

Sustainable Transport Strategy

Southwark's vision for equitable,
green and healthy streets by 2030

Consultation draft December 2022

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Executive Summary

Transport policy aim is to help people and goods move around in an easy, healthy and sustainable way.

We can define sustainable transport as ways of transport that support people's mobility needs while having a low social and environmental impact and not impairing the mobility needs of future generations¹. This could be walking, cycling, public transport and shared mobility (car clubs, cycle and scooter hire).

The Sustainable Transport Strategy takes an innovative approach that is people-centred. It focuses on those that live in, work in, and visit the borough. This strategy will work for everybody and will place fairness at its core.

Why do we need a new transport policy document?

The scale of social, environmental and health challenges facing the borough is clearer than ever. We need to update our policy to react to these new challenges.

The council declared a climate emergency in 2019 and air pollution was listed for the first time in 2020 as a cause of death, in neighbouring Lewisham. This brought home the danger posed by air pollution, especially to children, older people and those with certain health conditions. Motor vehicle traffic pollution is a significant contributor to both issues.

Supporting active travel, such as walking, cycling, scooting, and rolling, can help address widespread problems with mental and physical health. This would help children create lifelong healthy habits to address obesity and help our ageing population feel less isolated and get out and about to shop and socialise.

However, there are significant barriers to adopting active travel. All motor vehicles,

including electric vehicles (EVs), discourage people from active travel due to safety concerns and because they take up the majority of road and kerb space.

Our growing population is stressing the transport network. More people and trips mean there is an increasing need to better design, manage and maintain the built environment, otherwise, the quality of urban living will suffer and decline. We need to reallocate space to accommodate more pedestrians, encourage active travel and discourage driving.

How people and goods move around and how people use public space and our high streets has also an impact on the local economy. Proper management of freight and servicing can help support people and the local economy sustainably.

We also need to react to new types of travel. New modes like cycle hire (docked and dockless), e-bikes, cargo bikes and e-scooters hire, have the potential to reduce driving and encourage people to be active. However, they require regulations and infrastructure so they can be used safely and considerately. Inconsiderate cycling and scooting on pavements can deter people from walking.

Many pavements in Southwark are too narrow for prams and wheelchairs, making them difficult to use for many people.

Covid-19 and home working has created a once in a generation opportunity to reduce the need to travel and to encourage a new localism. We are seeing a greater number of local walking and cycling trips and more use of nearby shops and facilities. Covid-19 has also revealed the links between equity, low income, ethnicity, and health.

In 2020 Southwark responded to some of these challenges through Southwark Stands Together pledges to take positive action to address inequalities.

We are committed to accomplishing this work during a time of increasing need and ambition, decreasing funding and resources. We will work to find new ways to increase funding, accelerate the delivery of alternatives to driving, and to better manage costs.

Co-ordinating Southwark's strategies

To deliver the Sustainable Transport Strategy we will coordinate with the other teams and action plans across the council. We can work more efficiently together to deliver a single vision for the borough. This strategy contains links to other Council strategies that have an impact on transport or where transport can have an impact on their delivery.

The missions

We have defined nine missions which are our vision and goals for what our work on transport and the public realm should achieve:

M1 Fairer streets for all

M2 Deliver streets and spaces that support mental wellbeing

M3 Deliver streets and spaces that support physical wellbeing

M4 Reduce Traffic

M5 Transform our streets into social, thriving neighbourhoods

M6 Support sustainable and efficient freight and servicing

M7 safe, clean and comfortable journey experience for all

M8 Places to be adaptable and resilient to climate change

M9 Working together to deliver the Sustainable Transport Strategy



Figure 1. the nine missions of the Sustainable Transport Strategy

What will success look like in 2030?

By 2030, Southwark will be a sustainable borough, with zero emissions from transport and where no one is prevented from accessing healthy travel options.

Our streets will be quieter, safer, and more attractive for everyone. We will have reduced the speed and volume of private motor vehicles on our roads. Our local centres, high streets and transport interchanges will be more spacious, prosperous and more enjoyable places to spend more time in.

Walking, cycling, scooting, and rolling will be how more people choose to travel. Longer trips will be made by making greater use of public transport and shared mobility services. The impact of deliveries and servicing will be mitigated through fewer trips, and greater use of smaller, safer, greener and quieter vehicles.

Our air will be cleaner and our roads will be safer taking us closer to our Vision Zero target, through traffic reduction. The borough will be better prepared for the impacts of climate change with reduced surface water run-off during heavy rainfall and more shade for extreme temperatures.

Summary of missions and objectives

Mission	Objective
People	
<p>M1 Fairer streets for all</p> <p>Equity means taking everyone’s needs into account and providing a solution that is accessible, affordable, safe and fair to all. This principle will guide our approach to supporting transport in Southwark.</p>	<p>1. Prioritise equity in all transport schemes so everyone can achieve their potential.</p>
<p>M2 Deliver streets and spaces that support mental wellbeing</p> <p>We experience streets and spaces through our senses; and noisy, busy and cluttered spaces affect our mental well-being. We want to create enjoyable spaces that help people feel calm and relaxed</p>	<p>2. Create calm and simple streets</p>
<p>M3 Deliver streets and spaces that support physical wellbeing</p> <p>Despite the clear benefits of active travel and being more physically active, many barriers prevent people from doing it. Our focus will be to address these challenges to make it easier for people to get active and stay active.</p>	<p>3. Encourage people to get active and stay active</p> <p>4. Design our streets to enable everyone to use the space actively, efficiently and safely</p> <p>5. Provide infrastructure and facilities that support active travel</p>
Place	
<p>M4 Reduce Traffic</p> <p>Reducing traffic will reduce congestion, improve road safety and air quality, and create calmer, healthier streets with more space for people</p>	<p>6. Expand vehicle-free space and the wider pedestrian realm</p> <p>7. Reduce ownership of private cars</p> <p>8. Expand the shared mobility network</p> <p>9. Ensure the safe and efficient operation of the road network</p>
<p>M5 Transform our streets into social thriving neighbourhoods</p> <p>People should feel comfortable, secure and welcomed in their neighbourhood. It is where we live and spend most of our time. We want to create spaces that encourage people to participate in their community.</p>	<p>10. Creating thriving neighbourhoods with things to see and do, and places that encourage a sense of belonging.</p> <p>11. Make town centres attractive, thriving and diverse places for people and businesses</p>

M6 Support sustainable and efficient freight and servicing

The local economy is affected by how people and goods move around, and how people use public space. Proper management of freight and servicing can help support people and the local economy sustainably.

12. Support the development of a sustainable freight and servicing supply chain

Experience

M7 Safe clean and comfortable journey experience for all

We tend to judge journeys in terms of the time taken to get from beginning to end. However, improving the quality of the journey itself is a big opportunity to encourage more people to travel sustainably by making it a more convenient and enjoyable choice.

13. Deliver Vision Zero: Zero people killed or seriously injured on our streets

14. Improve personal safety on streets and public places

15. Maintain our streets in good condition

16. Working with TfL and other transport operators to make public transport safe, accessible, and reliable for a growing population

M8 Places to be adaptable and resilient to climate change

The council declared a climate emergency in 2019. Extreme weather will become more common as a result of climate change; we want places to mitigate these effects.

17. Mitigate flood risk

18. Use available space to introduce new greenery and opportunities for biodiversity

M9 Working together to deliver the Sustainable Transport Strategy

To feel seen and be heard, to be able to share your experience and views is important. Working collaboratively and towards the same goals with consistent messaging is also very important. Data and new technology will help us do that.

19. Be consistent in our messaging and ensure access to relevant information

20. Engage, support and co-create with communities

21. Work with schools and young people to deliver the Sustainable Transport Strategy

22. Collect and analyse data and stay up to date with new technologies to improve our practices

Introduction

A people-centred approach

Our Sustainable Transport Strategy sets out Southwark's approach to improve people's experience of travel to, from and around the borough. People's well-being and their experiences of moving are at the heart of the strategy.

With an ageing population, increasing obesity levels and an ongoing mental health crisis, we need to create streets that are accessible to all, encourage walking and cycling and help build a sense of local community.

Southwark is experiencing continued population growth and constant change in our communities. This will result in increased movement around our borough, of both people and goods. We need to respond to the stresses these changes will put on our transport network.

From the Movement Plan 2019 to the Sustainable Transport Strategy

Faced with the realities of climate and air pollution crises, we need to act quickly and ambitiously, against a background of declining conventional funding. The Sustainable Transport Strategy sets out an evidence-led, efficient and coordinated delivery strategy for the changes we need.

The strategy builds on the lessons learnt from the delivery of the Movement Plan 2019 and further engagement with the community. It will bring together the numerous strategies the council adopted and is working on, to guarantee a coordinated and multidisciplinary approach to challenges and solutions. This will help provide consistent actions and make better use of resources. This strategy will also help to deliver the Local Implementation Plan 3 published in

2019 alongside the Movement Plan. The following paragraphs explain the challenges that brought us to review the Movement Plan and develop the Sustainable Transport Strategy.

Council Delivery Plan

It's an action plan, which will drive the work of the entire council to ensure we work together to make the borough fairer, greener and safer for all our residents. The plan sets out how we will get the basics right in seven separate themes:

- Transforming our borough
- A thriving and inclusive economy
- A healthy environment
- Quality, affordable homes
- Keeping you safe
- Investing in communities
- Supporting families

The Covid-19 Pandemic

The pandemic has had a profound impact on society and movement. Covid-19 caused the Government to introduce three lockdowns and restrictions from 2020 to 2022. The first lockdown caused motor vehicle traffic to significantly fall with up to 90% less driving,² creating much quieter streets and (with reduced industrial activity) 31% lower nitrous oxide and less greenhouse gas emissions.³

At the start of the pandemic, Southwark launched a Commonplace website⁴ to ask residents what street improvements they wanted. We received more than 2,000 comments and 15,000 agreements to public comments, which demonstrates the desire for change and the scale of our task.

During the lockdowns, many people stated they did not want to return to how society had been organised. This is most clearly seen in the uptake of home and flexible working. This is a fundamental change in people's location and lifestyle coupled with a greater appreciation of their local environment and facilities.

There was a noticeable increase in internet shopping and home deliveries that created a new challenge of increasing light and heavy goods vehicles on our streets and hence greater traffic, reduced safety and increased pollution.

Our high streets and town centres were impacted, especially our hospitality sector and evening economy as outlined in Southwark's Economic Strategy 2022–2030⁵. It became apparent that many of our pavements were too narrow and therefore could not help businesses who wanted to provide outdoor services. Where generous public space and wider pavements were available, businesses were able to continue operating as customers could queue and outdoor hospitality could be accommodated.

The Climate Emergency

A recent report from the Inter-Governmental Panel on Climate Change (IPCC)⁶ has been another stark warning that things must change to avoid irreversible and damaging climate change. Climate change is already having an impact on Southwark. Extreme weather, air pollution, and disruption to food supply chain, all impact Southwark residents and the local economy.

Poorer and less advantaged communities are more at risk and have fewer resources to mitigate its impact.

The Council has therefore declared a climate emergency in 2019 and committed to being a carbon-neutral borough by 2030. To reach this goal Southwark published a climate change strategy and action plan in 2020⁷. It sets out how we can deliver a sustainable future and work together to protect our planet.

We recognize that transport policy will have a crucial role to play in reaching this target, as well as seeking to influence making transport cheaper and more widely available to all. The Sustainable Transport Strategy is aligned with the aims and actions of the climate change strategy and action plan.

Our legal responsibilities

As a council, we have legal responsibilities for transport, planning, and public health in Southwark. They include:

- Ensure that our work and the design of public spaces do not discriminate against people with protected characteristics as set out in the Equality Act 2010.
- We also have 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 minimise congestion and disruption to all traffic, which includes pedestrians, cyclists and other vulnerable road users.
- The council also has a statutory duty to maintain the highway under the Highways Act (Section 41). Ensuring our streets are safe is our primary concern and we work 365 days a year to keep our highway in a good state of repair.

Delivering the Sustainable Transport Strategy

We need to be efficient, effective, and evidence-led as we deliver the Sustainable Transport Strategy. Our approach is to evidence, test, evaluate and scale up interventions. We will continuously build on our evidence base and knowledge, ensuring resources are being spent where they work. We will monitor our work according to our performance indicators and will report our progress on the council website.

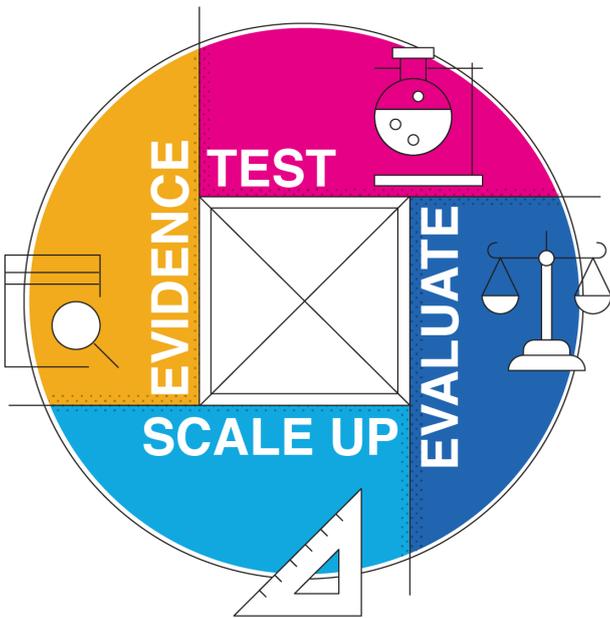


Figure 2. Following an evidence-led approach to delivering transport policy

Engagement with the community

It is essential to work together with our communities and stakeholders as we take on the grand challenges faced by society today. We continue to work according to our principles of community engagement, involving people in the decisions that affect their lives.

We need to understand the local context, experiences and diverse perspectives to deliver meaningful and relevant change in the borough. We will test new ways of engagement, to reach the people we hear less from and to help our engagement to better reflect the borough.

Our call to others

Improving movement in the public realm and reducing its impact, requires action at every level from the individual to the government, involving many professions and departments within the public and private sectors. We have a role in leading and bringing together different people and ideas from inside and outside the council, but improvements will only be achieved by working together and by everyone playing their part.

How is the strategy structured?

The document is divided into three main sections: people, place and experience. This reflects the focus of our strategy, which is to support people to travel around the borough, make the borough a nicer place and improve the journey experience. Within each section, there are three missions relating to different areas. Each mission contains objectives explaining the specific goals that will help us deliver the mission.

Each objective will be delivered through several actions, which will be included in an action plan. While the strategy has set objectives to be reached by 2030, the action plan will be a working live document and will be used internally to define specific deliverables and projects to keep us on track for the delivery.

People

M1 Fairer streets for all

Why is this important?

All people are welcome to make a home, a living or a journey in Southwark. We need to make sure that everyone can move around the borough to access the same opportunities

Equity means taking everyone's needs into account and providing a solution that is accessible, affordable, safe and fair to all. This means that the right solution might be different for each person and no one solution fits all. This principle will guide our approach to supporting transport in Southwark.



Figure 3. Treating everyone the same is not always the fairest approach

The Covid-19 pandemic has highlighted the distinct inequalities that were already present in our society and the need for equity to be the leading factor in determining all our transport schemes to help close the gap. More than 50% of air pollution in cities is caused by motor vehicles.⁸ The pandemic shone a spotlight on the links between higher air pollution in areas of greater deprivation and diversity.

Equal Pavement Pledge

Transport for All has identified seven key factors in designing a future for all:

- Listen, and act
- Keep it clear
- Cut the clutter
- Mind the trash
- Drop the kerbs
- Protect blue badge bays
- Work with disabled experts

Objective 1 – Prioritise equity in all transport schemes so everyone can achieve their potential

A poor-quality environment impacts the most vulnerable and disadvantaged groups. It discourages them from walking and cycling, worsening their health and social isolation.

Our Equity Framework maps data from six indicators to identify which areas in the borough are a priority for improvement. It supports a community-centred process that focuses on the mobility needs of all. It considers access to transport (in terms of both cost and physical access), people's physical and mental experience (how long it takes, how crowded it is) the experience of movement (air and noise pollution, safety) and how this affects their ability to travel. We will use the framework to focus our interventions on where they are most needed.

Southwark's Equity Framework – Indicators



Affordability

The cost of different travel options.

- Affordability affects people's choice of transport.
- People on low incomes may only be able to afford to live in places with fewer services and busier roads, limited options for cycle storage.
- Indirect journeys may be cheaper but take longer.
- Cost of travel is a barrier to job access.



Connectivity

Density of connections and directness of links to other locations.

- Lack of frequent, reliable public transport = more car dependency.
- Connections between residents and high streets or services are vital to reduce unnecessary travel.
- Lack of direct paths and routes through developments or unsafe direct routes (e.g. dark underpasses)



Accessibility

To what extent people with different mobility requirements can access or reach a different destination.

- Public transport is not accessible to all.
- Pavements and cycle lanes don't always cater for mobility scooters and special bicycles (too narrow, interruptions, and barriers).
- Pavements & public realm are often cluttered or damaged.
- Lack of seating, toilets.



Health and Wellbeing

Impact of travel on people's physical and mental well-being.

- Car dependency is linked to obesity and other health conditions. Active travel can contribute to overall health and well-being.
- Noise from traffic along busy roads is a concern for all, especially the neurodiverse community (e.g. those with autism).



Air Quality

Impact of air and noise pollution on people.

- Air pollution affects people who live or spend a lot of time on/ near busy streets the most.
- Children, older people and those with certain health conditions are most affected (although it affects everyone).
- Poorer and ethnically diverse areas are disproportionately affected even though they are least likely to drive.



Safety

How safe people feel from road danger, crime, and anti-social behaviours while in the streets and on public transport.

- Age, gender, and ethnicity play a role in exposure to road accidents and crime.
- Not feeling safe can be a barrier to participation within the community and people walking or cycling.

Southwark Council 2022

Life factors affect decisions around movement

Income

Low-income results in people tending to live in lower quality environments and the rising cost of travel is a barrier to accessing jobs and a key factor in perpetuating poverty.

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.⁹

Those on very low incomes living payday to payday may be unable to afford the initial financial outlay of a travel card or a bicycle to make longer-term savings.

At the same time, even people on higher incomes can find themselves trapped in costly car dependency, especially where their daily journeys do not align with London's radial public transport network. Those on higher incomes may also choose the car because they see public transport charges as not giving them value for money on certain trips.

Gender

The way gender influences how people travel is often overlooked. Women typically make more local multi-stop trips and have a different perception of personal safety in the public realm and on roads and using public transport^{10 11}. This affects the route, mode and time they choose to travel.

Transport for London's (TfL) hopper fare has especially helped women from low-income groups, as they are more likely to make multi-stop trips and make up the majority of London's bus users.

Age

Road traffic casualty rates, like many other public health issues, 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 which are in the 10% least deprived¹². Concerns about road traffic injury are a major contributor to physical inactivity for both parents and children and need to be addressed if we are to encourage more active travel.

Our population is ageing which requires increasing action to enable people to stay active, healthy and socially engaged. We need to address the safety and accessibility concerns that discourage older people from walking, cycling and using public transport.

Ethnicity

Ethnicity is a key factor affecting people's movement and how they experience the public realm. Black, Asian and minority ethnic Londoners are more likely to walk and use public transport than white Londoners. This group is also more likely to be injured on roads, live in areas with worse air pollution and are more likely to be affected by hate crime and harassment.

Southwark Stands together

Southwark Stands Together (SST) is the council's response to systemic discrimination and inequalities within the borough. It is a long-term programme of positive action, education, and initiatives working in solidarity with Southwark's communities and the council's staff to tackle racism, injustice, and inequality.

Disabilities and impairments

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 so¹³. Disabled people are twice as likely to be physically inactive (43%) than non-disabled people (21%)¹⁴.

Many disabled are trapped in car dependency because alternative modes are not adapted to their needs. We need to make sure all people have access to the full range of transport choices.

As part of the 'Healthy Streets Everyday' programme, the Cross River Partnership (CRP) has released a guidance document that discusses Mobility Justice¹⁵. The guidance explores several stories of mobility injustice faced by individuals with a disability or mobility impairment.

Movement & Disabilities Research

In developing the Sustainable Transport Strategy, we wanted to better understand how transport networks impact disabled people's experience of movement. In-depth research conducted for Southwark entailed interviews with residents from different locations spanning the borough. Six opportunity areas were identified that will inform our future transport schemes:

1. Implementing new and/or improving existing physical facilities
2. Ensuring consistency of facilities, services or guidelines
3. Connecting people with information and resources
4. Facilitating a culture of learning and continuous improvement and proactivity
5. Encouraging feedback and enabling people to feel heard
6. Encouraging positive attitudes and behaviour among other road users

M2 Deliver streets and spaces that support mental wellbeing

Why is it important?

We experience streets and spaces through our senses, primarily touch, smell, sight, and hearing. This affects our experience of how we feel about a space and thus our mental wellbeing and how we use streets and modes, or avoid them.

Approximately 47,600 adults in the borough suffer from a common mental disorder¹⁶ and 42.1% of people in inner London experience high levels of anxiety.¹⁷ It is estimated that £1 in every £8 spent in England on long-term conditions is linked to poor mental health¹⁸.

Physical activity, including active travel, is good for our mental well-being. Being active can help lift your mood and feel better about yourself, especially if you can get active outdoors. Taking a walk with friends, or simply taking notice of the natural environment around us can boost mental well-being.

Objective 2 – Create calm and simple streets

When a street is busy, clutter can make it difficult to negotiate the space. Whilst this is easy to dismiss as part of being in a busy part of London, this has an impact on both our safety and mental well-being.

Street clutter forces people closer together on pavements and creates hiding places, shadows, and poor sight lines which can make streets feel unwelcoming and threatening. This has a noticeable impact on our sense of safety, causing pedestrians and cyclists to divert onto longer routes, change modes and even decide not to travel at all. This disproportionately affects people in vulnerable groups who face additional barriers to travel, which can increase their isolation.

Creating a calm, spacious environment for walking and cycling encourages people to get out, relax and release stress.

Reduce noise pollution

Noise is a forgotten pollutant, which nonetheless has a significant impact on mental health and well-being. Excess road traffic noise significantly affects the development of memory and attention in children¹⁹.

Cities are getting noisier and Southwark is no exception. More than 1.6 million people in London are exposed to road traffic noise levels above 55dB during the day. Noise at this level causes health problems²⁰.

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.

A major source of noise pollution is motor vehicle engines, brakes and tyres, with larger, heavier and more powerful vehicles creating more noise. Other sources include roadworks to maintain highways and utilities as well as building construction.

Night-time noise is an increasing issue due to London's growing population, its developing evening economy and more deliveries to shops and distribution centres. Excessive noise at night can cause poor sleep, leading to poor health.

Defra published a Noise Action Plan for roads²¹. The Regulations require that Action Plans should apply to the most important areas, as established by the strategic noise maps²². We will follow the regulations and pay specific attention to the areas that Defra identified as part of our work.

M3 Deliver streets and spaces that support physical wellbeing

Why is this important?

People who are physically active feel an improved sense of community, reduced feelings of social isolation, and increased well-being.

The benefits of physical activity to people go beyond the personal. Analysis shows that if every Londoner walked or cycled for 20 minutes a day, it would save the NHS £1.7bn in treatment costs over the next 25 years.²³

Despite the clear benefits, many barriers still exist, preventing people from being more physically active. These include life factors, safety, missing infrastructure, or a lack of confidence. Our focus will be to address these challenges to make it easier for people to get active and stay active.

Active travel definition

When talking about active travel this is an abbreviation for all forms of physical activity. This includes walking and cycling, but also scooting, roller-skating, running, using prams, wheelchairs, etc.

Objective 3 – Encourage people to get active and stay active

People in Southwark are already active and we want to encourage them to stay active throughout their lives. Six out of ten Southwark residents do at least two and a half hours of physical activity a week²⁴, with much of this coming from everyday travel (e.g. walking to the bus stop, cycling to school).

The proportion of primary-aged children travelling actively to school is increasing with six out of ten under 12s²⁵ in Southwark walking,

scooting, or cycling to school. 34.5% of residents aged 16+ participate in sports at least once a week and 16.7% participate at least three times a week²⁶.

Access to sports facilities is often an issue and we want to make these facilities easily and safely accessible by active travel.

Joint Health & Wellbeing Strategy 2022-2027

Southwark's Health & Wellbeing Strategy focuses on factors that affect health & well-being and lead to health inequalities taking a partnership approach to improving health.

The number of children who are overweight and obese in school reception classes is significantly higher in Southwark than the average for England. This obesity challenge increases as children enter Year 6. When children become teenagers we see a large fall in physical activity, potentially impacting their lives later on.

Giving every child the best start in life is key. What happens in the early years has lifelong effects on many aspects of well-being from obesity, heart disease, and mental health to educational achievement and economic status²⁷.

Sport and Physical Activity Strategy

This strategy sets out the borough-wide vision and direction for achieving greater participation and enjoyment in physical activity and sports.

Fresh start effect

We lead busy lives and changing our habits can be tough, especially for habits we have had for a long time.

People tend to have greater motivation around a change in their lives. 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 term²⁸. Changes in people's lives such as changing to a new school, workplace, home or starting a family can also alter 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. The biggest fresh start today is the shift to home and flexible working. We will encourage people to make travel changes at these moments of change in their lives.

Blackfriars Bridge case study

The segregated cycle lane on Blackfriars Bridge transports more people than the traffic lanes because the superhighway carries the same number of people as 2.5 vehicle lanes.

Cycling Strategy

The 2015 cycle strategy was key to aligning our delivery with the TfL cycle programme and allowing easier delivery of the cycleway network in the borough (formerly Cycle Superhighways and Quietways). For example, it successfully delivered the Southwark Cycle Spine with the borough's capital resources. It also delivered a series of cycle hire docking stations using funding from Southwark and TfL.

We are updating Southwark's new cycle strategy to allow better alignment with the updated TfL cycle strategy and this Sustainable Transport Strategy. This will also update the approach and the scheme development process to allow better delivery with Southwark's capital resources.

Objective 4 – Design our streets to enable everyone to use the space actively, efficiently and safely

Active by design

One approach to reducing sedentary lifestyles is to create buildings, streets and public spaces that are active by design, encouraging physical activity. We can create active neighbourhoods and not sedentary suburbs by making active travel the first and the easiest choice for short local journeys. We will strive to make it more obvious, easier, and convenient.

We need more space to create better quality walking and cycling routes, to increase their use and to support regeneration and the growing population in the borough.

Southwark Streetscape Design Manual

The Southwark Streetscape Design Manual aims to raise the quality and consistency of the design of streets and spaces in Southwark and widen the purposes they serve by introducing a more standardised approach to their design and appearance

Objective 5 – Provide infrastructure and facilities that support active travel

Cycle parking stress frequently occurs on our streets where there are insufficient cycle parking stands or no spare spaces, which often occurs in busy places like high streets, town centres and transport interchanges.

If we want people to walk more often and further, in greater comfort, we need to provide places to rest, like seating and facilities such as publicly available toilets. This will help to create more inclusive places for parents, children, older people, and those who are not in full health, are impaired, or carrying shopping and luggage.

Southwark is committed to improving access to public toilets for all our residents and visitors. This access is important to enabling people to get out and about, shop, socialise and live life to the full. A [map](#) is now available of all the facilities currently available, including opening times. Businesses can also join a [Community Toilet Scheme](#)

Place

M4 Reduce Traffic

Why is it important?

The amount of motor traffic on our streets is damaging people, places and our environment. Reducing traffic will reduce congestion, improve road safety and air quality, and create calmer, healthier streets with more space for people. Motor vehicles will continue to be a necessary mode of travel and business for some and we will need to cater for that. However, our priority is to improve the experience for the majority of our population who live car-free and use active travel and public transport.

Ultra Low Emission Zone (ULEZ)

This TfL-run zone aims to reduce air pollution by charging drivers of the worst polluting vehicles a fee to drive within the zone. Currently, more than 80% of vehicles entering the zone are compliant.

2023 will see the ULEZ expanded to cover nearly the whole of Greater London. This will mean the whole of Southwark is covered.

Money from the ULEZ is reinvested to improve Cycleways and public transport.

Objective 6 – Reduce the number of motor vehicles and their emissions and ensure the safe and efficient operation of the road network

Before the pandemic, Southwark's streets supported over a quarter of a million motor vehicle trips every day²⁹. The purposes of these trips included commuting, business, deliveries, waste collection, education and leisure.

As a council, we have a responsibility to ensure that we keep our roads in a good state of repair. We must manage the road network to ensure that utility, construction work, and carriageway repairs cause as little congestion as possible. Following such works, footways must be returned to their previous condition. Congestion leads to delays for people using our streets (pedestrians, cyclists, bus passengers, drivers) creating frustration, poor road behaviour, and additional air and noise pollution. Congestion can also divert traffic from busy streets onto smaller roads which can increase driving and pollution.

We can all reduce the number of vehicles being driven on our streets by walking and cycling or using public transport for short local trips or when a vehicle is not essential.

Motor vehicle pollution

Motor vehicles are responsible for more than half of air pollution in cities. The impact of poor air quality on people's health is very well recognised. Public Health England (PHE) suggests that 6.6% of adult deaths in Southwark in 2019 may be due to particulate air pollution (measured as fine particulate matter PM_{2.5}).³⁰ This equates to around 90 deaths per year in the borough. Air pollution also disproportionately affects the most vulnerable in society; in particular children, older people and those with a wide range of chronic health conditions³¹.

Air Quality Action Plan 2023-2027

Southwark's Air Quality Action Plan outlines actions and policies to improve air quality in the borough over five years.

52% of NO_x emissions in Southwark come from road transport. Therefore, the Air Quality Action Plan and the Sustainable Transport Strategy are closely aligned.

Objective 7 – Expand vehicle-free space and the wider pedestrian realm

A third of all the car trips by residents in London are less than 2km, which could be easily walked or cycled. Two-thirds are trips under 5km³² which would become easier with the aid of e-bikes and other mobility aids, especially where people encounter physical or geographical barriers.

More homes and jobs are being built in the borough, which means that our pavements and roads are becoming busier. To expand vehicle-free space we need to put pedestrians and cyclists first. Providing walkers and cyclists with the shortest, safest and most direct routes will give advantages that encourage more people to travel actively.

Sustainable transport hierarchy (UNEP, 2020)

- Avoid (need for travel)
- Shift (to less damaging modes)
- Improve (technologies)

Prioritising Sustainable Transport

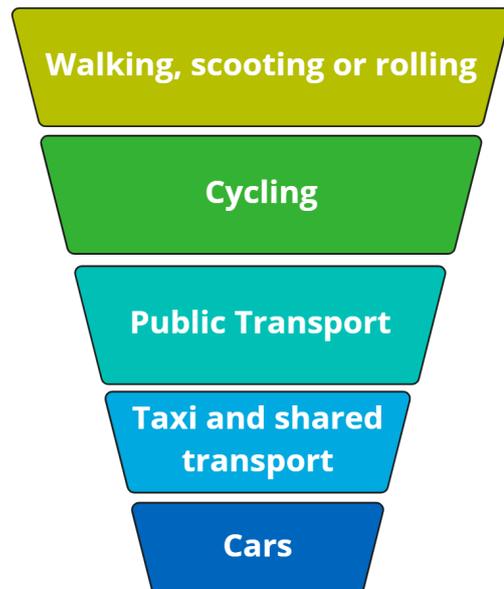


Figure 4. Diagram of the hierarchy of transport mode

Objective 8 – Reduce ownership of private cars

Car-free living

Just four out of ten households in Southwark have access to a car³³, and of these only 22% use it as their main mode of transport. The proportion of households driving and owning a vehicle is declining as our car-free population is growing.

People under 40 own fewer vehicles and drive less³⁴. This change in society started over 20 years ago before the internet and smartphones. Under 40-year-olds are already the largest demographic group in Southwark and this group continues to grow.

Transport options have also improved for parents, guardians and young people with push scooters, running prams, family/cargo bicycles, e-bikes and free child bus passes.

There are also more transport options for older people to help them stay active, enhancing their mental and physical health. An interesting new change is how e-bikes could maintain and increase cycling amongst older age groups.

As well as online deliveries, on-demand taxis, car clubs, and mobility scooters are all reducing the need to own and drive a car.

Vehicle parking

The easier it is to park the more people drive, as the availability of car parking is the strongest factor for people deciding whether to drive or not³⁵. Cars are typically in use for 4% of the time and are thus parked for 96% of the time.³⁶

At the end of 2021, controlled parking covered approximately 63% of the borough. Implementing controlled parking typically reduces the number of vehicles parked during the hours of operation by about 40% and at night by more than 20%. In areas without control, this extra parking stress occurs because of commuters and visitors using these streets.

Electric vehicles

There are a growing number of electric cars in the borough. They have some advantages over petrol and diesel-powered cars but have the potential to generate similar pollution and greater congestion if they are driven further. Being cheaper to run and presented as good for the environment may encourage such behaviour. They can also emit a greater amount of more toxic particulates from brake and tyre wear because they are heavier vehicles³⁷. Their increased weight (on average 25% heavier than a normal car) can cause greater injuries to other road users and more damage to roads.

Emissions from EVs are dependent upon clean energy generation and have massive resource implications in their production and at their disposal. Therefore, the transition to EVs should only form a limited part of the solution where vehicle trips are essential. Ultimately, more active, sustainable and public transport will remain the priority.

Electric Vehicles (EV) Strategy

The Council is developing an EV Strategy to support a Council-wide approach to developing infrastructure for EVs. Many different teams are involved in the development to ensure a coordinated approach in all areas. We will support the provision of EV charging infrastructure with careful planning and for essential trips only.

We will support an expansion of infrastructure which is suitable for smaller vehicles such as e-bikes and mobility vehicles.

Objective 9 – Expand the shared mobility network

Car-free living is becoming easier due to an increasing number of alternatives to driving. This includes car clubs, as well as the expansion of cycle hire, e-bikes and e-scooter hire trials in London.

Car clubs mean people do not own but rent the vehicle when they want it, which also reduces the need for parking on the street. We will continue to encourage schemes that reduce car ownership and distance driven.

M5 Transform our streets into social, thriving neighbourhoods

Why is it important?

People should feel comfortable, secure and welcomed in their neighbourhood. It is where we live and spend most of our time. Most journeys we make are local. It is the place we consider to be home, and for children, it is their first familiar street and introduction to the outside world.

The fifteen-minute city concept

The fifteen-minute city concept is a new urban model in which cities and neighbourhoods are planned to allow residents to access their daily needs (housing, work, food, health, education, culture and leisure) within a short walk or bike ride.

The concept was originally developed by Professor Carlos Moreno during the COP21 summit and later adopted for Mayor Anne Hidalgo's successful re-election campaign in 2020. The fifteen minutes city is now being implemented in Paris and other major cities to reduce car traffic and CO2 emissions and improve the health and well-being of residents.

Objective 10 – Create thriving neighbourhoods with things to see and do and places that encourage a sense of belonging

Children should be able to walk to school and go out meeting with a neighbour. Streets should have space for double buggies, walking frames, wheelchairs, and trolleys.

We make the best use of the planning system to ensure new developments integrate with existing developments. We ensure that walking and cycle routes are planned to go both north-south and east-west and that they integrate with existing routes.

We will work collaboratively with planning policy in developing neighbourhoods more strategically, trying to locate the necessary services and transport infrastructure in strategic locations and at a reasonable distance from homes and businesses.

Southwark Plan 2022

The Southwark Plan 2022 sets out the vision, strategic objectives, and policies for development in Southwark until 2036.

The planning policies and area visions in this plan help to deliver improvements in our local communities through development and infrastructure, help to reduce inequality, tackle the climate emergency, make transport improvements and support an economy that provides new jobs.

Planning decisions must be made following the policies in the Southwark Plan, the London Plan Area Action Plans, and Neighbourhood Plans.

The Low Line

The Low Line links existing and new hubs of creativity, entertainment, and industry along the length of the Victorian rail viaducts spanning Bankside, London Bridge, and Bermondsey. New developments along the Low Line are creating new walking routes, public realm improvements, and investment in the arches. This provides enhanced access, connectivity, and public spaces, as well as improved economic prosperity through repurposing underused or empty arches.

The first new sections of the Low Line opened at Old Union Yard Arches and Flat Iron Square in Bankside and complement established Low Line hubs located at Borough Market, Maltby Street Market, and Spa Terminus in Bermondsey.

Policy P52 in the Southwark Plan ensures that development in the borough must support the implementation of 'Low Line' routes and not hinder or obstruct the implementation of Low Line routes.

Objective 11 – Make town centres attractive, thriving and diverse places for people, and businesses

High streets mean more to people than just places to shop. They are also social spaces with 45% of people saying they use them for social and community reasons.

Local centres, town centres, and high streets are being used by more people who are home-working. They are also being used by a growing number of residents and businesses as the borough regenerates.

In town centres, measures to improve the pedestrian environment have consistently shown to be beneficial to local businesses. Increasing footfall and dwell-time by visitors, and with it, retail vacancies declined³⁸. Cycle parking delivers five times the amount of retail spend as the same area of car parking.³⁹

We can make places better for people and businesses by using good design. We can also better manage vehicle parking and delivery and servicing spaces to reduce the impact of road freight. This will create more comfortable public spaces where people want to spend more time and potentially money. It will also help to attract retailers to the urban areas, knowing that there is high footfall and potential associated revenue.

Economic Strategy

Southwark's Economic Strategy sets our ambitions for Southwark's economy at a time of great change and uncertainty. It includes a mission for thriving high streets for all. High streets and town centres should provide essential goods and services for their communities.

The experience economy

Internet shopping is encouraging many businesses to change to being part of the experience economy. This provides experiences from culture to hospitality, the arts, and education. These are likely to play an increasing role in high streets and town centres. Many businesses in the experience economy require and benefit from larger pavements and spaces. The Low Line is a good example of where improved public spaces support the experience economy.

Night Time Plan

The plan sets out our ambitions and priorities for Southwark's nighttime economy under five themes

- The economic and social benefits of the nighttime economy
- The role of and interface between governing bodies and communities
- The public realm and the built environment
- Public safety at night
- Transport

Herne Hill case study

About 15 years ago in Herne Hill the end of Railton Road was closed, which reduced traffic and parking, and relocated the bus stop away from the train station. This encouraged a Sunday farmer's market that is now the busiest shopping day. The road closure has created more space for pedestrians and a better quality environment which has attracted more people to spend more time and money there. In this way, the road closure has helped to build the economy and the community.

M6 Support sustainable and efficient freight and servicing

Why is it important?

The Sustainable Transport Strategy aims to reduce the number of motor vehicles on our roads and the amount of land dedicated to their use. To support this aim, changes will be needed to the way goods and services are delivered.

The local economy is affected by how people and goods move around, and how people use public space. Proper management of freight and servicing can help support people and the local economy sustainably.

Objective 12 – Support the development of a sustainable freight and servicing supply chain

Southwark is responsible for safely and efficiently managing the road network. Changing how freight moves within the borough are essential to improving safety and reducing traffic congestion and pollution.

Bookable Loading Bays

The borough is the first council to trial bookable loading bays, with sites at Bankside and Walworth. These seek to minimise the impact of delivery vehicles in areas with limited space by providing space only when it is needed.

The majority of goods and services are still delivered by light or heavy goods vehicles (LGVs or HGVs). Whilst fewer in number than motor cars, HGVs and LGVs cause much greater harm to people's health from air pollution, carbon emissions and noise.

HGVs are the hardest road transport sector to decarbonise due to their duty cycle and capacity requirements. They also pose a higher risk of traffic injuries and fatalities.

We need to minimise the use of LGVs and HGVs whilst ensuring that businesses and residents can still access what they need.

The council supports the Fleet Operator Recognition Scheme (FORS). This aims to improve safety, efficiency and environmental standards within fleet operations⁴⁰.

The regeneration of the borough also increases the demand for deliveries and servicing vehicles. TfL estimates that LGV movements are expected to grow by 22% by 2031. This is in line with projections for London's population and employment growth. It also links to changing consumer behaviour, with the rise in online shopping and home deliveries. The number of deliveries has grown significantly over the past decade, and so has their environmental impact.

A supply chain that focuses on fast deliveries can result in lots of vehicles running half-empty or taking inefficient routes. Deliveries to homes also lead to other negative side effects such as the risk of multiple failed deliveries when no one is available. Delivery consolidation (such as parcel lockers or delivery to local convenient stores) can mitigate both of these issues, provided they are located in convenient and accessible locations.

Southwark is well located for alternative delivery modes. It is small and densely populated, and easy to traverse by cargo bike. Up to 30% of delivery and service trips by vans and lorries in towns and cities could be replaced by cargo bikes⁴¹.

Southwark is on a stretch of the Thames which still sees commercial traffic and is connected by rail to most of the UK. However, docks and stations currently lack the handling infrastructure to take full advantage of these modes for freight. Working with third parties such as the Cross River Partnership as well as delivery companies, we will examine opportunities for long-term mode shifts.

Cargo bike deliveries

Bikes for Business/Team London Bridge

Bikes for Business is a project to support businesses making the switch to zero-emission cargo bikes for deliveries. It is led by Impact on Urban Health and the Team London Bridge Business Improvement District and supported by the council. It helps businesses purchase their own cargo bikes with grants of up to £700. It also pairs businesses with new third-party cargo bike services. East Dulwich

OurBike Scheme

Southwark has sponsored the introduction of cargo bikes in East Dulwich through a partnership with Peddle My Wheels, as part of the OurBike scheme. These can be utilised by local residents allowing them to sustainably make their own deliveries and collections (such as weekly shopping).

Construction

The borough will have an unprecedented level of construction over the next 20 years creating new homes and jobs. New streets and services will support this.

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 close to these construction sites.

We will secure Construction Management Plans through the planning process. These are used to ensure vehicles used for development adhere to the latest adopted safety standards.

Southwark developer bond

We have pioneered the introduction of developer delivery and servicing management plan bonds. These are paid to the council by developers of major developments.

The bonds are secured against their projected number of service vehicle movements per day. This generally enables the council to monitor whether or not new developments are exceeding the estimated vehicular traffic targets in their delivery and servicing management plans.

If not, and the developers cannot immediately rectify the situation when asked by the council to do so, the bond is then used by the council for measures to reduce the traffic levels including active travel initiatives nearby.

Experience

M7 Safe, clean and comfortable journey experience for all

Why is this important?

We tend to judge journeys in terms of the time taken to get from beginning to end. Improving the quality of a journey is a big opportunity to encourage more people to travel sustainably.

One of the reasons people still prefer to drive is that they do not feel safe or comfortable travelling in other ways. Some people do not feel safe as pedestrians on uneven and narrow pavements.

Many people would like to cycle more but do not feel safe sharing road space with fast-moving vehicles. Using public transport can also be uncomfortable and confusing for some people.

Objective 13 – Deliver Vision Zero: Zero people killed or seriously injured on our streets

We support the Vision Zero ambition in the Mayor’s Transport Strategy that there should be zero deaths or serious injuries on borough roads.

The consequences of road injuries for people, their families and the NHS are often long-term or lifelong. Road collisions can also cause psychological effects that are a huge burden on victims and their family members. We need to make our streets safer for everyone and provide road traffic victims with the support they need to overcome their fears and enjoy the benefits of active travel again.

Traffic injuries are significantly underreported to the police.⁴² Self-reported injuries are around five times higher than those recorded by the police. For cyclists, the under-reporting to the police is even higher at almost seven times, double the rate for motorcyclists or pedestrians. These incidents include a relatively high

proportion of injuries where medical attention was not sought.⁴³

Human error is by far the most common cause of collisions in London⁴⁴. Young people aged 20 to 29 are most at risk⁴⁵.

The threat of death or injury is a significant barrier to supporting active travel. 64% of people in the UK say they do not cycle because they think it is unsafe.

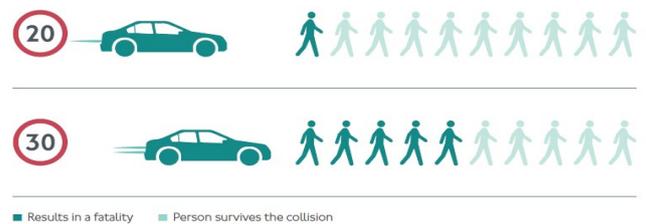


Figure 5. Pedestrian collisions at 30 mph are five times more likely to result in death than those at 20 mph. Source: TfL

Safe system approach

We will improve road safety, including the perception of safety, to achieve Vision Zero using the five main themes of the safe system approach, illustrated in the figure below:



Figure 6: the five approaches to achieving Vision Zero

Towards Vision Zero guidelines

Cross River Partnership and Steer developed a document with guidelines to help Local Authorities in the development of Road Danger Reduction Strategies and Action Plans. This includes 10 case studies of interventions in London where there was a significant reduction in road accidents. Southwark is considering these guidelines in developing this strategy and future work on road danger reduction.

We are a 20 mph borough, except for some roads own and managed by TfL. Because speed is the decisive factor in the severity of collisions and injuries (Figure IV), we support TfL's aim to limit more of their roads to 20 mph.

The council supports TfL's Direct Vision Standard and HGV safety permits for operators of large vehicles over 12 tonnes within most of Greater London. This star rating system is part of the Mayor of London's Vision Zero plan.⁴⁶ This standard measures how much an HGV driver can see from their cab windows. This gives an indication of the risk to vulnerable road users such as those walking and cycling near the vehicle.

Cycle with confidence

Whatever age or ability, Southwark has free cycling training tailored for everyone, including:

- one-to-one or group training for 18 years of age and over
- family training on request
- Bikeability programmes of cyclist training offered to all of our schools
- training for children and adults with disabilities
- training for older people

People who use the street as their workplace

We want to make sure that the people who use our streets as their workplace receive the highest support to ensure that they drive, ride and walk as safely, efficiently, and sustainably as possible. To do this we need to understand business needs and work with those that drive as part of their work.

Southwark will lead by example and support our staff to safely, efficiently and sustainably operate on our streets when delivering council services.

Objective 14 – Improve personal safety on streets and public spaces

Feeling safe from crime is important for all of us. Young people, old people, women, ethnic minorities and disabled people are less likely to feel safe in public, which can discourage them from participating in community life. A poor sense of safety also discourages people from walking and cycling, which has effects on mental and physical wellbeing⁴⁷.

We will use the "Design out crime" principles in all our designs and work closely with the Police to improve personal safety. We will collaborate with colleagues to deliver the Night Time Plan which includes Public safety at night and the Council Delivery Plan commitment to keep people safe. We will upgrade all our street lighting and work with people to identify and redesign the spots where they feel most unsafe.

Objective 15 – Maintain our streets in good condition

It is our statutory duty to maintain our streets to improve the quality of the highway to help to reduce injuries. Good footway maintenance is the most common request by disabled and older people.

An increasing number of organisations working on the highway along with declining funding and resources makes highway maintenance more complex.

We will investigate how to improve our highway design and materials to reduce hazards for pedestrians and vehicles with small/narrow wheels, such as cycles and scooters.

Objective 16 – Working with TfL and other transport operators to make public transport safe, accessible, and reliable for a growing population

Alongside active travel infrastructure, a good public transport network is necessary to achieve our ambition of reducing car traffic in the borough.

While Southwark is not directly responsible for providing any public transport services, we will collaborate with operators to help deliver our strategic priorities.

We can also make public transport a more appealing option by improving the public realm around stations and at interchanges. Improved cycle parking at stations can help people make longer journeys without cars.

Major projects such as the Bakerloo line extension and the reopening of Camberwell station have the potential to provide residents with new travel opportunities. We will continue to campaign for these projects and actively identify other public transport projects that would benefit the borough.

Buses

Buses currently play a large part in how people move around the borough. Southwark has the second-highest bus usage rate in London with more than 116,000 bus trips per day.

Buses make up 48% of all public transport journeys and Southwark has suffered cuts to its bus services in recent years.

The most vulnerable are dependent on buses. 58% of disabled people, 66% of children and young people, 65% of the elderly and 65% of Londoners from ethnic minority backgrounds use buses⁴⁸.

Many of our stations are inaccessible to those with mobility issues and need investment. The bus is the only accessible form of transport for many of them. Those on lower incomes are also less likely to be able to use alternative types of transport such as trains because of the higher cost

The night bus services are often the only way many shift workers can get to or from work, and keep our hospitals operating a 24-hour service.

We will work with TfL to reduce traffic on main roads, introduce more bus priority and make bus journeys quicker and more reliable.

Mayor of London and Transport for London Strategies and Action Plans

- Transport Strategy 2018
- Environment Strategy
- Health inequalities
- Economic Strategy
- London Plan 2021
- Bus Action Plan
- Vision Zero Action Plan
- Walking Action Plan
- Cycling Action Plan
- Pier Passenger Action plan

M8 Places to be adaptable and resilient to climate change

Why is this important?

The council declared a climate emergency in 2019. It published its Climate Change Strategy in 2020 setting out the pathway to achieving net zero by 2030. The council also set up a Citizen's Jury to help develop the action plan. Several of the Jury's recommendations focused on transport. These have been incorporated into the Sustainable Transport Strategy.

In Southwark, road transport makes up 18% of the borough's overall carbon emissions – an estimated 194.7 kilotons of CO₂. To reach our commitment to become carbon neutral by 2030, we need a 12% year-on-year reduction to meet this goal. We must encourage and enable sustainable transport and reduce motor vehicle ownership and use. It is a central priority to help achieve this goal.

Climate Change Strategy and Action Plan

Southwark's climate change strategy and action plan set out how we can deliver a sustainable future for the people of Southwark. This is a plan for everyone in the borough, beyond just what the council can do, working together to protect our planet.

Extreme weather

Extreme weather will become more common as a result of climate change. We can expect more extremes in hot and cold temperatures as well as more flooding and high winds.

Flooding, whether it is large or small can have an impact on the transport network and how people choose and are able to travel. This may be small-scale, from puddles forming so buses and traffic splash pedestrians discouraging active travel or use of public transport. Larger scale impacts may include larger flooding

events, heat waves disrupting the road and rail network or high winds breaking trees or blowing vehicles over.

Current transport infrastructure is not designed to withstand extremely high temperatures. This was demonstrated by the heatwave in the summer of 2022. The rail network is particularly sensitive to this issue. As a large part of Southwark is serviced by Network Rail and the Overground, this is a significant challenge for the borough.

The impact of climate change

Climate change is having a significant impact on Southwark and is a serious threat to our quality of life:

- Carbon dioxide concentration is 40% higher than in pre-industrial times.
- Human activity caused most of the warming between 1951 and 2010.
- Earth's surface warmed 1.2°C during the period 1880 to 2020
- Heatwaves and heavy rains have become more frequent since the 1950s
- Arctic sea ice has declined on average 3.8% per decade since 1979.
- Global sea level is expected to rise between 26cm and 82 cm by 2100

Only an aggressive mitigation scenario can keep temperature rise below 2°C

Objective 17 – Mitigate flood risk

Southwark is at risk from two types of flooding: river flooding from the Thames and surface water flooding from heavy rainfall. Surface water flooding is particularly likely to happen in built-up areas as paved surfaces cannot absorb any of the rainfall. It is the main form of flooding likely to affect the majority of residents in the borough.

We can all help by not paving over gardens, and green spaces, which are very important carbon sinks, as well as places for planting. It is very hard to improve the drainage on the highway, with very limited opportunities to introduce softer landscaping. However, where possible, Sustainable Urban Drainage Systems (SuDs) and permeable paving can help to reduce the impact on the drainage network in the borough⁴⁹. We will review the streetscape in the borough and the opportunities for successfully integrating SuDS.

Placemaking

Everything we do across the borough has the potential to influence climate resilience. Places must be designed to lessen the impact of increased rainfall, river flooding and extreme temperatures.

Permeable paving can reduce the urban heat island effect and help to reduce surface runoff. The hard surfacing of front gardens increases water run-off and increases flood risk as well as reducing habitats for wildlife. Southwark requires residents to use permeable materials if surfacing their gardens. New development must be carefully designed not to increase flood risk and to be safe and resilient to flooding.

Objective 18 – Use available space to introduce new greenery and opportunities for biodiversity

Southwark has a high amount of green space in the south of the borough. In the north, it becomes scarcer except for the two main metropolitan open land areas: Burgess Park and Southwark Park.

Green infrastructure on our roads includes street trees, green roofs, and roadside rain gardens. Such features provide a range of benefits including improved resilience to severe weather and climate change, better air and water quality, the encouragement of walking and cycling, and enhanced biodiversity.

Street trees provide shade, shelter and a cooling effect, helping to reduce the urban heat island effect and enabling everyone to use our streets⁵⁰. Trees and green spaces also have an important role in improving our mental health and well-being.

However, trees are also one of the biggest contributors to damaged footways and some species can increase air pollution and exacerbate respiratory conditions. We will adopt a right tree, right place approach to tree planting, taking into consideration available space, potential accessibility issues, the type of emissions prevalent in the area, and the need to vary tree types for resilience and access and maintenance requirements. There are limited opportunities to provide green infrastructure. They will be provided where feasible.

M9 Working together to deliver the Sustainable Transport Strategy

Why is this important?

Working together with the community, stakeholders and council colleagues is essential. Transport does not exist in isolation. It is interconnected and linked to public health, physical activity and climate change. Putting collaboration and communication at the centre of how we deliver the strategy is key to its success. New technology and data can help us be more efficient and transparent in everything we do.

Objective 19 – Be consistent in our messaging and ensure access to relevant information

We will improve the way transport information is accessed to support people on their journeys. This may be information on buying the right ticket, diversionary routes, or alternative routes to avoid poor air quality.

We will aim to increase awareness and communicate the importance of sustainable and active travel. Consistent and coordinated messages from the whole Council are key to building trust and working towards the same vision.

The National Highways and Transport Network Survey 2022⁵¹ highlighted that people would like us to improve communication and how information is accessed and we want to address that.

Objective 20 – Engage, support, and co-create with communities

To feel seen and be heard, to be able to share your experience and views is important. We also know that the people who work and live in the borough have an in-depth knowledge of their neighbourhoods and localities. We will continue to value lived experience in the delivery of this strategy. We will work with

people impacted by the change, and seek to understand their needs and insights into what might be desirable and feasible.

Community engagement is the process of involving people in the decisions that affect their lives. Southwark's Approach to Community Engagement⁵² outlines how we engage with our diverse community. It sets out our vision and principles for engagement to meet our legal obligations outlined in the public sector equality duty and our duty to consult. We strive to deliver our consultations and engagements in alignment with this approach.

Principles of community engagement

- Put people at the heart of engagement through engagement that is built on trust, inclusion, and collaboration.
- Plan our end-to-end engagement through practice that is reflective, timely, proportionate, and evidence-based.
- Deliver meaningful engagement by being simple, accessible, clear, informative, and responsive.

We will explore new engagement models to reach people we normally do not reach. We will aim for them to reflect the borough demographics, including a diverse range of views and experiences.

We are committed to making transport work for all. We want to ensure the transport system is fair and to learn and collaborate. We will follow our Equity Framework and engage with the most vulnerable and disadvantaged groups.

Young people on Climate Change and Transport 2022

We conducted in-depth interviews and workshops with young people in afterschool clubs. This allowed us to understand their experiences and views on Climate Change and transport.

They are experiencing climate anxiety and feel as though the government is failing them by not addressing climate change.

They are anxious about what their futures will look like if the climate change crisis is not proportionally addressed.

They portray a high level of awareness of climate change and its impact on their borough but are left with few options to take action. In their experiences, young people's voices are not heard.

A clear parallel is made between climate change and transport, with traffic and diesel cars as signifiers of the challenges we face.

Objective 21 – Work with schools and young people to deliver the Sustainable Transport Strategy

Decisions made today will impact young people's futures. Creating space for them, including and engaging them in decisions that affect them is important. We must work with Southwark's Youth Parliament and Southwark's Young Advisors.

We will continue to work with schools to encourage and enable more children and their families to travel actively and sustainably to and from school. We want to establish healthy and green behaviours at an early age.



Figure 7 is an example of a walking map aimed at encouraging active travel at a local primary school in the borough.

Objective 22 – Collect and analyse data and stay up to date with new technologies to improve our practices

We will continue to collect data to better understand how our streets are used and what challenges we are facing. We will improve on how and what data we collect from our engagement and transport projects to enable us to learn and monitor the impact of our work. We will collaborate with our digital transformation team to explore new ways of collecting, analysing and visualising data to become more informed and transparent. We will also explore how the Internet of Things (IoT) can help us better understand our environment and how we can become more efficient in our work.

Glossary

Accessible: The time is taken to reach different places using London's streets and public transport system. Places are often measured using Transport for London's (TfL's) Public Transport Accessibility Level (PTAL).

Accessibility: How easy it is for young, older people, and especially people with physical, sensory and cognitive impairments to use London's streets and public transport system.

Active travel: Ways of travelling that involve physical activity. It commonly refers to walking, cycling and rolling, including wheelchairs and adaptive bicycles, but also includes 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 the health of people and the environment.

Busy places: Southwark defines busy places as having higher numbers of pedestrians compared to nearby streets. They typically include local centres, high streets, town centres, and transport interchanges, as well as bridges and tunnels, and entrances to large land use or campuses for universities, hospitals, businesses or parks. Outside large buildings like hospitals, offices, housing developments, and even schools, crossings and road junctions.

Busy roads: Southwark defines busy roads as having higher levels of vehicles compared to surrounding streets. They are typically longer roads that connect more side streets. As such, they are usually part of the Transport for London Road Network (TLRN) with some borough roads.

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

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

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 that only permits residents 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 and hence driving here. Residents can also purchase visitor permits for their CPZ.

Cycle hire: 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, other adapted cycles, and e-bicycles.

Dockless cycle hire: Where a bicycle can be hired and parked anywhere, without a docking station, and so this cycle parking is described as 'floating', like floating car hire. Dockless bicycles are found, hired and locked using a smartphone app.

E-scooters: Electrically powered two-wheeled scooters. They can be hired from bays and legally used on council and TfL roads at speeds up to 12.5mph. But e-scooters can also be privately purchased without speed restrictions and are illegal to use on public land and are only authorised to be ridden on private land in the UK.

Electric bicycles: Electrically powered bicycles assist people helping them to use family

bicycles, and cargo bikes and to travel further and more easily uphill or to be used by older people or with health conditions. They have the potential to transform cycling by greatly increasing the number of people and journeys that can be cycled.

Electric vehicle (EV): A vehicle that solely uses an electric motor and batteries for propulsion, with emissions from the power station and not the tailpipe.

Equity: Fairness or justice, recognising that whereas equality means providing the same to all, equity means recognising that different kinds of support may be appropriate according to to need.

Experience economy: Simply put it is the sale of experiences to people. It is believed that online retail is causing high street retailers to change to selling experiences, such as food and drink, leisure, culture, arts, and educational activities. To help retailers change to provide these social experiences they would benefit from a larger, higher-quality public realm.

Healthy Streets Approach: The Mayor and TfL's approach to prioritising people and their health in decision-making to create healthy, inclusive and safe streets and a city for all. This approach emphasises the provision of better walking, cycling and public transport to make London's streets better places to live and travel, with less motor vehicle dominance.

Inclusive: In relation to design, this is 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.

Internet of Things (IoT): The Internet of Things (IoT) refers to a vast number of “things” that are connected to the internet so they can share data with other things – IoT applications, connected devices, industrial machines and more. Internet-connected devices use built-in sensors to collect data and, in some cases, act on it. IoT-connected devices and machines can improve how we work and live. IoT applications are used to address many real-world issues – traffic congestion, city services, economic development, citizen engagement, and public safety and security. Smart cities often embed IoT sensors into the physical infrastructure, such as streetlights, water meters and traffic signals.

Local Implementation Plan (LIP): A statutory transport plan and funding bid produced by a council in London of the transport proposals and costs that it wants to build to deliver parts of the Mayor's Transport Strategy in that borough.

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

Meanwhile uses: Reopening an underused building or site to accommodate a low-cost business or social enterprise until a permanent redevelopment solution for the land is found.

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

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

Public realm: The space between and within buildings that are publicly accessible, including streets, squares, forecourts, parks, and open spaces. A variation is privately owned public spaces, which can be used by the public at the landowner's discretion with conditions on its use. They are typically shopping centres, malls and office complexes.

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

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

Southwark developer bond: Southwark Council has pioneered the introduction of developer delivery and servicing management plan bonds which are paid to the council by developers of major developments in the borough as a security against their projected number of service vehicle movements per day. This generally enables the council to monitor whether or not new developments are exceeding the estimated vehicular traffic targets in their delivery and servicing management plans. If not and the developers cannot immediately rectify the situation when asked by the council to do so, the bond is then used by the council for measures to reduce the traffic levels including active travel initiatives nearby.

Street clutter: Items of street furniture that are not required, there is not enough pavement space (due to changes or population growth) or they do not assist active travel. This includes traffic poles and signs, lighting columns, traffic signals, belisha beacons, bollards, cycle stands, benches, Legible London signs, docking stations, litter bins, commercial waste bins, household bins, EV charging posts, post boxes, telephone kiosks, internet cabinets, artwork, street trading pitches and kiosks, advertising A-boards, private tables and chairs, planting, trees, etc.

Street furniture: All items that have been approved by the Highways department that are beneficial for active travel and place.

TLRN: The Transport for London Route Network of strategic streets, which is operated and maintained by TfL, and comprises about 5% of the road network in London.

ULEZ: A daily charge to replace the Emissions Charge (T-Charge) within the north and south circular roads in London. That taxes all older, and hence more polluting, vehicles from travelling in inner London to improve air quality.

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