

Movement Plan

Integrated Impact Assessment

April 2019

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Non technical summary

Why a Movement Plan?

Southwark Council has prepared a Movement Plan for the borough. This Integrated Impact Assessment accompanies the Movement Plan. The policies outlined in the Movement Plan have been assessed against key environmental, social and economic matters which are likely to be impacted by the emerging policies and guidance. The Movement Plan replaces the 2011 Transport Plan.

The Integrated Impact Assessment (IIA) fulfils the requirement for a Sustainability Appraisal (SA), Strategic Environmental Assessment (SEA), Equalities Analysis (EIA) and Health Impact Assessment (HIA). This integrated approach avoids the need to undertake and report on separate assessments, seeks to reduce any duplication of assessment work and benefits from a shared understanding of the policies.

The IIA contains baseline information regarding key environmental, social and economic matters relevant in the borough and likely to be affected by the Movement Plan. It also includes a review of the relevant plans, strategies and legislation, set out in accordance with their spatial significance and grouped accordingly as International, National, Regional and Local. The baseline information and the relevant information contained within the relevant documents will be taken into account in the preparation of the Movement Plan and this IIA.

What does this document do?

The IIA identifies the impacts of the Movement Plan policies on sustainability objectives, health of the population and equality groups. The process has consisted of the collection of baseline information on the environmental, social and economic characteristics of the borough (scoping). This has been used to identify sustainability issues, objectives and indicators in order to assess the likely impacts of the policies of the movement plan and to enable monitoring of progress in the future.

Part of the IIA considers the likely impact of how the movement plan can manage three themes: people, place and experience.

Background/policy requirement for IIA

Why assess the Movement Plan?

Under section 145 of the Greater London Authority Act 1999 ('the GLA Act'), all London boroughs are required to prepare a Local Implementation Plan. The Lip should illustrate how the authority intends to apply policies, strategies and programmes to implement the objectives of the *Mayor's Transport Strategy* in their locality.

This document is the IIA for the Strategic Environmental Assessment (SEA) of Southwark's Movement Plan and the requirements of the Local Implementation Plan 3 (Lip3). There are overlaps in the methods and outputs of the above documents and therefore an approach which fuses the statutory requirements of the SA, SEA, EqA and HIA into a single integrated impact assessment will be used to assess the impact of the movement plan. The Integrated Impact Assessment (IIA) considers the sustainability impacts of the plan in addition to impacts on health and equalities.

Assessing policies from these different perspectives;

- sustainability perspective (including environmental, social and economic sustainability)
- an equalities perspective and
- a health perspective

Sustainability

The purpose of Sustainability Appraisal (SA) is to ensure that sustainability has been integrated in the formulation of policies and to verify that due consideration has been given to social, economic and environmental factors. The SA must also show how the requirements of the Strategic Environmental Assessment (SEA) Directive have been met.

SAs are also required to satisfy the European Directive 2001/42/EC. The Directive requires a formal Strategic Environmental Assessment (SEA) of certain plans and programmes that are likely to have significant effects on the environment. SEA is transposed into UK legislation through the Environment Assessment of Plans and Programmes Regulations 2004. SEA is focused primarily on environmental effects, whereas SA goes further by examining all the sustainability related effects of plans, whether they are social, environmental or economic. The process for undertaking SA is conducted in accordance with the requirements of the SEA Directive.

Appendix 1 explains what the SEA directive is and signposts where the relevant information can be found within the document.

Equalities

The council is also required by UK law to pay due regard to advancing equality, fostering good relations and eliminating discrimination for people sharing certain protected characteristics, as set out in the Public Sector Equalities Duty (2011) (under section 149 of the Equalities Act 2010). The council carries out Equalities Analysis (EqIA) of its plans, decisions and programmes to consider the potential impact (positive and negative) of proposals on the key 'protected characteristics' in the Equality Act 2010 and on Human Rights.

The Equality Act was introduced in October 2010. It replaces and extends all previous equality legislation into one overarching act. The Equality Act 2010 outlines a number of 'protected characteristics', which are the groups of people or communities where the government feels that discrimination or unfair treatment could arise.

Southwark Council has a statutory duty to consider the equality impacts of its decisions. The public sector Equalities Duty (section 149 of the Equality Act 2010) came into force on the 5th April 2011 which extended the previous duties to cover the following protected characteristics:

"Age, disability, gender reassignment, pregnancy and maternity, race – including ethnic or national origins, colour or nationality, religion or belief – including lack of belief, sex and sexual orientation".

While there is no statutory requirement to undertake a Health Impact Assessment (HIA), the government has clearly expressed a commitment to promoting HIA's at a policy level in a variety of policy documents and they are increasingly being seen as best practice.

Health

Health Impact Assessment (HIA) is a combination of procedures, methods and tools by which a policy, program or project may be judged as to its potential effects on the health of a population, and the distribution of these effects within the population. In this context health can be defined as both physical and mental health and well-being. HIA also considers the potential effects on the determinants of health such as life circumstances and lifestyles. HIA is still a relatively new concept and as yet there is no one standard method for conducting HIAs. However it should involve all relevant stakeholders and use a range of methods to gather data as evidence. While HIA is not required by law it is considered good practice, particularly since responsibility in managing the health of populations was transferred from national

government to local authorities following the Health and Social Care Act 2012.

The IIA will consider if there are any unintended consequences for people within the equalities and health groups and if the policies will be fully effective for all target groups.

Consultation and development methodology

Stages of preparation for the Movement Plan

The Movement Plan was prepared on the following timeline;

- Preparation of the Movement Plan - June to August 2018
- Statutory consultation on IIA scoping - September to October 2018
- Cabinet meeting -30 October 2018
- Public consultation - November to February 2018
- TfL submission - February 2019
- Adoption - April 2019

Statutory consultation on IIA Scoping Report

The first stage of formal consultation for the Movement Plan IIA involved the IIA Scoping Report, which was published for consultation in September and October 2018. SEA regulations require that the contents of the scoping report must be consulted on with the following 'authorities with environmental responsibility':

- • Natural England
- • Environment Agency
- • Historic England

The law requires the statutory organisations be provided with 5 weeks in which to respond to the Scoping Report. Consultation responses from all respondents to the consultation have been used to update the relevant elements of this IIA report and inform the preparation of the Movement Plan.

Consultation responses on the Scoping Report included suggestions for some minor amendments to be incorporated and also suggestions were put forward for: additional baseline information to be included in the appendices; recommendations for amending some of the objectives; recommendations for new sustainability questions and suggestions for amending and creating new indicators.

As we move forward we will continue to assess the sustainability implications across the wider area. We will also consult the same groups and organisations on the sustainability report at this stage.

Government guidance also recommends that additional bodies can be consulted in order to represent the social

and economic aspects of sustainability. An extensive list of local consultees on the planning policy consultation database was consulted.

Public consultation on Movement Plan and IIA Scoping Report

The Movement Plan and supporting documents (including the Integrated Impact Assessment) were publicly consulted for 15 weeks, from which we received 1,025 responses and 8 from our stakeholders. We collaborated with the Young Advisors to survey 12-16 year olds about their travel behaviours, feelings of safety and perception of physical activity. We had 207 responses to the survey.

We also collaborated with London College of Communication to host a workshop and to conduct in-depth interviews with members from Southwark's Pensioners Centre to understand and identify where we can improve the experiences of older people moving and using public space.

The document was generally welcomed and people supported the people centred focus of the plan. Where the consultation showed a strong appetite for an initiative and action we have worked to strengthen missions to clearly deliver on these. Key areas included:

1. Reduce traffic and improve air quality.
2. Feel safe from crime and injury.
3. Green, peaceful and calm places. With green links and quiet routes away from traffic.
4. Infrastructure to support easy and safe walking and cycling.
5. Public transport is reliable and accessible.

The consultation showed strong support for some of our key initiatives and directions. 77% agree we should reduce the number of motor vehicles on our streets.

Further, 59% support the idea of expanding the concept of time-restricted road closures to other locations. This was particularly supported for the purpose of community events such as streets parties, prioritising of an enjoyable walking and cycling experience and improved air quality.

We have continuously worked with key stakeholders, organisations and interest groups throughout the writing of the Movement Plan. Alongside this we fulfilled our duty under the GLA Act 1999 by consulting with statutory consultees including Transport for London, London

boroughs, Police, Emergency services and any other service that is likely to be affected by the plan.

The Integrated Impact Assessment has actively influenced the Movement Plan to enhance sustainability outcomes. The IIA process has not identified any significant adverse effects against sustainability objectives from implementation of the Movement Plan.

Table 2.1 IIA Appraisal Stages Timetable

| | |
|---|---|
| Stage A – Scoping | Setting the context and objectives, establishing the baseline and deciding on the scope. |
| Stage B – Testing alternatives | Developing and refining options and assessing effects against the IIA framework. |
| Stage C – Prepare the Integrated Impact Assessment Report | This stage involves testing in detail the impacts of the Movement Plan. Following this, the updated IIA report has been prepared for consultation with the public along with the consultation on the Movement Plan. |
| Stage D – Seek representations from consultation bodies and the public | The IIA report is being consulted on between November 2018 and January /February 2019 |
| Stage E – Post adoption reporting and monitoring | Review consultation responses to Movement Plan and IIA report. |

Relevant plans

Social Regeneration Indicators (Fairer Future Promises)

Southwark Council is preparing a set of social regeneration indicators which will monitor social regeneration impacts in the borough. The principles of these have informed and contributed towards the monitoring framework outlined in section 5 of this report. These indicators have been formed through Southwark Council's fairer future promises.

New Southwark Plan

The New Southwark Plan is the emerging local plan and regeneration strategy for our borough. It sets out the aspirations for places through the Area Visions, and detailed policies for development management purposes which will be used to determine planning applications. It also includes Site Allocations which contain specific requirements for the development of particular sites. The plan also contains strategic policies that determine our plan-led approach to achieving more housing and affordable homes for our residents, along with jobs, green spaces and transport improvements. The New Southwark Plan is currently at the Proposed Submission stage and is anticipated to be adopted in 2019 following a public examination.

New Southwark Plan, Integrated Impact Assessment: Scoping Report

The New Southwark Plan is accompanied by an, Integrated Impact Assessment, which has evolved over the various stages of the plan making process. The New Southwark Plan (and its accompanying IIA) is currently at Proposed Submissions stage. : Scoping Report (NSPIIASR) was published in February 2015. It considered relevant baseline information regarding key environmental, social and economic matters within the borough which are likely to be impacted by NSP policies within the NSP PSV. The NSPIIASR also established the framework for undertaking the IIA by setting out sustainability, health and equalities objectives, decision making criteria and indicators used to measure the impacts of the emerging policies. These indicators set in the NSPIIASR New Southwark Plan IIA will underpin monitoring in the Movement Plan.

The Southwark Air Quality Strategy and Air Quality Action Plan (2017)

Local air quality is a public health priority for Southwark and the Strategy has performance indicators regarding improving air quality. Southwark Council is fully committed to doing all we can to encourage our services,

local businesses and residents to consider air quality in the choices they make and everything they do.

Southwark Transport Plan (2011)

This Transport Plan set out how we will improve travel to, within and from the borough and how we would contribute to the wider economic, social and environmental objectives of the council. The plan set out our vision for transport, the long term goals and transport objectives for the borough (up to 20 years), targets and outcomes to show how we delivered the Transport Plan. The plan incorporated the requirements of Southwark's Local implementation Plan 2 in helping to deliver the Mayor's Transport Strategy. The Movement Plan will replace this document.

Mayor's Transport Strategy

The MTS is a statutory document under section 142 of the Greater London Authority Act 1999 that sets out the Mayor's transport policies and proposals for London. It is a key part of the strategic policy framework which supports and shapes London's social and economic development, and is the principal policy tool through which the Mayor and TfL exercise their responsibilities for the planning, management and development of transport in London.

The MTS sets out three themes:

- *Healthy streets and healthy people:* improving air quality by reducing emissions from traffic and encouraging more walking, cycling and public transport use and reducing car use. Adopting a Vision Zero approach to reducing road danger and ensuring roads are reliable, enabling a high quality bus service and essential freight and servicing. Ensuring that the transport system contributes to improving the environment by enabling London to become a zero carbon city and to be more resilient to the impacts of climate change.
- *A good public transport experience:* enabling easy and safe travel around the Capital. Providing good customer service and ensuring public transport is affordable, accessible, safe and secure reliable and not crowded.
- *New homes and jobs:* embedding more sustainable travel patterns, planning infrastructure and services in an integrated way to unlock housing and support regeneration to respond to forecast population growth.

Links to other policies, other tiers of plans, programmes and other guidance

It is necessary to identify and review the relevant policies, plans and programmes that may influence the content of the movement plan. This process enables potential relationships to be identified that will allow potential synergies to be exploited and any inconsistencies and constraints to be addressed. It will also identify additional objectives and indicators, which will assist in analysing and comparing economic, environmental and social impacts throughout the IIA and help in identifying key sustainability issues.

Purpose of Movement Plan and baseline information

The purpose of the Movement Plan is to ensure that everyone benefits from movement.

It is a progressive plan, with policies that will guide movement and advocates the healthy choice to be the first choice. It mentions that it is imperative to our health to get more people walking and cycling. There is more potential for people to walk and cycle for more of their journeys. This could help to tackle localised pollution and noise promoting physical and mental wellbeing.

Streets are public spaces for people to enjoy, whether that is a street tree, a place to rest or to visit a street market. Streets and the movement of goods are essential for our local economy. We need space for delivery vehicles to efficiently and safely park and unload goods. For people to access the things that they need and for that to be a positive experience. To respond to change; the increased number of homes and jobs and the changes to the people living and working in the borough.

Baseline information

The aim in collecting baseline information is to assemble data on the current state of the area and the likely future state. The information then provides the basis for predicting and monitoring effects. Collecting baseline information is also a way of identifying sustainability problems and alternative ways of dealing with them.

The SA/ SEA Guidance provided by Government proposes a practical approach to data collection, recognising that information may not yet be available and that information gaps for future improvements should be reported as well as the need to consider uncertainties in data. Collection of baseline information should be continuous as the IIA process guides plan making and as new information becomes available.

Both qualitative and quantitative data has been used to inform the baseline analysis. Quantitative data has been taken from monitoring and research activities currently being carried out by a variety of organisations. Qualitative information is more often based on judgement and is particularly useful for objectives that relate to the character and quality of the built environment.

Appendix 2 contains baseline information regarding key environmental, social and economic matters relevant in the borough and likely to be affected by the Movement Plan

Key environmental, health and equality objectives

Table 4.1 identifies key sustainability issues that have been identified for the movement plan which the IIA will address. These have been identified through monitoring, engagement with stakeholders, a review of relevant policies, strategies and programmes and existing council evidence base documents, and a survey of baseline data and information about the borough.

The sustainability issues are set out in the context of a number of themes, in recognition of the over-arching status and the likely format of the emerging movement plan.

Table 4.1 : Key environmental, health and equality issues

People

- Relatively high levels of deprivation
 - Access to services and health inequalities
 - Mental illness and poor self-esteem associated with unemployment and poverty
 - Growing population
 - Improving the health of Southwark residents by promoting healthy lifestyles.
 - Addressing employment inequalities and reducing the barriers to employment
 - Providing and maintaining sustainable transport choices for all members of the community
 - Improving the educational attainment, skills and aspirations of residents
 - Supporting local people to make healthier choices
 - Mental health benefits from access to nature, biodiversity, green space and water
 - Opportunities for food growing – active lifestyles, healthy diet and tackling food poverty
-

Place

- Maintaining local distinctiveness and protecting and enhancing place-making assets.
 - Poor environment leading to physical inactivity
 - Lack of living space - overcrowding
 - Providing the right mix and balance of housing types, sizes and tenures in areas of the borough
 - Optimising the efficient use of land at appropriate densities.
 - Improving the transport network and infrastructure
 - Managing delivery and servicing activities
 - Increasing the vitality and viability of town and local centres
 - Attracting and facilitating town centre investment
 - Protecting essential shopping services for local communities
 - The creation of healthy, cohesive, inclusive and safe environments
 - Providing adequate community facilities and infrastructure to meet the needs of a growing population and facilitate social interaction
 - Identifying appropriate locations for community facilities
 - Ensuring a high quality of design in new developments to ensure accessibility, inclusivity and interaction
 - Protecting and enhancing biodiversity and access to the natural environment
 - Address existing open space deficiencies and improving the use of open spaces for sport, leisure and environment purposes
 - Increasing green links and improving the public realm
 - Need to preserve and enhance the historic environment and built heritage
 - Protection of landscape features and designated sites
-

Experience

- High levels of crime and fear of crime
 - Reducing congestion and pollution
 - Improving accessibility by public transport
 - Mitigating and adapting to climate change
 - Minimising flood risk and improving resilience to flood risk
 - Improving recycling and the management of waste
 - Improving energy efficiency and use of renewables
 - Providing opportunities for heat and power networks
 - Improving air quality and decreasing level of emissions from industry, residential, construction and traffic.
 - Need for sustainable use of water resources
 - Need to ensure that there is social, physical and green infrastructure capacity for existing and future needs
 - Reducing the impact of noise
 - Ensuring high standards of sustainable design are achieved in the built environment
-

Appraisal methodology

The NSP established the framework for undertaking the IIA by setting out sustainability, health and equalities objectives, decision making criteria and indicators used to measure the impacts of emerging policies.

The sustainability, equalities and health impacts of policies have been assessed with reference to the following themes. Each theme relates to a particular topic or set of related topics. This approach ensures a consistent approach is used by the IIA, SA and other impact assessments.

Themes identified for use by the IIA include: people, place and experience.

IIA Assessment Framework

The establishment of appropriate objectives is central to the assessment process and provides a way in which the performance of the Movement Plan policies can be assessed. The objectives reflect the current social, economic and environmental issues affecting the borough.

The IIA framework is based on nine mission statements/objectives outlined in the Movement Plan. These objectives were developed by researching specific issues affecting Southwark, through a detailed desk top analysis and internal discussions.

The nine missions set out in Table 5.3 are reflective of a move toward the integration of impact assessments for the Movement Plan. Objectives can be linked to the Sustainability Appraisal, Health Impact Assessment and Equalities Analysis.

How has sustainability, health and equalities been considered in the development of the Movement Plan?

Areas of concern identified at the scoping stages have helped further our understanding of local sustainability, equalities and health issues and the groups that are likely to be impacted

Table 5.1 HIA population groups

| | |
|--|---|
| Children 0-16 | Unemployed |
| Young Adults 16-25 | Low Income |
| Adults 25-65 | Homeless/Street Community |
| Older Adults 65+ | Refugees and asylum seekers |
| People with alcohol and drug problems | Ethnic groups |
| People with long term illness | Learning difficulties |
| People with mental health problems | Physical disabilities |
| Residents | Carers |
| Visitors | People who experience domestic violence |

Table 5.2: Protected Characteristics for Equalities Impact Assessment

| | |
|---------------------------------------|---|
| Age | A person belonging to a particular age (e.g. 32 year olds) or range of ages (e.g. 18-30 year olds). |
| Disability | A person has a disability if s/he has a physical or mental impairment which has a substantial and long-term adverse effect on that person's ability to carry out normal day-to-day activities. |
| Gender reassignment | The process of transitioning from one gender to another. |
| Marriage and civil partnership | In England and Wales marriage is no longer restricted to a union between a man and a woman but now includes a marriage between a same-sex couples. Same-sex couples can also have their relationships legally recognised as 'civil partnerships'. Civil partners must not be treated less favourably than married couples (except where permitted by the Equality Act). |
| Pregnancy and maternity | Pregnancy is the condition of being pregnant or expecting a baby. Maternity refers to the period after the birth, and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth, and this includes treating a woman unfavourably because she is breastfeeding. |
| Race | A group of people defined by their race, colour and nationality (including citizenship) ethnic or national origins. |
| Religion and belief | Religion has the meaning usually given to it but belief includes religious and philosophical beliefs including lack of belief (e.g. Atheism). Generally, a belief should affect your life choices or the way you live for it to be included in the definition. |
| Sex | A man or a woman. |
| Sexual orientation | Whether a person's sexual attraction is towards their own sex, the opposite sex or to both sexes. |

**Definitions are from the Equalities and Human Rights Commission*

As the Movement Plan has progressed the IIA has appraised preferred policies against the framework of objectives as set out in Table 5.3.

Table 5.3: Integrated Impact Assessment Framework of Objectives

| | | | |
|---------------------|---|--|---|
| People | Considers the personal role and impact of movement on physical and mental wellbeing. This theme introduces an equity framework that will guide all future policy, strategy, actions and monitoring of movement. | | |
| | Mission 2 | Mission 3 | Mission 3 |
| We monitor | How healthy people are – Mental wellbeing | How healthy people are – Physical wellbeing | How often people travel and what mode of transport they use |
| By measuring | Male/ Female healthy life expectancy at birth | How much active travel Southwark residents do a day | How residents choose to travel (walking, cycling and public transport etc.) |
| | Proportion of 5-16 year olds with emotional disorders | Children's excess weight trends (4-5 years old and 10- 11 years old) | How many trips people make and where from |
| | Proportion of people with high anxiety score | Proportion of year 6 children who are overweight or obese | How children travel to school |
| | Proportion of people with a low happiness score | Proportion of obese adults | |
| | Proportion of people who feel able to participate in cultural activities | | |

| | | | | |
|---------------------|---|---|---|---|
| Place | Focusses on traffic reduction and how the form and management of our streets and places can influence our experience. Key to this is traffic reduction and management. As well as creating places for people to come together (such as town centres) and how they can be enjoyable, exciting, creative and diverse places to be in. | | | |
| | Mission 4 | Mission 5 | Mission 5 | Mission 6 |
| We monitor | How many people own cars and how often they are used | How people feel about their local space and how easy it is to walk and cycle | Streets in good condition | Use and vibrancy of our town centres and business |
| By measuring | Annual vehicle kilometres (millions) | Proportion of Southwark residents living within 400m of the London-wide strategic cycle network | Principal road length in poor condition | Vacancy rates for offices and retail space |
| | Number of cars owned. | Proportion of adults who feel satisfied with their local area as a place to live | Emergency hospital admissions due to falls in people aged 65 and over | Birth and death of new enterprises |
| | Number of licensed vehicles in Southwark | Proportion of adults who have formally and/or informally volunteered in the last year | | Proportion of affordable workspace |
| | | Healthy Street Checklist scores | | |

Experience Responds to how we feel about movement addressing feeling safe and being safe on our streets both from a personal safety and road safety perspective.

We recognise the significant change that the borough will face during the life of the plan (to 2041) and reflect the role information sharing, exchanging and collaborating will play in the delivery of the plan.

| | Mission 7 | Mission 7 | Mission 7 | Mission 7 |
|---------------------|--|---|--|--|
| We monitor | Peoples experience of being on public transport | Feeling safe and being safe | Equal access (to public transport) | Environmental impact of movement |
| By measuring | Annualised average bus speeds | Proportion of people who feel safe when out and about in their local area | Reduce the difference between total public transport network journey time and total step-free public transport network | CO2 emissions (in tonnes) from road transport |
| | Excess wait times for high frequency bus services | Casualties by mode of travel and age | Proportion of housing units in areas within PTALs 3-6 or within 800m of a Tube station, rail station or town centre boundary | NOX emissions (in tonnes) from road transport |
| | Morning and Evening passengers in Excess of Capacity How many people use our stations | Street crime recorded | | PM10 and PM2.5 emissions (in tonnes) from road transport |

Comparison of the IIA objectives

As part of the IIA a comparison of the objectives was undertaken to check if the objectives are compatible with one another.

The compatibility of mission 1:(for movement to improve equality) and mission 9: (to manage change and facilitate a positive experience for people and in place the transitions through it with mission 4: To be agile and demand-led in our approach to space and its management and mission 8: for all people and road users to have a positive experience on our roads will depend upon implementation. Careful application of transport management will be needed to ensure that resident's accessibility to transport around the borough does not compromise their mental health or well being and can support all groups in the borough particularly in a time of change/transition.

| | Mission 1 | Mission 2 | Mission 3 | Mission 4 | Mission 5 | Mission 6 | Mission 7 | Mission 8 | Mission 9 |
|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Mission 1 | ✓ | | | | | | | | |
| Mission 2 | ? | ✓ | | | | | | | |
| Mission 3 | ? | ✓ | ✓ | | | | | | |
| Mission 4 | ? | 0 | ✓ | ✓ | | | | | |
| Mission 5 | ? | 0 | 0 | ✓ | ✓ | | | | |
| Mission 6 | ✓ | ✓ | ✓ | ✓ | ? | ✓ | | | |
| Mission 7 | ✓ | ✓ | ✓ | ✓ | ✓ | ? | ✓ | ✓ | |
| Mission 8 | ✓ | ✓ | ? | ✓ | ✓ | 0 | 0 | 0 | ✓ |
| Mission 9 | ✓ | ? | ✓ | ✓ | ✓ | ✓ | 0 | ? | ✓ |

✓ Compatible
0 No significant link
? Depends on implementation

Appraisal assessment

This section explains the proposed approach and methods for the IIA of the Movement Plan.

The IIA Framework presented in Table 5.3 will form the basis for appraising the Movement Plan policies. The table sets out the criteria that will be used to determine the nature and significance of effects against IIA Objectives, including any assumptions that will be made or uncertainties. This ensures a consistent approach is taken for the appraisal of all reasonable options.

The IIA is structured under the Mission objectives in the IIA Framework, which incorporate topics in the SEA Directive. This provides a framework and structure to evaluate the likely significant effects of the Movement Plan against these key topics, which include health and equality. The appraisal also considers short, medium and long term effects.

The appraisal is undertaken using professional judgment, supported by the baseline information and wider evidence base. A summary appraisal commentary will be provided at stage B of the IIA appraisal stages, to set out any significant effects identified for individual options, along with suggestions for mitigation or enhancement to be made where relevant. The nature of the likely effects (including positive/negative, duration, permanent/ temporary, secondary, cumulative and synergistic) are described, along with any assumptions or uncertainties noted. Where necessary, the appraisal commentary will also identify any potential cumulative effects for that option.

IIA is an assessment tool that helps to inform decision-making, it is not the sole basis for a decision. The council will consider the findings of the IIA alongside the wider evidence base to inform the development of policies.

Table 6.1 demonstrates the system of symbols which will be used to represent the findings of the IIA for different elements of the assessment of the policies.

| | | |
|-----|----|----------------------------|
| Key | ✓✓ | Major or direct positive |
| | ✓ | Minor or indirect positive |
| | xx | Major or indirect negative |
| | x | Minor or indirect negative |
| | ? | Uncertain |
| | - | Neutral |

People

| Mission | Action | S | M | L | Commentary on Results |
|--|--|--------|--------|--------|--|
| M1 Our Equity framework | n/a | ✓ ✓ | ✓ ✓ | ✓ ✓ | <p>Southwark is an inclusive forward looking borough where all people are welcome whether to make a home or to make a living.. Understanding and addressing the barriers to accessible and safe travel is positive.</p> <p>Our movement and equity framework will guide our work in delivering the Movement Plan ensuring that the needs of all people are considered.</p> |
| M2 For movement to benefit mental wellbeing. | Action 1 Reduce noise pollution | ✓ | ✓ | ✓ ✓ | <p>We will reduce noise pollution by a number of measures ;</p> <p>Build on our understanding of noise levels in the borough and use it to influence decision making.</p> <p>Make the most of our quiet spaces.</p> <p>Provide parallel walking and cycling routes along and around major streets and junctions that are quieter and safer to use. Working with the construction, innovation and technology sectors to monitor, mitigate and manage noise. All these measures can be seen as positive.</p> |
| | Action 2 Create simple and clear streets | ? | ? | ✓ ✓ | <p>Declutter, reduce or restrict advertising.</p> <p>Regular 'tidy up our streets' initiatives. Although it is uncertain as to how this action will be seen, it is envisaged in the longer term it will be largely positive as behaviour changes and people benefit from the changes.</p> |
| | Action 3 Create things to see and do in our streets | ✓ ✓ | ✓ ✓ | ✓ ✓ | <p>We want to create moments and memories that emphasise the positive, to improve overall people's wellbeing. To allow people to take notice and learn something new as a key aspect of people's wellbeing. Cultivating positive experiences for all is a largely positive objective</p> |
| M3 For movement to benefit physical wellbeing. | Action 4 Deliver Infrastructure to support active travel | ✓ ✓ | ✓ ✓ | ✓ ✓ | <p>We will deliver various infrastructures to support active travel. This includes creating clear and connected walking and cycling routes that are integrated and well-maintained, recognising the relationship between streets, parks, public places such as housing estates.. Including benches, access to toilets, rest points and water fountains, cycle and scooter parking. Continue to deliver the cycle and walking networks.</p> <p>Support and enable active travel for all supporting a wide variety of cycles and cycle parking such as hand cycles as well as new modes of movement such as e-scooters.</p> <p>Extend the cycle hire schemes across the borough. This is all a largely positive outcome.</p> |
| | Action 5 Enable people to get active | ✓ ✓ | ✓ ✓ | ✓ ✓ | <p>Promoting physical activity and social interaction would help deliver key health priorities of tackling obesity and associated diseases, poor mental health and social isolation. This is largely positive</p> |

Action 6 Enable people to stay active



Promoting physical activity and social interaction would help deliver key health priorities of tackling obesity and associated diseases, poor mental health and social isolation. This is largely positive

Place

| Mission | Action | S | M | L | Commentary on Results |
|--------------------------------|---|--------|--------|--------|---|
| M4 Reduce traffic | Action 7 Reduce the number of cars owned in the borough | ✓ | ✓ | ✓ | Our aim is to reduce car ownership and usage to improve people's health, safety and experience of moving in the borough. We will Introduce a borough wide CPZ, Support car clubs models that reduce car ownership, review parking charges to charge most polluting vehicles more and ensure consistency in parking restrictions on our streets or on our housing estates. This action is a minor positive as it is not sure how these approaches will be taken up. |
| | Action 8 Use kerbside efficiently and promote less polluting vehicles | ✓ | ✓ | ✓ | We will explore some of our challenging locations. We will look at how to manage space according to who needs it at what time such as commuter or station streets and town centres. This action is a minor positive as it is not sure how these approaches will be taken up. |
| | Action 9 Manage traffic to reduce the demand on our streets | ✓ | ✓ | ✓ | We will trial adjusting parking charges depending on the level of demand. Demand-based pricing for parking seeks to increase prices when and where demand is high and reduce prices when and where demand is low. Real time management can have multiple benefits such as reduced driver frustration, less circulating traffic and thereby reduced emissions and ultimately being responsive to the people needing that kerbside space. This is a minor positive as it is not clear how this approach will be taken up |
| M5 Streets as social places | Action 10 Create places that encourage a sense of belonging | - | ? | ✓ | Our approach to creating neighbourhoods that increase walking, cycling and social space is a positive objective |
| | Action 11 Introduce time restricted street closures and reallocate space for people | - | ? | ✓ | We further need to efficiently use the available space for the movement of people. We will continue to deliver play and school streets. Explore an expansion of timed closures in high footfall areas. We will look at how to manage space according to who needs it at what time such as commuter or station streets and town centres recognising the need for a tailored approach |
| M6 Support business to prosper | Action 12 Movement to, within and from town centres is easy, safe and | ✓ ✓ | ✓ ✓ | ✓ ✓ | We prioritise the personal experience of moving to and from town centres such as designing wider pavements with less obstructions and easy and safe crossings with pedestrian priority. This is largely a positive initiative |

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| accessible for all | | | | |
| <p>Action 13 Make town centres attractive, thriving and diverse places for people and businesses</p> | <p>✓</p> <p>✓</p> | <p>✓</p> <p>✓</p> | <p>✓</p> <p>✓</p> | <p>We will deliver public realm improvements with meeting spaces considering 'meanwhile', temporary and permanent spaces and uses.</p> <p>We will support businesses, to build on the number of people getting to them on foot, by bike and public transport and to make the most of this opportunity. We will Continue to support local celebrations connected to Vibrant Southwark. All these initiatives are largely positive</p> |
| <p>Action 14 Reduce the impact of freight on our streets</p> | <p>✓</p> <p>✓</p> | <p>✓</p> <p>✓</p> | <p>✓</p> <p>✓</p> | <p>We need to look at reducing competition for space on our kerbside by lowering the amount of individual freight trips in the borough. This will be a largely positive initiative</p> |

Experience

| Mission | Action | S | M | L | Commentary on Results |
|--|--|---|--------|--------|---|
| M7 All people to have a positive experience on our roads. | Action 15 Reduce exposure to air pollution | ✓ | ✓ ✓ | ✓ ✓ | We will investigate bus priority and road closure options using Walworth Road as a test case. We will continue with our ambition to further reduce traffic on our roads and this is largely positive in the medium and longer term. |
| | Action 15 Reducing exposure to poor air quality | ✓ | ✓ ✓ | ✓ ✓ | Focus on the most supporting measures near schools, allowing communities to apply for Cleaner, Greener, Safer funding to install green screens to mitigate exposure. We will also consider monitoring air quality and bus journey times to understand the effects. This is likely to be positive in the medium and longer term. |
| | Action 16 Zero people killed or injured on our streets by 2041 | ✓ | ✓ ✓ | ✓ ✓ | Lower speeds are essential in areas where people shop, work, learn and play. Our approach to lowering speeds will be to make our streets more inviting, less polluted, less dominated by motor vehicles and more attractive for walking and cycling. This will be largely positive in the medium and longer term. |
| | Action 17 Improve safety and sense of safety on our streets | ? | ✓ | ✓ ✓ | Work with people, in particular those that may feel more vulnerable on our streets to understand what people need to feel safe and confident to travel sustainably will be positive in the longer term. In the short term it is uncertain as to how this will be seen by people but it is likely as perceptions change they will be result in positive benefits |
| | Action 18 Improve the conditions for people who use our streets as a workplace | ✓ | ✓ ✓ | ✓ ✓ | Encourage drivers to consider using the improving walking, cycling and public transport facilities. Promotions of apps for helping people consider various modes of moving around the borough for work. This new approach will deliver positive outcomes. |
| M8 Manage change on our streets in a positive way for people | Action 19 Make the most of new infrastructure | ✓ | ✓ ✓ | ✓ ✓ | Learnings from recent projects including Northern line extension and Elizabeth Line will feed into our work and improve understandings around how to manage change and new transport infrastructure. We will apply the learning, testing and trial ways to manage the delivery of infrastructure schemes, with the ambition to continue to build and scale up an approach to deliver positive outcomes. |
| | Action 20 Manage our streets to minimise disruption | ✓ | ✓ ✓ | ✓ ✓ | Develop digital construction management plans to provide more consistent and current information. This will improve our view of upcoming projects and assess cumulative impacts. / dedicated resource/ logistics groups. Require a Construction Environment Management Plans in areas such as the Old Kent Road, and consideration of the cumulative impact where there are many construction sites in relatively small areas. Time management/co working re-time construction traffic, through Construction. This will be largely beneficial in medium to longer term. |

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| M9 Utilise information to deliver better services | Action 21 Ensure people have access to relevant and useful information when they need it | ✓ | ✓ | ✓ | Exploring better methods to report near misses and collisions to better understand safety issues and their locations is positive. Further we will investigate how new technology can provide better road safety data. All these initiatives are largely positive, especially in the medium and longer term. |
| | Action 22 Work collaboratively to deliver the Movement Plan | ✓ | ✓ | ✓ | We will use innovate ideas to build stronger public services and this will be positive in the medium and longer term. |

Implementation

What are the next stages in the plan preparation?

| I/A Production Stage | Timetable |
|--|------------------------------|
| Consultation on the Movement Plan I/A Scoping Report | September – October 2018 |
| Consideration of the responses to the I/A Scoping Report and preparation of the Movement Plan preferred option | October 2018 |
| Consultation on the Movement Plan and I/A (current stage) | November 2018– January 2018 |
| Consideration of the responses to the consultation on the Movement Plan and I/A report. | December 2018 - January 2019 |
| Preparation of the final I/A report to accompany the proposed submission version of the Movement Plan | January 2019 |
| Adoption of the Movement Plan and publication of the final I/A report. | April 2019 |

How will the plan be implemented?

The Movement Plan forms our vision for Southwark from 2019 to 2041 through the application. Implementation of the Movement Plan policies will be achieved through addressing the mission statements and their actions to deliver the Movement plan vision and policies. The policies as proposed in the Movement Plan will have significant implications for the social, economic and environmental well-being and resilience of the borough and its residents. When adopted the Movement Plan will replace the draft Movement Plan, incorporating strategic and detailed policies in one document.

We will ensure the Movement Plan is implemented by working with the local community and businesses, developers, neighbouring borough councils, GLA, TFL and other partners to deliver the plan.

We will continue to work in partnership with infrastructure providers, including both internal council departments and external agencies, throughout the development of the Movement Plan to identify infrastructure required to facilitate the development set out in the plan.

Monitoring the Movement Plan

The identification of suitable sustainability indicators within the I/A Framework to ensure issues can be effectively measured and monitored will be an iterative process and take into consideration comments made in the consultation process. We have borne in mind that the indicators need to satisfy the following characteristics since only these are suitable for monitoring purposes:

a. Important

Indicators should measure something significant to the achievement of the sustainable development aims of the movement plan. These are translated into the main policy areas of the movement plan and must fit within the main policy framework. Indicators should assist in the identification of the need to review a strategy, policy or proposal.

b. Supported by readily available information

The data necessary to support the use of the indicator must be available. This may be of a technical nature.

c. Capable of showing trends over time

Data over a reasonable time scale is required (e.g. 5 - 10 years) to enable trends to be identified. Data must be available during the movement plan period.

d. Easy to understand and communicate

Any indicator should be readily understood by non-specialists so that the wider community can understand its relevance to sustainable development and the local plans process.

This scoping report is the first step of the statutory process known as an SEA and a more detailed assessment, in the form of an environmental report will be developed in conjunction with the transport plan. This will allow full assessment of the environmental effects of the initiatives and programmes proposed in the plan. The I/A framework will be linked to the monitoring framework set out for the Movement Plan which established a

comprehensive set of indicators to be examined through the Annual Monitoring Report (AMR).

It is important that the plan is monitored to keep track of whether it is working in the way it should. The Movement Plan sets out a monitoring framework informed by the IIA to ensure new development meets the objectives of the plan. These indicators will be added to our AMR once the Movement Plan is adopted.

