

**Question - A response to recommendation one: Develop an operational plan with partners to implement this, focusing on structural changes, informed by the ambitions of the Movement Plan and its associated deprivation data.**

Answer-A review and update of the Movement Plan is being discussed with members.

**Question -An update on the proposals to reduce traffic.**

Answer -During the last year the council has used experimental traffic orders to introduce several Low Traffic Neighbourhoods with complementary modal change improvements to walking and cycling, bringing forward certain cycle lane improvements (e.g. light segregation Cycle Superhighway 7 – Southwark Bridge Road), work with TfL and Guy's and St Thomas Trust Charity, and introduce a large number of School Streets.

All these schemes have responded to the Covid- 19 pandemic and requirements regarding social distancing, together with other public health and air quality priorities. They also support other highways measures to reduce traffic and encouraged modal shift. But it will require a sustained period of monitoring and evaluation to assess their full effect as they take time to 'bed in' and because of fluctuating traffic levels due to lockdowns, school closures, the backlog of utility works, etc.

Southwark has accelerated the installation of cycle stands and cycle hangars, and worked with TfL to roll out Cycle Hire docking stations along Cycle Superhighway 7 and the council is funding more in Rotherhithe and Bermondsey. We have also continued to support traffic reduction measures in all our decisions whether that be parking permits, policy development or the planning process. We are also looking at the data collected during the varied stage of the pandemic to better understand people's movement patterns to inform future traffic reduction measures.

**Question - An additional response to Recommendation 6: as the original does not address the recommendation that that EV vehicular traffic ought to be limited, or the specific proposal to focus support on :**

Answer- The council is currently working on the following around the management of electric traffic;

- Car clubs. - Car Club companies are improving their fleets for the ULEZ and its likely extension this autumn, dependent on the Mayoral election.
- EV Bicycles and scooters. - Southwark is part of London's one year commercial trial of E-Scooters. Officers are currently identifying parking sites.
- EV Commercial freight – A recent CRP report found that few logistic companies used EV freight lorries as they were not yet commercially viable.
- EV Public transport – TfL underground trains and trams are EV. The Government, through Network Rail, are slowly upgrading certain railway lines to electric power.

**Question - Update on how the lobbying the GLA for Road User Charging is progressing and if there has been any correspondence or meetings.**

Answer - In December 2020, the Mayor called on the government to allow for the retention of vehicle excise duty charged to London-based drivers. At the same time, he asked TfL to investigate the feasibility of a new Greater London Boundary Charge for non-residents which would apply only to vehicles registered outside London which are driven into the capital.

TfL are currently undertaking this work and are aware of the borough's interest. Therefore since the response to scrutiny last October there haven't been any meetings or correspondence.

**Question -an update on work with TfL.**

Answer - Officers have been working with TfL on a number of changes in the borough including upgrading 3 bus lanes to 24/7 operations (Kennington Park Road, New Kent Road and Tower Bridge Road), installation of light segregation on Cycle Superhighway 4 along Tooley Street and Duke Street Hill starting from 29 March 2021.

TfL are on course to open the Northern line extension from Kennington tube station this autumn. Officers are supporting works around the opening.

The Secretary of State has now approved the safeguarding of the Bakerloo Line alignment, with the council supporting TfL to deliver against this approval.

TfL's work to experimentally close part of The Cut, with Lambeth and Southwark, has shown a high level of compliance by drivers not to enter the closure. Whilst there has been some issues with implementation, officers from both boroughs have been working collaboratively with residents and TfL to address these and work on a complementary programme of traffic measures in the Blackfriars area.

TfL are completing the construction of a wider pavement and crossing on Peckham Road, beside the Peckham Arch. This will improve walking and cycling, and aims to prevent further pedestrian fatalities here.

The ULEZ is due to be expanded this autumn, dependent on the Mayoral election.

**An update on how the sustainable freight is being supported and if there is a sustainable freight plan to deliver a coherent set of measures to increase uptake.**

Working as part of the Cross River Partnership, their recent report identified that EV freight lorries are not yet commercially viable, although it did identify two possible sites for cycle freight in the borough. One in the business park at Galleywall Road, where there is an existing facility. Another in the NCP car park in Snowsfields.

Locally, Team London Bridge were given funding by the GLA to promote cycle freight during the last two years. They have found it difficult to persuade businesses to use cycle freight in the London Bridge area, which is the most viable location in the borough.

Separately, the council is exploring the creation of bookable loading bays to discourage people driving short distances to the shops and to make this land more available as public space.