

Movement Plan

Setting a direction for transport

October 2018

Contents

- Executive Summary..... 2
- Introduction..... 4
- People 6
 - Mission 1 8
 - Mission 2 9
 - Mission 3 10
- Place 12
 - Mission 4 14
 - Mission 5 16
 - Mission 6 18
- Experience..... 19
 - Mission 7 21
 - Mission 8 24
 - Mission 9 26
- Delivering the Movement Plan..... 27
- Monitoring the Movement Plan 28
- Delivery plan to 2022..... 30
- Glossary 32
- End notes 36

Executive Summary

Why a Movement Plan?

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

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

What do we know?

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

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

Why do we need a Movement Plan?

Everyone should benefit from movement, for the healthy choice to be the first choice.

To improve our health, by getting more people walking and cycling. There is more potential for people to walk and cycle for more of their journeys. This could help to tackle localised pollution and noise promoting physical and mental wellbeing.

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

For people to access the things that they need and for that to be a positive experience.

To respond to change; the increased number of homes and jobs and the changes to the people living and working in the borough.

Our missions

We introduce nine missions to address current and future use of our streets. The missions are:

M1 Our mission is for movement to improve equality.

M2 Our mission is for movement to positively benefit mental wellbeing.

M3 Our mission is for movement to positively benefit physical wellbeing.

M4 Our mission is to be flexible in how we manage our streets.

M5 Our mission is for movement to support businesses to thrive and prosper.

M6 Our mission is for neighbourhoods to have places for people to connect.

M7 Our mission is for all people and road users to have a positive experience on our roads.

M8 Our mission is to manage change and make the transition a positive experience for people.

M9 Our mission is for information to be shared and collected effectively and for you to use it with ease.

What do we plan to do?

We will deliver

- Demonstrator schools
- Trial a demand responsive approach to parking
- Roads that work for the local community
- A new approach to construction management plans
- Establish a 'Living Lab'

What can you do?

We hope that this plan sparks debate about how we respond to people's needs in Southwark. Please tell us what you think.

Introduction

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

- Barack Obama

Developing the movement plan

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

We carried out a literature review and looked to the future to understand the risks and uncertainties we will face over the next 20 years. The review can be found online at southwark.gov.uk.



We have listened to local concerns, challenges, and opportunities from evidence, research and from what was said in the Southwark Conversation.

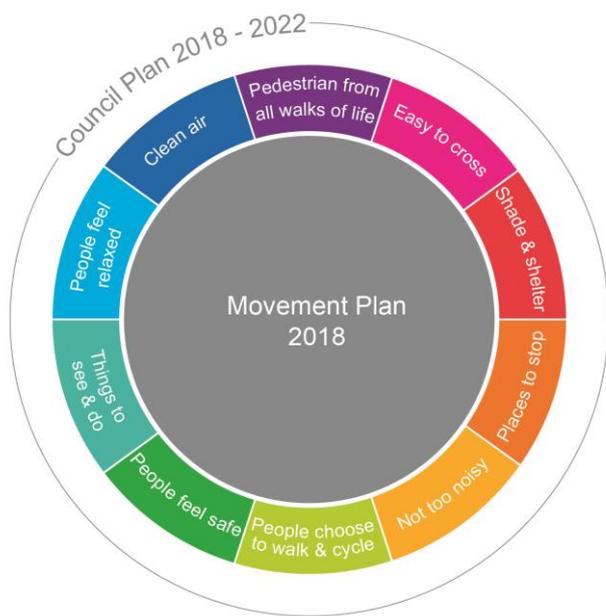
Southwark Conversation 2017

The **Southwark Conversation** is a discussion with local people about change in the borough that took place between October and December 2017. The aim was to develop a deeper understanding of perceptions and experience of regeneration in the borough. **2,972 people actively responded.**

Transport was identified as the top theme (27%) when asking what would help you and your family to lead a healthier life in Southwark. Transport was further highlighted as important in improving people’s experience of living in Southwark (18%).

Transport was also identified as a key theme in the Ageing Well conversation, supporting people in leading their lives.

As well as transport planning we have looked across a number of fields; health, behavioural science, urban planning, design, and technology to come up with a set of actions, ideas, responses as well as further questions.



Our responsibilities

The council, as the Highway Authority, has an obligation under the Traffic Management Act (TMA) 2004 to ensure road networks are managed effectively to support our communities and their movement, improve safety, and to minimise congestion and disruption.

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

Local authorities have responsibility for a wide range of public health and environmental issues including reducing obesity, reducing carbon emissions, improving air quality and increasing levels of physical activity. As part of our public health responsibilities, we need to create attractive, safe, functional streets that reduce air pollution and support people to walk and cycle.

Work areas

We have developed missions based around key focus areas of activity: people, place, and experience.

People

Movement affects our lives, and plays a role in both physical health and mental wellbeing.

People's journeys are influenced by habits, life factors and aspirations. We will approach our work, trying to understand this.

Place

Places should first and foremost work for people and enable people to come together.

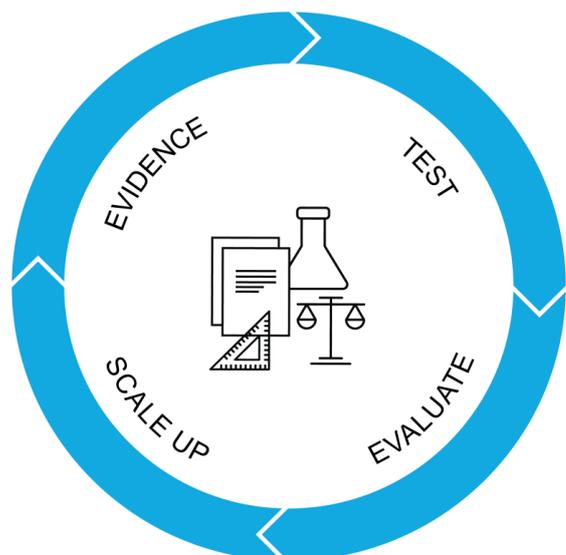
Streets should respond to the needs of people and businesses and we should be flexible in supporting this.

Experience

How people experience moving in the borough and how that is impacted by vehicles is important to consider. We want everyone to have a positive experience when moving around the borough, both now and in the future.

Delivering the Movement Plan

We need to be efficient, effective and evidenced as we deliver the Movement Plan. Our approach is to evidence, test, evaluate and scale up interventions as well as building on our evidence base, and knowledge. We will monitor our progress through an annual report and review this plan every five years.



People

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

- Marcel Proust

What do we know?

People enjoy being physically active

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

Guy's and St Thomas' charity

“Being fit and healthy makes me feel much better about myself and my mood is always much better after a run or a cycle. I work exercise into life – cycle to work, run home etc. otherwise I have no time.”

Nine out of ten agree that individuals should take more responsibility for their own health, however this isn't reflected in the proportion of people actively managing it.² People are more likely to change habits and behaviours if they are part of social groups (for example weight loss groups). This is true irrespective of age.

A study of child activity found no relationship between a child's physical activity and their parents. However, support and encouragement from parents is positively related to physical activity, as is sibling physical activity.³

Southwark Conversation 2017

You said ...

Very positive response to the new free gym and swim.

Active travel is good for body and mind

One in four Londoners and six out of 10 Southwark residents do at least 2.5 hours of physical activity a week with much of this coming from transport. This could be walking to the bus stop or cycling to school. (When talking about walking and cycling or active travel, we are using this as an abbreviation for all forms of actively moving such as scooting, skating, running, etc)

The benefits of physical activity go beyond the personal benefit. If all Londoners walked or cycled 20 minutes each day over the next 25 years, not only would their own health improve, but the NHS could save approximately £1.7 billion.⁴

13.5% of our residents have one or more disabilities and we know that many of them want to be more active but for various reasons feel unable to be so.⁵ Disabled people are twice as likely to be physically inactive (43%) than non-disabled people (21%).⁶

Physical activity is also good for our mental wellbeing. It has an effect on certain chemicals in the brain, like dopamine and serotonin. Being active lifts your mood and gives you a sense of being in control of yourself and in touch with other people. For mild depression, physical activity can be as good as antidepressants or psychological treatments like cognitive behavioural therapy.⁷

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

Inactive lifestyle affects our wellbeing

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

Overweight and obesity amongst children in Reception is significantly higher in Southwark than the England average. This obesity challenge increases as children enter Year 6.

As adults, we are spending more time being inactive.¹² It is a complex issue with a variety of reasons that lead people to living less active lifestyles, some are more obvious than others. Interestingly, research has found that “adults in the workplace may sit for long periods out of habit, expectations and ‘necessity’ rather than conscious intentions”.¹³

Mission 1

Our mission is for movement to improve equality.

What will we do?

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

Everyday travel is an opportunity for people to be more physically active, making it cheap and effective way to reduce health inequalities.

Starting at the doorstep, we will focus on making our roads work for local people and businesses and making all trips more efficient. We will continue to work in partnership to tackle the wider reaching issues like air quality and congestion on our roads.

A poor quality environment impacts most on vulnerable and disadvantaged groups, as it discourages them from walking and cycling, worsening their health and social isolation. Disadvantaged areas tend to have more main roads, creating worse air quality, higher noise levels and increased collision and injury rates.

Developing routes to walk and cycle away from busy, noisy roads encourages a positive behaviour change which in turn can reduce isolation and improve mental wellbeing.

As Southwark grows and changes, we want to make the most out of the opportunity that regeneration and development for housing and jobs bring so we can improve the transport infrastructure to unlock and maximise development for everyone.

We know that the rising cost of travel is a barrier to finding jobs and one of the factors that contributes to poverty. We want everyone to be able to travel to work to improve economic equality.

As with many other public health issues, road traffic casualty rates show a steep social gradient. Children in the 10% most deprived wards are four times more likely to be hit by a car than those in the 10% least deprived. There are inequalities for pedestrian casualties in other

age groups too. Parents' and children's concern about road traffic injury is a major contributor to physical inactivity, as parents can be reluctant to allow children out of the home without adult supervision. Improving access to safe and appropriate play spaces, including green space, is vital to enable more children to play outdoors

Buses have a large role in how people move within the borough, with one in five using bus services. They are an essential service for many providing a cost effective link to family, friends, shops and work. We will work with Transport for London to ensure that all people in Southwark are able to access efficient, reliable and safe bus services.

The Movement Plan seeks to empower positive lifestyle choices and for people to feel safe and be safe while moving in and around the borough. We want Southwark to be a place to be proud of and to offer the opportunity for all of our residents to reach their potential. We want to make sure that the borough is accessible and open to all.

Mission 2

Our mission is for movement to positively benefit mental wellbeing.

What will we do?

We experience streets and spaces through all our senses. This impacts our movements as well as our mental wellbeing. Our focus is on reducing noise and visual clutter to improve experience and to emphasize the positive.

Action 1: Reduce noise

Why?

Cities are getting noisier and Southwark is no exception. More than 1.6million people in London are exposed to road traffic noise levels above 55dB during the day, above the level defined by the World Health Organization as causing health problems¹⁴.

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

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

How?

- Understanding and mapping our soundscape recognising how noise mapping can influence decision making processes.
- Making the most of our quiet spaces. Identify our quiet spaces and improve access.
- Create pocket parks that provide quiet spaces.
- Providing parallel routes around major traffic junctions that are quieter and safer to use.
- Working with the construction, innovation and technology sectors to monitor, mitigate and manage noise, such as using noise absorbing materials for roads and pavements.

Action 2: Reduce visual stimuli

Why?

When there are too many visual impressions we lose the ability to focus our attention on where it should be. This is called 'inattention blindness'¹⁵ and is the focus of many psychology studies. The most well-known, 'the monkey business illusion' is available here [<https://www.youtube.com/watch?v=ux1cL7tHjII>]

This has an impact on both our safety and mental wellbeing.

How?

- Declutter, reduce or restrict advertising.
- Regular 'tidy up our streets' initiatives.

Action 3: Cultivating positive experiences

Why?

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

Access to culture is important for mental health and is a key part of the five ways to wellbeing⁸. It can make us feel happier, boost self-confidence and self-esteem and help us connect with others. This is particularly important to combat social isolation.

Research suggests that thinking of the past helps build resources like optimism or inspiration or creativity.¹⁶ We can use experience of learning to ride a bike, memories of celebrations or street parties to help to cultivate positive experiences.

How?

Supporting people to take notice and cultivating a sense of belonging through;

- **Gratitude for the little things** such as utilising the streets as play space. Creating opportunities to see do and discover in our streets.
- **Celebrating the borough** by supporting creative programmes- making people feel a greater sense of belonging (e.g. 'quotes of the day' at rail and tube stations).

Mission 3

Our mission is for movement to positively benefit physical wellbeing.

What will we do?

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

Action 4: Infrastructure to support a culture of active travel

Why?

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

How?

- Create **connected routes** that are integrated and well-maintained to enable people to be more physically active. The small things like benches, access to toilets, rest points and water fountains, cycle and scooter parking will be included as part of these routes.
- We will continue to deliver the cycle and walking network.¹⁷
- We will support and enable new modes, for example, floating transport (such as dockless cycles and e-bikes).
- Work to extend the cycle hire scheme across the borough

Action 5: Getting active

Why?

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

Being more physically active can often be considered as a loss (loss of calories, loss of comfort, loss of convenience, loss of time). To get people active, we will

have a greater focus on the gains such as increased energy, sense of wellbeing, to motivate people to begin health-creating behaviours today.¹⁸

People tend to have greater motivation around changes in their life. This is known as the 'fresh start effect'. Examples include starting exercise or diet around the New Year, birthdays or the start of a new term.¹⁹ Changes in people's lives such as starting a new job, moving house or starting a family can also change people's habits. We also know that many people take up or increase physical activity as a result of health issues or a prompt from health professionals. Our focus is to capture these moments of change in people's lives.

How?

- We know that one solution will not fit all, hence people need to be able to do physical activity in a way that suits them. We will focus on where people travel to most often, school, work, shopping, leisure centres and by working with schools, employers, businesses and health professions provide a holistic approach.
- We will focus on the benefits of walking for older adults recognising the wider health benefits.

Focus on: Teenagers

As children become teenagers we see a large drop in physical activity, potentially impacting on their lives, down the line. We want to better understand why and how we can change these behaviours and how activity can be incorporated into their lives.

We will explore this issue as we continue to develop the Movement Plan.

Action 6: Staying active

Why?

People in Southwark are already active and we want to encourage them to continue to be.

Six out of ten under 12s²⁰ in Southwark walk, scoot or cycle to school.

34.5% of residents aged 16+ participate in sport at least once a week and 16.7% participate at least three times a week.²¹ Nearly a quarter of residents are members of a sports club.²²

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

How?

Make it fun and social

- Children in particular, will look for ways to engage in mini adventures as they move through streets and spaces. We want to encourage and develop this curiosity and engage with them in a way which suits them. Whether that be through the Daily Mile, or other similar physical activity initiatives.
- Make technology and digital a part of how we deliver, such as 'Beat the Street'.²³
- Work with the third sector (sports groups, community games) to support people's activity.

Key initiative: Demonstrator schools

Develop an integrated approach to how we engage with schools and encompass work streams such as the Daily Mile, air quality monitoring, playable streets and spaces. Work with school staff, parents and carers to fully understand challenges that they have and ways in which they could be addressed.

We will consider all physical activities in the school those within the curriculum and outside such as after-school clubs or after hours use of school facilities.

Considering the schools needs, we will look at managing school deliveries through best practice, review procurement practices such as waste collection, consider shared deliveries, etc.

This could link with a new initiative by Public Health England, being piloted in Southwark, a School Superzones. The Superzone will create a healthier and safer environment for our children to live, learn and play by:

- Explore, identify and test policy and fiscal levers and actions
- Share learning and evaluation across pilots
- Create menu of potential actions
- Test approaches for scaling up within the borough

This idea will be tested and evaluated before being considered for scaling up.

Place

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

- Jan Gehl, architect and urban design consultant

What do we know?

The impact of places on people

High streets mean more to people than just places to shop, they are also social spaces. With 45% of people saying they use the high street for other reasons than to shop. This social aspect is especially important for vulnerable groups, particularly the elderly.²⁴

Making places more attractive and pleasant also has an economical benefit as it can increase the number of people visiting and spending in local shops. It is estimated that improving place can boost the local economy by up to 40%. People who walk to do their shopping spend £147 more per month than those travelling by car.²⁵

Our environment is also linked to, and affects, our health and ability to make healthy choices across our lifetime.²⁶

Streets and driving

Southwark's streets support over a quarter of a million motor vehicle trips every day.²⁷ The purposes of these trips include commuting, business, deliveries, waste collection, work, education and leisure.

88% of traffic on our roads is cars and taxis with the remaining 12% being buses, vans and larger vehicles. There has been no real change to these numbers since 2010²⁸. The scale of car usage and its impact should not be underestimated.

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

Approximately one in five people use buses on a daily basis²⁹, and these delay impacts their journey experience. Alongside all the daily demands, our streets are also the main utility corridors. We have a responsibility to ensure that they are in a good state of repair.

Four out of ten households in Southwark own a car³⁰ and of these only 22% use it as a main mode of transport.

Car ownership and driving licence applications in young people are decreasing. People are starting to drive later

and drive less when they do start.³¹ It is likely that this behaviour will remain throughout their lives.³²

Parking

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

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

Cars are on average in use for 4% of the time and therefore parked for 96% of the time³³. Availability of car parking is considered to be the strongest reason why people choose to drive or use another mode.³⁴

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

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

Typically a controlled parking zone implementation reduces the number of vehicles parked during the hours of operation by about 40% and at night by more than 20%.

Southwark Conversation 2017

You said ...

- Want to be able to enjoy spaces – seen as adding to your wellbeing.
- Want more places for young people to hang out in.
- Expressed concerns about the amounts of fast food places and betting shops popping up on the highstreets.
- Would like to see more being done to promote local business.
- More could be done to promote integration.

Mission 4

Our mission is to be flexible in how we manage our streets.

What will we do?

We need to manage our streets, with our responsibilities as a fundamental but we must also consider how they change through time and respond accordingly.

Action 7: Street Wise framework

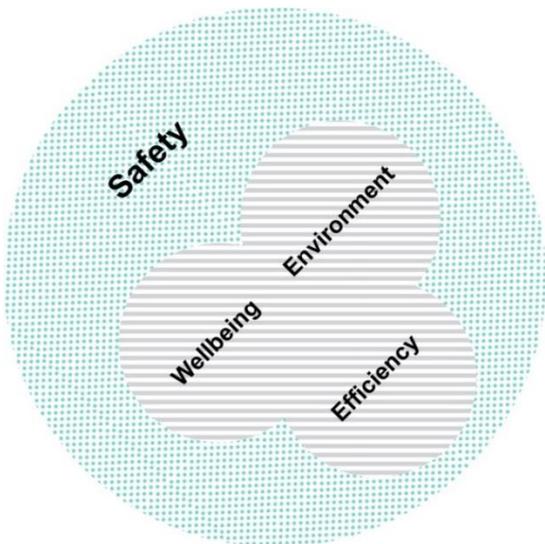
Why?

Street Wise is our holistic and evidence-led approach to the allocation of space. Street Wise responds to, and builds on, Southwark Council's responsibilities as a highway authority and takes into consideration the places and people affected by change.

We apply it to ensure space reflect how people are using it now and in the future. It is Southwark's commitment to manage the limited kerbside space effectively to support the needs of all the community.

How?

Street Wise sets out a framework to identify and solve issues surrounding 'safety', 'wellbeing, 'environment' and 'efficiency' in the streets.



Street Wise – Priorities

1. Highway safety
2. Pedestrian improvements
3. Cycle improvements
4. Public transport and shared mobility options
5. Delivery and servicing efficiency
6. Street tress
7. Parking allocation, priority on residential street and town centre

Action 8 – Using time to manage our streets

Why?

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

There are many examples of streets that at peak times, there are many times more people using the footpath as the road.

We further need to efficiently use the available space for the movement of people, to support local economic activity, improve bus journey times, increase walking and cycling and provide for other shared mobility options such as car sharing schemes.

How?

Timed restrictions or closures are not a new approach. Our streets have been regularly closed for street markets since 1880, in the case of East Street Market. More recent forms of timed closures include;

- Play Streets - where roads are closed to provide play space for children.
- School Streets - this closes the road outside a school during school drop-off and pick up times to protect pupils from cars and pollution.

In addition to continuing to deliver play and school streets, we will explore some of our challenging locations. We will look at how to manage space according to who needs it at what time such as commuter or station streets and town centres.

Action 9 – Managing our kerbside

Why?

People do not park their vehicle simply to “park” but rather to accomplish a task (e.g. go shopping or have dinner) or arrive at their final destination (e.g. work or home).

Our kerbside is public space that needs to be managed for the public good. We need to reduce space for motor vehicles and reallocate it for people walking and cycling to encourage drivers to change their habits and create an active travel norm.

Demands on the kerbside are high and we must manage it as a highly competitive space. In London drivers spend on average 8 minutes looking for parking at the end of their journey.³⁵

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

Our kerbside has an important role in supporting the effective, efficient and safe environment of bus stops and services. Enabling buses to pull in, a pleasant environment for people to wait for a bus, for people to get on or off the bus and sufficient space for buses to depart..

Better management of our kerbside space has an important role in preventing road traffic collisions, less traffic congestion and better air quality. We know the demand varies across the seasons, days of the week, and at different times throughout the day.

How?

- To enable us to better manage limited space, we will introduce more Controlled Parking Zones.
- Technological advancements enable us to respond to demands in the kerbside. We will test and trial new technologies that will assist in managing our streets. Virtual parking and advanced booking of loading bays can assist companies make deliveries on time, reducing congestion and conflict.
- We will work with fleet operators and businesses to expand the use of alternative or low emission vehicles and their charging infrastructure.

Key initiative: Demand responsive approach

We will trial adjusting parking charges depending on the level of demand. Just as hotel room rates increase or decrease based on demand, demand-based pricing for parking seeks to increase prices when and where demand is high and reduce prices when and where demand is low.

Real time management can have multiple benefits such as reduced driver frustration, less circulating traffic and thereby reduced emissions and ultimately being responsive to the people needing that kerbside space.

- Autonomous vehicles, or driverless cars, may also provide an opportunity to improve safety. These cars are programmed to obey traffic regulations and speed limits and geofencing preventing them from entering certain spaces. If shared, driverless cars could potentially free up kerbside space as the requirement for on-street residential and long-stay parking is no longer required.
- Convert freed-up kerbside space to be used for the community

Mission 5

Our mission is for movement to support businesses to thrive and prosper.

What will we do?

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

Action 10 - Getting the infrastructure right

Why?

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

How?

- **Prioritise experience.** Design simpler and wider pavements and crossings with less clutter to create pedestrian priority. Also include street seating to create social spaces to support local shops and businesses. We will work to make free drinking water easily available and free accessible toilets, including welcome signs on businesses, to increase the inclusiveness of place and increase dwell time.
- **Review kerbside use.** We will undertake a rolling programme of reviews of the available kerbside to understand how this space is being used and ensure that it meets existing and future needs.
- **Managing space to ensure that parking space is in use 85% of the time.** We will take a flexible approach when introducing or reviewing charges to ensure that they are appropriate to the location.
- **Waste management.** Improve our high streets with timed waste collection. We will explore the opportunity for 'invisible' waste solutions which would help create uncluttered and more pleasant streets.

Action 11 – Manage space efficiently

Why?

Southwark has a responsibility to manage a safe and efficient operation of the network for all, including freight. Our first step must be to look to reducing competition for space on our kerbside by lowering the amount of individual freight trips in the borough.

How?

We need to work with land owners, businesses, consumers and delivery companies to understand their needs and how to minimise the impact of delivery and servicing on the kerbside.

We will maximise the potential for cargo bikes to deliver small consignments in urban areas, in order to reduce motorised servicing trips. Potentially 51% of goods transported in cities could be shifted to cycles and cargo bikes,³⁶ suggesting untapped potential to reduce emissions and congestion and to support small and medium-sized courier businesses.

Explore how our regulatory powers such as street licensing, cleansing and premise licensing can help to improve the experience of place.

Action 12: Support places that excite and attract people

Why?

Making our town centres pleasant and interesting places for everyone contributes to our wider economic objectives for growth in business and jobs. Businesses are increasingly choosing to locate in areas that can offer their employees the most stimulating and pleasant experience outside the workplace, whether that is to enjoy lunch or to meet family and friends after work.

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

How?

- We want to create meeting spaces as well as consider 'meanwhile' uses on temporary sites to organise events where people can meet and build the community and take ownership of future events.
- The High Street Challenge is a funding program led by the council which seeks local ideas and projects that will attract more people to Southwark's high streets and town centres, and to increase the amount that is spent in the area. Movement is a key contributor to high streets and we will work to maximise the benefits of these projects

Mission 6

Our mission is for neighbourhoods to have places for people to connect.

What will we do?

Action 13: Creating opportunities for people to connect

Why?

Creating occasions for people to come together in a fun way is a starting point for building communities that will take ownership of their area and continue building new occasions to meet and socialise.

We want to find and enable people to be social in public spaces. Very often people don't have reasons to come out onto the street and meet people or they don't know their neighbours.

Creating opportunities where people can spend time together such as in parks, public squares and other spaces will be increasingly important as automation decreases everyday interaction.³⁷

How?

- Support neighbourhood based improvements, through the delivery of Liveable, Low Emission Neighbourhoods and other community focussed initiatives.
- We will create more space where people need it (e.g. school gates, shops, community hall) and design them so they are more social.
- We will encourage people to play an active part in their community as volunteers, champions or leaders.

Experience

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

What do we know?

Air pollution is higher in deprived and diverse areas

Studies have found links between air pollution, diversity and deprivation. The 20% most deprived neighbourhoods experienced higher air pollution levels than the least deprived neighbourhoods. The worst air pollution levels are also seen in more ethnically diverse neighbourhoods.³⁸

Feeling safe is just as important as being safe

Feeling safe is the most important thing to children, young people and their families in Southwark. The need to feel safe is a particular concern for young people in secondary school who want to be able to travel safely to and from activities.

Not feeling safe can also be a barrier to participation within the community³⁹ and to people walking or cycling.

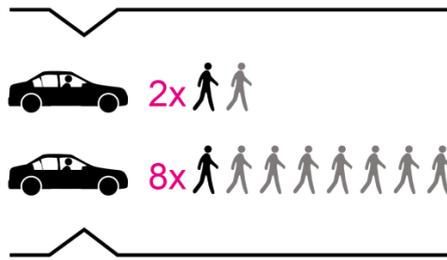
Collisions on our roads

A total of 5,325 casualties were recorded in Southwark 2012 to 2016 –including 417 serious casualties and 26 fatalities. Of these serious and fatal accidents, 25% involved a powered two wheeler rider, 30% involved a cyclist and 33% involved a pedestrian.⁴⁰ HGVs are involved in 58% of fatalities in Southwark.

Generally, young people from 20 to 29 are most at risk and the number of casualties decrease with increasing age⁴¹. Young males 16 to 24 years old on motorcycles are the most at risk⁴².

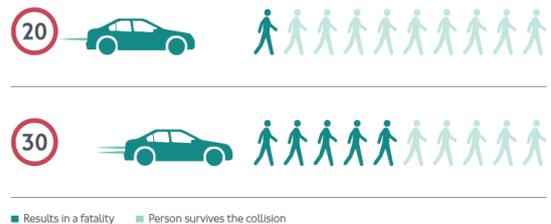
Human error is the most common cause of collisions (90%) in London⁴³. “Analysis of casualty data shows that 48% of pedestrian accidents happened more than 50 metres from a crossing. This suggests that people are willing to take on increased risk for the sake of convenience.

People who **walk, cycle** or use a **p2w** are **2 times more likely** to be **injured** in an accident than **someone in a vehicle**



The numbers of people **killed or seriously injured** when **not** travelling **in a vehicle** are **8 times** more than those **in a vehicle**

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



44

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

Self-reported injuries are around five times more numerous than those recorded by the police. For cyclists, the level of apparent under-reporting to police is higher; with almost seven times (double the rate for motorcyclists or pedestrians). These incidents contained a relatively high proportion of injuries where medical attention was not sought.⁴⁵

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

Southwark residents identify walking as a cost saving technique. The cost of bus passes is an important factor for monthly expenses for low-income families and as a result walking, especially for trips under an hour, becomes an attractive mode of transport.⁴⁶

Southwark Conversation 2017

You said ...

People were worried that transport is not keeping up with population increase and development of the areas, congestion and lack of parking spaces

Also worried that change in the borough is not for everyone, and whether some communities are being ignored.

Safety and cleanliness are really important to Southwark residents and include more police presence and better lighting on the streets.

Mission 7

Our mission is for all people to have a positive experience on our roads.

What will we do?

People experience movement in different ways, some positive, some negative. We will focus on reducing traffic on our roads. Alongside this we will focus on reducing the impacts of traffic, specifically around safety, perceptions of safety and reducing exposure to poor air quality.

Action 14: Reduce traffic on our roads

Why?

The increase in people and jobs in the borough is placing an increased demand on our streets in turn creating more congestion.

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

The impact from online shopping means that more vehicles are using our roads, particularly when they are ordered to a place of work which generally increases the mileage into central London.

Electric vehicles are an important and growing part of the vehicle fleet. As emissions from tailpipes decrease as vehicle technology improves, particulates from brake and tyre wear become more important to address as an issue.⁴⁷ Therefore we need to maintain a focus on decreasing the number of vehicles on our roads as well as their emission standard.

How?

- Help people to work flexibly by ensuring that workers are not disadvantaged by irregular services at night.
- Workers should be encouraged to use click and collect for deliveries to their nearby shops, in order to reduce congestion in these busy commercial areas.
- Support stakeholders to reduce deliveries and where required the use of low and zero emission

vehicles and local distribution hubs for final stage delivery

Key initiative: Making roads function for the community

Support more ambitious schemes to close roads to encourage motorists to change their habits, and to reallocate this space to provide new public spaces and create short cuts for pedestrians, cyclists and public transport.

Action 15: Reducing exposure to poor air quality

Why?

The impact of poor air quality on people's health is becoming well recognised. Public Health England suggests that 7% of adult deaths in Southwark may be attributable to particulate air pollution (measured as fine particulate matter PM_{2.5}). This equates to around 90 deaths per year in the borough. Air pollution also disproportionately affects the most vulnerable in society in particular children and the elderly.⁴⁸

How?

- Implement emissions based parking charges, charging the most polluting vehicles more to park in our roads. This will encourage a change in resident behaviour towards less polluting vehicles. Alongside this we will provide residential street electric vehicle charging points through the lamp post charging programme.
- Focus on the most supporting measures near schools.
- Ensure residents are within walking distance from a residential electric vehicle charge point.
- Increase awareness of what we can all do to reduce emissions, through eco driving, using click and collect, etc.
- Support the MAGIC (Managing Air for Green Inner Cities) project, collaborating with Universities⁴⁹
- Promote use of apps and information such as AirText, CityAir, and Walkit apps.

- Continue to support the expansion of the Ultra-Low Emission Zone (ULEZ) to the South Circular with a long term extension to the M25.
- Work with clinicians via breathlessness group of CCG to ensure GPs have access to appropriate prompts, advice and information for use in GP surgery consultations
- Work with TfL & GLA to deliver the low emission bus zones in Southwark

Action 16: Improve road safety towards Vision Zero on killed and serious injured in our roads

Why?

We support Vision Zero⁵⁰ and we need to do more to achieve the ambition to have zero killed and serious injuries on our roads. We have made progress with a 36% decline in people killed and seriously injured on the streets and a 7% decrease in slight injuries 2005-2009 average baseline.

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



How?

- Lower speeds are essential in areas where people shop, work, learn and play Our approach to lowering speeds will be to make our streets more

inviting, less polluted, less dominated by motor vehicles and more attractive for walking and cycling.

- Southwark is already a 20mph borough. However we need to better enforce this with the help of technology (plate recognition, CCTVs, telematics) and working with the police and TfL to improve where the speed limit is not respected.
- Identifying unsafe locations and streets and improve safety.
- We will collaborate with insurance companies to obtain useful data, especially those who use telematics to record drivers' behaviour (black boxes in cars).
- We need to work towards improving behaviours of people using our roads. Everyone has the potential to cause danger that can lead to a collision and make our streets less inviting for those wishing to walk, cycle or use public transport.
- Encouraging all road users to travel safely by tackling the high- risk taking behaviours including inappropriate speeds, risky manoeuvres, distraction, drink/drug driving and vehicular and driver/rider non-compliance.
- Understanding the causes of collisions to learn from them and prevent their reoccurrence. Improve the way information is accessed and provide help and support for victims. To provide information on what they can do and what services are available such as legal and psychological support. Support people continuing to walk and cycle after a collision.
- We want to take a "future risk" approach, targeting interventions where the risk is high rather than making changes only where collision happened in the past.
- Work with DVLA/Police to increase the use of road safety education to speeding drivers in conjunction with or as an alternative to penalty points.

Action 17: Improve safety and sense of safety

Why?

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

How?

Focus on: Feeling safe

We will work with people, in particular those that may feel more vulnerable on our streets to understand what people need to feel safe and confident to travel sustainably.

- Break down barriers and build understanding between people using our roads.
- Consider how street design and elements such as street lighting and maintenance can contribute to safety and sense of safety.
- Improving safety and sense of safety through training programmes for all cyclists and pedestrian training for children.

Action 18: Improving conditions for which our roads are a workplace

Why?

The logistics field is growing, driven by the rise in demand for door to door deliveries. We want to make sure that people for who our streets are their workplace receive the highest level of support to ensure that they drive/ride as efficiently, safely and sustainably as possible. To do this there is a need to understand business needs and collaborate to support those driving.

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

How?

- Encourage drivers to consider using the improving walking, cycling and public transport facilities. Promotions of apps for helping people consider various modes of moving around the borough for work.

- Where motorised vehicles are required we need to ensure that freight vehicles and their drivers adhere to the highest possible standards in terms of efficiency, safety, noise and emission reduction.
- Requiring services involved in delivery, servicing and waste collection in the borough to be compliant with Ultra Low Emission Zone (ULEZ)⁵¹ objectives.
- Work with individuals and employers to understand the challenges faced by those who drive/ride or work on our streets.
- Improve safety by tackling problems like moped crime by working with the police and increasing moped anchors to secure powered two wheelers safely.

The borough will become a 'Good Work Standard' borough, actively promoting:

- fair pay
- excellent working conditions
- diversity and inclusion
- good work-life balance
- health and well-being

Our responsibility as an employer

Southwark will promote good driving practices, using procurement to deliver change, technology, and so forth, including;

- Procurement requirements – eco driving, FORS recognition, vehicle standards, etc
- Introduce Intelligent Speed Assistant (ISA) in our fleet

Continue the work we began in 2010 to halve council emissions.

Mission 8

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

What will we do?

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

Action 19: Responding to new transport infrastructure

Why?

Projects like the Bakerloo Line Extension, Northern Line Ticket Hall and Rotherhithe to Canary Wharf Bridge will provide new travel opportunities.

These new facilities and services will change the way people travel in the borough in the long term, from changing nature of bus services along the Old Kent Road corridor, to a new active travel option to Canary Wharf.

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

Effects of the Bakerloo Line Extension

Old Kent Road

20,000 new homes
10,000 new jobs

Elephant & Castle

5,000 new homes
10,000 new jobs

Canada Water

2,000 new homes
6,600 new jobs

How?

Learnings from recent projects including Northern line extension and Elizabeth Line will feed into our work and improve understandings around how to manage change and new transport infrastructure.

We will apply the learning, testing and trial ways to manage the delivery of infrastructure schemes, with the ambition to continue to build and scale up an approach to deliver positive outcomes.

Focus: Bakerloo Line Extension

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

The council will continue to pursue three stations in Southwark, Bricklayers, Burgess and Asylum.

Find out more at www.backthebakerloo.org.uk

Action 20: Proactive in managing change

Why?

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

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

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

How?

Key initiative: A new approach to construction plans

- Develop digital construction management plans to provide more consistent and current information. This will improve our view of upcoming projects and assess cumulative impacts. / dedicated resource/ logistics groups.
- Require a Construction Environment Management Plans in major development areas such as the Old Kent Road, and consideration of the cumulative impact where there are many construction sites in relatively small areas.
- Time management/co working re-time construction traffic, through Construction Management Plans, so these vehicles avoid peak times.

Bring positive benefits from change. Test ways and approaches to create legacy through the delivery of infrastructure schemes. For example using change to encourage new behaviours and create an opportunity to deliver a higher usage of the cycling spine as well as reducing pedestrian and cyclist conflict in Rye Lane and Peckham Square.

Mission 9

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

“Knowledge is power. Information is liberating. Education is the premise of progress, in every society, in every family.”

- Kofi Anan

What will we do?

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

Action 21: Information exchange

Why?

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

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

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

How?

- We will work to share our information to enable people to make informed choice. For example, knowing the extent and duration of construction activities to know how your journey and movements are being affected.
- We will use new technologies to capture people's experience and perception of places and safety to understand where interventions are needed.
- We will work with the community and stakeholders to understand how we can capture

and respond to trips and falls that occur on our roads.

- We know that thousands (could be millions) of people travel through our town centres, rail stations and bus stops. We will use these locations as key information hubs in sharing information about movement.

Action 22: Building stronger public services

Why?

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

How?

- We will engage with residents about how streets can be made safer, functional and more attractive. We will continue to meet our consultation obligations but we will expand on this, and deliver better early engagement and consultation methods.

Key initiative: Living Lab

We will create a 'living lab' allowing for ideas and solutions to be tested before embedding (successful) ideas into our work. Using a street or space to research, prototype, test and refining complex solutions in multiple and evolving real life contexts before scaling successful ideas across the borough.

Delivering the Movement Plan

What will success look like in 2040?

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

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

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

Tracking our progress and reaching our milestones

By 2020 we will have;

- Adapted lamp posts to charge electric cars so everyone is in walking distance of a charging point
- 2,500 less cars owned in the borough
- All roads in the borough 20mph
- Refurbished Surrey Quays Station
- Opened Peckham Rye Station Square

By 2025 we will have;

- Emission based parking charges Double the proportion of journeys by cycling
- Rotherhithe to Canary Wharf Bridge open
- Northern Line Ticket Hall opened

By 2030 we will have;

- Bakerloo Line extension in operation

Monitoring the Movement Plan

People Indicators

Primary indicators

- Active, efficient and sustainable (walking, cycling and public transport) mode share (Southwark residents) based on average daily trips. Base period 2013/14 – 2015/16
- Proportion of Southwark residents doing at least 2x10 minutes of active travel a day or a single block of 20 minutes or more.
- Trips per day by trip origin. Reported as 3yr moving average. Base year 2013/14 - 2015/16
- Proportion of children's excess weight trends (4-5 years old and 10-11 years old)
- Proportion of children's transport methods to school (Hands up Surveys).

Additional indicators

- Proportion of year 6 children who are overweight or obese
- Proportion of obese adults
- Proportion of adults who are active to the recommended levels
- Estimated proportion of 5-16 year olds with emotional disorders
- Proportion of people who feel able to participate in cultural activities
- Healthy life expectancy- Male/Female life expectancy at birth

Place indicators

Primary indicators

- Proportion of Southwark residents living within 400m of the London-wide strategic cycle network
- Vehicle kilometres in given year. Base year 2015. Reduce overall traffic levels by 10-15%
- 10% reduction in number of freight vehicles crossing into central London in the morning peak period (07:00am - 10:00am) by 2026
- Total cars owned and car ownership per household, Southwark residents. Base period 2013/14 - 2015/16
- Proportion of adults who think their local area is a place where people from different backgrounds get on well together
- Number of licensed vehicles in Southwark
- Principal road length in poor condition

Additional indicators

- Healthy neighbourhoods index – proportion of people who live in LSOAs which score in the poorest performing 20% on the AHAH index
- Proportion of adults who have formally and/or informally volunteered in the last year
- Birth and death of new enterprises
- Vacancy rates for offices and retail space
- Proportion of adults who feel satisfied with their local area as a place to live
- Proportion of affordable workspace
- Increase Helthy Street Checklist scores

Experience

Primary indicators

- Reduce the difference between total public transport network journey time and total step-free public transport network
- Annualised average bus speeds, base year 2015/16
- Excess wait times for high frequency bus services
- Casualties Killed or Seriously Injured (KSIs) according to STATS19 data. Base year 2005/09 for 2022 target and base year 2010/14 for 2030 target.
- Casualties by mode of travel and age. Base year 2005/09 for 2022 target and base year 2010/14 for 2030 target
- CO2 emissions (in tonnes) from road transport within the borough. Base year 2015/16.
- NOX emissions (in tonnes) from road transport within the borough. Base year 2013.
- PM10 and PM2.5 emissions (in tonnes) from road transport within borough. Base year 2013.
- Proportion of housing units in areas within PTALs 3-6 or within 800m of a Tube station, rail station or town centre boundary
- Proportion of people who feel safe when out and about in their local area
- Proportion of people who feel safe when out and about in their local area

Delivery plan to 2022

	Mission	Action	Evidence	Test	Evaluate	Scale Up	
People	M1	Our mission is for movement to improve equality.	Understand and address the barriers to accessible and safe travel.	x			
		Audit and address locations which are barriers to accessibility.	x				
	M2	Our mission is for movement to positively benefit people's mental wellbeing.	Trial the creation of 'calm' streets by identifying street clutter and simpler highways designs.		x		
			Conduct a sensory audit of streets with residents and interest groups of visual, tactile and auditory issues.	x			
			Create a de-cluttered and simplified street design.		x		
			Conduct an after audit of the street with residents and interest groups to understand the benefits.			x	
	M3	Our mission is for movement to positively benefit physical wellbeing.	Deliver Active Travel walking and cycling networks to encourage their greater use.				x
			Test 'fun' walking interventions along school routes, e.g. school streets, playable streets, foot scooters, etc.		x		
			Develop trials of 'Super Zones' around schools to promote greater health and fitness.		x		
			Use the 'fresh start' approach to develop a toolkit to promote walking and cycling to be used by other schools.		x		
			Work with sports teachers to trial new ideas like sweatcoin. Encourage social, silverfit activities, etc.	x			
			Promote the daily 'fun' mile to introduce play and mini-adventures to and from schools.		x		
Place	M4	Trial a commuter street.	x				
		Consider timed road closure and / or introducing dynamic parking.	x				
		Consider also introducing emissions based parking.	x				
		Audit traffic flows, air quality and public opinion before and during the trial to understand how it works.	x				
	M5	Our mission is for movement to support businesses to thrive and prosper.	Use the Lower Road gyratory removal scheme to better support businesses here.		x		
			Walking, cycling and public realm improvements and trial the use of adaptive parking in town centres.	x			
			Town centre cultural programme.			x	

Glossary

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Opportunity Area (OA): Opportunity Areas are London's major source of brownfield land which have significant capacity for development – such as housing or commercial use – and existing or potentially improved public transport access. Typically, they can accommodate at least 5,000 jobs, 2,500 new homes or a combination of the two, along with other supporting facilities and infrastructure.

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

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

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

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.

Southwark's Kerbwise approach: An evidence based approach to collation and analysis of data on Southwark's modes and travel patterns as well as population demographics, health, air quality and emerging trends from within London and around the world.

Shared space: An approach aimed at reducing street clutter and vehicle speeds to encourage pedestrians to have greater priority when crossing or walking on the road. It aims to create better quality places where people want to spend more time.

Travel Demand Management (TDM): A strategy to manage the overall number of trips (ie mode share) by different forms of transport and the factors underlying these trends to make improvements to reduce their impact.

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 roads, which is operated and maintained by TfL, and comprises about 5% of the road network in London.

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

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

End notes

¹ Guy's and St Thomas' charity, '*Personal perspectives on urban health and wellbeing: Insights on the assets and risks of urban environment, diversity and deprivation*'. London, UK: Guy's and St Thomas' charity. Retrieved 5 June 2018 from www.gsttcharity.org.uk/get-involved/knowledge-hub/personal-perspectives-urban-health

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