



# STREETS FOR PEOPLE

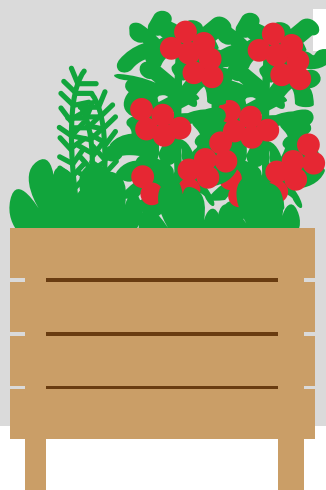
LONDON BOROUGH OF SOUTHWARK

## Southwark's transport strategy 2023 – 2030

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# Contents

Foreword .....	1
Introduction .....	2
Our Vision .....	6
Our Pledges .....	7
Southwark Context .....	8
Structure of the Strategy .....	10
Principles for Delivering Streets for People .....	12
Streets for Communities .....	13
Streets for Journeys .....	17
Streets for the Economy .....	22
Streets for Nature .....	26
Monitoring and Reporting .....	29
Endnotes .....	30



# Foreword

Southwark is one of the most densely populated areas in the country. In other words, we do not have a huge amount of space per person – so the space we do have is precious. Our streets are publicly owned and should be used for the things we most value.

Our Streets for People strategy sets out how we do that, by reclaiming space for our communities to connect and socialise, to make healthy and safe journeys, to support a thriving local economy, and to protect our natural world.

Over 60% of Southwark households do not own a car and 70% of the respondents to our consultation on this strategy told us they want to see less traffic in Southwark. Until now, we have put cars first – we need to change that. This means moving away from an approach that favours cars, to one that frees up space for walking, cycling and public transport. With nearly half of the air pollution in London caused by polluting vehicles, this approach will clean our air and improve our health.

We will also create more green space for all of our communities to socialise and play. Some areas of our borough have very little community space and by reprioritising our space, we can start to change that.

There is a lot of great work already underway to ensure Southwark is a clean, green and safe borough and we have committed a further £12 million to support it. Our Streets for People strategy sets out how we can take the next step together, and do so much more.



**Cllr James McAsh**

Cabinet member for the Climate Emergency,  
Clean Air and Streets



# Introduction

Our Streets for People strategy sets out a bold vision and a firm commitment to improve our residents' quality of life, by changing how we all travel and use streets in our borough.

Southwark is facing significant social, environmental and health challenges. We have already seen how these are impacting the daily lives of our residents. We have heard from people in Southwark, and we

know we need to act on climate change, air and noise pollution, as well as our mental and physical health. Transport, and how we choose to travel, is key to how we address these challenges.

## Streets for People supports:

- Cleaner air
- Safer and quieter streets with less traffic and fewer accidents
- Healthy travel options like walking, cycling or wheeling
- Greener, and more pleasant spaces for our communities to connect and socialise
- A better place for all who live, work, study and visit here

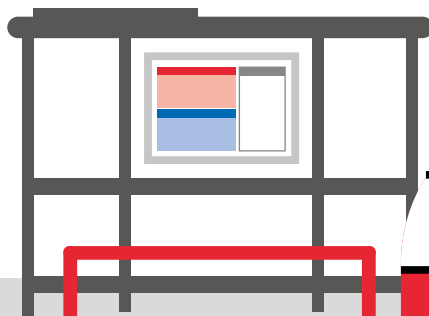
The Streets for People strategy builds on the Movement Plan that was adopted in 2019 as a response to the Mayor's Transport Strategy. Against the backdrop of a changing world and ever-increasing challenges, we refreshed our strategy and consulted on it as the Sustainable Transport Strategy in December 2022. Following this consultation, we have produced the Streets for People strategy that replaces the Movement Plan. Streets for People will become our guiding strategy and vision for transport and movement in Southwark.



In developing the Streets for People strategy, we have analysed data, engaged with our residents, communities and other stakeholders, and evaluated the impact of current actions and policies. We have also considered insights from research with young people and those with disabilities, recommendations from the Citizen Jury on climate change and the **Southwark 2030 engagement**, which looks at a shared vision for the future of the borough. We continue to work with colleagues from across the council to ensure a joined-up and holistic approach.

**60.3%**

**of people in Southwark do not own a car<sup>1</sup>**



The shift from streets for cars to streets for people will reduce damaging air and noise pollution, lower our carbon emissions, increase safety and provide the facilities we all need to help build stronger communities and encourage healthier lifestyles.



**\*Walking:** foot/pedestrian-based mobility that may incorporate the support of aids to mobility such as stick/s, cane/s, crutch/es, the arm of another person and/or assistance animal/s.

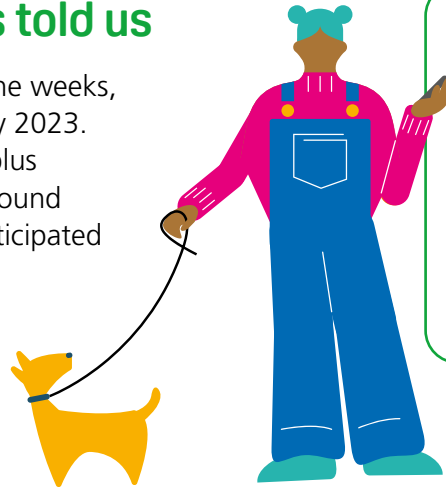
**Cycling:** incorporates the action of moving at speed on a wide range of pedal-powered wheeled transport that may be powered with hands and/or feet, may transport one or more person, may or may not include e-assist and usually have between two and four wheels.

**Wheeling:** an equivalent alternative to foot/pedestrian-based mobility. Includes wheeled mobilities such as manual self- or assistant-propelled wheelchairs, including wheelchairs with power attachments or all-terrain attachments (such as the "Freewheel"), powered wheelchairs, mobility scooters (three and four-wheeled) and rollators. Some people rely on their cycle to move (at a pedestrian's pace) through pedestrianised environments when it is not physically possible to walk/push their cycle. Some people use their cycle as a walking aid, by leaning on it. Some people use e-scooters (with or without a seat), to wheel/scoot through pedestrianised environment if they cannot walk unaided.

Source: Wheels for Wellbeing

## What Southwark residents told us

The draft strategy was consulted on for nine weeks, between 6 December 2022 and 5 February 2023. 1,162 individual responses were received plus responses from 10 groups, representing around 3,000 people. Eight organisations also participated in the various workshops.



**Over 70% of respondents want to see traffic reduced in Southwark**

The key outcomes from the consultation were:

- 1. There is strong support for the vision and direction of the strategy.** Tackling climate change through transport and improving the wellbeing of people and communities has a high priority. People told us we should be more ambitious and act with greater urgency.
- 2. Over 70% of respondents want to see traffic reduced in Southwark.** Fewer cars and streets that are designed for people first are at the heart of the change people want to see.
- 3. Making cycling safer, easier and more enjoyable is a significant priority.** There is a consensus amongst respondents that shifting towards more walking, cycling and wheeling is important, especially for children and young people travelling to and from school. To support this, improved cycling infrastructure and more space dedicated to cycling is essential.
- 4. People want to feel and be safe when travelling and on their journeys.** Young people and parents in particular highlight safety as a primary concern and barrier to more walking, cycling and wheeling.
- 5. Over 80% of people who responded to the consultation agree that to act on climate change we need to change our behaviours. They want to see ambitious and urgent action taken to address climate change.** This is already a significant factor for many of our respondents when choosing how to travel.
- 6. Respondents told us that they would like more trees, green space and space to play and socialise in. Greenery is seen as essential to both the wellbeing of people and the planet.** Close to 70% of young people, and over 70% of adults, worry about the impact of poor air quality on their health.
- 7. Our respondents would like to see more neighbourhood schemes that reduce traffic and encourage walking, cycling and wheeling.**
- 8. Young people want to be listened to and involved in questions that impact their future.** 77% of young people who responded to our survey are worried about the impact of climate change on their future. They call for leaders to take **ambitious and urgent action on climate change so that they have a chance for a brighter future.**

**70% of respondents worry about the impact of poor air quality on their health**



## Our responsibilities

We are responsible for 332 km of streets in the borough which gives us the opportunity to provide more good quality space for people. Where the road is not managed by us we will work and partner with respective landowners to deliver the vision of the strategy. As a council, we have legal responsibilities in many areas, including transport, planning, and public health. They include:

- Ensuring that our work and the design of public spaces reduces and eliminates discrimination against people with protected characteristics, as set out in the Equality Act 2010.
- Ensuring that road networks are managed effectively to support our communities and their movement, improve safety and minimise congestion and disruption to all traffic. This includes pedestrians, cyclists and other road users (Traffic Management Act 2004).
- Maintaining the highway under the Highways Act 1980 (Section 41). Ensuring our streets are safe is our primary concern and we work every day to keep our highway in good condition.



## Our Vision

**Southwark will be a clean,  
green and safe borough.**

We will reclaim space for our communities to connect and socialise; for safe and healthy journeys; a thriving local economy and our natural world. Fewer cars, vans and lorries will lead to better air quality and a healthier environment.

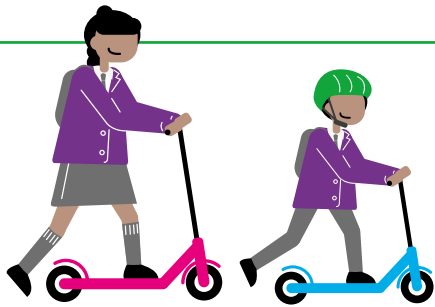




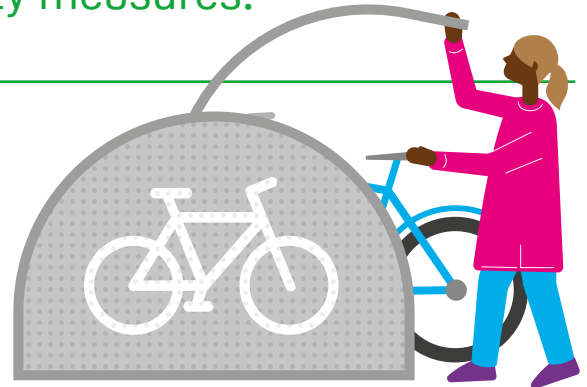
# Our Pledges

By 2030, we promise:

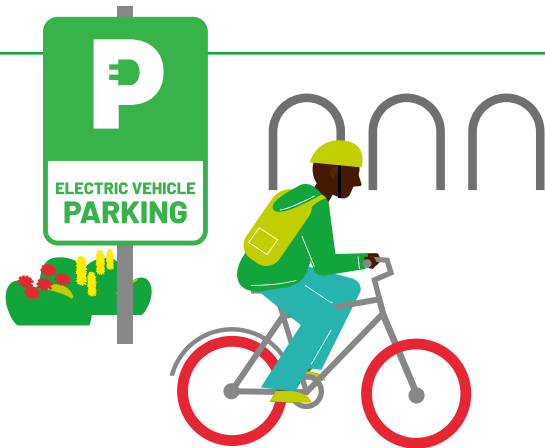
Your home will be within 200m of a safe and pleasant walking route.



Your local school will have a School Street\*\* or other new safety measures.



Your bike will have a place in a cycle hangar within six months of applying.



Your neighbourhood will have parking spaces for cycles, e-bikes, hire cars, electric vehicles and disabled parking.

Your street\*\*\* will have improvements to make it cleaner, greener and safer, chosen by you.



\*\* School Streets involve timed road closures to reduce congestion, and therefore air pollution, outside schools, whilst encouraging parents and pupils to walk, cycle, scoot or use other greener ways to get to school.

\*\*\* Where the road is not managed by us we will work with respective landowners to deliver this pledge.

# Southwark Context

## Southwark's diverse community

Home to 307,600 people,<sup>2</sup> Southwark is a densely populated and diverse inner London borough with residents from a wide range of ethnicities and backgrounds, with over 120 languages spoken.<sup>3</sup> Its population has increased above the national average (6.7% between 2011 and 2021) and people over 65 have increased by 15.5%.<sup>4</sup> This is more than the younger age groups.

Southwark is a patchwork of communities: from leafy Dulwich, to bustling Peckham and Camberwell and the rapidly changing Rotherhithe peninsula. It is one of the greenest boroughs in London, with several large parks and many smaller open green spaces and woodlands.

Population and employment in Southwark are projected to continue growing. The main areas of development are projected to bring about 27,000 new homes and 26,000 new jobs by 2031. This rapid growth in population and the different travel needs of people from all walks of life, coupled with climate change and health crises, are challenging our transport system.

### Southwark at a glance

Home to  
**307,600** people

**120** languages spoken

**6.7%** population increase  
between 2011 and 2021

By 2031

**27,000**  
new homes

**26,000**  
new jobs



We need a

**12%**

year-on-year carbon  
reduction to become  
carbon neutral by 2030.

Road transport  
makes up

**18%**

of the borough's overall  
carbon emissions

## Climate emergency and air pollution crisis

In 2019 the council declared a climate emergency. To reach our commitment to become carbon neutral by 2030 we need a 12% year-on-year carbon reduction. Road transport makes up 18% of the borough's overall carbon emissions.<sup>5</sup> This means reducing motor vehicle ownership and use, and increasing sustainable transport, are central to achieving this goal.

Road transport not only causes carbon emissions but is also the largest single source of air pollution in Southwark, contributing around a third of PM2.5\* emissions.<sup>6</sup> The impact of poor air quality on people's health is well known and disproportionately affects the most vulnerable in society.

Almost 1 in 10 (9%) of all deaths in Southwark in 2019 were related to NO<sub>2</sub>\*\* or PM2.5 air pollution. Most of this impact was due to PM2.5 (7% of all deaths).<sup>7</sup>

\* Particles or particulate matter (PM) are tiny bits of solids or liquids suspended in the air. Particles originating from road traffic include carbon emissions from engines, small bits of metal and rubber from engine wear and braking as well as dust from road surfaces.

Particles smaller than 2.5 micrometres (PM2.5), can settle in the airway and deep in the lungs and cause health problems. The health effects of particle air pollution have been widely studied, and include premature death and the worsening of heart and lung disease, often increasing admissions to hospital.

Source: London Air

\*\* Nitrogen dioxide (NO<sub>2</sub>) is one of a group of gases called nitrogen oxides. Road transport is estimated to be responsible for about 50% of total emissions of nitrogen oxides, which means that nitrogen dioxide levels are highest close to busy roads and in large urban areas.

There is good evidence that nitrogen dioxide is harmful to health. The most common outcomes are respiratory symptoms such as shortness of breath and cough. Studies also suggest that the health effects are more pronounced in people with asthma compared to healthy individuals.

Source: London Air

## How people currently travel in Southwark

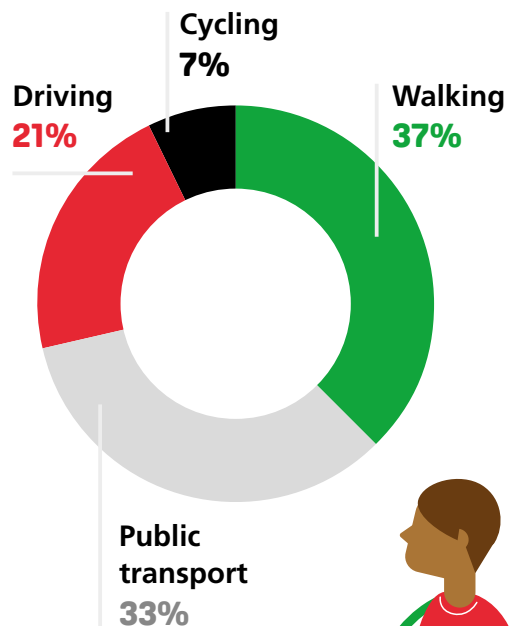
A lot of people in Southwark already walk, cycle, or use public transport. Just four out of ten households in Southwark have a car<sup>8</sup> and of these, only 22% use it as their main mode of transport.<sup>9</sup> Looking at the overall share of each mode of transport in the borough, walking is the most common (37%), followed by public transport (33%) of which 16% buses, driving (21%) and cycling (7%).<sup>10</sup> Black, Asian and minority ethnic Londoners are more likely to walk and use public transport than white Londoners.<sup>11</sup>

Residents tell us that they would like to walk and cycle more, but safety is a key concern and acts as a barrier.

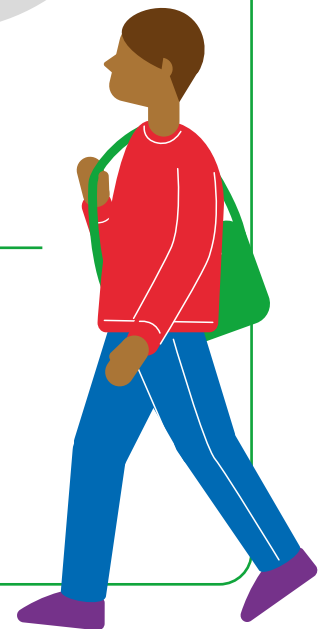
In 2021, 166 people were seriously injured and there were four fatalities on the roads in our borough.<sup>12</sup> Twice as many people were killed or seriously injured per km of road in the most deprived 30% of London than the least deprived 30%.<sup>13</sup> Approximately 21% of Southwark's population live in communities ranked within the most deprived nationally.<sup>14</sup>

Due to poor public transport connections and lack of infrastructure for walking, cycling and wheeling in certain areas of the borough, many people are left with driving as their only option. This has a negative impact on people's health as low activity levels are linked to poor physical and mental health. 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 do so. The survey also highlighted the main impairment types for those with a disability, with the largest impairment being mobility.<sup>15</sup>

### Southwark transport mode share



**Asian and minority ethnic Londoners are more likely to walk and use public transport than white Londoners.**



**1 in 4**  
children in  
reception classes  
are overweight  
or obese

**42.1%**  
of people in  
inner London  
experience high  
levels of anxiety

## The impact of low levels of activity on physical and mental health

Levels of excess weight in Southwark are consistently above London and national levels. Approximately 1 in 4 children in reception classes are overweight or obese. By Year 6 this increases to more than 1 in 3 children.<sup>16</sup> In 2019/20, 50.4% of adults in Southwark were classified as either overweight or obese.<sup>17</sup>

Approximately 47,600 adults in the borough suffer from a common mental health disorder and 42.1% of people in inner London experience high levels of anxiety.<sup>18</sup> It is estimated that £1 in every £8 spent in England on long-term health conditions is linked to poor mental health.<sup>19</sup> In addition, in 2021, 7.6% of adults in Southwark reported feeling often or always lonely.<sup>20</sup> Our built environment, the way we use our public space, and travel opportunities also impact on social isolation: deprived areas often lack safe, good quality, green community spaces, creating barriers to social engagement. Access to transport is also vitally important in building and maintaining social connections.<sup>21</sup>

# Structure of the Strategy

Southwark adopted its **Movement Plan** and **Local Implementation Plan (LIP3)** in 2019. The LIP3 is a statutory document prepared under Section 145 of the Greater London Authority Act 1999 providing Southwark's response to the Mayor's Transport Strategy (MTS) 2018, it replaced the borough's Transport Plan (2011). The Streets for People strategy addresses the new challenges the borough is facing and replaces the Movement Plan and becomes our guiding strategy for transport in Southwark.

We will continue to deliver the Mayor's Transport Strategy (MTS) objectives and outcomes, while setting more ambitious targets and objectives within a shorter time frame.

We have developed four main themes which correspond to four main priorities and areas of work. The four themes each have objectives to ensure we meet our pledges.

- **Streets for Communities:** Reclaiming space to make it accessible for our communities to connect, socialise and play, in a safe and pleasant environment.
- **Streets for Journeys:** Making healthy and sustainable travel the safest, easiest, quickest and most convenient choice.
- **Streets for the Economy:** Supporting our town centre economies to run efficiently and sustainably, reclaiming space to create high quality environments where people want to spend time.
- **Streets for Nature:** Cleaning our air and reducing the impact of climate change by increasing biodiversity, making our streets greener and more resilient to extreme weather.



## Linked strategies

The Streets for People strategy is our overarching transport strategy, which sits underneath national and regional policies such as The Mayor's Transport Strategy and wider Southwark policies such as the Climate Change Strategy and Action Plan and the Council Delivery Plan. In addition, the Streets for People strategy coordinates and aligns with other key Southwark strategies, including (but not limited to):

- Southwark 2030 (draft)
- Air Quality Action Plan (adopted)
- Southwark Plan (adopted)
- Southwark Economic Strategy (draft)
- Joint Health and Wellbeing Strategy (draft)
- Southwark Biodiversity Action Plan (adopted)
- Sport and Physical Activity Strategy (adopted)

In support of the Streets for People Strategy, further documents are being developed for specific areas. These include:

- Walking plan (consultation in summer 2023)
- Cycling plan (consultation in summer 2023)
- Electric Vehicle plan (consultation in summer 2023)
- Freight plan (due in 2024)
- Highways Carbon Management plan
- Streets for People Delivery Plan (due 2024) including ward/neighbourhood priorities
- Streets for People ward profiles
- Interactive Streets for People map for the borough



# Principles for Delivering Streets for People

- To design streets and public transport that works for everyone we will ensure older and younger people, women, Black, Asian and minority ethnic communities, SEND groups, carers, traders and any other underrepresented groups all have a full say. We will embed the social model of disability and include the views and expertise of a wide range of voices representing those with disabilities when designing schemes, to ensure all future schemes are delivered with accessibility at their core.
- We will put equity at the heart of what we do to make sure each action will take everyone's needs into account, providing a solution that is safe, accessible, affordable and fair to all. We will use our Equity Framework to help identify and prioritise interventions in areas that need it the most.
- We will engage with Southwark's communities according to our **Approach to Community Engagement** with a focus that the proportion of responses to consultation and engagement should reflect the borough's demographics.
- We will work collaboratively with rail companies, other council departments, neighbouring boroughs, Transport for London, the Greater London Authority and other professional bodies to coordinate objectives and delivery, share learning and work, and manage budgets.
- We will work with our stakeholders, businesses and interest groups to increase collaboration and explore new ideas and ways we could work together to deliver the strategy. We will use data and new technology to make evidence-led and informed decisions, to improve our services and monitor progress towards our targets. We will share data and insights in a clear and transparent way.
- We will communicate in a clear and consistent way, engaging residents, communities and stakeholders; asking residents for their views on what is implemented in their neighbourhood; raising awareness about proposed changes to improve air quality and create safer, greener spaces on our streets; supporting behaviour change interventions to encourage healthy ways of travel.



# Streets for Communities

Reclaiming space to make it accessible for our communities to connect, socialise and play, in a safe and pleasant environment.



## Objective 1. Reduce the need to own or use a car

We need to recognise that the reason our streets are geared towards cars is that cars can often be the only feasible option. Before space is taken away from cars for other uses, it is important that those who use their cars as the principal mode of travel have other travel options and are not left disconnected. To make more space available for sustainable transport and communities, we need to reduce the need to own or use a car

Much of the rest of this strategy highlights how we will support alternatives to using a car such as walking, cycling, wheeling and using public transport. This will include prioritising space for pedestrians and cycle parking in town centres and reducing traffic in residential areas. We will always make sure that access and parking is available for those who genuinely need it.

We will also support car clubs so that car journeys can be taken without individual ownership of a car. As cars are often unused 96% of the time,<sup>22</sup> car clubs can support the needs of many drivers while taking up much less space. We will work with car club providers to make sure vehicles support the needs of all users, including those with mobility needs or travelling with small children.

The actions below show how we will reduce the need to own or use a car, and how we will create space on our streets. The other objectives explain how we will reclaim this space for community benefit.

### What we will do

- 1.1** Reduce the proportion of journeys by car from 21% to 13% by 2030, to contribute to the Mayor's target of reducing overall traffic by 27% by 2030.
- 1.2** Reduce the number of vehicles owned by 10% by 2030.
- 1.3** Engage with communities on how to implement parking permits across the borough by 2024 and conduct ongoing reviews of charging structures.
- 1.4** Prepare a long-term borough-wide traffic plan by 2024. This will show how we plan to reduce traffic volumes in residential and retail areas, while maintaining through routes and necessary access by car for those who need it.
- 1.5** Deliver at least nine new Streetspace schemes by 2030.
- 1.6** Provide every household with an alternative to owning a private vehicle, such as car clubs, within five minutes' walk, by 2030.
- 1.7** Provide disabled bays to fulfil demand and provide alternative help for disabled people who don't own a car or drive such as storage for other types of small vehicles (e.g., adapted cycles, mobility scooters, etc).
- 1.8** Consider noise pollution in our assessment of new projects in accordance with Defra's Noise Action Plan. Identify noise pollution hotspots and introduce traffic calming and design measures to reduce noise levels.





## Objective 2. Create good quality space that is accessible for all people

Our streets must be accessible to everyone, regardless of their needs. Yet the quality of our pavements remains a barrier to people walking or wheeling more. Nearly one in three adults over 65 are prevented from walking or wheeling more or at all on their local streets because of cracked and uneven pavements; 48% of older adults say they would walk more if pavements were better maintained.<sup>23</sup> Many junctions in Southwark still lack dropped kerbs or level crossing points, making them difficult or impossible for people with mobility issues or those pushing a pram or in a wheelchair to navigate.

Poor quality pavements encourage more people to drive and isolate those who don't. We will improve existing pavements and make sure the new schemes we deliver make pavements inclusive and accessible for all. We will prioritise the needs of pedestrians so that they always feel welcome, safe and comfortable, whatever their needs.

### What we will do

- 2.1** Improve road safety to reduce trips and falls and respond to the needs of street users who are more vulnerable on uneven surfaces by continuing to respond to at least 95% of maintenance call-outs on time.
- 2.2** Maintain 93% of streets in a good state of cleanliness.
- 2.3** Provide for pedestrian comfort by delivering a place to rest every 100 metres and providing water fountains at convenient locations.
- 2.4** Deliver on our Equal Pavements Pledge by working with older people, those with disabilities and people with limited mobility to address problems that stop Southwark's streets from being accessible for everyone.
- 2.5** Ensure we maintain the minimum pavement clearance required by legislation by enforcing the terms of licenses and moving or replacing waste bins and street furniture where necessary. We will locate new street furniture in the carriageway to avoid restricting pedestrian access.
- 2.6** Wherever possible we will increase the pedestrian path to 2.4 metres, or more than four metres in busier areas, so that pedestrians can always pass each other easily, even if they are pushing a pram or using a wheelchair.
- 2.7** Redesign junctions to ensure a level route and to reinforce pedestrian priority. Deliver new crossings along pedestrian desire paths.
- 2.8** We will update **Southwark Streetspace Design Manual** to reflect these design changes and make sure that welcoming and accessible streets are delivered as part of new development and highway maintenance.



## Objective 3. Reclaim, reallocate and repurpose public land for community use

Walking, cycling and public transport take up a fraction of the space that cars use. As people switch to these other modes, we will have extra space on our streets that won't be needed to support journeys. We will use this space to benefit the whole community.

75% of London parents agreed it is important for children to play outside. And while 60% said they would allow their children to play outside more if there were more safe places to do so, 79% said such places didn't exist.<sup>24</sup> More than three-quarters of Southwark's residents live in flats or maisonettes,<sup>25</sup> many of which have neither private nor communal gardens. As well as making it safer for children to go outside, reducing traffic will allow us to deliver many more small parks and play facilities close to where people live.

Over the periods of lockdown during the past few years, people found a sense of community and building relationships with neighbours became more important to them. We want to repurpose street space to give communities pleasant spaces where they can come together and create a sense of belonging.

### What we will do

- 3.1** Deliver street improvements to make it cleaner, greener and safer, with an opportunity for you to help us shape them based on local needs.
- 3.2** Work with residents to define, deliver and care of these spaces to make them a place that belongs to the community.
- 3.3** Promote and deliver our Cleaner Greener Safer (CGS) schemes. CGS schemes are local grants for minor schemes such as playground renovations, upgrades to sports facilities, new cycle parking, tree planting, fencing and lighting improvements that people can apply for.
- 3.4** Work collaboratively with Planning Policy colleagues, other council departments, and developers to ensure the Streets for People vision is embedded in the delivery.
- 3.5** Expand and simplify the programme of timed road closures for play streets, street parties and markets. We will extend timed closures to other locations such as railway stations, town centres, local shopping parades during festivals. Ensure closures are arranged and scheduled in collaboration with waste and other essential services to maintain access at specific times.



# Streets for Journeys

Making healthy and sustainable travel the safest, easiest, quickest and most convenient choice.



## Objective 4. Improve safety and security for everyone using our streets

In 2022, over a thousand people were injured on our streets in road traffic accidents, and three people died. 54 of those injured were children, of which seven were seriously injured.<sup>26</sup> A majority of those seriously injured were pedestrians and cyclists. While decades of safety improvements have made cars safer for their occupants, they continue to present a danger to other road users.

The threat of death and injury is a significant barrier to encouraging more people to cycle. Nearly two-thirds of people in the UK don't cycle because they think it is unsafe.<sup>27</sup> In Southwark, more than half of people identified safety as the main barrier to cycling more.<sup>28</sup> We can't expect people to get out of their cars and walk and cycle more if they don't feel safe doing so.

People make mistakes. If we are going to reduce the danger on our streets, we need to design them to reduce the impact these mistakes have. This means reducing speed and improving visibility, and making sure drivers respect the rights of other users on the street.

Cars are not the only reason people feel unsafe on our streets. 60% of women identified that they do not feel safe walking at night.<sup>29</sup> Feeling vulnerable forces people into cars or keeps them at home. We will improve lighting and the way we design public spaces to make sure people feel safer when they walk or cycle.

### What we will do

- 4.1** All schemes to adopt Vision Zero principles so we can reduce the number of people killed or seriously injured on Southwark's streets to zero. Ensuring safety is at the forefront of the design of all Highways schemes and working with the police and TfL to deliver targeted road safety enforcement, education and training programmes.
- 4.2** Install new crossings, with clear visibility at locations where people want to cross the street. These will be signal-controlled where there are still high levels of road traffic.
- 4.3** Junctions will be designed to make sure there is no space to park, to protect sightlines and pedestrian routes.
- 4.4** Review speeding hotspots and introduce effective traffic calming interventions to slow vehicles down. We will address three of the sites with the worst speeding issues each year.
- 4.5** Design streets and public spaces so they feel safe to all users at all times. We will create spaces with natural surveillance, good visibility and good lighting to reduce opportunities for crime by upgrading all street lighting and CCTV in the borough.
- 4.6** We put safety at the forefront of street design and will listen to the most vulnerable groups to understand why they feel unsafe, and what we can do to address this.



## Objective 5. Make walking, cycling and wheeling easier

Reducing the space given to cars alone is not enough to make other types of journeys easier. We need to provide the facilities and infrastructure needed to support people of all abilities and backgrounds who want to walk, cycle or travel actively in some other way.

Disabled people are twice as likely to be physically inactive (43%) than non-disabled people (21%),<sup>30</sup> and many are dependent on cars. This is despite earning less on average. But many have no choice, as our walking/wheeling and cycling infrastructure does not meet their needs. It often fails to meet the needs of those travelling with children, or carrying heavy loads, such as delivery and trades people, or those going shopping. Many of these journeys could be done on foot or by bike, if our pavements and bike lanes were wide enough, and if parking accommodated different types of cycles. Electrically-assisted bikes also reduce the physical effort required to cycle, making it accessible for more people.

Alongside a lack of infrastructure, cost is also a barrier to taking up more walking, cycling and wheeling. In a borough the size of Southwark, cycling is often the quickest way to make a journey. It is also often the cheapest, apart from walking, in the long-term. Unfortunately, it often requires an upfront cost, which can put people off. Cycle and scooter hire schemes let people access these without the upfront cost.

### What we will do

- 5.1** Aim to have 87% of journeys made walking, cycling, wheeling or by public transport by 2030.
- 5.2** Deliver a mobility hub to support walking, cycling and wheeling in every neighbourhood by 2030. These will include facilities to support walking, cycling and wheeling, such as places to rest, maps to help navigate, and places to park, hire and maintain bikes.
- 5.3** Publish walking and cycling plans by 2024 that provide more detail on how we will remove affordability and accessibility barriers to walking, cycling and wheeling and deliver on these pledges.
- 5.4** Produce a grid of wide, safe, fully accessible, and interconnected walking/wheeling routes within 200 metres of every home. We will make sure every street is accessible for all pedestrians.
- 5.5** Complete a borough-wide signposted cycling network that connects directly to major destinations and passes within 400 metres of every resident. Provide safe access to this network from every home and business.
- 5.6** Work with TfL and Tower Hamlets to explore options for a pedestrian and cycle crossing between Rotherhithe and the north bank of the Thames to improve active travel connections.
- 5.7** Design new routes and update existing routes according to our Accessible Cycle Tool, which ensures that cycle facilities work for all types of cyclists on all types of bikes.
- 5.8** Continue to deliver free cycle training for a minimum of 3,000 children and adults per year.
- 5.9** Deliver a minimum of 1,000 cycle hangars to provide secure parking by 2026. Expand the programme to support all types of bikes.
- 5.10** Reallocate space and provide additional motorcycle and cycle hire parking where required.



## Objective 6. Make walking, cycling and wheeling easier for children and young people

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 status. Establishing healthy habits at a young age makes them much easier to stick to in later life.<sup>31</sup>

The NHS recommends that all children get at least an hour of physical activity daily. Children with additional needs, such as those with autism and learning disabilities, may have even greater need for outdoor and physical activities,<sup>32</sup> however they also face a more hostile environment, due to increased sensitivity to noise, crowding and clutter.

In Southwark the proportion of primary-aged children travelling actively to school is increasing with 6 out of 10 under 12s walking, scooting or cycling to school.<sup>33</sup> To encourage more children to travel actively we need to provide safe spaces for children to and around schools.

### What we will do

- 6.1** All schools to have a school street by 2026, where this is not possible provide other measures to create safer and more pleasant environments outside of schools.
- 6.2** Increase the number of schools with TfL STARs Silver accreditation by 7 and Gold accreditation by 5 schools or nurseries each year to 2030.
- 6.3** At least 70% of children who participate in Hands Up Surveys to travel actively to school by 2030.
- 6.4** Create walk, cycle or scoot to school maps for all schools in the borough and support supervised journeys to school along these routes.



## Objective 7.

### Work with rail operators, TfL and other transport operators to make public transport safe, accessible, and reliable

Buses are an essential part of navigating Southwark; the borough has the second highest bus usage rate in London with more than 116,000 daily trips.<sup>34</sup> At one point or another, when travelling in and around the borough, many people will need to get a bus to their desired location. The most vulnerable depend on buses more; 58% of disabled people, 66% of children, 65% elderly and 65% of Londoners from ethnic minority backgrounds use buses.<sup>35</sup>

One reason for this is that 11 of the 18 rail and underground stations in Southwark are inaccessible to those with mobility issues and need investment, and train journeys are more expensive than buses. This often means buses are the only accessible form of transport for many within the borough. However, bus services can become inaccessible when the right conditions are not met. This includes, bus stops not being level or not having the right facilities, buses being crowded or the frequency and schedule doesn't meet peoples' needs.

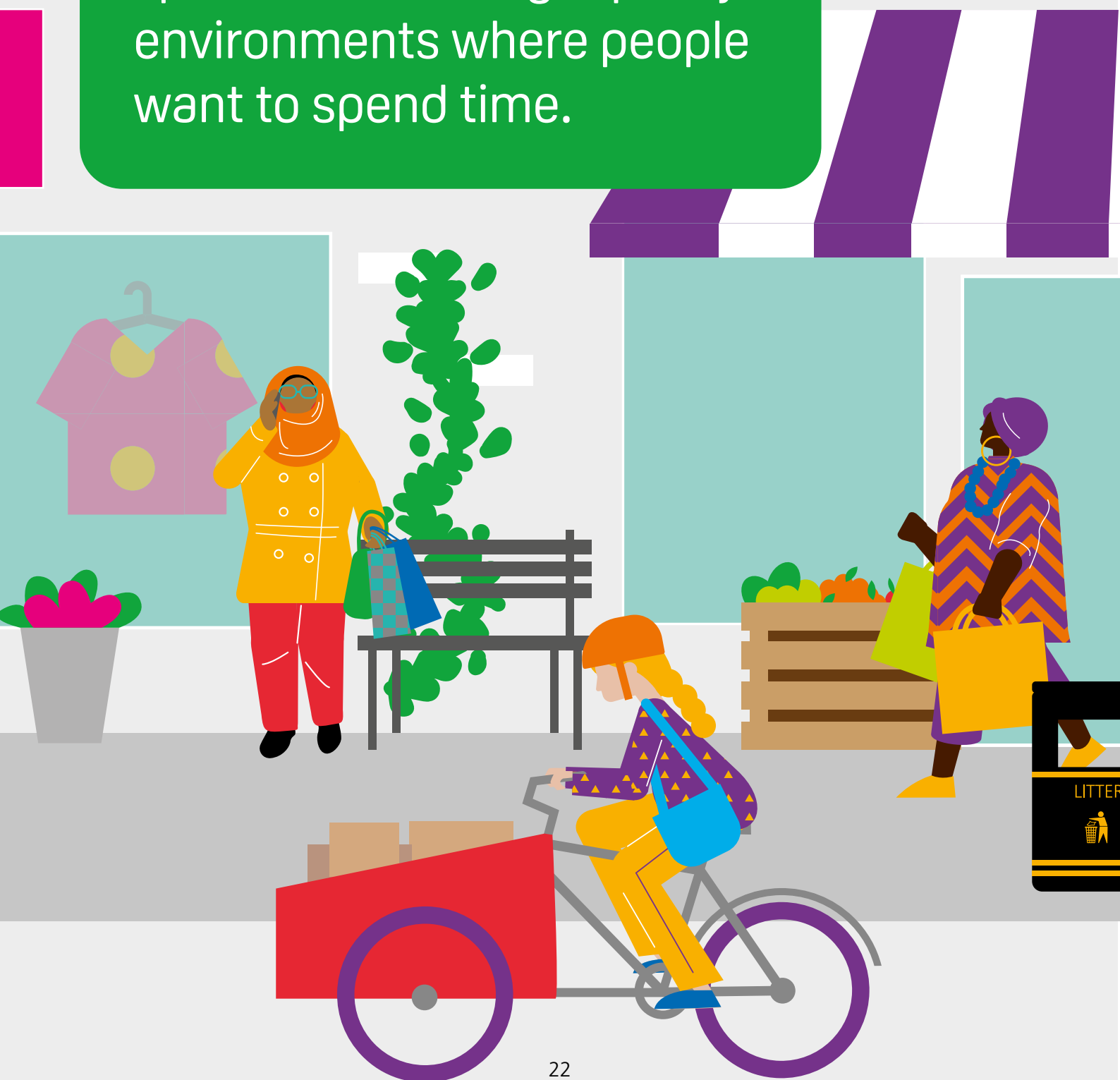
#### What we will do

- 7.1** Explore possible bus operation improvements in every Highways scheme on a bus route to deliver the Mayor's target of increasing bus speed by 15% by 2030.
- 7.2** Review the design of bus stops and bus stands on the carriageway to improve accessibility and boarding, minimise delays and conflicts between buses to make bus travel simpler, more comfortable and more accessible.
- 7.3** Improve lighting at all bus stops and interchanges, especially along 24-hour routes. Create social public spaces around station entrances and bus stops to enable natural overlooking and make people feel safer while waiting and interchanging.
- 7.4** Work with TfL, Network Rail and rail operators to deliver step-free access at stations within the borough. Deliver easy, clear and level interchanges between bus routes and between buses and other public transport.
- 7.5** Work in collaboration with TfL and neighbouring boroughs to deliver TfL's Bus action plan to enhance bus services in areas which are currently less served.
- 7.6** Work with TfL and neighbouring boroughs to continue to make the case for Bakerloo line extension and Camberwell station reopening. Explore opportunities for other public transport interventions that will improve travel opportunities in Southwark.



# Streets for the Economy

Supporting our town centre economies to run efficiently and sustainably, reclaiming space to create high quality environments where people want to spend time.





## Objective 8.

# Increase footfall and dwelling time in town centres by making them a nice place to be and easy to get to

Places where people come together, such as our town centres, workplaces, and hospitals, should put people first. We need to create more space, make movement easier and provide a safe and more pleasant environment for people to spend time in.

Improving our public spaces has the potential to really boost the local economy. Whilst car owners tend to spend more in a single trip, people who walk to go shopping spend £147 more per month than those travelling by car.<sup>36</sup> High streets are more than just places to shop, they are also social spaces, and nearly half of people surveyed said they use them for social and community reasons.

TfL research into improving spaces shows that when the public realm is improved, it can lead to a 96% increase in static behaviours such as standing and sitting as well as a 93% increase in active behaviours such as walking.<sup>37</sup> The largest increase of 216% was in relation to leisure behaviours, classified as stopping at a café or on a bench.<sup>38</sup> Leisure behaviour is closely tied to quality of space. Where there are pleasant, green community spaces, people want to stay.

Cycle parking delivers five times the retail spend per square metre than the same area of car parking.<sup>39</sup>

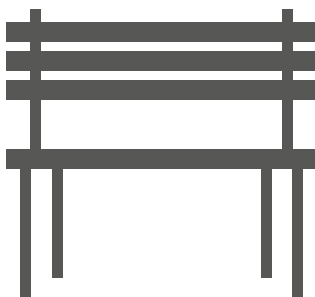
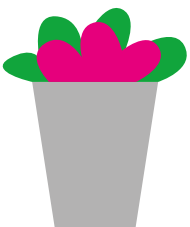
People who walk and cycle take more trips to the high street over the course of a month with pedestrians doing double the trips compared to drivers.<sup>40</sup>

Internet shopping is encouraging many businesses to change into becoming part of the experience economy, which includes everything from culture to hospitality, the arts, and education. This is likely to play an increasing role in high streets and town centres. Many businesses in the experience economy require and benefit from wider pavements and spaces.

Emerging types of businesses on the high street are: cycle shops, co-working spaces, circular economy shops, community uses, local produce, wellbeing, café culture, workshops, and arts. We will make all high streets desirable places to be and spend time, boosting local economies and supporting communities.

## What we will do

**8.1** Work collaboratively to deliver the Economic Strategy and explore how transport and street design can help improve the local economy. Help businesses thrive by making the public realm more attractive and create space for permanent or pop-up activities.



**8.2** Make all shopping areas pedestrian friendly and safe with slow or low traffic roads that are easy to cross and explore options to pedestrianise areas in our town centres.

**8.3** Increase or maintain footway width of four meters in town centres, where possible.

**8.4** Install enough parking for all types of cycles so everyone can comfortably cycle to town centres by 2030. Lobby large retail sites to do the same, so that the amount of cycle parking at least matches the amount of car parking.

**8.5** All town centres to have cargo bike hire available by 2030.

## Objective 9. Reduce the impact of freight on our streets and support business to operate sustainably and efficiently

TfL estimates that large goods vehicles (LGV) movements are expected to grow by 22% by 2031.<sup>41</sup> 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.

At least a quarter of delivery and service trips by vans and lorries in towns and cities could be replaced by cargo bikes.<sup>42</sup> Longer distance freight movements could be replaced by trains and boats.

By encouraging freight consolidation and providing hubs, we can reduce the number of vans on residential roads whilst also reducing pollution. We will provide space for servicing and delivery vehicles commensurate with the local context. We will push solutions that use less space as well as supporting cycle freight and parcel lockers/click and collect instead of home deliveries.

Businesses using cycle freight save between 39% and 64% on delivery costs.<sup>43</sup>

### What we will do

- 9.1** Develop and deliver a Sustainable Freight and Last Mile Delivery Hubs Plan by 2024 that prioritises areas of greatest need and potential.
- 9.2** Support local businesses to switch to cargo bikes and sustainable freight methods to reduce congestion and reliance on larger vehicles and to increase year-on-year proportion of commercial deliveries using low- and zero-emission vehicles.



## Objective 10.

# Manage the road network to avoid congestion and reduce disruption caused by construction and roadworks

We have an obligation to ensure our roads are managed effectively to improve safety and minimise congestion and disruption to all traffic, which includes pedestrians, cyclists and other road users.

The efficient movement of people and goods is a necessity and traffic congestion negatively impacts the borough's economic growth. Traffic on London's roads costs London's economy £5.1bn per year.<sup>44</sup>

Congestion impacts everyone, not only drivers. It causes delays on buses, and creates a hostile environment for walking, cycling and wheeling. It creates an unsafe environment and leads to damaging noise and air pollution.

Highways and utility works and construction can worsen congestion and need to be managed carefully to avoid traffic displacement. The main areas of development in Southwark will result in 27,000 new homes. Increased construction traffic will need to be managed in terms of numbers, routes and timings.

As we reallocate the space on our streets we need to bear in mind the potential future impact of construction and other works. We need to make sure our road network is resilient enough that we fulfil our obligation to keep traffic moving.

### What we will do

- 10.1** Manage highway and utility works to ensure that walking/wheeling, cycling and bus routes remain safe, uninterrupted, fully accessible, segregated and open in both directions.
- 10.2** Where pavements and cycleways are disrupted due to utility works, we will insist upon a high standard of remedial works that will be enforced to ensure the safety of all future users.
- 10.3** Continue to require developers and contractors to register with the Considerate Constructors Scheme.
- 10.4** Require, check and enforce Construction Management Plans (CMP) to reduce construction traffic and keep our road network safe. Make sure CMPs consider cumulative impact and avoid construction traffic during times and in locations of high walking, cycling and wheeling, and that they explore alternatives to road traffic wherever feasible.
- 10.5** Explore possibilities around waste management to free up space, reduce clutter and improve the efficiency of large vehicles, reducing need for trips on residential streets.
- 10.6** Support alternative approaches to servicing and utilities maintenance in new developments that do not rely on large vehicles and expensive and disruptive road works.



# Streets for Nature

Cleaning our air and reducing the impact of climate change by increasing biodiversity, making our streets greener and more resilient to extreme weather.



## Objective 11. Reduce emissions from transport and improve air quality

Air quality in London must be improved. By reducing emissions from transport, we can do this.

Motor vehicles are responsible for more than half of air pollution in cities. Almost 1 in 10 (9%) of all deaths in Southwark in 2019 were related to NO<sub>2</sub> or PM<sub>2.5</sub> pollution. Most of this impact was due to PM<sub>2.5</sub> particulate pollution (7% of all deaths).<sup>45</sup> Road traffic also makes up 18% of the borough's overall carbon emissions.<sup>46</sup> We need to reduce this to zero to achieve our commitment to be carbon neutral by 2030.

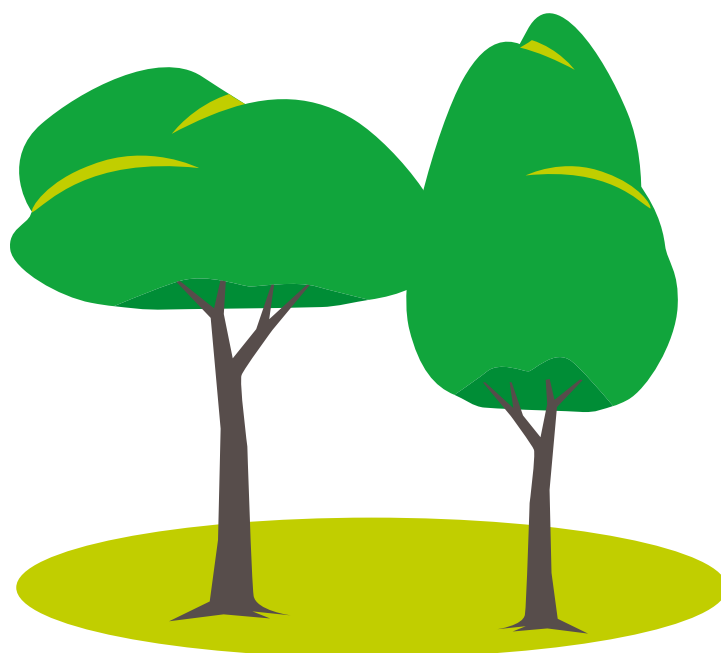
The Ultra Low Emission Zone (ULEZ) extension covers areas of the borough and helps with the shift towards greener modes of transport. Since its introduction in 2019, NO<sub>2</sub> pollution has fallen by 26% and PM<sub>2.5</sub> levels by 19%. Congestion has also improved, as in October 2022 there were 47,000 fewer vehicles within the zone than when it was first introduced.<sup>47</sup>

A lack of EV infrastructure and inadequate charging facilities is partially responsible for slower uptake of EVs. Charging cables being used across pavements reduce accessibility for street users and removing gardens reduces natural drainage areas. The additional areas of non-permeable paved space this creates increases the risk of surface water flooding.

Particulate matter can be reduced by changing the types of vehicles used and minimising their use. 10% of particulate matter emissions come from tyre and brake wear and therefore EVs are still polluting vehicles.<sup>48</sup> Their increased weight (on average 25% heavier than a normal car) can cause greater injuries in collisions and increased road wear. Therefore, the transition to EVs should only form a limited part of the solution where vehicle trips are essential.

### What we will do

- 11.1** Reduce transport carbon emissions to net zero by 2030.
- 11.2** Reduce air pollution from transport by delivering the objectives and actions set out in the Air Quality Action Plan.
- 11.3** Provide support for the transition to electric vehicles for essential trips by delivering the objectives and actions set out in the emerging EV plan. EV infrastructure will be located strategically. Charging infrastructure will consider use by a wider range of vehicles smaller and larger than cars where technically possible.
- 11.4** Support the London Mayor to extend the Ultra-Low Emission Zone across the whole of Greater London and London-wide SMART Road User Charging (as is being investigated as part of the current ULEZ expansion consultation).
- 11.5** Develop and deliver the Highways Carbon Management plan to reduce carbon emissions from Highways schemes and provide a properly-managed biodiverse environment and more patches of unpaved ground that can function as a carbon sink.



## Objective 12. Make streets greener and more resilient to extreme weather

As the effects of climate change deepen, transport systems and the borough's street environment will need to become more resilient and adaptable to the weather variations. Climate change will increase extreme weather events which will, in turn, impact our movement and health. Heat waves and cold snaps affect both the transport services and user experience on the services as current transport infrastructure is not designed to withstand extreme high temperatures.

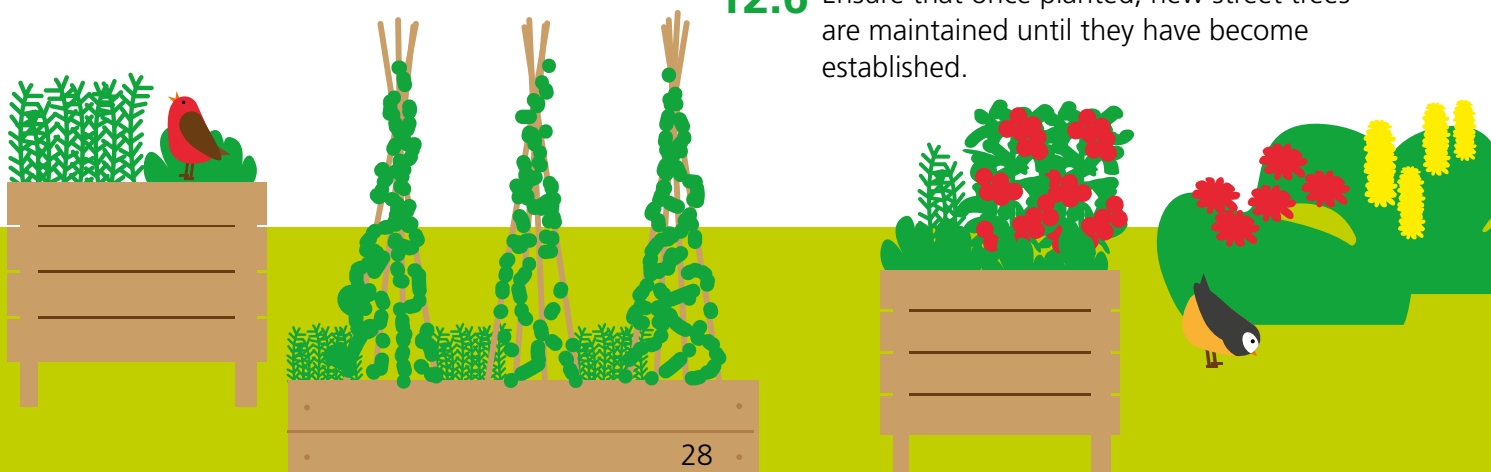
Flooding can have an adverse impact upon the transport network and how people are able to get around. Bermondsey, Borough, Bankside and Rotherhithe are all at risk of river and tidal flooding. The drainage network is unable to cope with intense storms and paved spaces cannot absorb water which leads to surface water flooding, particularly in low-lying areas like Camberwell and Peckham.

In 2021, Southwark had 67,195 trees providing a 17.2% canopy cover across the borough. With increased extreme weather events likely due to climate change, increased canopy cover and more green infrastructure can provide larger shaded areas for residents to seek refuge from increased temperatures.

It is challenging to create Sustainable Drainage Systems (SuDS) or plant more trees on our pavements as most were not designed to accommodate trees. Their presence impacts on our two-metre standard. This width is required to reduce congestion so that pedestrians can pass each other, walk side-by-side and use a pram or wheelchair. Our priority is to improve walking, wheeling and cycling to reduce driving as the most effective way to reduce air pollution and tackle climate change.

### What we will do

- 12.1** Design streets to protect people from adverse climate change effects (e.g. provide shade, shelter, cooling oases, wind shields, water fountains, sitting areas and anti-slip surfaces) and make them benefit from positive effects (e.g. south-oriented outdoor sitting and benches, playful and educational rain gardens).
- 12.2** Reallocate space for additional tree planting, parklets and greening on the highway. At least 10% of every Highways scheme footprint should be dedicated to planting and nature-based solutions.
- 12.3** Make Southwark the first inner London council to have over 100,000 trees by planting at least an additional 20,000 trees.
- 12.4** Develop a programme for implementation of SuDs by 2024.
- 12.5** Design streets in a way that they have a low carbon footprint and help regenerate natural ecosystems - including soil, water, air, temperature, biodiversity, edibles, wildlife habitat, food and compost - through choosing the right permeable surfacing, plants, and street furniture.
- 12.6** Ensure that once planted, new street trees are maintained until they have become established.



# Monitoring and Reporting

We will monitor the delivery and targets of the Streets for People strategy through a set of indicators and will be reported in annual reports available on the website.

We will continuously explore new additional data that might become available to measure the progress of this strategy, and wherever more data is available it will be presented in the annual report.



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