hostile, all the roads are rat runs) make this so unpleasant I simply don't.”	Developing our approach to Inclusive cycle parking and trialling a new approach in East Dulwich.
Mission 4/Reduce traffic	Action 7: Reduce the number of cars owned in the borough	Reduce overall traffic levels. Our aim is to reduce trips made by car/motorbike to 13% by 2041.	“Reduce the number of cars on the roads. They are dangerous both to immediate physical safety of other's but also pollute the air, causing long term damage to thousands of people in the borough. It seems crazy that anyone needs to drive in a city as well connected as London”	Consulted on further parking controls in Rotherhithe.
	Action 8: Use kerbside efficiently and promote less polluting vehicles			Developing the staff travel plan; announced the completion of the review of the council's car leasing scheme to manage their reduction.
	Action 9: Manage traffic to reduce the demand on our streets	Car causes congestion	“Focus on making roads less busy and unpolluted to help people walk more.”	
Mission 5/Streets as social places	Action 10: Create places that encourage a sense of belonging	Everyone to feel satisfied with their local area as a place to live.	“More closures for play, activity and bringing communities together informally.”	Continuing to deliver school street closures programme
		People need to feel that they 'belong' in a space, that the space is for them	“More festivals for people to gather together.”	Participated in the Reimagine festival, planning further street closures
	Action 11: Introduce time restricted street closures and reallocate	People cite traffic as a barriers to people/places	“Peak commuting times to enable greater footpaths for people to walk	Exploring widening footways outside tube and train stations. For example Kennington Tube station and Denmark Hill.

	space for people	around the city to work, rather than cramming so many people onto small footpaths.”	
		Need a safe communal space to meet neighbours, etc	“The city should be for the people, not for the cars. This is slowly changing but anything to make the area more pedestrian and public transport friendly is more than welcome.”
Mission 6/Support business to prosper	Action 12: Movement to, within and from town centres is easy, safe and accessible for all	10% reduction in number of freight vehicles crossing into central London in the morning peak.	Implemented deliver and servicing bond for new developments (strategic) in the borough to facilitate and coordinate shared delivery and servicing.
		How people spend time in town centres will dictate how they use the town centre	Monitoring changes in traffic and pedestrian flow in Rye Lane.
	Action 13: Make town centres attractive, thriving and diverse places for people and businesses	Town centres need to be managed well (waste) and they need to get goods in and out.	“Pedestrianise areas during busy shopping times like Saturday afternoon or Sunday to make areas more sociable - like they do in Spain!”
Mission 7/All people to have a positive	Action 14: Reduce the impact of freight on our streets		
	Action 15: Reduce exposure to air pollution Action 16:	Improve bus journey speed by 15% by 2041. Reduce emissions from road transport.	Consulting on changes to Lower Road

	Zero people killed or injured on our streets by 2041	Zero people killed or injured on our streets by 2041.	“Safer crossing along Old Kent Road - I walk to work 40 min each way down the Old Kent Road and I still don't feel confident crossing. Even worse when with the children I work with.”	Developing our approach to post collision care.
	Action 17: Improve safety and sense of safety on our streets			
	Action 18: Improve the conditions for people who use our streets as a workplace	People need to feel safe to use our streets	“Educate vehicle drivers about road safety in relation to cyclist. I got knocked down when driver opened her door without looking. I got hurt and shouted at. A scary experience that stopped my cycling in Southwark again.”	Southwark is a follower of the Sustainable Urban Neighbourhoods Research and Implementation Support in Europe SUNRISE project where we will have the opportunity to develop, implement, assess and facilitate new collaborative ways to address common urban mobility challenges at the urban district level through “neighbourhood mobility labs”
		From delivery drivers, street cleaners, etc there are xx people using our streets as a workplace and we have a responsibility to keep them safe	“Safety. As a woman living alone in London, I am acutely aware of how easy it is for me to be a target of crime, or even just bad behaviour by impatient motorists or cyclists.”	Old Kent Road is one of ten city models in the Multi-modal Optimisation for Road-space in Europe (MORE) Project to develop tools to change approach to designing the road network from one that concentrated on single transport modes, user groups or stakeholders to one that takes into account various purposes, such as moving, as well as shopping and socialising and recreational activities.
Mission 8/Manage change on our streets in a positive way for people	Action 19: Make the most of new infrastructure	Everyone can travel independently and spontaneously		Working with rail providers to deliver station access improvements (focus on Denmark Hill Station)
	Action 20: Manage our streets to minimise disruption			Working with technology providers to use live traffic information to improve the management of streetworks on our streets.

Mission 9/Utilise information to deliver better services

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

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

Established the Joint Walking Steering Group and working with this group to deliver on the Walking Network.

Action 22:
Work collaboratively to deliver the movement plan

“Hack tube stations & bus stops to communicate to people the next stations and that they can see something on their way there.”

Establishing the Liveable Neighbourhood project team to co-design the scheme.

“Advertise more the benefit of walking, and encourage parent to train their children walk to school so it can get into their habit of life <3
Organise a weekend (or day) of walk where Council encourage all take part.”

Southwark is a follower of the Sustainable Urban Neighbourhoods Research and Implementation Support in Europe (SUNRISE) project where we will have the opportunity to develop, implement, assess and facilitate new collaborative ways to address common urban mobility challenges at the urban district level through “neighbourhood mobility labs”

Appendix C - Cycle hire delivery plan

The council has long sought the expansion of the docked cycle hire scheme remains a key ambition in the council plan.

Key considerations

TfL have advised that from an operational perspective that a southern boundary broadly following the rail line through Camberwell and Peckham is the full extent to which an expansion could be considered.

In August, TfL announced funding for the expansion of cycle hire along cycle way 4 (Jamaica Road to Canada Water). This will be delivered alongside the infrastructure improvements which are currently on site.

Officers have continued to seek third party contributions in the proposed expansion areas, with contributions agreed in Walworth, Bermondsey and Canada Water.

Next steps

The following plan sets out how the expansion will be delivered, please note the locations are indicative and will be further developed in discussion with TfL and will be subject to public consultation.

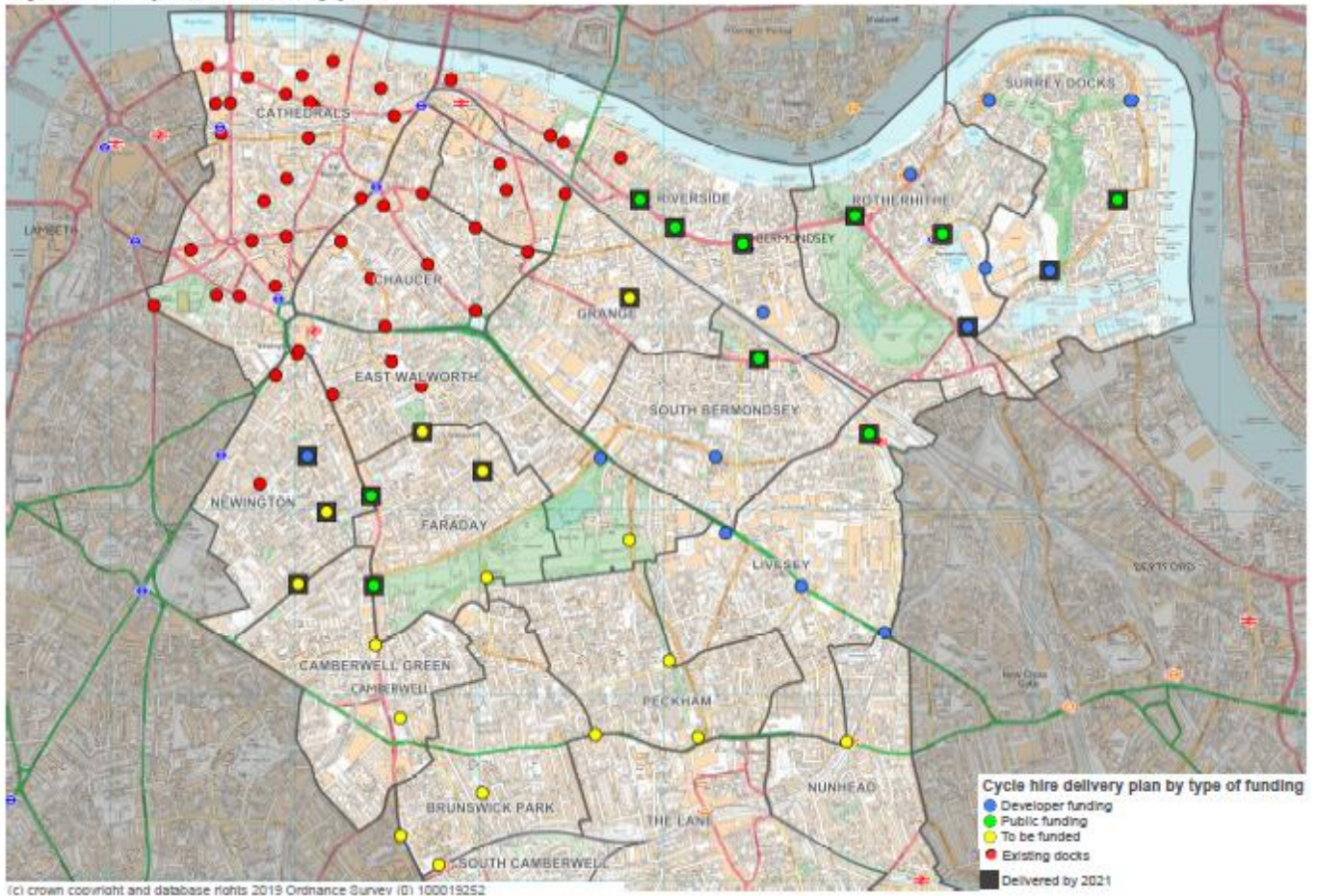
Phase one will be delivered by 2021 and builds on the announced TfL investment in cycle hire along cycle way 4 it is proposed that additional docking stations are pursued in Bermondsey, continued along Lower Road and provided on the Rotherhithe to Peckham cycle route.

As part of the Walworth Road investment is proposed to connect to the existing docking in Kennington.

These two expansion areas will form a substantial increase in access to cycle hire and provide connections to Burgess Park.

Phase two will be delivered by 2023 provide docking stations in Camberwell and Peckham as well as the Old Kent Road to complete the envisaged expansion.

Cycle hire expansion delivery plan



Appendix D - Liveable Neighbourhood update

Work to date

In March 2019 TfL announced funding for Southwark's LN shown in the figure below.



Initial data collection on traffic, parking, and local assets has been undertaken. A topographical survey for Rotherhithe New Road and Ilderton Road is due to be undertaken in November.

Since July officers have been working with residents and businesses in the area including attending Residents Association meetings, held an on street event which has been complemented by engagement forms and questionnaires sent to every household in the project area. To which 28 responses were received.

This phase of engagement ended in early September. Issues are currently being collated to be presented locally in November.

It is proposed that a project team from the community supported by officers will be developed. Through this group the next phase of the project will be co-designed.

Related matters

In August the Government announces funding to the GLA to complete the New Bermondsey train station on Surrey Canal Road. It will connect Peckham to Canada Water and Shoreditch High Street stations by 2023. .

As part of the cycle hire strategy for the borough, a docking station at South Bermondsey Station is proposed.

In October Govia Thameslink Railways (GTR) announce how the £30k compensation will be spent on residents and / or council priorities to improve South Bermondsey train station.

In Autumn / Winter completing the highways improvement scheme on Rotherhithe New Road to provide safer routes to and from John Keats Primary School, the City of London Academy and the Silverlock Medical Centre, and to improve bus flow.