

Liveable Neighbourhoods Bid Pro forma

General Information

Organisation name(s):	London borough of Southwark
Project manager responsible for delivering the LN	Pip Howson [REDACTED] [REDACTED]@southwark.gov.uk
Person completing the submission and their contact details:	Manuela Piasentin [REDACTED] [REDACTED]@southwark.gov.uk [REDACTED]
Scheme name	Liveable Walworth
What Financial Year is this application to be considered for?	Financial Year 2018/19
Is the Borough submitting any other Liveable Neighbourhoods applications?	No
Has this project been submitted before as a bid to TfL?	Not as a major scheme but has been subject to LIP Corridor funding

Executive Summary

Liveable Walworth is a project with a significant amount of match funding, political and community support that has been in development over the last three years through LIP corridor funding therefore very deliverable for the 1st iteration of Liveable Neighbourhoods.

Our proposal brings together skills from across the council including Highways, Health, Leisure, Economic Development, Community Engagement and Design and Conservation along with key partners from the community including Walworth society, development partners, community leaders, schools and doctors surgeries to deliver a programme of change that continues to build a stronger sense of place and community to provide a nucleus around which both community and business can thrive and make it a vibrant sustainable neighbourhood.

There are a high number of bus routes on the Walworth Road and the challenge of the project is to balance the pedestrian and cycle improvements whilst improving bus efficiency with the end result of a healthier street. In light of this a Vissim baseline is currently being created to a specification agreed with Transport for London (TfL). This will enable us to effectively test options as they arise in a timely manner.

There are a series of connecting streets into the Walworth Road for which public realm improvements will improve the permeability from the major regeneration areas onto Walworth Road and into Burgess Park.

Liveable Walworth will:

- With a combination of intergenerational behaviour change and infrastructure improvements developed using the Healthy Streets Approach make a substantial contribution to Vision Zero, mode shift and traffic reduction which in turn will improve air quality.
- look beyond the strategic road network to include improvements to key walking and cycling routes to strategic routes like Quietways 7 and the Southwark cycle spine and to Burgess Park and reinforce safe walking and cycling routes to the schools in the area

Southwark has produced a document containing data and information to support this proforma.

Strategic Case

The Walworth community is significantly impacted by the surrounding regeneration of the Elephant and Castle, Heygate and Aylesbury Estates. There have been a number of small scale projects developed for the area that are in various stages of development and the ambition is to bring these together under the banner of a liveable neighbourhood to support the transformation of the area.

Walworth Road is busy town centre, dominated by traffic. It is both a community centre and a strategic corridor feeding in and out of Elephant and Castle. With Elephant and Castle to the north, Burgess Park to the south, the train line to the west, Walworth Road forms the focus of the neighbourhood. Walworth is seen as a route to somewhere else rather than a destination in its own right.

The area is experiencing an unprecedented level of development pressure; Walworth will provide a significant number of new homes and jobs including the former Aylesbury Estate where there will be over 4000 new homes, new community facilities and improvements to the street network.

The quantum of the regeneration development includes sites within the core-zone of the Liveable Neighbourhoods as well as the development of the Heygate Estate and Elephant and Castle to the north and the Aylesbury Estate to the south. This large-scale regeneration threatens the special character of Walworth and puts pressure on its function as a corridor.

Evidence shows a very high cycle and walking potential which is not yet met and a high public transport demand that is currently poorly served. This in combination with high population and job growth described needs to be supported efficiently. This combination of factors, with the addition of high pollution makes this road and its surrounding area and side streets an area with great opportunity to improve and to make the growth a good growth. This demonstrates the importance of a Liveable neighbourhood project for the area.

Context

Alignment to draft Mayor's Transport Strategy Priorities and Outcomes

Mayoral Priority	Liveable Walworth will contribute to	Outcomes
Healthy Streets and healthy people	<ul style="list-style-type: none"> • Vision Zero • Planning and delivering of a London-wide cycle network • Supporting Healthy Routes to school • Supporting urban realm improvements across town centres and prioritising the improvement of high streets, squares and public spaces • Low Emission Bus Zones and bus priority • Local measures in local air quality hotspots and at sensitive locations, such as schools 	<p>Increase in walking</p> <p>Increase in cycling</p> <p>Reduction in road traffic casualties</p> <p>Reduced congestion</p> <p>Lower obesity levels</p> <p>Improved air quality</p> <p>Local schools improved STARS level rating</p>
A good public transport experience	<ul style="list-style-type: none"> • Improve the overall accessibility of the transport system by 2041 	Improved bus efficiency
New homes and jobs	<ul style="list-style-type: none"> • Good access to public transport • People choose to walk and cycle • Car-free and car-light places • Inclusive, accessible design • Carbon-free travel • Efficient freight 	Improved connectivity to public transport

Alignment to other Mayoral Strategies

Identify any other relevant Mayoral and TfL Strategies that this scheme supports and the extent to which this scheme aligns to them.

London Plan 2016	<ul style="list-style-type: none"> • Good access to public transport • People choose to walk and cycle • Car-free and car-light places • Inclusive, accessible design • Carbon-free travel • Low Emission Bus Zones and bus priority • Local measures in local air quality hotspots and at sensitive locations, such as schools
Draft London Housing Strategy	
Mayor's vision for cycling in London	
Draft Environmental Strategy	

Alignment to Borough Strategies and Policies

<p>Emerging New Southwark Plan</p>	<p>At a local level, the Council is in the process of preparing the New Southwark Plan that will guide housing, employment and other high-intensity land uses to areas that are highly accessible public transport and served by quality walking and cycling infrastructure. Plans are underway to improve the pedestrian environment in areas such as Elephant and Castle, London Bridge and Bankside and Canada Water. Reference policies include;</p> <ul style="list-style-type: none"> • Strategic Policy 2: Revitalised Neighbourhoods – Improving streets & public space between buildings • Strategic Policy 5: Healthy, Active Policies - Age friendly borough, tackling inequalities. • Strategic policy 6: Cleaner, Greener, Safer - Improving access to green space
	<p>The New Southwark Plan, has also established a vision for Walworth which include;</p>

A residential part of central London and is distinctive for its heritage value and network of small parks and squares linked by accessible cycling and walking routes;

- An area of historic importance that includes a Georgian high street whose value has been recognised with its designation as a Conservation Area, the listed Walworth Town Hall, Newington Library and Health Centre buildings and the Grade I listed St Peter's Church;
- An area which has undergone sensitive regeneration to provide high quality, modern new homes;
- A successful shopping destination which offers a diverse range of independent shops and services along Walworth Road and East Street Market;
- Accessible by tube and rail from Elephant and Castle as well as providing many walking and cycling routes and the TfL bike hire scheme;
- A place for sports and community activities such as Pembroke House, East Street library, the Southwark Resource Centre, local parks and leisure activities with walking and cycling routes.

Southwark Transport Plan
Approved in July 2011

, Southwark's Transport Plan sets out how travel to, within and from the borough will improve and contribute to the wider economic, social and environmental objectives of the Council. Key objectives related to this submission include;

- Objective 1: Manage demand for travel and increase sustainable transport capacity.
- Objective 2: Encourage sustainable travel choices.
- Objective 3: Ensure the transport system helps people to achieve their economic and social potential. - Policy 3.3 - Prioritise investment in our town centres
- Objective 4: Improve the health and wellbeing of all by making the borough a better place.
 - o Policy 4.1 - Promote active lifestyles.
 - o Policy 4.2 - Create places that people can enjoy.
 - o Policy 4.3 - Help communities shape their streets.

	<ul style="list-style-type: none"> o Policy 4.4 - Make our streets greener. o Policy 4.5 - Enhance quality of life through the built and natural environment. •Objective 5: Ensure the transport network is safe and secure for all and improve perceptions of safety. o Policy 5.1- Improve safety on our roads and to help make all modes of transport safer. o Policy 5.6 - We will seek to create conditions where our roads are safe. o Policy 5.8 - Improve perceptions of safety in the public realm. • Objective 6: Improve travel opportunities and maximise independence for all o Policy 6.1 - Make our streets more accessible for pedestrians. o Policy 6.2 - Improve access to public transport. o Policy 6.5 - Provide essential parking for residents with mobility difficulties • Objective 7: Ensure that the quality, efficiency and reliability of the highway network is maintained. o Policy 7.1 - Maintain and improve the existing road network, making the best use of it through careful management and considered improvements. o Policy 7.3 - Manage access to our town centres ensuring that servicing activity can be carried out safely and efficiently.
<p>Southwark Cycling Strategy adopted in June 2015</p>	<p>The Strategy envisages more people cycling in Southwark, and a commitment to making our streets more attractive and safer to cycle on, with less traffic and large vehicles. The Strategy provides details of how we plan to invest in cycling in Southwark over the next ten years.</p> <p>The Council’s target is to increase mode share for cycling for all trips to 10 per cent by 2025/26. This means an increase of 40,000 daily trips in 10 years time. To meet this target, the required improvements outlined in the Strategy will make Southwark a better place for all residents and in many cases, will necessitate reallocation of space from private motorised vehicles (including kerbside space) for example, to support cycle parking in town centres.</p>
<p>Emerging Kerbside</p>	<p>This is Southwark’s evidence led approach to managing limited kerbside space.</p>

Strategy	
Health and Wellbeing Strategy 2016	Since April 2013, local authorities have responsibility for a wide range of public health issues including reducing obesity, improving air quality and increasing levels of physical activity. As part of our public health responsibilities, we need to create attractive, safe streets that function well, reduce air pollution and support people to walk and cycle. Increase in active travel to encourage a healthier borough.
Age Friendly borough 2016	<p>On 29/09/2016 Southwark became a World Health organisation (WHO) Age Friendly Borough. This required a commitment to making improvements to the experiences of older people getting out and about and using public transport, open spaces and public realm, where older people should feel safe, are safe and are respected.</p> <p>As part of the project we would like to contribute to improving the older persons experience by including an Increase the provision of seating and rest stops and ensuring that our public realm and community spaces provide opportunities for friendly interactions between people of all ages within truly shared spaces.</p>

Existing Situation

In the appendices we have included a healthy streets check, PERS, CLOS and accident data. The supplementary document will explain the existing situation in details and with visual representation of data.

What we know about Walworth:

- The area is dominated by retail and residential and use. The area also include industry/warehouse, offices, recreational and institutional buildings, which demonstrate its vibrant function as a town centre.

- The Experian mosaic data 2015 show that in the area there is a high proportion of young renters with different incomes, seeking high commutable areas close to jobs and nightlife, together with multicultural households in social flats in overcrowded conditions. A lower proportion is formed by high status households living in new elegant homes in inner London, which is the result of new developments.
- The index of multiple deprivation indicates areas of high deprivation together with others with an average score.
- The level of streetscape provision for pedestrians have been assessed as “average” level in general in the area. This is mainly due to poor surface and narrow footways. There is also a general lack of wayfinding provision. Crossings were assessed as “good” with some assessed as “average” due to delay, poor surface and substandard tactile paving.
- The area is in close proximity to existing and planned cycle routes, especially in the Burgess Park area.
- Public Transport Accessibility Level is very high (Between PTALs 5 and 6b). Elephant & Castle is a major bus hub and Walworth Road and Camberwell Road is one of the busiest bus corridors in London, served by a significant number of bus routes.
- TrafficMaster data show that the average journey delay is very high not only in peak hours, but also during the inter peak, during the night and on weekends. The only times where there are no delays is weekends AM.
- Traffic surveys have been conducted in the past and have been commissioned this year (results will be read after the bid deadline), including a junction movement video survey on the junction with Albany Road.
- The analysis of road casualties shows a high number (145) of casualties, mainly slight, in the area in the past three years (2014 to 2016) with a high proportion of vulnerable road users which needs to be addressed.
- The area, especially very close to Walworth road, has very poor air quality with values of No2, Nox and particulate matter on average above the EU limits

Potential Scope

Potential to address some of the reasons for poor air quality, noise, stress, fear and danger will in turn help deliver positive benefits, including cleaner air, less noise, more connected communities, vibrant town centres, less stress and fear and reduced deaths and injuries on our streets. We will ensure our streets are suitable for all ages and abilities, and test infrastructure, including cycle parking and pavements, to ensure it is safe, fit for purpose and accessible for all users.

Project centre carried out a pre feasibility study of the area and their recommended approach is included in the appendices

Constraints and Dependencies

Our key constraints are

- to balance the changes needed for an improved pedestrian and cycle experience without compromising bus efficiency
- Note that TfL estimate that delivery and servicing movements by Lower Goods Vehicles (LGV) are expected to grow by 22 per cent by 2031. This is in line with projections for London's population, employment growth coupled with changing consumer behaviour linked to a rise in e-commerce and home deliveries . We need to ensure that trips are carefully managed to ensure that safety is not compromised for people walking, cycling and using public transport

Economic Case

A neighbourhood area-wide approach has been adopted to ensure full benefits are realised. Other quantitative and qualitative benefits such as improved quality of life, reduced noise, reduction in severance and improvements to the public realm will also be key drivers. These benefits can be better understood through feasibility.

Early development work (pre-feasibility stage) has been undertaken by Project Centre with indicative options which have been estimated to inform this bid. Feasibility development will continue to test that the potential preferred solution delivers best value, sustainable options..

Monitoring – data collection									
Monitoring – data collection			80						
Sub Total – Monitoring	30	0	80	0	0	0	0	0	0
Estimated Base cost	515	3155	1230	385	10	0	0	0	5185
Contingency	93	568	221	69	2	0	0	0	933
Estimated Final Cost	608	3723	1451	454	12	0	0	0	6118

Cost assumptions

Estimates have been guided by the pre feasibility study carried out by Project Centre

Risk

Topic	Risk	H/ M/L	Mitigation/ Comment
Financial	Optimum scheme is over	L	1. Ensure budgets are clear at the start

	budget		
			2. Prioritise elements that clearly deliver agreed objectives
Statutory	Utility works cause delay	L	1. Consult statutory bodies early and ensure section 58 is in place in timely manner
Third Party	Permissions required from third party cause delays	L	Early engagement to identify possible concerns
Public	Negative response to consultation	L	Early indication show general support for improvements. Ensure consultation information is clear.
Political	Change in administration	L	Election is in May 2018 very early in the project. The objectives for the project meet all major parties sustainable transport agendas
Programme	Delays caused by weather	M	This is a normal constraint to public realm improvements

Commercial Case

Southwark has a term contractor (CONWAYS) who will carry out the physical works programme

Financial Case

Table 5

Funding Source	Spend	2018/1	2019/2	2020/2	2021/2	2022/2	TOTA	STAT
S106 - Hampton			507					Secure
S278 - Landlease	300							In Kind Works
Healthy High Streets			10					Secure
CTLG - Walking		20						Spent
Sub total – External	300	20	517	0	0	0	0	837
LIP Corridor funding	200							Spent
LIP Corridor funding	400							Secure
Sub total – TfL Funding	600	0	0	0	0	0	0	600
Council Cleaner Greener	20							Secure
Council Capital Grant		250	1000	750				Secure
Sub total – Council	20	250	1000	750	0	0	0	
Funding								
Total Funding	920	270	1517	750	0	0	0	1437
TfL Liveable	-	338	2206	701	454	12	0	3711

Management Case

Milestone	Start date	End date	Duration	Comments where applicable
Feasibility Design	1/4/18	31/7/18	4	Southwark has been working on the development of this project for three years so much of the groundwork has been prepared. Consultation
Concept design	31/7/18	30/10/18	3	There will be consultation continuing throughout the period to inform
Detailed Design	1/11/18	1/2/19	3	Detailed design will commence after preferred option consultation results are analysed and reported for Cabinet member approval. Estimates
Construction	01/05/19	31/5/20	9	Construction is likely to be incremental focused around signalised
Project Completion		31/8/20		This will include completion of snagging list compiled at substantial
Monitoring				Scheme will be monitored at completion and one year after completion. This should include Stage 4 RSA

Measures of Success / Benefit Realisation

Liveable Neighbourhood Objective	Measure of Success	Measure / Baseline / Expected Value
Vision zero	Reduce road traffic casualties to zero	Quarterly monitored by TfL
Air Quality Improvements	Reduction in pollutants concentrations	
Increase in active travel	Increased number of trips by walking & cycling	Annually monitored as part of the LIP
Healthy Street	Improvements on healthy street check scores	Significant improvement post project from the baseline score of 22

Improve public transport experience	Improved journey time, journey experience, connectivity and accessibility	Bus journey time/ passenger experience/ accessible bus stops
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Engagement

Our approach to engagement has a strong focus on communication and consultation, but moves beyond these to more active and meaningful engagement on how the council delivers services, change, and policy. The four key strands of our engagement are:

Communicate – where we provide high quality, comprehensive information in a range of formats so that residents can choose the best option for them.

Consult – when we ask you to tell us what you think about something, by completing questionnaires, online surveys or feedback forms, attending forums or one-off focus groups and we listen to what you tell us before we take any action.

Decide together – where we work closely with residents to share ideas and options and together decide what we are going to do.

Act together – where we work with our partner organisations on shared

Consultees will include:

- Statutory – Including any TfL Stakeholders
- External – Residents, Businesses, Community Groups or other organisations representing end users

We have constantly engaged with the community in the past and continuing doing that. There are many active community groups which often collaborate with the council in projects, such as Southwark Living Streets and the Walworth Society.

At the moment there is a consultation going on about walking links for the project “Walk Elephant” which is using commonplace:

<https://walkelephant.commonplace.is/about>.

Further, we have recently engaged residents in borough wide consultations such as the Cycling Strategy and the Kerbside Strategy. As a result we have a record of useful comments and suggestions about their roads and aspirations.

Other Information

<p>Any other initiatives TfL, GLA, or other that are likely to be active in the area of the project:</p>	<p>East Street - Healthy High Streets Walworth Heritage Zone Elephant link Liverpool Grove CGS St Peter’s School Delivery and Servicing Plan Faraday Traffic Management Study East Street Delivery and Servicing Plan Extension of the original Walworth Road environmental improvement project completed in 2009 through</p>
<p>Is the scheme on or does it affect the Strategic Road Network (SRN) or the Transport for London Road</p>	<p>Walworth Road is a Strategic Road Network (SRN). No TLRNs are included in the Liveable Neighbourhood Area</p>
<p>Does the scheme impact TfL services, infrastructure or assets:</p>	<p>Yes, bus routes, bus stops and traffic signals. The intention of the project is to improve the efficiency.</p>

Identify any 3rd party statutory approvals are required	This is a high street with privately owned retail and businesses who will need early engagement to ensure their support
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Road Danger Reduction Statement

Scheme name: Liveable Walworth

Collision data: The latest 36 months data to December 2016 shows that there have been a total of 145 collisions within and on the boundary of the proposed

Liveable Neighbourhood. These collisions involved the following:

12 month				Pedal		Right		
2016	50	0	9	13	19	4	18	5
2015	51	8	14	16	5	4	16	12
2014	44	0	5	25	0	4	10	7
Total*	145	8	28	54	24	12	44	24

* Note: There will be double counting of collisions if for instance a pedestrian was involved in a collision with a pedal cyclist.

Road Danger reduction statement for bid

Analysis of the collisions from 2014 to 2016 in the area shows that collisions are concentrated in Walworth Road, with only few collisions happening in side roads (Carter Place and Fielding Street). Clusters of collisions can be found at the junction with East Street and Penrose Street; between Merrow Street and Westmoreland Road; at the junction with John Ruskin Street and at the Junction with Albany Road. The junction of Walworth Road and East Street, is the entrance to East Street market, works were undertaken here through the GLA's High Street Fund in 2017.

The majority of pedestrian collisions happened at the junction with Merrow Street and between Cadiz Street and Liverpool Grove. At this location the Walworth Road widens, increasing pedestrian crossing distance as pedestrian cross four lanes of traffic often away from the controlled facilities. The pre feasibility made suggestions that will inform our approach with the aim of providing further protection for pedestrians and reducing the crossing distance.

Cycle accidents have been decreasing and we would like to continue that trajectory.

The most significant area of concern, based on the last three years data is powered two wheeler casualties, further investigation into the causation of these accidents will be undertaken to understand if it is a design or behaviour issue. Design will reference the TfL's urban Motorcycle Design Handbook.

A road safety behaviour change programme for all modes will be necessary to complement the physical changes.

This is likely to include intergenerational cycle, pedestrian and powered two wheeler training.

Crime and Security Statement

Scheme name: Liveable Walworth

Crime and Security Statement

Following the phone discussion with Carl Horsman, analysis of crime trends in the area has been undertaken. Data from September 2016 to October 2017 show that the most common crimes in the area are violence and sexual offences, shoplifting, anti social behaviour and other forms of theft. These crimes also follow a seasonal pattern which sees crime increasing in summer when people spend more time outside their homes. These type of crimes are serious, especially violence and sexual offences are particularly worrying. These are certainly a deterrent for people to walk and cycle as they might don't feel safe enough, especially in the dark. An increasing number of people walking and cycling and improved routes can create a natural surveillance which leave people less isolated and therefore possible victims of violence against the person. An increase of footfall, if not backed up by improved public realm and enough space to avoid congestion, could instead cause increased crimes such as theft and shoplifting.

When coming to a detailed design, Southwark will include the principles taken from documents such as “Designing Out Crime: A Designer’s Guide” and “Crime prevention through environmental design guidebook” and check the proposals with the Design Out Crime Officer. These includes providing wide and decluttered pavements; more cycle parking in areas where lighting and surveillance is high; evaluating the risk of crime when providing areas of shelter and seating to avoid anti social behaviour; providing permeability and lighter and safer routes to public transport to avoid isolation.

Submission Checklist

Use the following checklist to confirm that the required documents have been provided as part of this bid			
#	Item	Inclu	Comment
1	Completed Liveable Neighbourhoods Pro forma	Y	
2	Healthy Streets Check	Y	
3	Plan showing location and boundaries of scheme	Y	
4	Plans(s) highlighting the proposed interventions	Y	Draft streetscape Strategy
5	Site audit	Y	Pers and Clos
6	Road danger reduction statement and collision plot	Y	
7	Crime reduction statement	Y	
8	Statement of support from the Borough	Y	Draft included signed version to follow
9	Summary of behaviour change initiatives	Y	