

Integrated Action Plan

London Borough
of Southwark

Final version July 2022

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1. Context and Process

1.1. City Context

Southwark is an inner borough of London extending south from the River Thames.



Southwark covers an area of 28.85 km² and is twice as densely populated as the London average (10,655 persons/ km² for a total of 307,700 people in 2021).

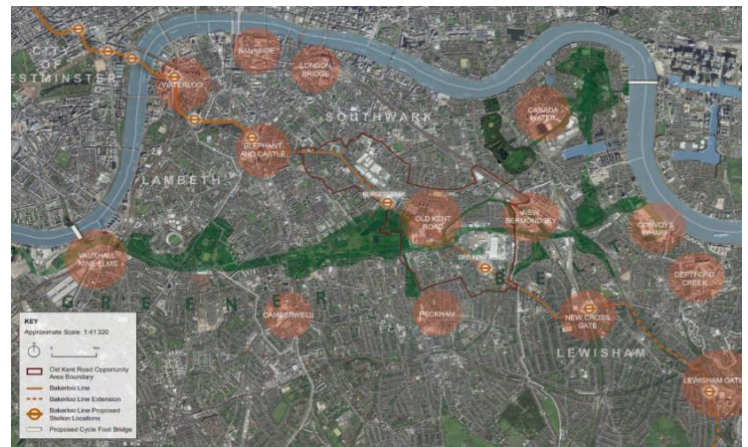
By 2031 population is predicted to increase by 20% with growth concentrated in the 25-40 age group. Ethnic minorities currently account for one-third of the population with over 120 languages spoken. Just over half (54%) of Southwark's population is of white ethnicity, a quarter (25%) black and a third of Asian (11%) or other (10%) ethnicities.

The Borough in history experienced deep poverty, with lasting effects for generations. This is demonstrated by the fact that 38% of our residents live in communities ranked in the 20% most deprived areas and around 15,000 children (28%) in Southwark aged under 16 live in low-income families.

Southwark, in common with much of the south bank area of the Thames, has seen extensive regeneration in the last decade. Development within the borough is diverse with council estates, major office developments, social housing and high value residential gated communities side by side with each other.

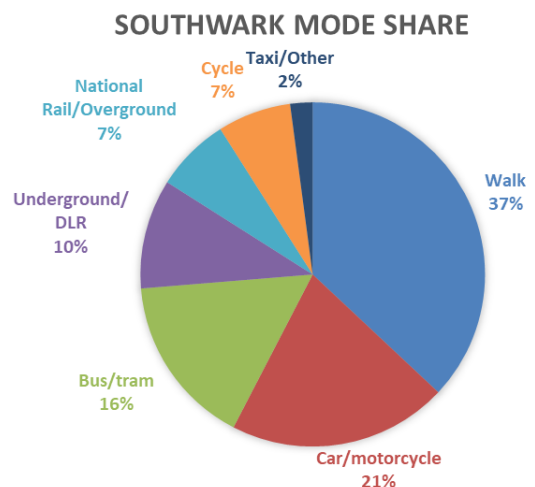
Southwark's high density has led to the need for creative uses of space, for example the use of 800 railway arches for retail and commercial enterprises. However, about 20% of Southwark is made up of protected open spaces and the regeneration plans identify the need for that to expand.

The main areas of development in Southwark will bring about 27,000 new homes and 26,000 new jobs. Employment in Southwark is projected to continue growing in future years. The borough currently provides employment for 262,000 people, or 4.9% of all London jobs.



Movement in Southwark

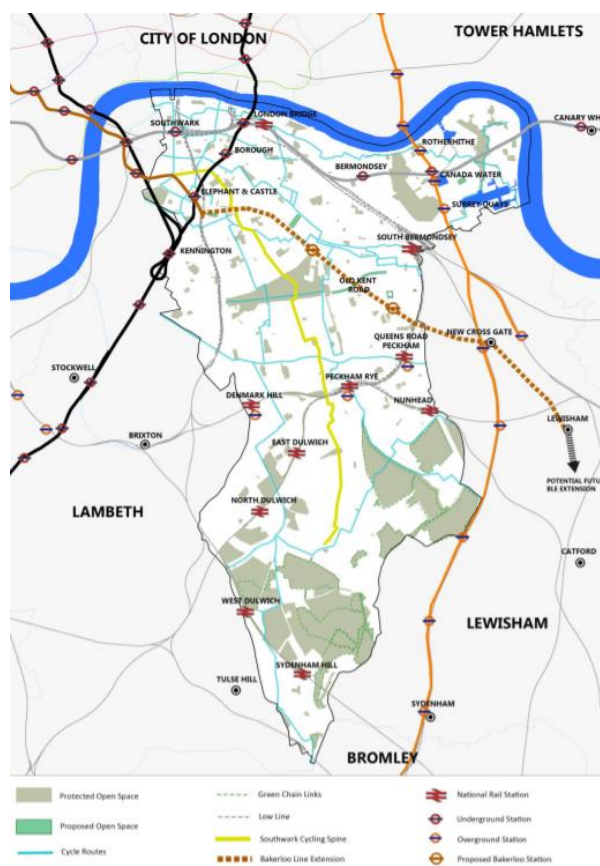
Most people in Southwark walk or travel by public transport. Cycling is currently at 7% and car use is 21%. Southwark's Movement Plan sets out targets to increase walking and cycling and reduce car movements.



Southwark is well catered for with regards to public transport, including:

- 7 underground stations
- 15 National Rail and Overground stations
- One 24hour rail line
- 55 high frequency day bus routes
- 5 low frequency day routes
- 27 low frequency Night Bus routes

However parts of the borough are served much better than others.

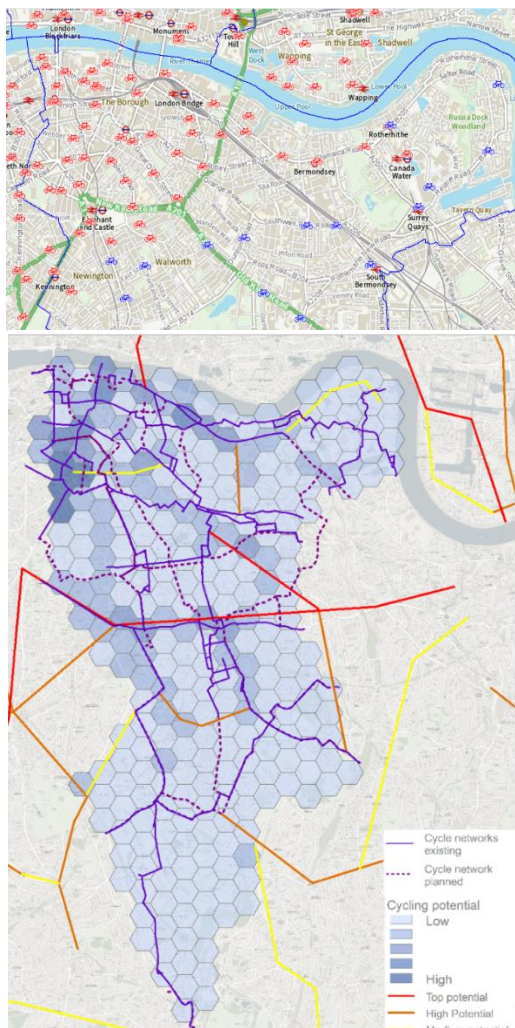


In Southwark, car ownership stands at 500 vehicles per 1000 inhabitants. Southwark has 30 Controlled Parking zones (CPZs) and we aim to cover the whole borough in CPZs by 2025. Residential subscriptions are available for a fee (125 pound/year). Visitor prices are on average 4.6 pound per hour. Typically, a controlled parking zone implementation reduces the number of vehicles parked during the hours of operation by about 40% and at night by more than 20%.

In most of Southwark territory, except the very south below the South Circular road, since October 2021 vehicles will either need to meet the ULEZ emissions standards or pay a £12.50 daily charge when driving within the expanded ULEZ zone.

The ULEZ operates 24 hours a day, 7 days a week, every day of the year except Christmas Day (25 December). If you also drive within the Congestion Charge zone in central London you will also need to pay the daily Congestion Charge, unless your vehicle has an exemption or discount.

Southwark has approximately 15km of cycling lanes (2015) and 58km of cycle routes mixed on road and segregated. The northern part of the borough has docking stations for the city bike share scheme, run by TfL and sponsored by Santander. Southwark is working to expand the scheme to the northeast of the borough and to the central part of the borough in the coming years. There are also a few companies operate car sharing schemes both with fixed bays and floating systems and we are trialling e-scooters from a government initiative which we are currently monitoring.



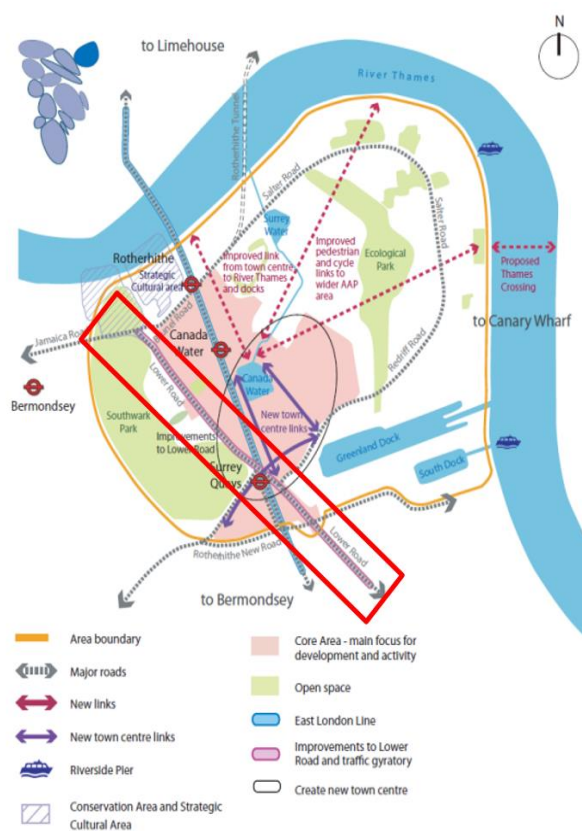
1.2. Presentation of the Intervention area and key challenges

1.2.1. The intervention area

We identified Lower Road as the intervention area because it provides an opportunity to maximise the social and economic benefits of a scheme currently under development by involving local communities and businesses.

Once a grassy plain the area became a network of lochs, named after their locations of trade, where ships primarily from the colder climes would dock to offload shipments of furs, timber, ore, and foodstuffs. In the 1980s, the area along the river was redeveloped as housing through a mix of warehouse conversions and new-build developments which lead to a very car dominant type of housing. Following the arrival of the

underground in 1999 the area is now a gentrifying residential and commuter area with regeneration in progress.



The shops on Lower Road currently provide day-to-day convenience facilities for local people and passing trade. Lower Road shops form a medium-sized local centre almost all of which are independent businesses. The shopping frontage forms a continuous stretch, interrupted only by the Osprey Estate housing block on the northern side and the Plough Way intersection.

Population and Health

The Lower Road area sits within the Rotherhithe ward which counts 17,498 inhabitants.

The table shows some quick statistics about the Lower Road area:

Proportion of population Under 15	21%
Proportion of population Over 65	8%

Proportion of population of Black, Asian and minority ethnic groups	47%
Proportion of children under 15 in non working households	21%
Average NO2 annual concentration	39
Average hourly income	£12.00
Proportion of people doing at least 20 min of active travel a day	32%

Proportion of people in insecure jobs	27%
Proportion of children with excess weight	32%

Local economy

The Greater London Authority purchased Mastercard and O2 mobile phone data for 2019, 2020 and 2021 and made some analysis available to London Boroughs to understand spending in town centres and high streets, including Lower Road and Canada Water which demonstrates peaks of activities around Midday and Saturdays and visitors and workers mainly from nearby areas.

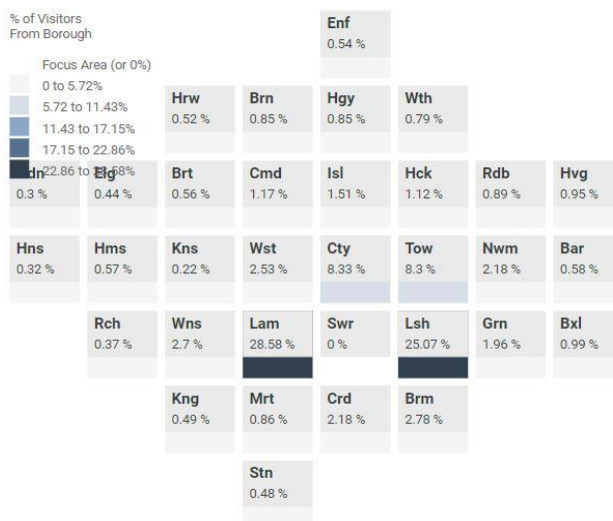
Proportion (%) of Visitors (Other) from each Borough

Arriving in Focus Area's Primary Borough - Southwark



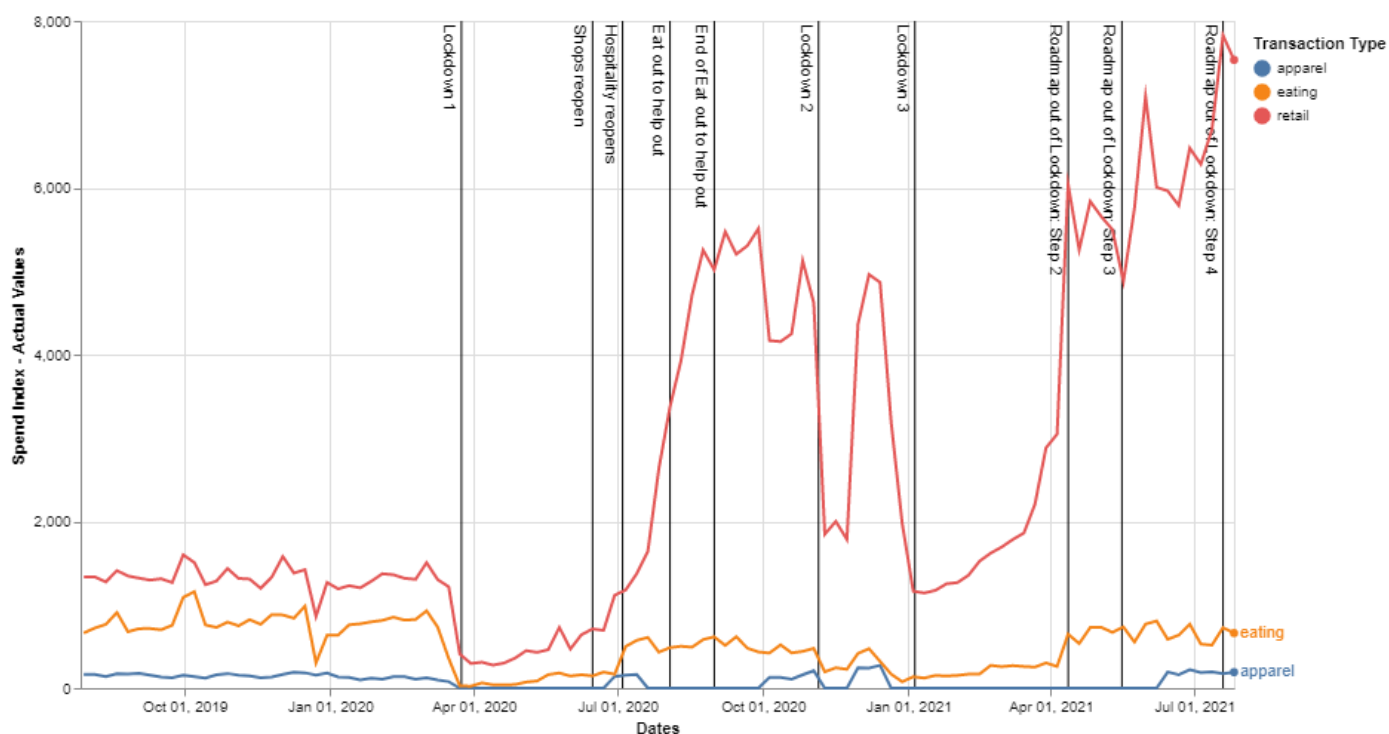
Proportion (%) of Visitors (Workers) from each Borough

Arriving in Focus Area's Primary Borough - Southwark

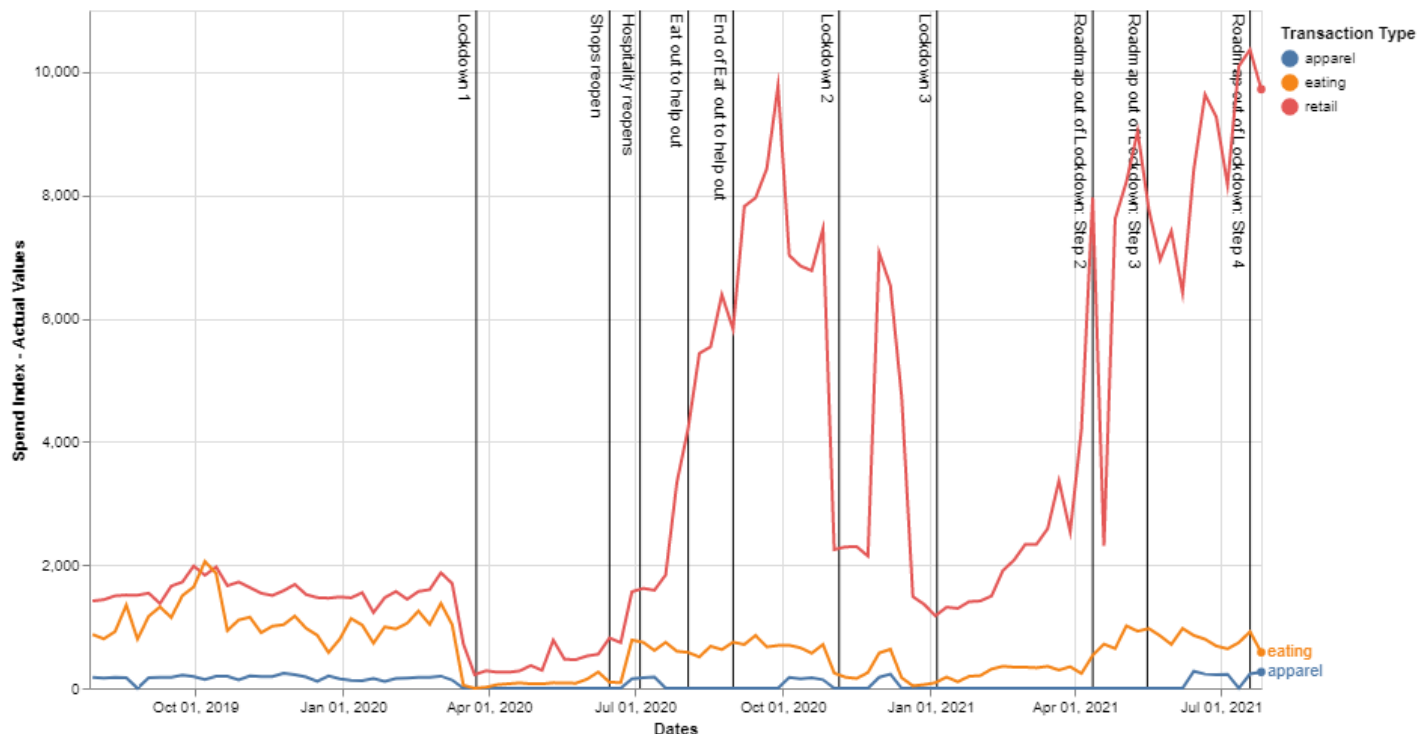


Source: Vodafone | Note: Focus area's primary borough will always show 0%, as no internal trips are displayed.
Graphic by GLA City Intelligence

Lower Road, Canada Water. Brunel Road, Bermondsey. - Compare Mastercard Transaction Types: Retail, Apparel, Eating
27/07/2019 to 26/07/2021, Weekdays (Mon-Fri), Spend Index (Actual Values)



Lower Road, Canada Water. Brunel Road, Bermondsey. - Compare Mastercard Transaction Types: Retail, Apparel, Eating
27/07/2019 to 26/07/2021, Weekend (Sat-Sun), Spend Index (Actual Values)



Mobility on Lower Road

Southwark is bounded north from the river Thames with only 4 bridges and one tunnel to allow crossing which creates severance. Lower Road is the only way out for residents of the Rotherhithe Peninsula and is also the connection towards central London from the Southeast and the only south access to Rotherhithe Tunnel to cross the River Thames. All this gives Lower Road a strategic function. The lower road area has:

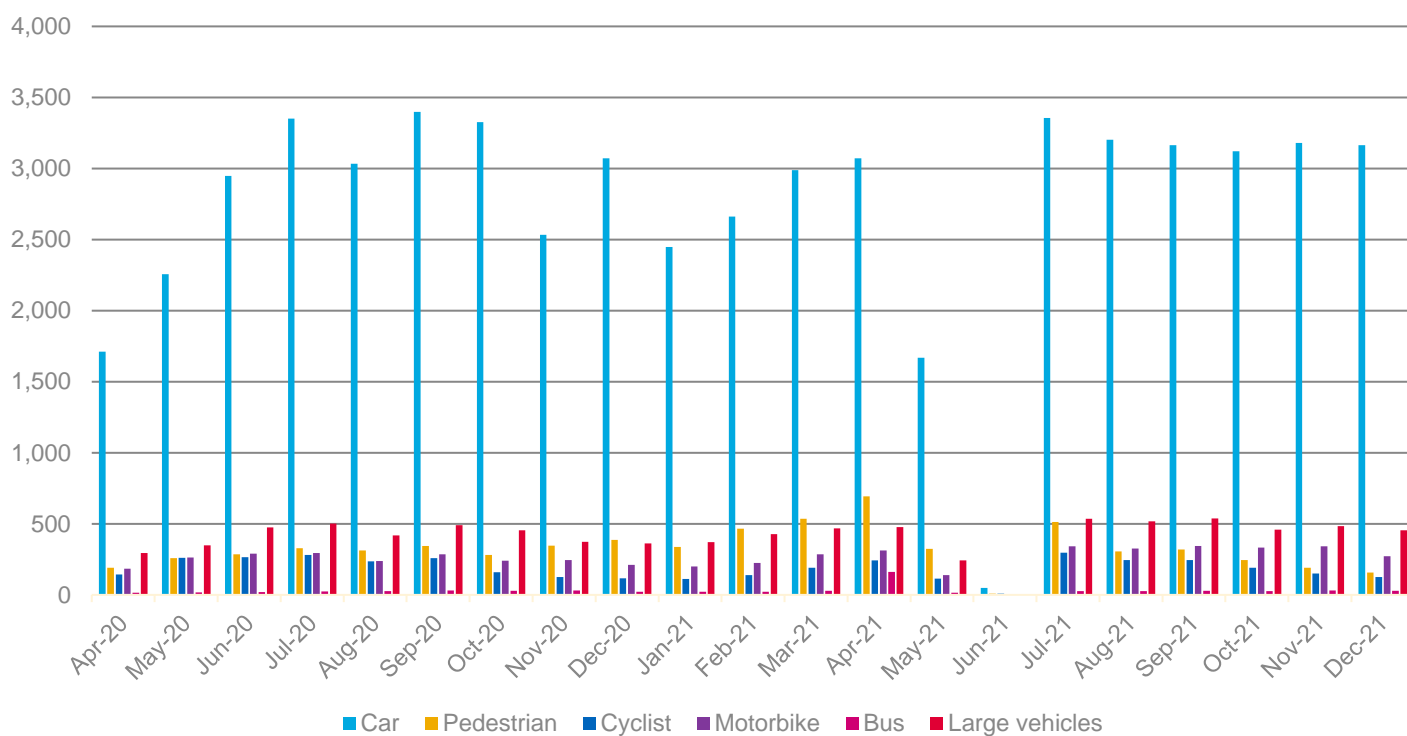
- 1 underground station
- 2 Overground stations
- 8 day bus routes
- 5 night bus routes

Car ownership around Lower Road reflects that of the borough as a whole (500/1000 inhabitants). The ULEZ extends to Lower Road since October 2021 and there are no current safe cycle routes/lanes in Lower Road but these are part of the proposed scheme.

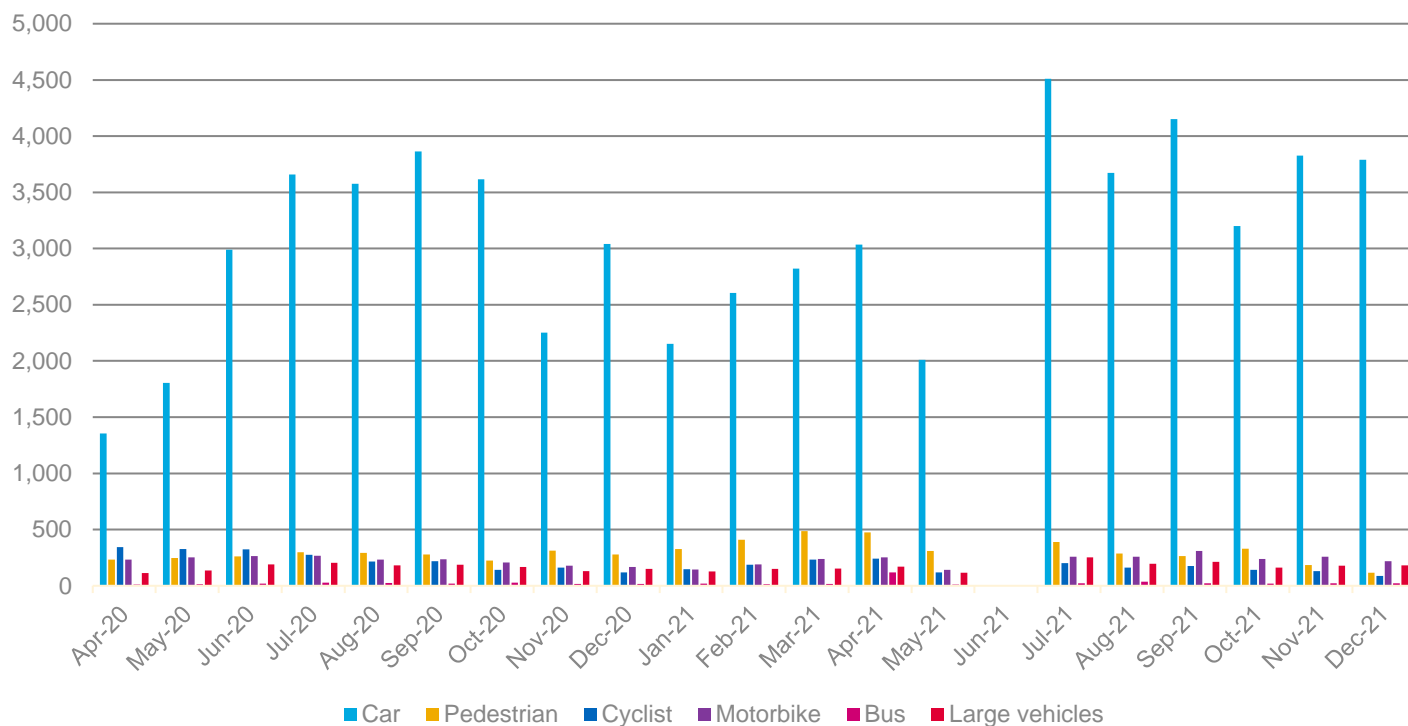
According to the vehicle counts we undertook through sensors from April 2020 there is an average weekday flow of 3000 cars, 400 large vehicles and 250 motorcyclists. About 300 pedestrians and 200 cyclists. However this needs to take into account there have been few months of lockdowns.

The weekend flow is very similar, only the large vehicles are much less, around 150 on average.

Average weekday flow



Average weekend flow



Safety

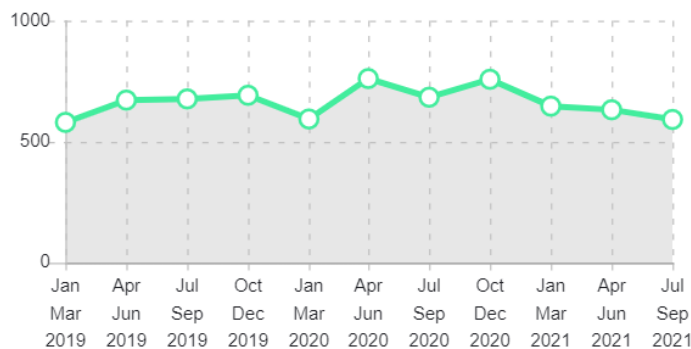
The map below shows the location of road accidents that happened in the area (in blue more serious injuries and in green less serious injuries). People do not feel safe to walk and cycle in the area due to the fast traffic, lack of infrastructure and crossings.

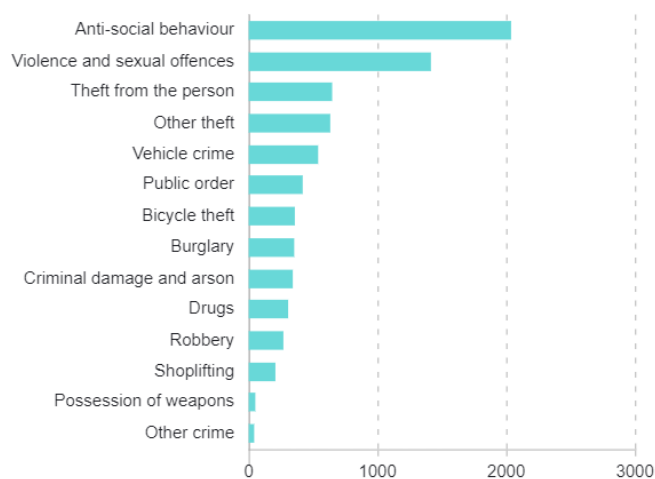


In the past three years there has been more than 500 incidences of crimes in each quarter and the most common crimes are anti-social behaviour and

violence and sexual offences which influence a lot the perception of safety in the street.

Crime per Quarter





How do people behave in the area?

As part of our Vision Zero research we monitored through a video a location in Lower Road for 8-days. In this period there were approximately **24 incidents** recorded at this site involving a conflict between vehicles, cyclists, and pedestrians. There were 15 instances recorded where vehicles had to stop very suddenly due to **pedestrians crossing the road**. There were 9 recorded instances of a vehicle, pedestrian or cyclist having to make a sudden swerve to avoid a collision. Most of the kerbside activity was vehicles parking (187 in total). Only 131 instances were recorded of couriers picking up/dropping off parcels.

The picture shows the paths of pedestrians and cyclists and it shows how pedestrians cross the road randomly.

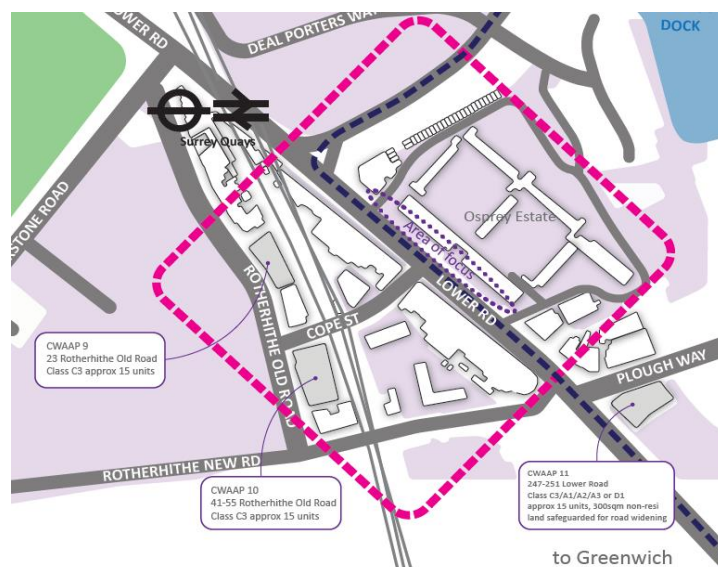


Recent projects in the area:

The New Homes Bonus project

In 2017 Southwark Council received £300,000 from the GLA's New Homes Bonus (NHB), to invest in public realm along the Lower Road shopping

parade. The plan was to deliver a series of interventions to improve the public realm and shopping frontage on Lower Road to transform this stretch of the high street into a more attractive space with an improved sense of place and a softening of the hard, traffic dominated landscape. The scope of works were the footway and council-owned shopfronts on the northern side of Lower Road. Interventions might include new public spaces, planting, lighting, signage/branding or new street furniture. This project was part of a wider regeneration scheme which also included trader engagement, capacity building initiatives, community events and public art.



Rotherhithe Movement Plan

In recent years Southwark has planned for infrastructure changes at Lower Road and there have been many modelling iterations. In 2019 we consulted on a feasible scheme for Lower Road complemented by other projects in the same area under the name of “Rotherhithe Movement Plan” which include:

- Lower Road Gyratory new layout
- Cycleway 4
- Peckham to Rotherhithe (P2R) cycle facility
- Rotherhithe Controlled Parking Zone

We analysed the 1220 responses on the “Rotherhithe Movement Plan” infrastructure scheme in summer 2019 (of which only 6% were from businesses). Safety and air quality were the most important things for respondents.

The Lower Road Gyratory project has been put on hold during the Covid-19 pandemic due to withdrawal of funding from Transport for London which were redistributed among London boroughs and relocated to other emergency projects to deal with social distancing. A detailed analysis of consultation comments and further traffic modelling has been performed during 2020 and 2021 and currently Southwark is waiting for 5 million funding to proceed with detailed design and implementation of the project. In the meantime a temporary segregated cycle lane (Temporary Cycleway 4) is planned to be constructed from autumn 2022 and also the Controlled Parking Zone will be operative in Autumn 2022. The Rotherhithe to Peckham cycle route is at concept design stage and a consultation will be held when funding is secured.



Canada Water area action plan

The Canada Water Area Action Plan (AAP) is a plan to regenerate the area around Canada Water, which borders on to Lower Road with 4,500 new homes and up to 320,000 m2 workspace (20,000 jobs). Up to 100,000 m2 of retail, leisure, entertainment and community space.

As part of this, the private developer British Land has obtained in 2019 planning permission for a development in the Canada Water area (Canada Water Masterplan) which would develop most of the regeneration figures above between 2021 and 2031.



1.2.2. Summary of key challenges

Analysing the issues brought up by people in previous consultations, in the URBACT Local Group (ULG) meetings, in the business surveys, in engagement events and during one-to-one engagement we have summarised and discussed the main challenges and problems in the area:

1. Safety and traffic

- People mentioned fear of crime as a deterrent to spend time on the road
- It is difficult and unsafe to cross and most facilities for pedestrians require them to cross junctions in at least two stages and there are few crossing facilities between junctions
- Cycling is scary for many people due to traffic and speed and non-existent cycle facilities
- Lower Road has high levels of congestion during peak hours
- High level of pollution
- There is a feeling of motor vehicle dominance
- Some places are dark and don't feel safe and lightning should be improved



2. Public realm

- Several footways are narrow, particularly on the northbound section of the gyratory, which is compounded by mature trees, creating further restriction on the footway widths.
- Walking routes and links from residential areas and the shops are not direct and easy to find
- There is lack of cycle parking



3. Attractiveness and things to do

- Lack of playground equipment and activities for young people
- There are no green spaces in Lower Road
- There is waste and fly tipping issues making the area unpleasant
- Lack of seating areas where people can meet or eat outside
- History of the area and historical buildings are not enhanced

4. Local economy and regeneration

- Lack of high time economy
- There are not many “destination shops” such as bakeries, butchers, greengrocers and the typology of shops is not too varied
- Too many closed shops
- Many shops have steps and are not accessible to everyone
- Lack of co-working spaces or spaces to work on laptops and meet socially



1.3. Focus and vision

1.3.1. Focus

At the beginning of the Thriving Streets project, we defined our greatest local challenge the struggle to manage the competing demands of strategic movement and serving the local community. Communities are left disjointed with poor active travel access to local shops which does not help the attractiveness of the place and doesn't improve the local economy. We do not want the businesses on Lower Road to be left out and suffer from the regeneration schemes happening around it, resulting in two separated communities such as the "old" and the "new". Instead, we want it to become strongly connected and thriving.

The focus of this IAP is to improve engagement and participation of stakeholders in shaping the area and to create long lasting connections and relationships within the community. Relationships built through the Thriving Streets project will give a better chance to businesses and the community to integrate with the new development and the new high street that will be built. The IAP function is also to provide integrated small actions that address the needs of people who use Lower Road and that complement the bigger infrastructure project planned.

The infrastructure changes will bring improved active travel environment, safety and inclusivity. However, this is not enough to reach the vision that we determined for the area and this IAP will focus on how we can improve the design of the scheme but especially defining additional small actions that make the place socially and economically vibrant and attractive. These actions will help making sure the infrastructure provided in Lower Road is not only for people to travel through the area to reach other destinations but to make it a destination in itself.

1.3.2. Vision

The vision for the area was informed by the engagement and was discussed with the ULG through interactive activities and what came out was

A street where...

Everyone feels safe from injury and crime at any time of the day.

Local businesses are easily accessible and thrive with no closed shops and more destination retail available and a high time economy expanded.

People can find places to sit and socialise, eat outside and work with their laptop, feeling part of a community.

There are activities for everyone from the young to the elderly and where local history, culture and art are celebrated.

Easily accessible to all walks of life, all ages and for all abilities with good walking links, well signposted and with more greening.

1.4. Description of the planning process

1.4.1. The planning process and the role of transnational learning

The planning process has been a mixture of URBACT processes and Council processes. The process has been influenced by the pandemic but alternative methods have been found to try to engage and develop this IAP.

Previous engagement analysis

We analysed the responses from previous consultations regarding the Lower Road area, including Movement Plan consultation, Rotherhithe Movement Plan Consultation, The new homes bonus project engagement, the streetspace commonplace map set up during Covid-19 pandemic.

Other engagement activities

Commonplace

An interactive online map of the area and questionnaire for people to tell us their challenges and ideas on how to make Lower Road more attractive through Commonplace (<https://lowerroadmap.commonplace.is/about>). This allows for comments to be tagged and data segmentation of users demographics giving greater insights.

Communication

A series of A3 correx signs with information about the project and a QR code for people to find out more were installed in and around the Lower Rd area. During the third round of face to face business engagement we gave out posters for businesses to display in the window. We used the blog section of the Commonplace website to update about the project. We communicated internally to key teams who distributed the information and helped disseminate to the community for example Tenants and Residents Association.

Business surveys

The Lower Road high street will be impacted by the masterplan developments locally bringing both opportunities and threats to the local economy.

Engaging with local businesses now enables us to keep them informed and part of the journey to adapt with the needs of a new growing neighbourhood and community. We did door to door discussion and questionnaires to shops and businesses in Lower Road including:

Barbers; Grocery Shop; Grill Bar; Mini-cab Office;

Meat & Grocery Shop; Locksmith & Cobblers; Dry Cleaners; Post Office; Nail Bar; Pub; Hairdressers; Motorbike Shop; Food & Wine Shop; Estate Agent; Betting Shop; Chicken Shop; Vets; Pharmacy; Internet Café; Fish & Chip Bar; Indian Restaurant; Chemist; Stationary Shop; Café; Pizzeria; Pawn Shop; Chinese takeaway;

Southwark internal engagement

Business strategy

Market and Trade officers

Highways Division and Sustainable Travel team

Parking Team

TRA (Resident associations) officers

Parks and Leisure

Comms

Community Engagement Team

Regeneration

Play Development

Community gardening

Planning

Additional external engagement

British Land (Canada Water Developer)

Clear Village

London College of Communication

1.4.2. The ULG and stakeholder engagement

During the first phase of the Thriving Streets project we defined, through the URBACT method, the list of stakeholders we wanted to engage in our ULG.

Residents, businesses, schools, community groups such as local cycling groups, housing associations, regional bodies, adjacent local authorities, transport operators, developers and politicians, Business Improvement District representatives from other areas, people with disabilities and minority groups. Internal facilitators and departments that were planned to be involved were Southwark market trading officers, regeneration, economic development, community engagement, air quality and health.

During the course of the project however we found it difficult to reach all the stakeholders we wanted to reach and we had to adapt. The ULG composition has changed during the project but the core of it remained local businesses, residents associations and local associations.

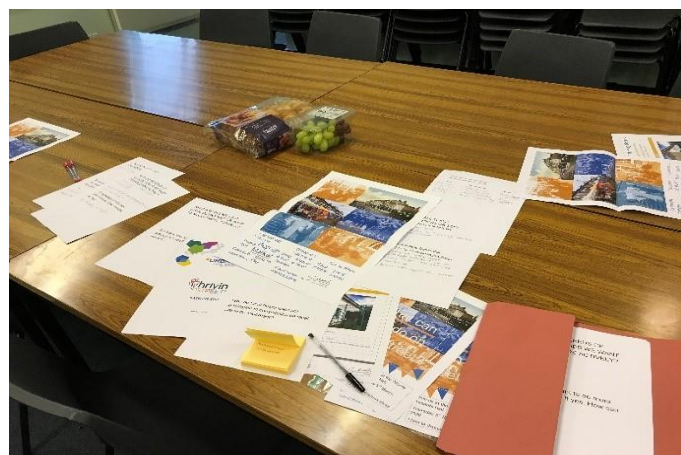
We planned quarterly meetings with the ULG but during the project we held two main ULG meetings due to the difficulties on engaging and meeting during the strict Covid-19 measures applied in the UK which had seen lockdowns between March 2020 and May 2020 and from November 2020 to May 2021 and other restrictions such as “rule of six” in between. Shops which are our main focus were forced to close and it was difficult to contact them and their priorities were shifted away from this project. We therefore decided to engage in different ways to still reach our stakeholders.

The first ULG meeting was held on 5th March 2020 where a local business, the Southwark Market and Trade officers and residents associations discussed local issues. Local businesses shared the experience as business owners on Lower Road and would like relief on Business rates and would like to have information on Southwark owned shops and private landlord relationship and example of Crisp St, Poplar and Tower Hamlets similar community schemes were shared.

The ULG shared existing issues with local Surrey Docks adventure playground which is in a state of disrepair. “Soft” measures that frame the existing urban challenge are discussed including a pop up market to help with community participation and

retail offer using examples of the market precedents in the borough including Herne Hill, Northcross Road, and Nursery Rd in East Street Market. The ULG discusses alternative community measures to compliment market including food waste reduction/consolidation on Lower Road for businesses

It is suggested that the Thriving streets project should be seen as a ‘value added’ scheme to the proposed Lower Road and Cycleway 4 scheme that is forthcoming



We had a drop in session on 19th of October 2021 after the SSA but only a resident’s association representative participated.

We managed to host an online virtual IAP meeting on 17th November 2021 for businesses and local stakeholders and inviting people to use doodle poll as a means of sharing availability. We had a limited response to this poll and limited attendance with four people in total excluding LBS staff:

- Tree Sheperds (Local association with the mission to create employment and transform deprived areas into thriving communities through bringing the talents of local people and local enterprises into collaborative networks)
- Albion Street Association
- Local businesses (Make Make Coffee)

The meeting was very productive and those in attendance contributed through Mural to develop a vision and some actions. The output from this virtual meeting directly informed the IAP as well as the successful pop up event we held and comments from the commonplace mapping exercise (which remains open).

It has been challenging to build a cohesive group to lead on the development of the IAP largely due to the demands on peoples times, the area being consulted with recently for the Matsterplan and an overall lack of trust where expectations were poorly managed previously.



1.4.3. SSA implementation and key learnings

The objective of the planned Small-Scale Action (SSA) was that through co-engagement with residents and businesses we would explore the idea of developing a local market as suggested in the first ULG meeting. This is a long-term aspiration reliant on removing the current one way working gyratory and introducing two way working back into Lower Road alongside the new Cycleway 4 route to increase the opportunity for sustainable mobility. Our Market and street trading teams supported this ambition to work with the local community to create either a pop-up event or regular market that serves their needs and doesn't work against established business in the area. It was expected that such a local, small scale market would attract local people, using sustainable modes as the market would be most accessible to those walking and cycling.

Pop up event 17th October 2021

On Sunday 17th October we hosted an event on the Lower Road engaging residents and businesses again in the project. We had acoustic music, chalk drawing, free bike maintenance, free bike powered coffee from Vello Presso, seed bomb making with PNK Gardens and bike games from Cycle Confident as well as free cycle training. The engagement with the local community was very positive with over 25 bikes repaired and 45+ conversations.

The conversations we had helped informing the challenges and the vision for this IAP and were in

line with what has been said before in previous consultations, ULG meetings, commonplace maps and other engagement.

People were happy to see the space more alive and that there was something to do and a reason to stop. Children enjoyed the chalk drawings and the bike games. We only had one complaint from a business that was closed on that day about the chalk drawings found the day after which demonstrate the importance of communication.



Shop Ramps Trial and Christmas Market 11th December 2021

The pop-up event was planned to be complemented by accessibility ramps trial for interested businesses to increase accessibility for everyone and customers for them and to monitor if a simple action as that would make an impact to people and businesses. Unfortunately, the delivery of the ramps has been delayed by customs and therefore the trial has not happened within the SSA timescale and has been transformed in a potential action in this IAP to be implemented in the future. The Christmas green market has been organised for the 11th of December 2021 with participation of local associations, local business and residents. Permissions to close Cope Street for the day were obtained and music, free coffee and a mobile skatepark were organised. However, due to high rise in Covid-19 cases, the Government advised to avoid gatherings and we had to make the difficult decision to cancel or postpone the event. This event has been added to the list of IAP actions for the future when as part of the final design of the infrastructure project the future function of Cope Street will be defined.



2. Action Plan

2.1. Specific objectives and strategies

Summary table of specific objectives

*Due to the project being on hold and subject to change it is difficult to define measurable baseline and target values for performance indicators. These will be updated while working on the details of the project when funding will be available.

Specific objective	Result indicator	Baseline value	Target value	Source of information
SO1 Reduce car dominance	Reduction of quantum of vehicle traffic parking fines	TBC	TBC	Pre and post vehicle counts with sensors Southwark Parking PCNs
SO2 Improve active travel experience for all	Increase of walking and cycling Reduction of road accidents	TBC	TBC	Pedestrian, cyclists movements and counts with sensors Police records of road accidents
SO3 Help local business thrive and attract customers to the area	Spending data Efficient use of the kerbside Business	TBC	TBC	GLA Mastercard data Video surveys of kerbside activity Business surveys
SO4 Improve attractiveness and sense of identity of the area and activities for everyone	Perception of the area Footfall and dwell time Participation in local community activities	TBC	TBC	ULG meetings Commonplace map Healthy street surveys
SO5 Increase connection with green environment	Number of trees Participation in community gardening activities	TBC	TBC	TBC

2.2. Proposed actions

Action tables

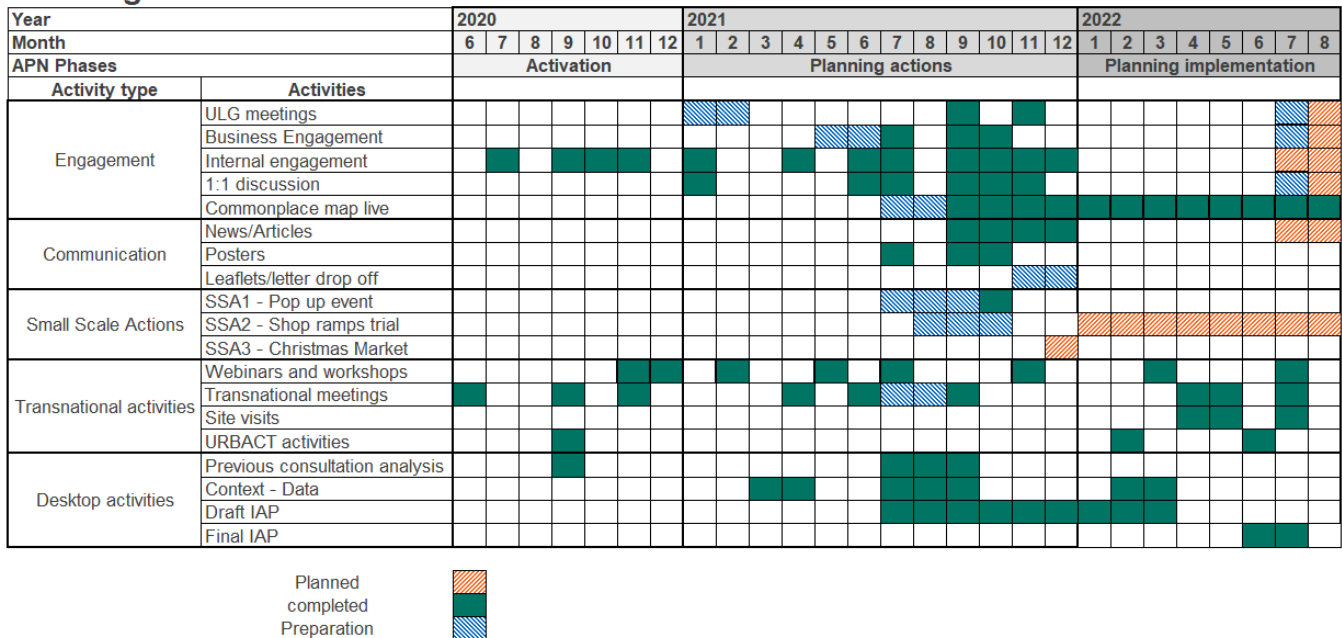
Specific objective	SO1 Reduce car dominance		
Action	Necessary resources	Responsible body and partners	Timescale (From-to)
Introduce two-way traffic system	Project management; Transport for London funding; materials; contractors; permissions; traffic management	Southwark Council	On hold – waiting for £5 million funding.
Introduction of a Controlled Parking Zone in the wider Rotherhithe area	Project management; materials; contractors; permissions;	Southwark Council	Consulted in 2019 - Operative by Autumn 2022
Specific objective	SO2 Improve active travel experience for all		
Action	Necessary resources	Responsible body and partners	Timescale (From-to)
Construction of temporary segregated cycle lane (Cycleway 4)	Project management; Transport for London funding; materials; contractors; permissions; traffic management	Southwark Council	2022-2023
Detailed design and implementation of cycle lane and pedestrian improvements as part of the Lower Road gyratory infrastructure scheme	Project management; Transport for London funding; materials; contractors; permissions; traffic management	Southwark Council	On hold – waiting for £5 million funding.
Analysis of Commonplace comments to improve the design of the permanent scheme and identify other opportunities for improvements in the area	Officers time	Southwark Council	During design of permanent scheme currently on hold
New improved and accessible Surrey Quays overground station	HIF bid funding and British Land S106 contribution; traffic management for construction	Transport for London and British Land	2022 start of investigations 2025 construction of station start

Design and implementation of a cycle route connecting Rotherhithe with Peckham	Project management; Transport for London funding; materials; contractors; permissions; traffic management	Southwark Council	Concept design developed – Public consultation on hold until funding is secured
Trial of E-scooters and expansion of sites. Explore the opportunity to add e-bikes to the trial	Officers time; data availability; permissions	Southwark Council and e-scooter hire companies	2022 – 2024
Improved advertising of free cycle training opportunities including schools, GPs, libraries, parks, shopping centres, leisure centres etc	Transport for London funding and officers time	Southwark Council	Yearly
Transport for London Cycle hire scheme to be extended to the area	Officers time; Project management Transport for London funding and s106 contributions	Transport for London and Southwark Council	2022-2024
Assessment and field study of existing wayfinding and recommendations	Transport for London Wayfinding study, officers time	Transport for London and Southwark Council	Start 2022
Specific objective	SO3 Help local business thrive and attract customers to the area		
Action	Necessary resources	Responsible body and partners	Timescale (From-to)
Include Lower Road businesses in the Canada Water Business Advisory Group	British Land and Business Strategy officers	Southwark Council and British Land, businesses	2022- 2032
Trial installation and monitoring of accessibility ramps. Input to permanent designs where feasible.	Officer time; businesses availability	Southwark Council	2022-2023
Explore the possibility to promote the heritage and history of businesses with better signage and enhance existing historical buildings	Officers time; materials for signage and permissions	Southwark Council and local businesses	TBC

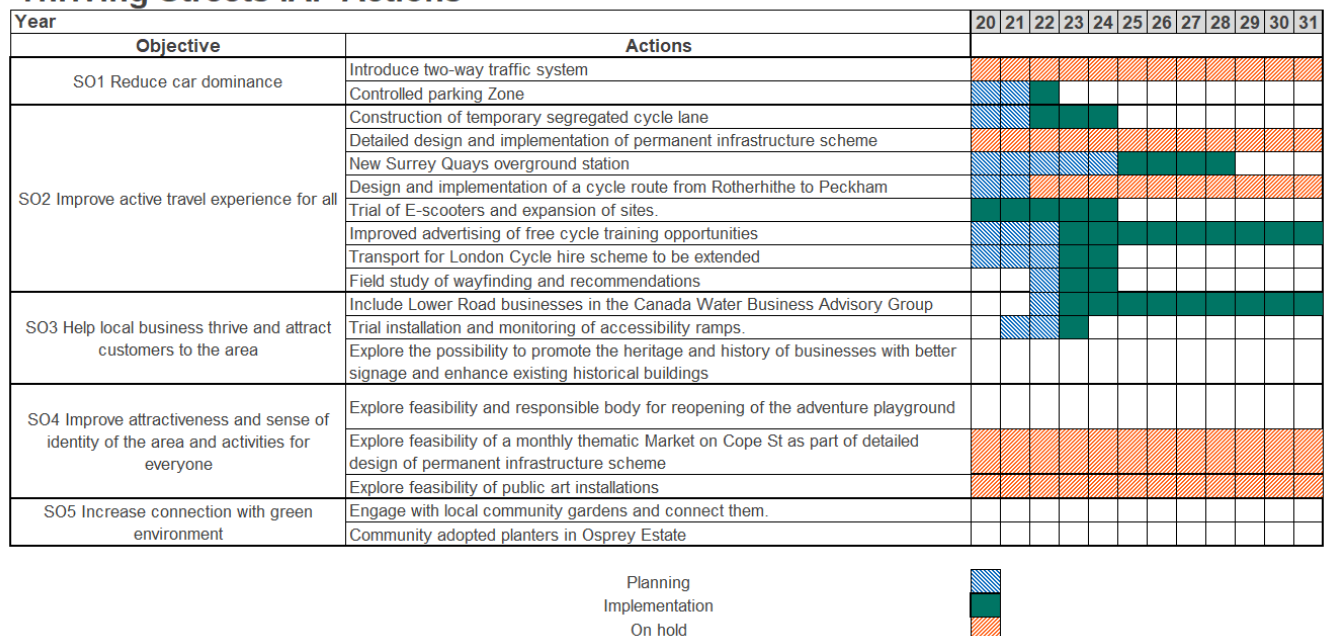
Specific objective	SO4 Improve attractiveness and sense of identity of the area and activities for everyone		
Action	Necessary resources	Responsible body and partners	Timescale (From-to)
Explore feasibility and responsible body for reopening of the adventure playground	Officers time; permissions; funding for refurbishment and materials	TBC	TBC
Explore feasibility of a monthly thematic Market on Cope St as part of detailed design of permanent infrastructure scheme	Infrastructure that allows street closure; Permissions; stalls; traffic management orders; street closure signs; anti-terrorism barriers	Multi stakeholder including Southwark Council	Pending design and implementation of permanent infrastructure scheme currently on hold
Explore feasibility of public art installations	Officer time; scheme funding or external funding	Southwark Council and ULG	Pending design and implementation of permanent infrastructure scheme currently on hold
Specific objective	SO5 Increase connection with green environment		
Action	Necessary resources	Responsible body and partners	Timescale (From-to)
Engage with local community gardens and connect them. PNK Garden and Paper Garden to host summer school activity	Officers time;	Community Gardens and Southwark Council	TBC
Community adopted planters in Osprey Estate	Officers time; materials	Residents associations and Southwark Council	TBC

2.3. Summary GANNT charts

Thriving Streets APN Activities



Thriving Streets IAP Actions



3. Implementation framework

3.1. Framework for the delivery of the IAP

Regional policies set out objectives and guidelines for the whole of London and each of the 33 boroughs develop more localised policies in line with regional policies which take into accounts their local challenges. The policies listed below all have objectives and targets that are in line with the IAP and the challenges Thriving Streets aims to address.

Relevant Regional policies

The **London Plan** is the statutory Spatial Development Strategy for Greater London prepared by the Mayor of London in accordance with the Greater London Authority Act 1999 and associated regulations.

The **Mayor's Transport Strategy** sets out the Mayor's policies and proposals to reshape transport in London over the next two decades. Three themes are at the heart of the strategy: healthy streets and healthy people, a good public transport experience, new homes and jobs.

To compliment his Transport Strategy the Mayor published the **Environment Strategy** which brings together different approaches to environmental issues integrating air quality, green infrastructure, climate change mitigation and energy, waste, climate change, noise and the low carbon circular economy.

The **London Health Inequalities Strategy** is also important, taking action to address London's health inequalities focusing on five key areas: Healthy Children, Healthy Minds, Healthy Places, Healthy Communities and Healthy Living.

In his **Economic Development Strategy**, the Mayor sets out his plans to create a fairer, more inclusive economy that works for all Londoners and businesses.

Relevant borough policies

There are five key local plans developed by Southwark which are relevant for the Thriving Streets Integrated Action Plan: (1) the **Movement**

Plan (2019); (2) The Southwark Plan (2022); (3) The Southwark Economic Wellbeing Strategy; (4) The Southwark Health & Wellbeing Strategy and (5) The Climate Change Strategy.

We work within our principles of the Movement Plan 2019 which is a people centred strategy which focuses on three themes (people, place and experience) and nine missions which are aligned with the objectives of this IAP.



The Southwark Plan (2022) is a new boroughwide planning and regeneration strategy up to 2033. The purpose of the Southwark Plan (2022) is to set out how areas will develop and define the policies which will guide new developments. The plan contains strategic policies on affordable housing, regeneration, the local economy, health and wellbeing and sustainability.

The Southwark Economic Wellbeing Strategy outlines our plans to build a strong local economy for all, working in partnership with residents, businesses and the voluntary sector.

Southwark Health & Wellbeing strategy was adopted by the Health and Wellbeing Board in 2015 and sets out our partnership vision to improve health and reduce health inequalities in the borough.

The air quality improvement strategy and action plan include aims to reduce emissions from motorised vehicles, new developments and existing fixed sources and protect public health by monitoring air quality.

Furthermore, after declaring a climate emergency in March 2019, Southwark Council committed to a Climate Change Strategy that aims to deliver a sustainable future for the people of Southwark. The strategy sets out five priority areas: (1) greener buildings; (2) active and sustainable travel; (3) thriving natural environment; (4) a circular economy with green jobs and (5) renewable energy.

The implementation and monitoring of the IAP progress will be coordinated by the Transport Policy team, while specific actions will be progressed by different departments in the Council depending on the different responsibilities, skills, knowledge and other projects that could be aligned with or complement the actions.

We would also support stakeholders in taking ownership and leadership for certain actions, empowering them to create their own initiatives to improve the area

The infrastructure schemes will be delivered by the Highways Division and will be managed by a dedicated Project Manager.

3.2. Resourcing and funding

Currently the funding is available only for certain actions that are part of our wider programme (Temporary cycle lane implementation, Controlled Parking Zone, Cycle hire expansion, Cycle training, Surrey Quays station improvements) which are funded through Transport for London funding, Council parking revenue budget, developer contributions.

Given the current Covid-19 pandemic situation, Brexit and wider uncertainty in local government funding we are not able to define exact funding streams and timescales and therefore funding for the implementation of the IAP will be allocated for each action when funding streams are available. It is unclear if the United Kingdom will still be eligible for any EU funding, however this is highly unlikely.

Possible funding sources could come from:

- Southwark capital and revenue funds
- Transport for London (TfL)
- Greater London Authority (GLA)
- Department for Transport (DfT)/Government

- Charities and associations
- Academic research
- Developer contributions (S106/CIL)
- Cleaner Greener Safer funds
- High Street Funds
- Private sector/sponsors

3.3. Monitoring framework

We will be monitoring a range of before and after data sets to assess the impact of our IAP. Data will be collected inside the project area by the borough and also as part of the infrastructure project monitoring framework.

Data collection includes:

- Traffic counts
- Traffic speeds
- Active Travel counts
- Air quality modelling
- Parking fines
- Feedback via councillors, our online consultation platform and public enquiries
- Business and community engagement and ULG

We will be also be working with other organisations to monitor the effect, if any, on:

- Bus journey times
- Station entry and exit
- Emergency service response times

This data will be compared with our initial baseline and calibrated against travel trends in the wider London area to understand the effect of project in its wider practical context.

We will update the Equalities Impact Assessment as the project evolves through the review stages described above, considering data and feedback to understand the benefits, impacts and adjustments required to ensure the best possible outcomes. We will publish review reports, Equality Impact Assessments and data packs on our online consultation platform and website.

3.4. Overview and analysis of risks

Risk assessment table

RISK	PROBABILITY ¹	IMPACT ²	MITIGATION PLAN
Budget reductions / cost increases	High	High	Research alternative sources of funding and maximise opportunities for funding via traditional sources such as Transport for London
Political	Medium	High	Maintain focus and political interest in the challenges of the area after elections
Time and Resources	High	High	Integration of resources with current schemes in the area
Public opposition	Low	Low	Extensive engagement and addressing needs should reduce opposition
Land owners	Low	Low	Estates and streets owned by Southwark and a single landlord for many shops

