

Going for a walk

Walking, wheeling and running for leisure and fitness

Walking and wheeling are great for mental and physical health.

We need to make sure we remember the importance of fun and enjoyment when we deliver facilities for pedestrians. Walking and wheeling are not always about getting somewhere.

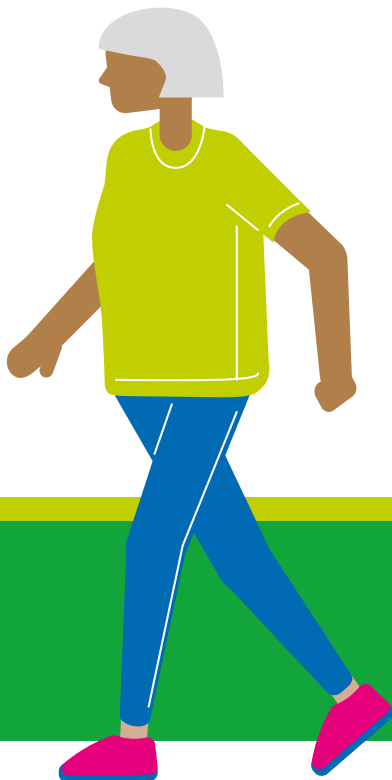


Objective 4: Supporting walking, wheeling and running for leisure

Southwark is very green for inner London. We have many large parks and other green spaces across the borough. These are already pleasant and peaceful places to be, but not everyone lives close to a park.

Outdoor exercise is great for mental and physical health, and we need to do what we can to support these activities. We have recently developed a series of pedestrian routes, helping people visit and explore our historic urban environment. The Green Chain Walk passes through the borough, linking Nunhead and Camberwell Old and New cemeteries through other green spaces and quiet streets. The Thames Path follows the river from one side of the borough to the other. We are also helping to create the Low Line through Borough, Bermondsey, Walworth and Camberwell, as part of the regeneration of railway arches.

More of this type of amenity is needed although we need to minimise conflict between people moving at different speeds by making sure there is enough space for everyone.



What we will do:

- 4.1** Consider **the needs of all leisure journeys, including runners and dog walkers** in the development of our pedestrian network.
- 4.2** Look for opportunities to **extend existing long-distance leisure routes** and connect them with our parks and green spaces. We will link them to our town centres and train stations so they are easy to access.
- 4.3** Work with neighbouring councils to **introduce new, high-quality long-distance routes**. We will aim to deliver routes across the borough, so all residents get the opportunity to enjoy them.
- 4.4** Seek to deliver space and **facilities for running and other exercise** in places where we can provide wide pedestrian spaces, separated from motor traffic, and on routes connecting people with our parks.
- 4.5** **Coordinate pedestrian routes and our leisure centres**, developing programmes that use our streets as an additional exercise space and an easy way for people to improve their fitness.
- 4.6** Organise events to **celebrate our pedestrian network and leisure routes** and showcase the borough's achievements in delivering them. These could include runs and walks through our parks and connected routes, as well as street parties and seasonal markets. We will work with neighbourhoods and other groups to generate ideas and deliver events.

Appendix:

The Equal Pavement Pledge

Southwark is a signatory to Transport for All's Equal Pavements Pledge, which commits us to working with and considering the needs of disabled people to make sure we deliver a pedestrian environment that is accessible to everyone.

The Equal Pavements Pledge contains seven commitments:

1. Listen, and act

Engage with and listen to the perspectives of disabled people, across the impairment groups, who have been significantly erased from the conversation. By doing this, we can move forward with accessible, inclusive, pan-impairment solutions which benefit everyone, and the environment.

2. Keep it clear

Maintain a minimum of 1.5m clearance on all pavements, by enforcing the terms of your licenses with businesses. Issue written warnings and follow up with on-site visits to premises to enforce the terms. Use roaming 'inspectors' to ensure pavements aren't blocked.

3. Cut the clutter

Operate a zero-tolerance approach to street clutter. Issue warnings to businesses that obstruct pavements with A-boards, and follow up with fines. Consider temporarily removing permanent fixtures, for example bollards and lamp posts, while outdoor furniture is on pavements to maintain a clear path. Electric Vehicle charging points should only be situated on a pavement as a last resort if there are no other options, and must be placed in a way that will not cause obstruction or trip hazard from trailing cables.

4. Mind the trash

Schedule waste removal at times that will be the least disruptive, reducing the issue of bags of rubbish being left on pavements during periods of high footfall.

5. Drop the kerbs

Undertake a professional accessibility audit of your streetspace and install immediate short-term measures (e.g: asphalt ramps) at problem areas to ensure step-free access. This is a short term and immediate solution while more long-term solutions, including proper dropped kerbs and correct tactile paving where appropriate, are devised and installed.

6. Protect Blue Badge Bays

Do not remove parking spaces for Blue Badge holders except where supported by robust data and in consultation with disabled residents. In rare occasions where this is unavoidable, the bays must be relocated close to the original location and any plans should be consulted on with disabled residents to avoid impeding access.

7. Work with disabled experts

We want to see local authorities and transport providers commit to a co-production model built on the views and expertise of a wide range of disabled voices. Work with representatives from a pan-impairment organisation who can train your team and work with you to embed the Social Model of Disability to ensure all future streetspace schemes are delivered with accessibility at their core.