



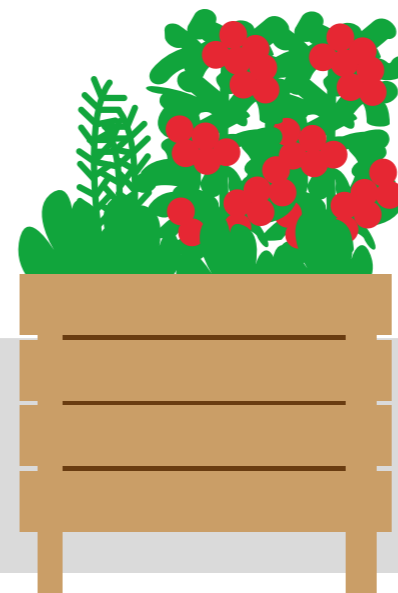
STREETS FOR PEOPLE

LONDON BOROUGH OF SOUTHWARK

Delivery Plan

Contents

Foreword.....	1	Borough and Bankside.....	21
Consultation process.....	2	North Bermondsey.....	23
Our shared vision	3	South Bermondsey.....	25
Delivering your priorities	5	Rotherhithe	27
Travel routes	7	Surrey Docks.....	28
Strategic corridors.....	11	London Bridge & West Bermondsey.....	29
Zone-by-zone.....	13	Newington	30
Borough-wide programmes	15	Chaucer.....	31
Prioritisation.....	16	North Walworth.....	33
Approach to delivery.....	17	St George's.....	35
Ward maps	19	St Giles	36
		Old Kent Road	37
		Faraday.....	39
		Camberwell Green.....	41
		Champion Hill.....	42
		Goose Green	43
		Nunhead & Queen's Road	44
		Peckham.....	45
		Peckham Rye	47
		Rye Lane.....	49
		Dulwich Village.....	51
		Dulwich Hill	53
		Dulwich Wood.....	54
		Amendments and corrections to Streets for People.....	55



Foreword

Our Streets for People strategy, launched in July 2023, sets out to make our streets cleaner, greener and safer for everyone. This delivery plan follows on from that strategy and outlines what we will do over the next five years to bring these changes to life.

It's based on the largest consultation the council has ever run. We had over 9,000 responses from residents sharing their views and ideas. We want to thank everyone who took part, helping to shape the future of our borough.

Your top priorities were: more trees and green space; more accessible pavements, less traffic; better lighting; traffic calming; segregated cycling; cycle hangars and pedestrian crossings. We've considered all the improvements that you, our residents, want to see, and this plan sets out what we plan to deliver both across the borough and in your local area by 2030.

One of the key components of this plan are nine new Streetspace schemes, which will transform communities across Southwark. These schemes will discourage through-traffic from using residential streets and put in improvements such as wider pavements to improve accessibility for all ages and abilities; bike lanes separating cyclists from walkers, and more green space for communities to enjoy.

They will make our streets safer for people walking and cycling, as well as quieter and more attractive for local residents. They will help improve air quality and create a healthier and cleaner environment.

This supports our goal of reducing car journeys from 21% to 13% by 2030, which also aligns with the Mayor of London's target to cut overall traffic by 27% and reduce car ownership by 10% by 2030. All these improvements support our commitment to Vision Zero, making our streets safer for everyone.



*Vision Zero is a plan to eliminate all traffic deaths and serious injuries by making roads safer for everyone.

When we launched the Streets for People strategy in 2023, we made a number of pledges to improve our streets, and we're already making great progress on these. But this plan is about looking ahead to what we can achieve by 2030. To help you understand how these changes could impact your area, we've created maps showing what we'll be doing both across Southwark and in local wards, showcasing proposed improvements.

This delivery plan is also directly linked to our Southwark 2030 strategy, which is a long-term vision for the future of the borough based on what residents, workers, students, and visitors have told us they want to see. Together, we are creating a healthier environment, and a cleaner, greener, and safer Southwark for everyone.



Cllr James McAsh

Cabinet Member for Clean Air, Streets and Waste

Consultation process

In the Streets for People strategy, we pledged that by 2030, every street will be cleaner, greener, and safer, with improvements chosen by residents. To deliver on this promise, we asked people in Southwark what changes they would like to see in their streets and neighbourhoods.

Our goal was to engage with residents directly, meeting them where they are – whether at home, in schools, or at community events – to ensure they had the opportunity to share their views and shape the future of their streets.

We used a wide range of consultation methods including online surveys, door-to-door interviews, public events, focus groups and an extensive programme of school visits. We also knocked on over 20,000 doors, focusing on areas of the borough where we anticipated lower response rates. We spoke to 2,000 residents in this way; for many of them this was the first time that they had engaged with the council in this way.

To encourage people to complete the survey, we ran a social media campaign, used our council e-newsletter and Southwark Life magazine, which goes to every household in the borough. We also worked with our partners and stakeholders who helped us to promote the **consultation** through their own networks.



Consultation in numbers

We received
9,000
responses in total

We heard from people in every ward area and from
65%
of all streets in the borough

5,560
respondents to the main survey

2,624
answered Streets for People questions as part of Controlled Parking Zone and Streetspace surveys in summer/autumn 2023

252
respondents to youth survey

606
primary school pupils engaged in face-to-face sessions

20,000
doors knocked on

4
focus groups held

10
community events attended

Our shared vision

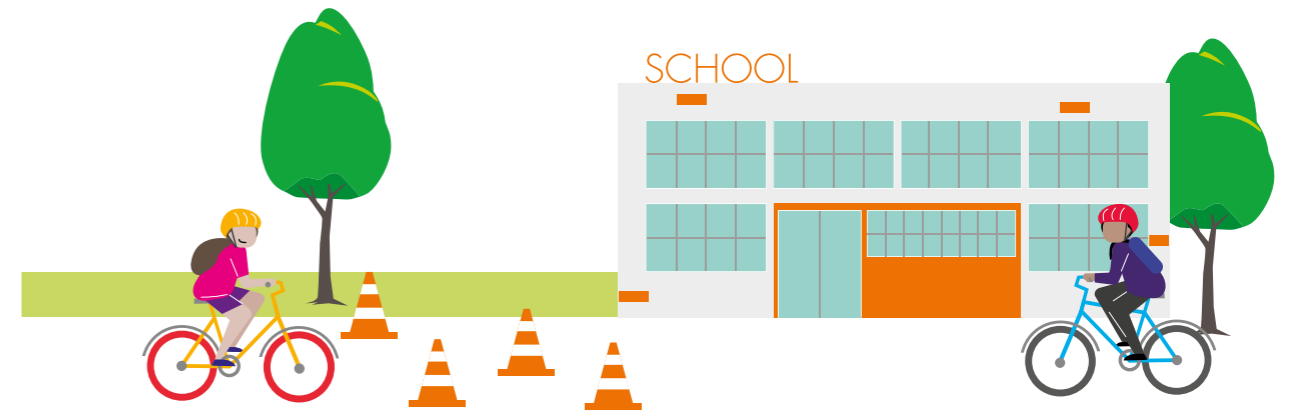
Our Streets for People strategy sets out a bold vision and a firm commitment to improve our residents' quality of life, by changing how we all travel and use streets in our borough.

Southwark is facing significant social, environmental and health challenges. We have already seen how these are impacting the daily lives of our residents. We are listening to our residents, and we know we need to act on climate change, air and noise pollution, as well as our mental and physical health. Transport, and how we choose to travel, is key to how we address these challenges.

The existing street network is still mostly designed around the needs of car drivers, even though only 40% of Southwark's households have access to one and fewer than a third of the people that we spoke to (29%) use their car once a week or more. The impact of this falls disproportionately on the most deprived neighbourhoods, where people are much more likely to be injured in road traffic collisions, despite being less likely to own a car.

The responses we received as part of our Streets for People consultation showed widespread support for our vision of what our streets could become. Nearly half of responses prioritised more trees and greenery on their streets. The children involved in our primary school workshops expressed a clear desire to see cleaner, quieter and healthier streets; they wanted more green spaces, more outdoor places where they could play and access safely on their own.

The consultation also showed an understanding of the impact of motor vehicles. 34% of responses identified a reduction in motor vehicle traffic as a main priority for their street – this rose much higher in wards with busy roads, such as Camberwell Green and Nunhead & Queens Road (both 46%). More than 70% of people were concerned about climate change and air pollution – motor vehicle traffic is a key driver of both. 45% wanted to walk more but found streets too loud or polluting. 41% wanted to cycle more, with dangerous driving and volumes of motor vehicle traffic identified as key obstacles.



Delivering our vision

Alongside Streets for People, we have produced **Walking, Cycling** and **Electric Vehicle (EV)** plans, explaining how we will deliver on our vision. These focus on how we will achieve our ambition for cleaner, greener, more welcoming streets, while recognising that we need to reduce traffic and help those who are currently dependent on cars.

Reducing levels of car ownership and general traffic will give us more space for trees and greenery, space to play and for communities to socialise. Spaces that used to be taken up by motor vehicles can become rain gardens and pocket parks – 44% of responses to the consultation prioritised more greenery on their street and 46% saw new trees as important.

New space can be used to provide more parking for bikes – around a third of people highlighted a lack of bike parking as a barrier to cycling more. It will allow us to provide more benches – 22% of responses asked for more seating on their street. This will give people places to rest, allowing more people to walk further, as well as providing more opportunities for community interaction.

Reducing traffic will also make cycling safer and walking more enjoyable and comfortable. High levels of traffic and dangerous driving were a major barrier to cycling for adults and children alike. 44% of Streets for People responses wanted us to improve pavements by making them wider, as did 29% of participants in the youth survey. Fewer motor vehicles will also lead to a reduced level of air pollution.

What we will achieve

The goals, pledges and actions set out in our Streets for People strategy, and in our Walking, Cycling and EV plans, will make a significant impact on our borough. Improved walking, wheeling and cycling infrastructure will open up opportunities for our residents to go outside and exercise, improving mental and physical health. Reduced levels of traffic will also mean fewer people injured or harmed on our streets, both directly, through collisions, and indirectly, through air pollution.

New places to sit and rest, and for children to play, will help build community by providing more space for socialising. New planting areas will help nature thrive, but also provide shaded areas to sit, giving shelter from sun and rain. Incorporating sustainable drainage will make us more resilient to increased extreme weather.



Delivering your priorities

Our five pledges

Central to Streets for People were five key pledges, highlighting fundamental changes we will make to transform Southwark by 2030. Feedback we received during the Streets for People consultation showed that these pledges would help to address major issues people experience on their streets:

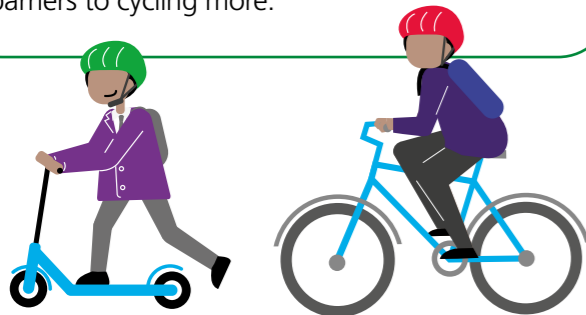
Your home will be within 200m of a safe and pleasant walking route

Responses highlighted that there were significant infrastructure barriers to walking and wheeling: 45% prioritised wider, more even pavements, 39% reduction to street clutter and 37% saw improved lighting as important.



Your local school will have a School street** or other new safety measures

Feeling safe on our streets and wanting more opportunity to walk or cycle to school was a major theme that emerged from our youth survey and workshops in primary schools. Young people identified traffic and fear of accidents as major barriers to cycling more.

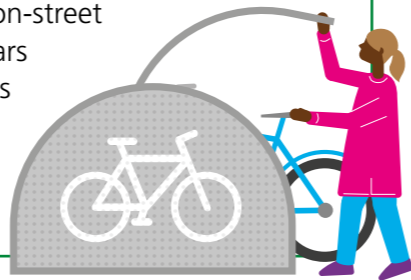


** School streets involve timed road closures to reduce congestion, and therefore air pollution, outside schools, whilst encouraging parents and pupils to walk, cycle, scoot or use other greener ways to get to school.

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

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

58% of responses identified a lack of home storage as a major barrier to cycling more. This was also highlighted as a major barrier to cycling in the youth survey, as was fear of theft. By providing affordable, secure, on-street storage, cycle hangars can help address this problem, giving more people the opportunity to ride.



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

Over 60% of responses identified a lack of destination cycle parking as a barrier to cycling more. By ensuring that cycling parking is provided everywhere, we can make sure that people can cycle, whatever their journey.



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

High levels of engagement brought lots of contributions from residents about improvements to their streets. We saw a wide range of answers, including new trees, improved lighting, less traffic and more seating.



Additional issues

Other key themes emerged from our Streets for People consultation that the council will address, including:

More green spaces

New green space was a frequent theme in people's ideas to improve their streets. 44% wanted to see new planting on their street, such as planters and rain gardens; 46% wanted new trees. In response, we will deliver four new pocket parks by 2025, and continue our programme of tree planting, including ensuring we replace every tree removed.

Decluttering our pavements

Reducing pavement clutter was identified as a priority in 39% of responses. To help address this we will be running a pilot programme to reduce bin clutter on pavements. This will take place on 25 streets identified by residents. Lessons from this pilot will be rolled out across the borough.

More play spaces

Our work in primary schools highlighted that many children don't have places they can play outside, especially without needing the supervision of their parents. We will make sure we include spaces for play as part of new street greening and depaving projects. We will also expand and simplify our process for play streets, making it easier for residents to close the streets, either for events or just a day of fun.

Safer and accessible streets

Safety and accessibility were identified as recurring barriers to walking, wheeling and cycling more. To address this, we will be working to reduce traffic volumes, speeds and dangerous driving. We will install a maximum of **120 new benches**, to increase accessibility to more areas, and propose **175 new crossings**, making roads safer to cross.



Travel routes

To deliver our central goal of enabling more people to walk, wheel and cycle around Southwark, we must ensure that our streets form a safe, connected and accessible network.

To deliver this we have developed walking and cycling network maps. These are based on the streets respondents told us they use most and will pass close to every address in the borough – within 200 metres for the walking network, and 400 metres for the cycling network. These will be used to prioritise improvements to maximise benefit in the short term. Our ultimate goal is to ensure every street is safe, accessible and connected to the wider borough.

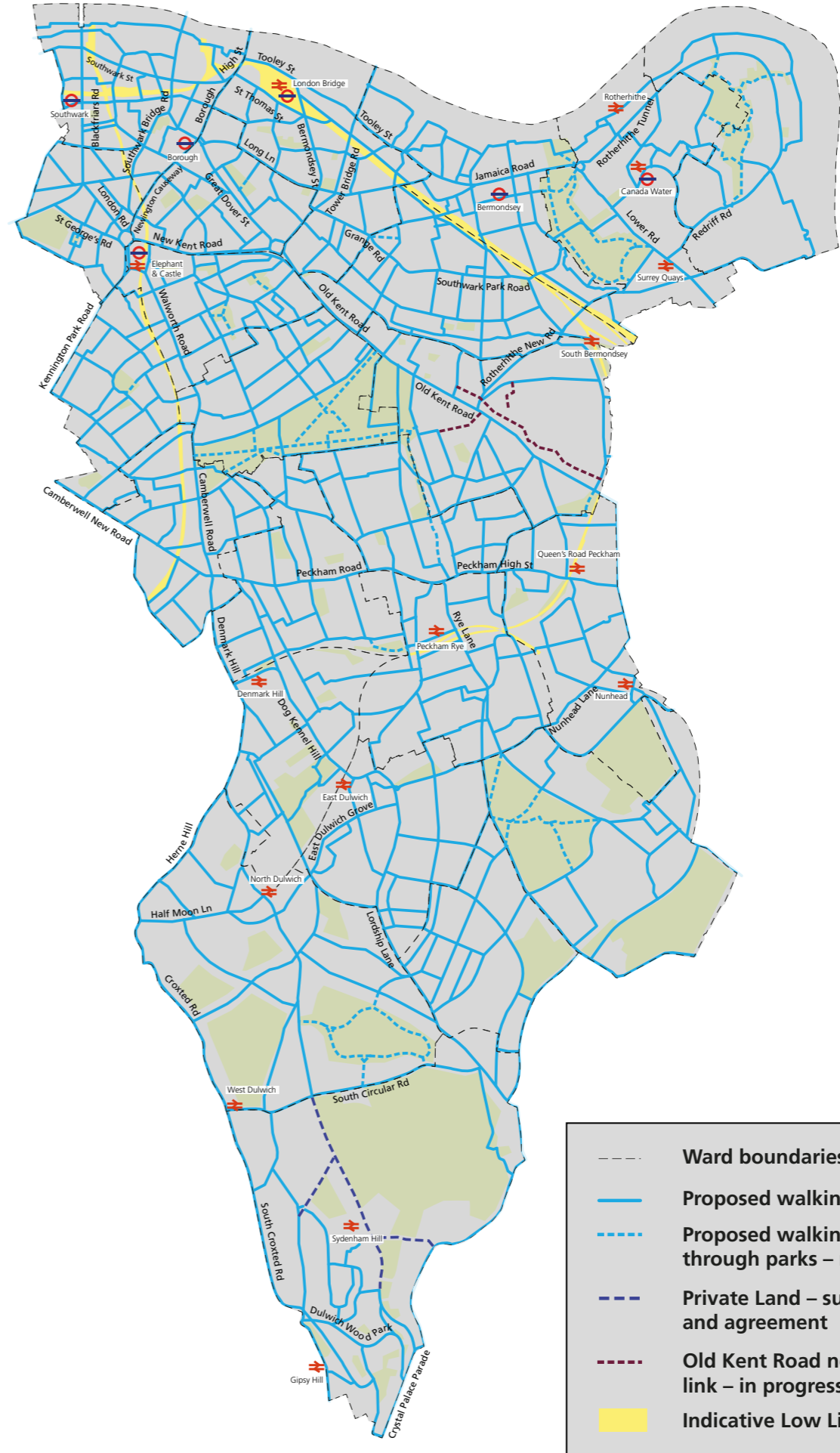
Our new walking network will make it easier, safer, and more enjoyable to get around the borough and will connect to key destinations such as town centres, stations, and schools. We will look at the whole street, as well as every junction and make sure they all meet our standards. Improvements will include wider pavements, better road surfaces, reduced clutter and streets that are well lit.

The cycle network will make sure cycling is easier and more convenient, including by improving the quality of surfaces, removing obstacles and cycle segregation or traffic reduction.

The bus routes map details how our bus network connects throughout the borough ensuring everyone has access to efficient and reliable public transport. Working with TfL, we will prioritise improvements to bus speeds and reliability along the strategic corridors, improving everyone's public transport experience.



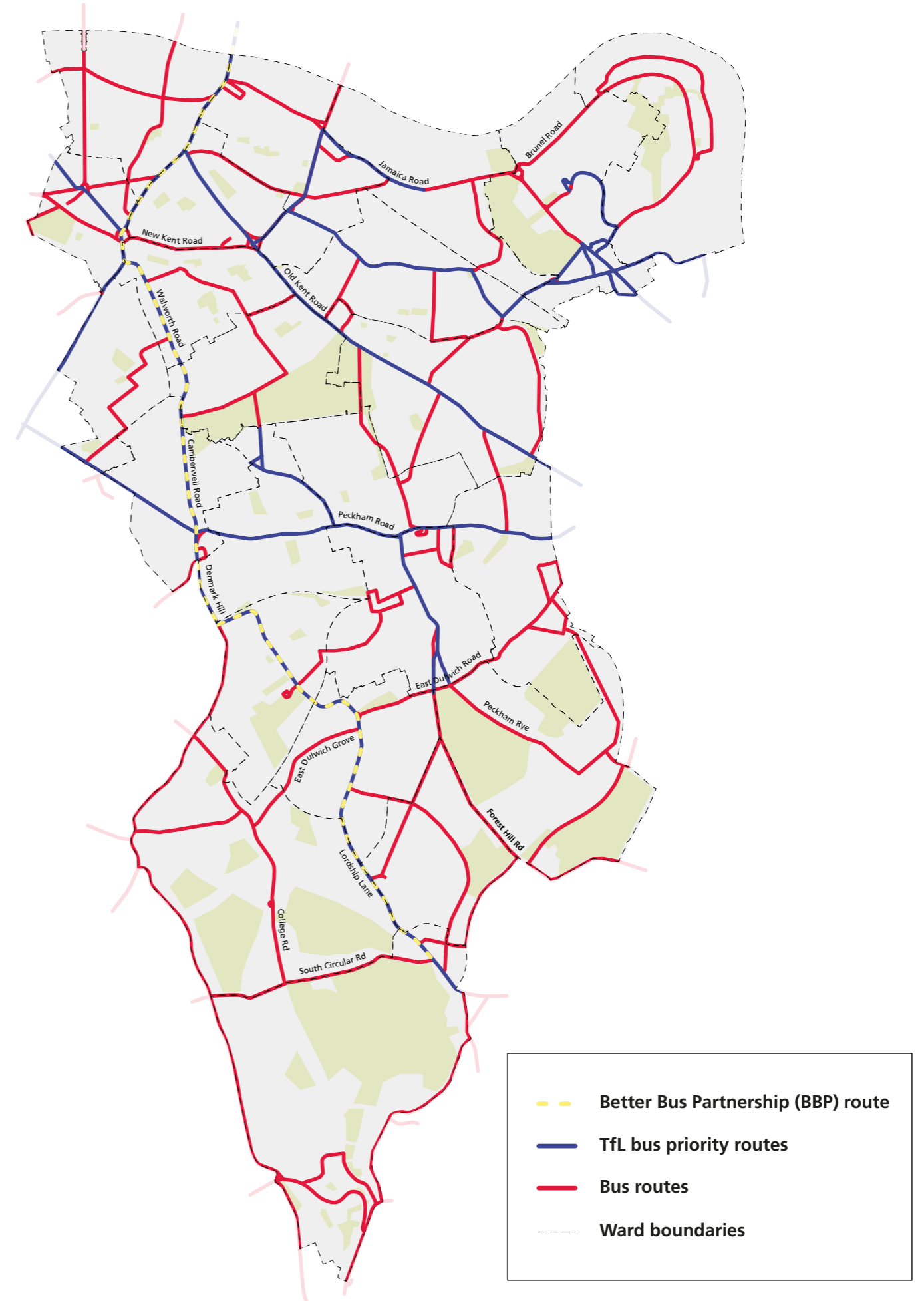
Walking network



Cycling network

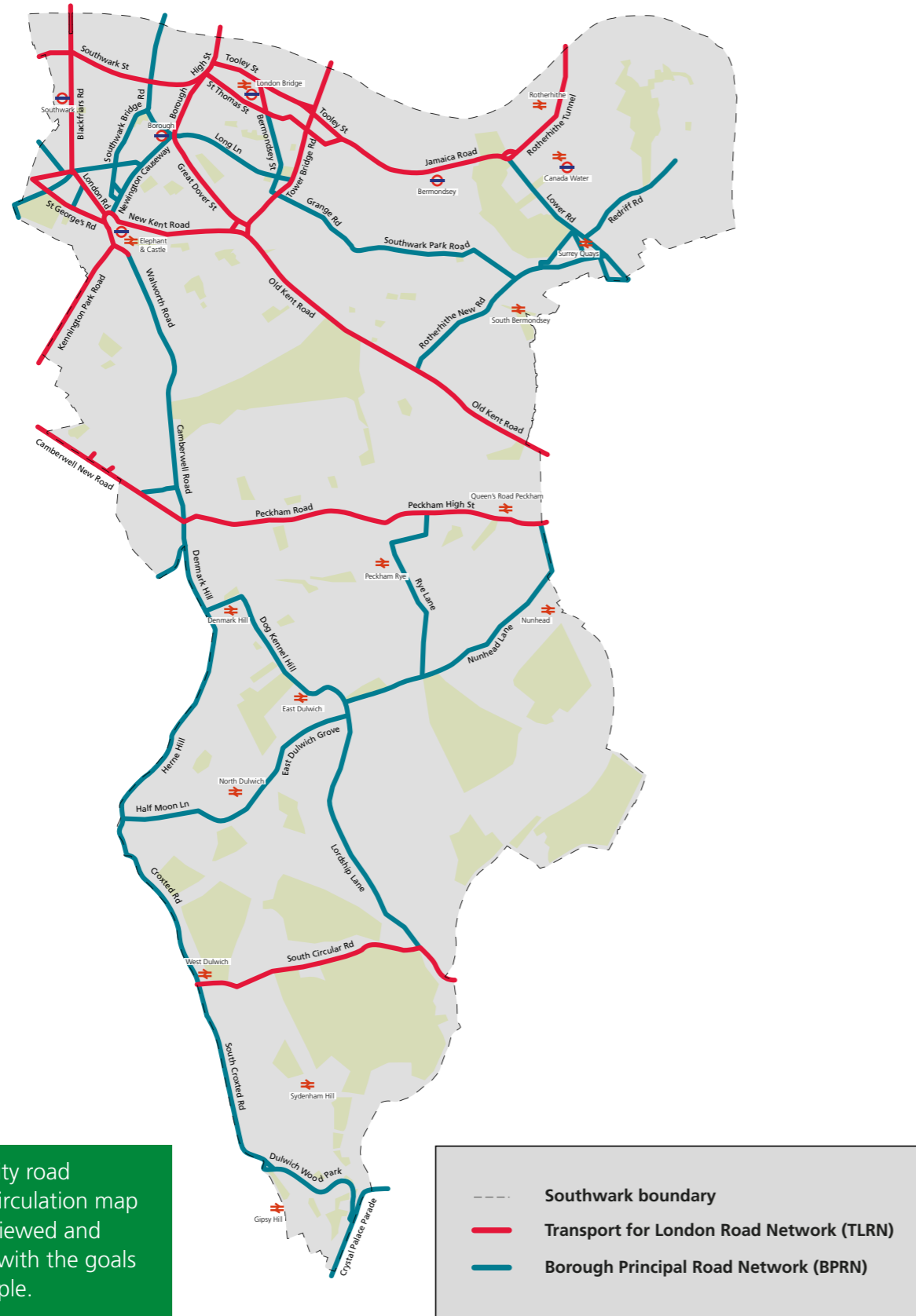


Bus routes



Strategic corridors

Strategic corridors are the routes that we take to travel across the borough and beyond and we are committed to ensuring that these are safe and accessible aligned to our commitment of Vision Zero through the implementation of our junction safety and 20mph programmes and also through delivery of our bus priority schemes.



The existing priority road network (Traffic circulation map above) will be reviewed and updated to align with the goals of Streets for People.

Vision Zero

Vision Zero for London aims to eliminate all deaths and serious injuries on London's streets by 2041. A commitment to Vision Zero was included in Streets for People in 2023. Most collisions take place along strategic corridors, particularly at junctions, so these will be a priority for interventions, as will ensuring drivers comply with the borough-wide 20 mph speed limit.

Junction safety programme

Where safety can be improved at junctions we will look to make changes such as raised pedestrian crossings, traffic calming measures, central islands, chicanes, carriageway narrowing, and segregated cycle lanes. We will look at places where people have been injured to understand why that happened and work to make sure it never happens again.

20 mph programme

We have reviewed 130 sites for speeding, and from this we identified 10 roads with significant speeding issues. These locations are shown in the table below. We will look at each of these roads in detail to understand the best way to reduce speeds for each in turn. The measures we use will need to take account of the specific circumstances at each location.

Rank	Road Name	Average Speed (mph)
1	Dulwich Wood Park	26.1
2	Bush Road	24.4
3	Salter Road West	24.1
4	Mandela Way	23.7
5	Croxted Road	23.2
6	Redriff Road	23
7	Salter Road East	22.9
8	Village Way	22.4
9	Lordship Lane South	22.3
10	Barry Road South	22.2

Bus priority schemes

We are also delivering a number of bus priority measures which will reduce bus journey times on key bus corridors throughout the borough. This could include bus only sections that would ensure buses are not delayed by general traffic and improving journey times. We have submitted external funding bids to deliver improvements on Peckham Rye Gyratory, Surrey Quays Gyratory and also to enable better bus prioritisation on the route from London Bridge via Walworth Road through to Lordship Lane.

Strategic cycle routes

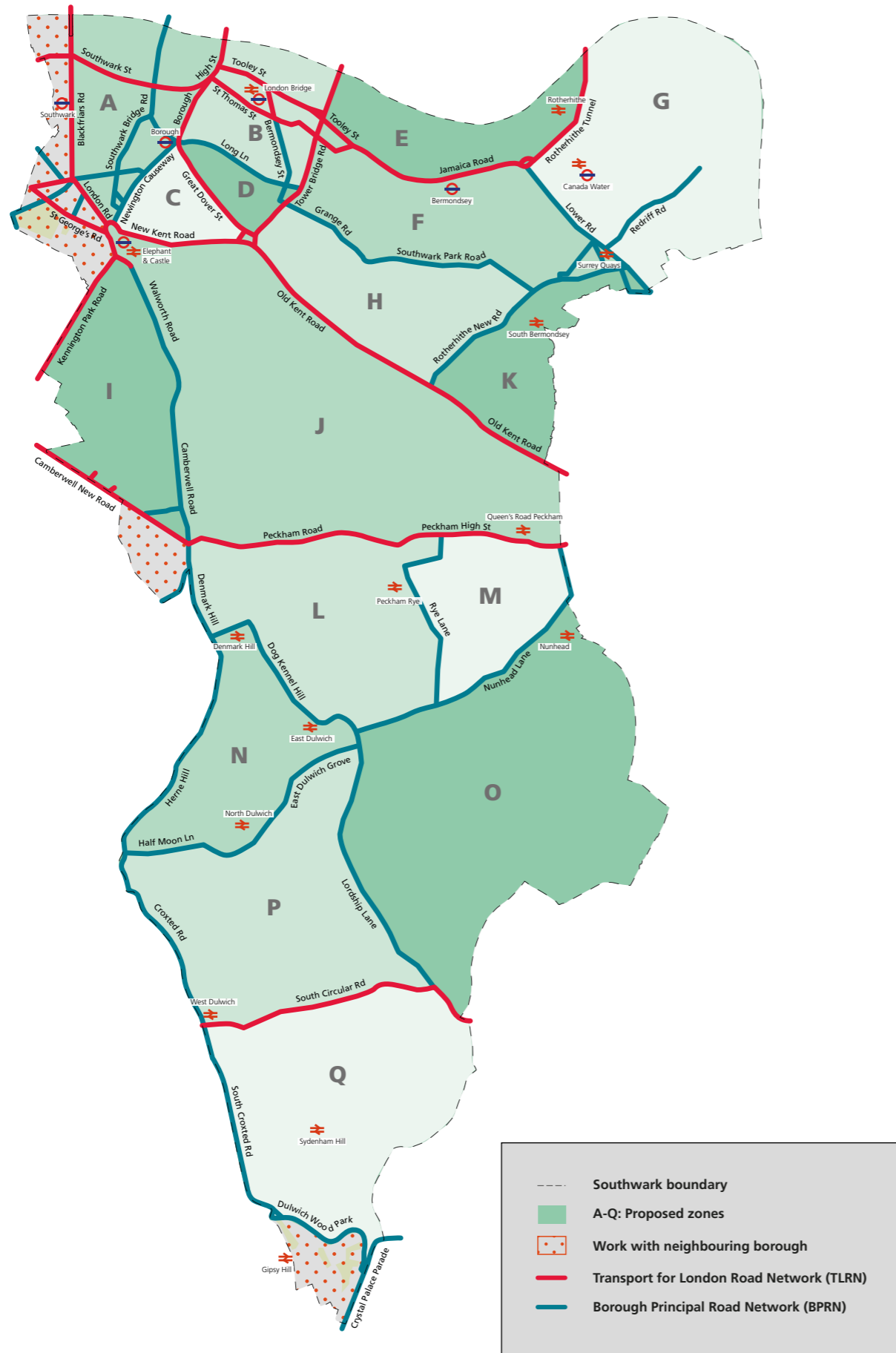
As well as ensuring our cycle network supports local journeys, wherever they might start and end, we need to make sure it supports longer journeys. We will work with TfL and neighbouring boroughs to develop four strategic corridors, with the initial priority being the north-south corridor:

- **North-South:** from London Bridge, through London Bridge, Elephant & Castle and Camberwell, towards the south of the borough.
- **East-West:** crossing the centre of the borough, passing through Camberwell and Peckham.
- **North-Southeast:** from Southwark Bridge towards Peckham and the southeast.
- **East-Southwest:** crossing the south of the borough, through Nunhead, East Dulwich and Herne Hill.



Zone-by-zone

A central theme of the feedback from the Streets for People consultation was that residents want less traffic and quieter, safer and greener streets.



A zone is the area between strategic corridors. These streets will have low volumes of motor vehicle traffic and will not be used as through-routes. We will review each of these areas on a zone-by-zone basis between now and 2030. This will include parking for cycles and EVs, green space, play space, resting points, and crossings. We will consider using modal filters to remove through-traffic entirely as part of Streetspace schemes.

Reducing traffic would enable more people of all ages to walk and cycle more. Reducing the amount of space we give to motor vehicles will give space for all the things people asked for on their street: more play spaces, new trees and greenery, wider pavements.

A revised traffic circulation network will help to reduce traffic volumes overall, and manage the remaining necessary traffic. This will make sure that motor vehicles use the most suitable routes, whilst still maintaining essential access to all addresses. The area between these strategic routes are the zones.

We will review the whole borough systematically on a zone-by-zone basis. We will consider the zones holistically, looking at all traffic within these areas, making sure motor vehicle traffic volumes are low and that cycling, walking and wheeling are safe and easy. Where necessary, we will introduce access restrictions.

As part of the Streets for People consultation, people told us the things they would like to see more of on our streets.

Some of the more popular things requested were:

- **Streetspace and traffic reduction**
- **Green space**
- **Play space**
- **Sustainable Drainage Systems (SuDS)**
- **Pavement decluttering**
- **Crossings**
- **Benches and resting places**
- **Leisure walking**

The council will work to implement these measures where possible, however demand for space on our roads is high and if we want to implement all of these things we will need to look at how space is used and make sure it is shared in a way that reflects these requests from residents. Correcting the imbalance in space allocation will always be the first step. As we work through the borough on a zone-by-zone basis we will correct the imbalances and use the new spaces we have created to provide the things our residents really want.

Planning on a zone-by-zone will allow us to develop a rolling programme of improvements while making sure we anticipate the consequences of proposed changes. This will support better long-term planning, giving us the opportunity to work closely with other parts of the council – such as the teams responsible for parks and flood management – to deliver projects together. This will minimise financial and carbon costs and maximise efficiency.

Some of the zones extend beyond our borders into neighbouring boroughs. In these situations we will work with the relevant councils to ensure works are co-ordinated and measures are effective.



Borough-wide programmes

Cycle hangars

The majority of Southwark's residents live in flats or maisonettes, and these often do not have any space to store a bike. This is a major barrier to increasing cycling – 58% of consultation respondents identified it as an obstacle to cycling more. To address this Southwark has a cycle hangar programme, allowing residents to securely store their bikes on-street. We have already delivered over 750 cycle hangars, providing storage for 4,000 bikes. We will continue to expand our cycle hangar programme – including introducing storage for adapted bikes – to ensure no one must wait more than six months for a space.

School streets

School streets are timed access restrictions that prevent through-traffic at the start and end of the school day, enabling children to walk and cycle to school and making it safer for them.

We have already delivered four new School streets this year, bringing the total up to 29. We will work with schools and residents across the borough to continue delivering School streets where appropriate. We are committed to delivering one School street scheme, outside every school. However, in some places where we won't be able to deliver one, here we will make the street safer in some other way, such as pavement widening or traffic calming.

Walk to school maps

All Southwark schools will be provided with an Active Travel Map – these are zoned maps for schools to support parents in choosing more active and sustainable modes of travel. The map shows 10- and 15-minute walking zones around a school as well as cycle routes. The graphics on the maps shows where crossings, cycle paths and bus stops are to help with planning. This supports the schools with their travel plans and helps parents to see how they can reduce congestion and improve air quality close to the school.

Leisure walking

As well as delivering a network that helps people get where they need to be, we want to support walking and wheeling for fun and exercise too. 45% of consultation respondents were looking for quieter and less polluted places to walk. Walking or wheeling are a great source of physical exercise, and time outside, especially as green spaces, has a positive effect on mental health. The start of both the Green Chain and Green Link walks are already in Southwark, as is part of Thames Path. We will connect and build on these to deliver a network of leisure walks using our quiet streets and green spaces.

Support for cycling

As well as delivering new cycle infrastructure, the council runs a number of other projects to help people get into cycling and cycle more. This includes free cycle training, which is available to all Southwark residents, and free bike maintenance workshops, run with Community Cycleworks. We also work with the Metropolitan Police to provide free bike security markings with Bike Register.

We work with Peddle My Wheels to provide affordable access to cycles, both through their Try Before You Bike programme and through second-hand bike markets. We also host several OurBike locations across the borough, providing affordable cargo bike hire.



Prioritisation

In Year one, work will commence on the following five zones, as feasibility and design work has already been initiated. The exact boundaries of the five zones may change as part of the review of the traffic circulation network:

- **Zone A** – We have already completed many necessary changes to traffic patterns in this area and through our Great Suffolk Street improvement scheme we will now look at reallocating the space we have created here so that it better reflects the way the street is used and in response to the things people told us they wanted in our Streets for People Consultation.
- **Zone B** – Building on the work we have undertaken on Bermondsey Street we will look at the whole zone around this, we will look to provide two-way cycling on Snowfields, improve pedestrian links from London Bridge station towards Bermondsey Street and provide a better cycle connection from London Bridge Station down to cycleway 14 and on towards cycleway 10 by improving the crossing of Long Lane by Weston Street.
- **Zone F** – We want to link Cycleway 4 at Tanner Street through the Bermondsey Spa area to C10 at Willow Walk, in parallel with this work we will look at the whole of zone F to implement complimentary measures.

- **Zone I** – We have consulted residents in the North Camberwell area around Wyndham Road who have told us they want to see reductions in the amount of through traffic here. We will work with the community to make this a reality and agree with the residents how they would rather see this space being used.
- **Zone J** – This is a large area that we will need to deliver in sections. We have already completed elements of this as a part of our work with Impact on Urban Health in the Brunswick Park and Goldsmiths Road areas. We will also build on the work we have undertaken around Walworth Road so that this benefits more people, all the way across to the Old Kent Road and down to Albany Road. We are reviewing East Street and nearby roads to address any remaining traffic issues and to improve the public realm for local residents and market users. We've also submitted a funding bid to support with design and implementation of Cycle Future Route 12 which connects from Queens Road station to Surrey Quays station at the northeast of zone K.

Approach to delivery

Wherever we can, we will take a holistic approach, tackling either an entire zone (local area) or strategic corridor in one go. At the same time, we will look to deliver borough-wide programmes and travel routes.

Examples of the different approaches we will take, and the types of interventions we will make, in strategic corridors and local zones are presented below.

	Street type	Motor vehicle use	Cycling improvements	Walking improvements
Strategic corridor	Busy main road with shops and offices	Supports through traffic, including buses and goods vehicles. Roads and junctions will be designed to be safe for all users – limiting speeds to 20 mph and delivering on Vision Zero	Segregated cycle lanes, signalised junctions, short stay parking for visitors and cycle hangars for residents.	Wide pavements protected from the carriageway, frequent signalised crossings, benches and other resting places.
Local zone	Local residential street	Access for local residents needs only.	Strategic traffic filters to ensure it is not used by through traffic. Low volumes will mean it is safe for drivers and cyclists to share the same space.	Level, uncontrolled crossings that reinforce pedestrian priority. Benches and greenery, ensuring it is a nice place to spend time.

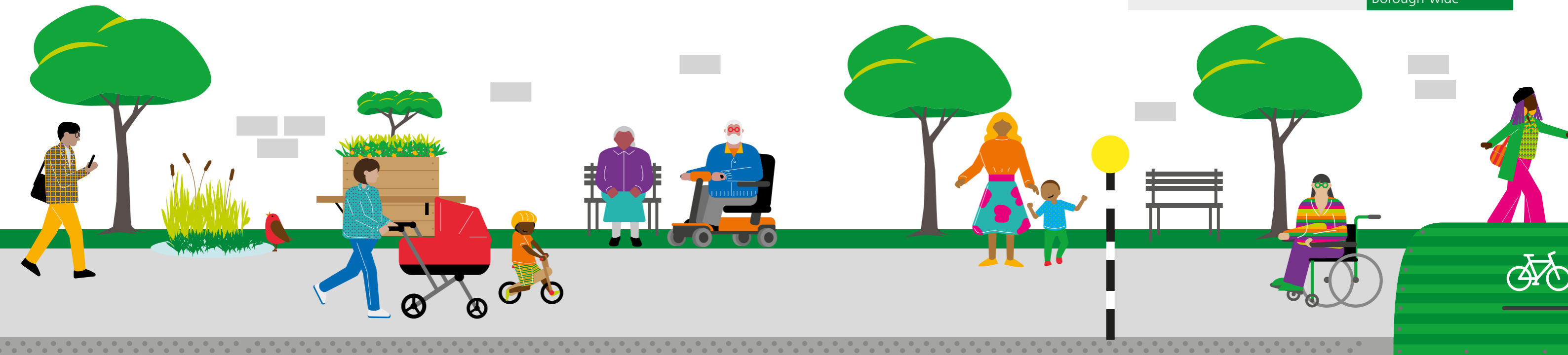
We review zones and strategic corridors systematically, ensuring that they are all up to our standards. For example, we will ensure that walking routes are wide enough to comfortably provide space for everyone walking and wheeling. We will provide better quality surfaces and minimise the use of kerbs and ramps. We will make sure that there are easy crossing points where needed and that they provide pedestrian priority over motor vehicles on busy roads.

With cycling routes we will look at the amount of traffic the street has and make sure cyclist have enough space and the appropriate level of protection. We will ensure the surfaces people cycle on are smooth and comfortable to use. We will assess the safety of turning movements where cyclists may come into conflict with other vehicles.

Once we have completed this assessment we will be able to see where the provision currently meets our standard for an enhanced provision and, more importantly, where we have work to do.

The table below sets out the scale at which the Streets for People programmes will be delivered.

Programme	Delivery mechanism
Walking Network (Pledge 1)	Travel routes
Cycling Network	
School streets (Pledge 2)	Borough-wide
Cycle hangars (Pledge 3)	Borough-wide and Zone-by-Zone
Range of parking (Pledge 4)	Zone-by-Zone
Street improvements (Pledge 5)	
Junction Safety (Vision Zero)	Strategic corridors
Speeding (Vision Zero)	
Bus prioritisation	
Strategic cycle routes	
Streetspace and traffic reduction	Zone-by-Zone
Green space	
Play space	
SuDS	
Pavement decluttering	Zone-by-Zone (Borough-wide Pilot)
Crossings	Strategic corridors and Zone-by-Zone
Benches and resting places	Zone-by-Zone
Leisure walking	Zone-by-Zone and Borough-wide





Ward maps

We are making your area cleaner, greener, and safer with changes chosen by you. With your help and input, we have created ward-specific maps that shows the improvements we will be delivering to make it easier to get around and enjoy the place where you live.

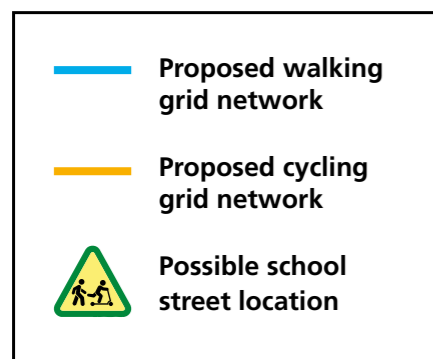
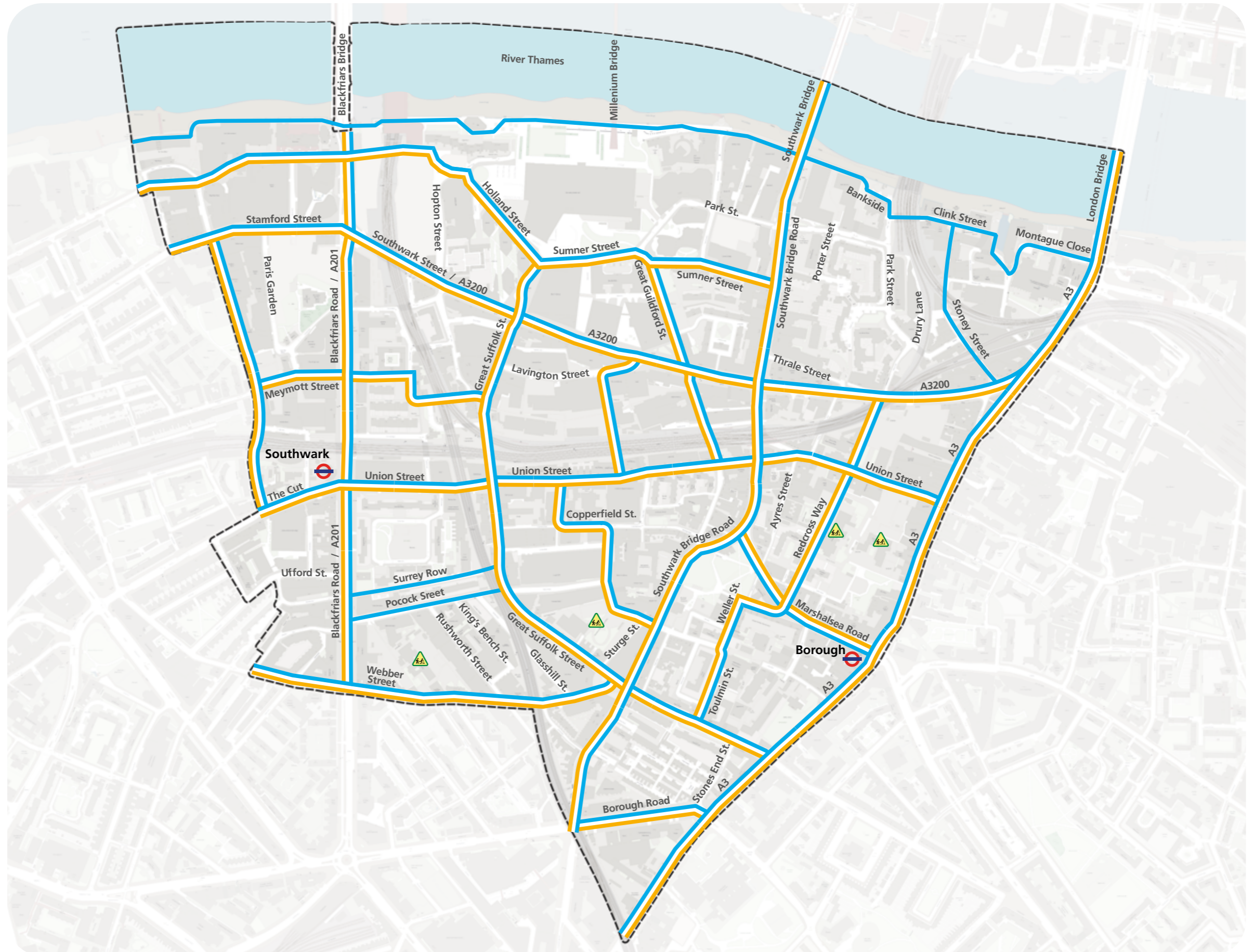
These maps show how we will make walking and cycling more convenient in your local area. These changes come from the Streets for People consultation, which was conducted on a ward-by-ward basis. As a result, these maps align with council wards, and not the zones we will use when planning future measures.

We are making your area quieter, with less traffic and slower speeds, while ensuring you remain well-connected to other parts of Southwark and beyond. This will allow you to travel freely and independently to the places you need to go.

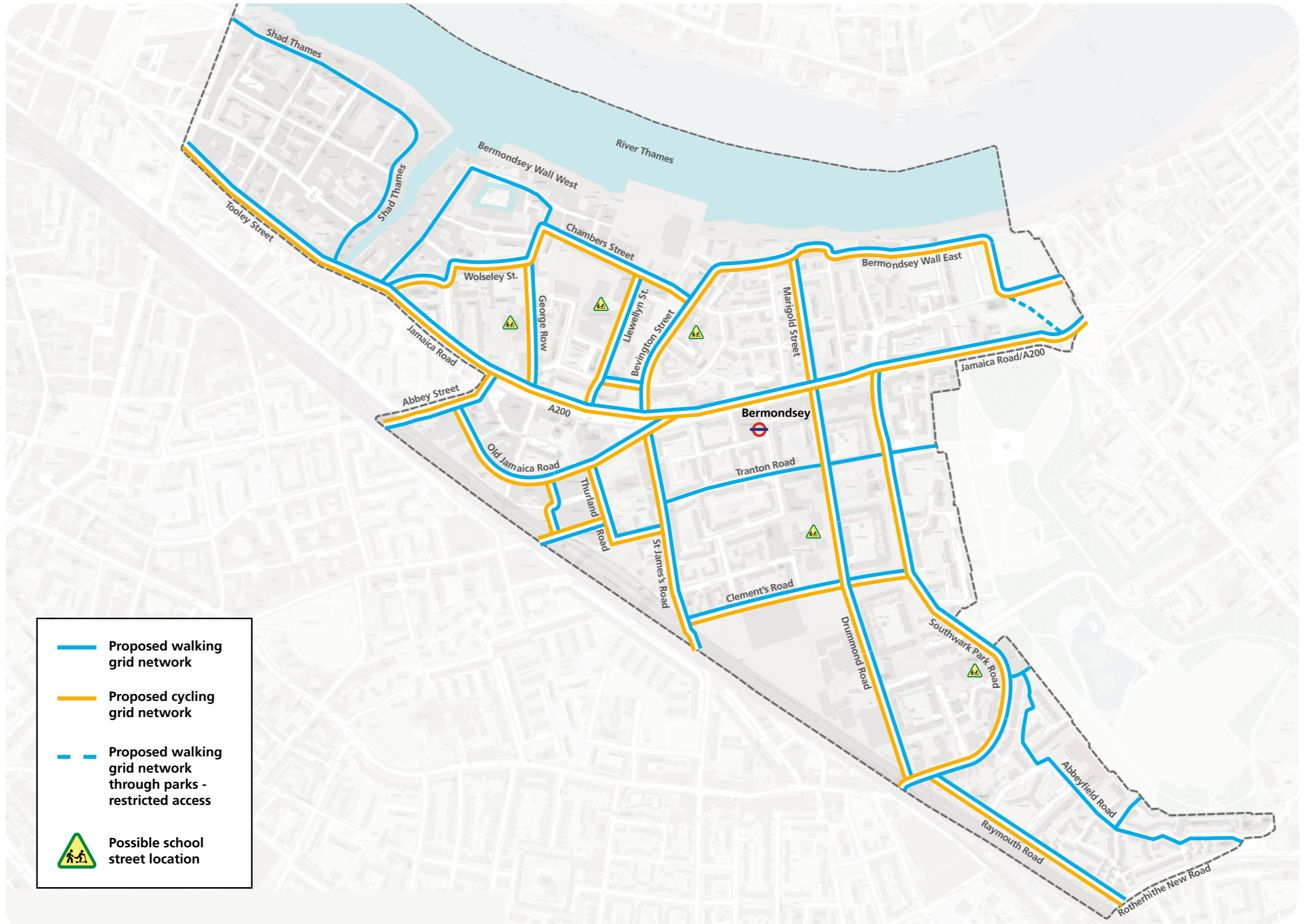


Borough & Bankside
North Bermondsey
South Bermondsey
Rotherhithe
Surrey Docks
London Bridge & West Bermondsey
Newington
Chaucer
North Walworth
St George's
St Giles
Old Kent Road
Faraday
Camberwell Green
Champion Hill
Goose Green
Nunhead & Queen's Road
Peckham
Peckham Rye
Rye Lane
Dulwich Hill
Dulwich Village
Dulwich Wood

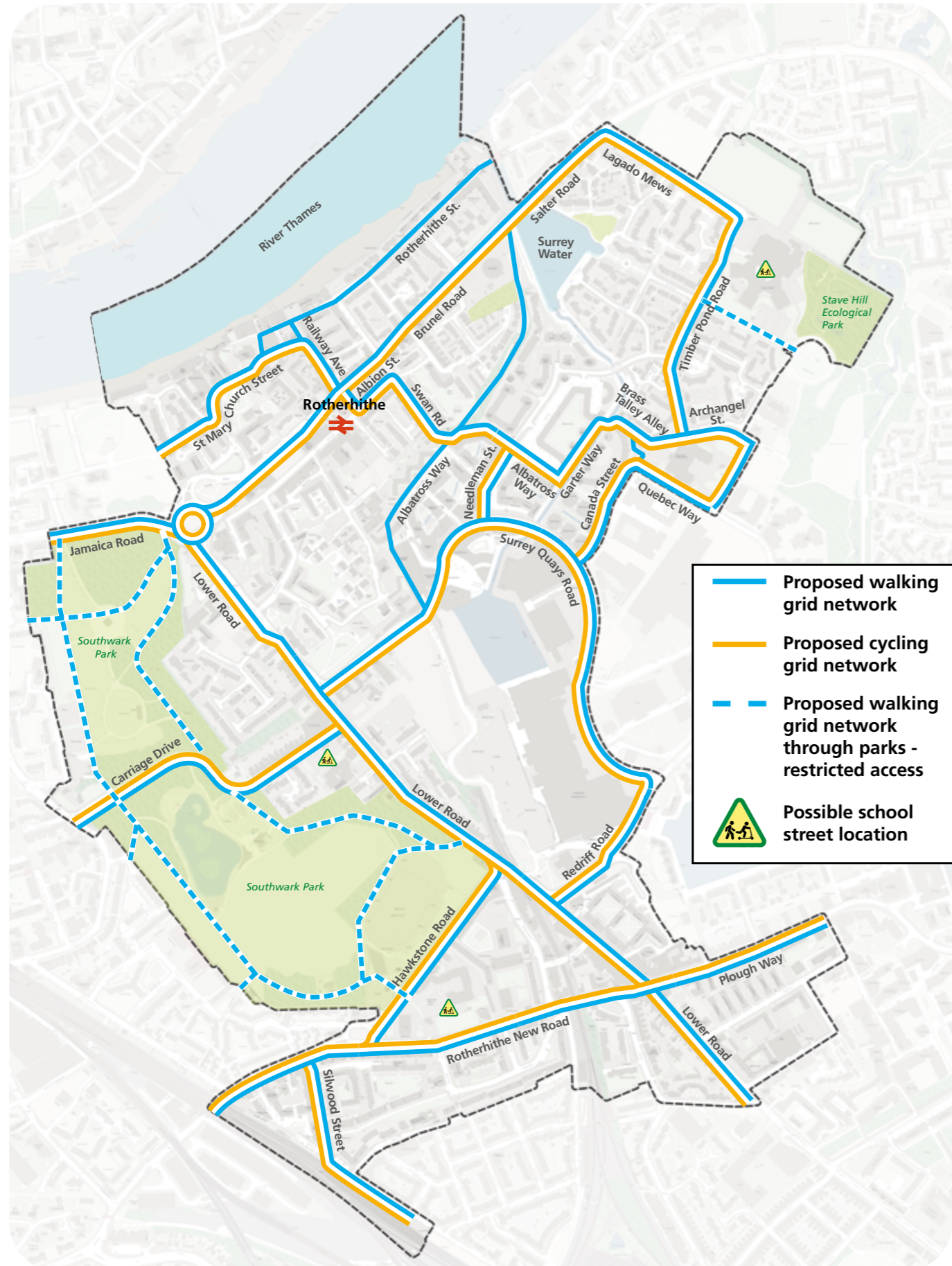
Borough and Bankside



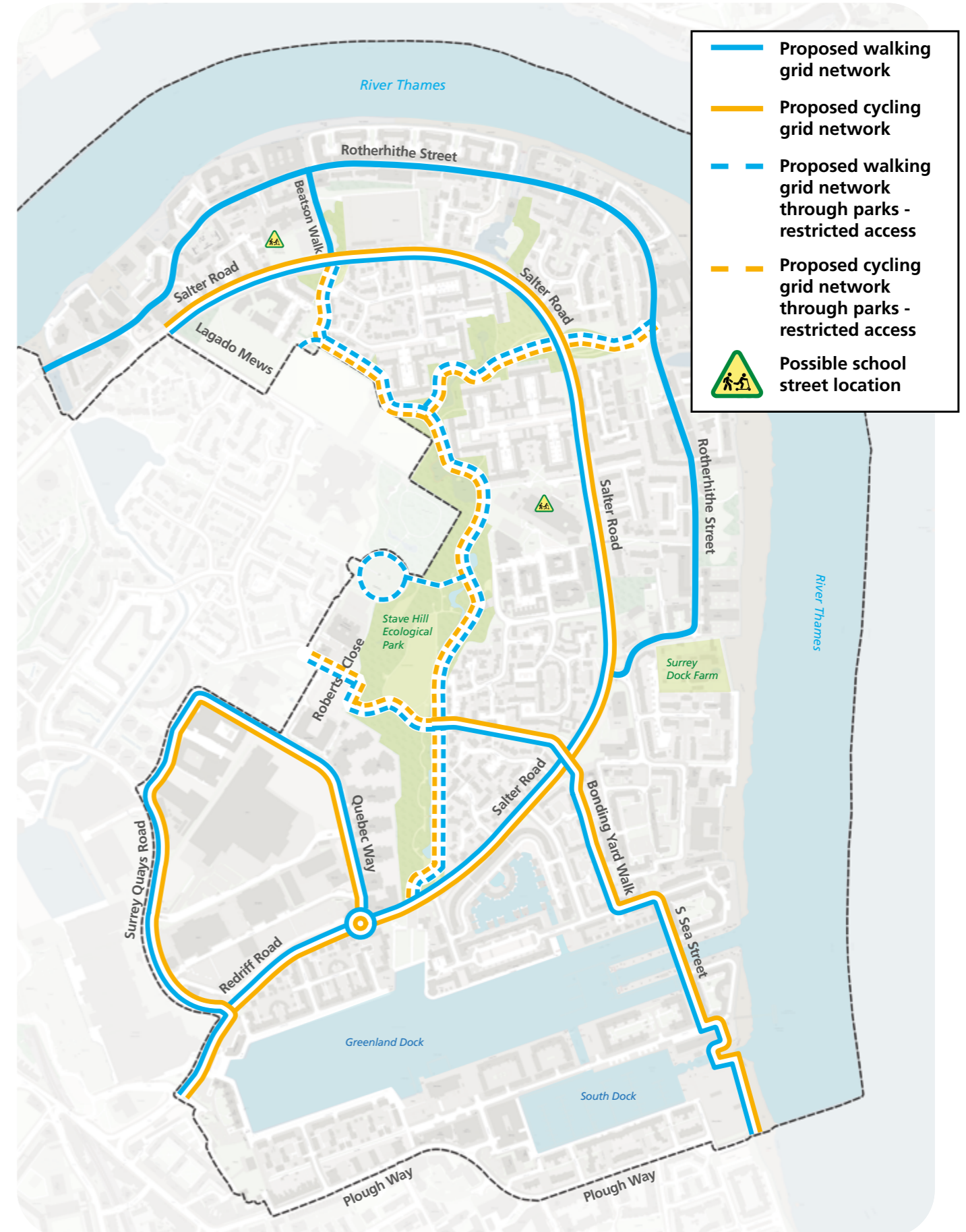
North Bermondsey



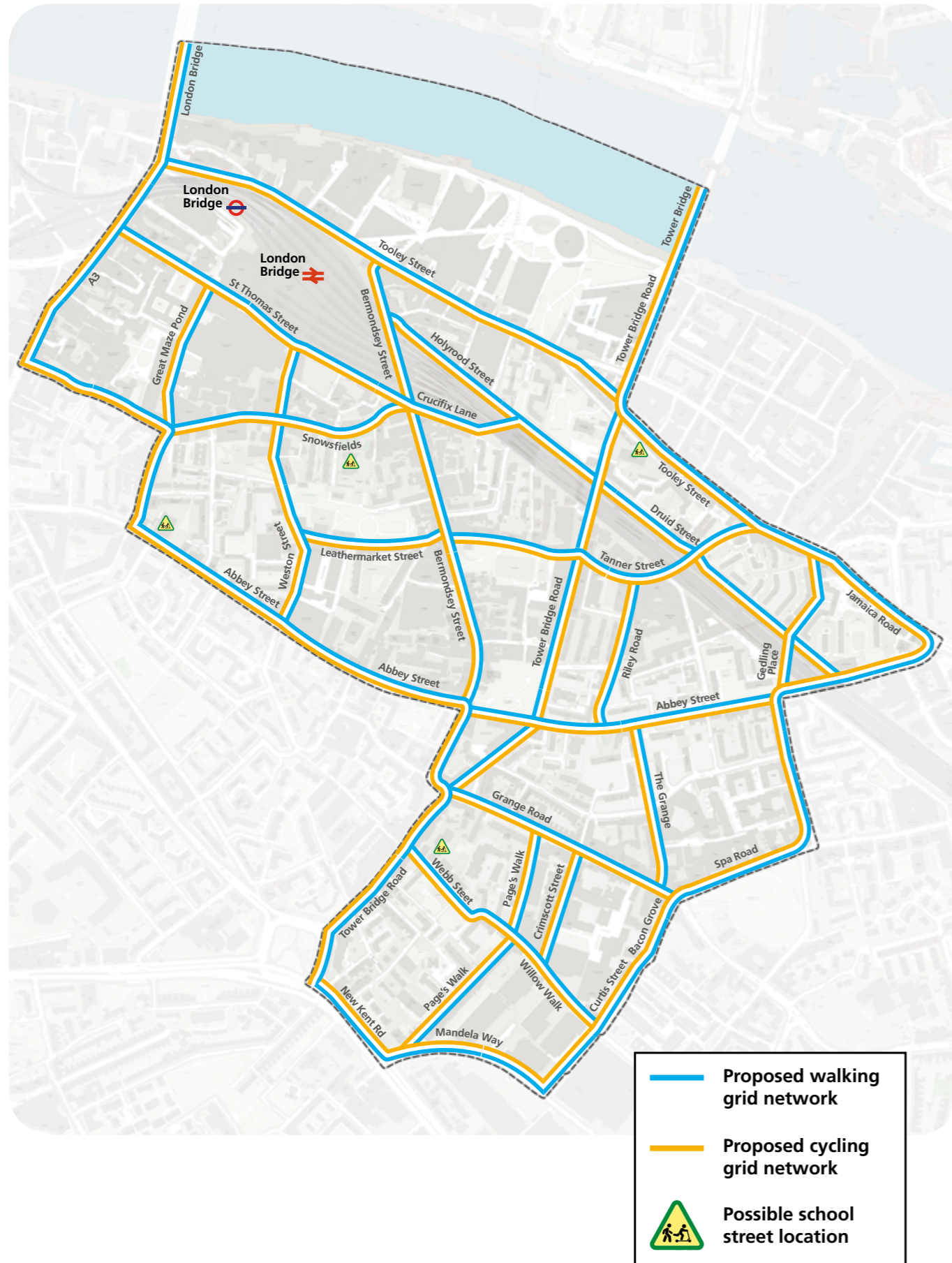
Rotherhithe



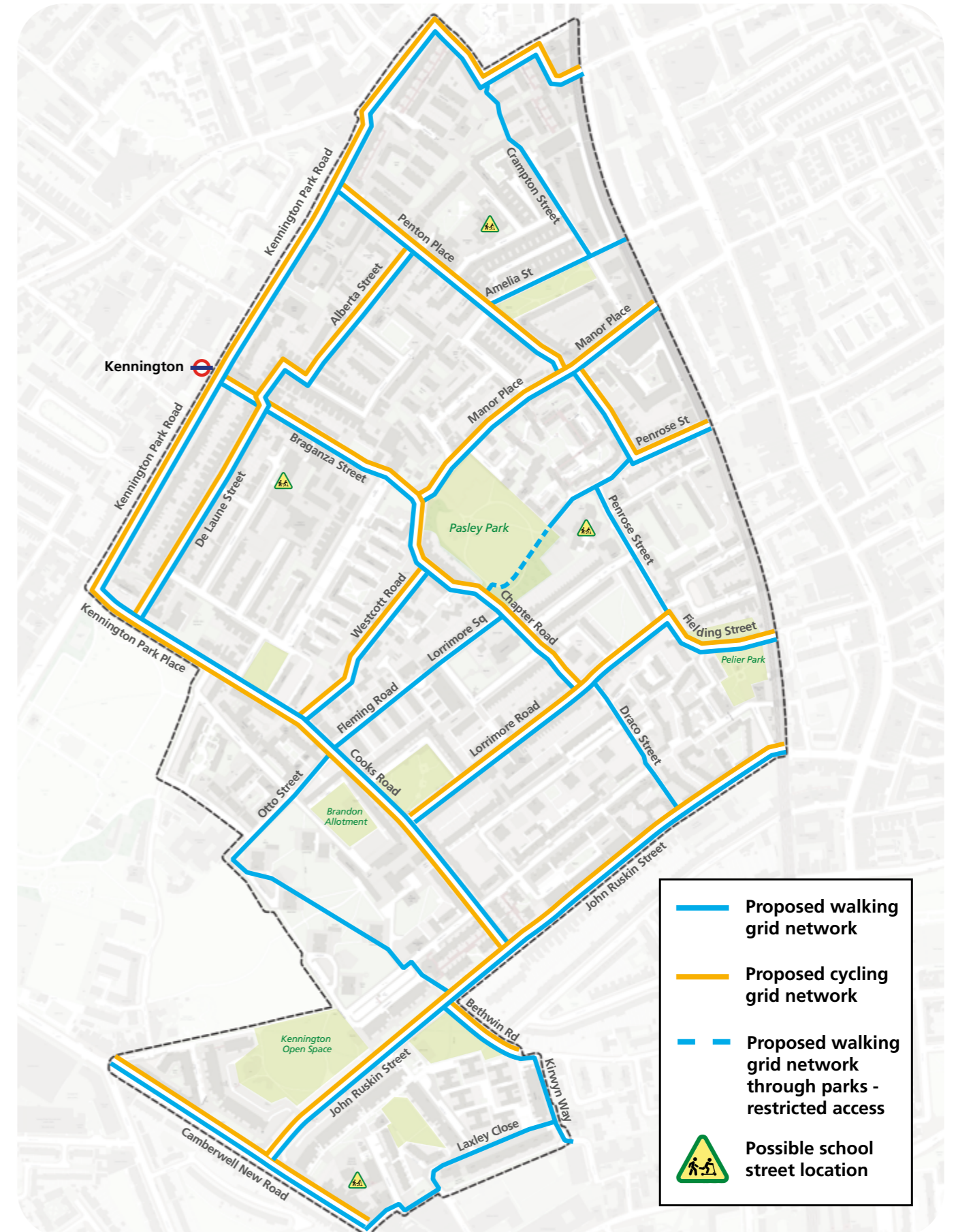
Surrey Docks



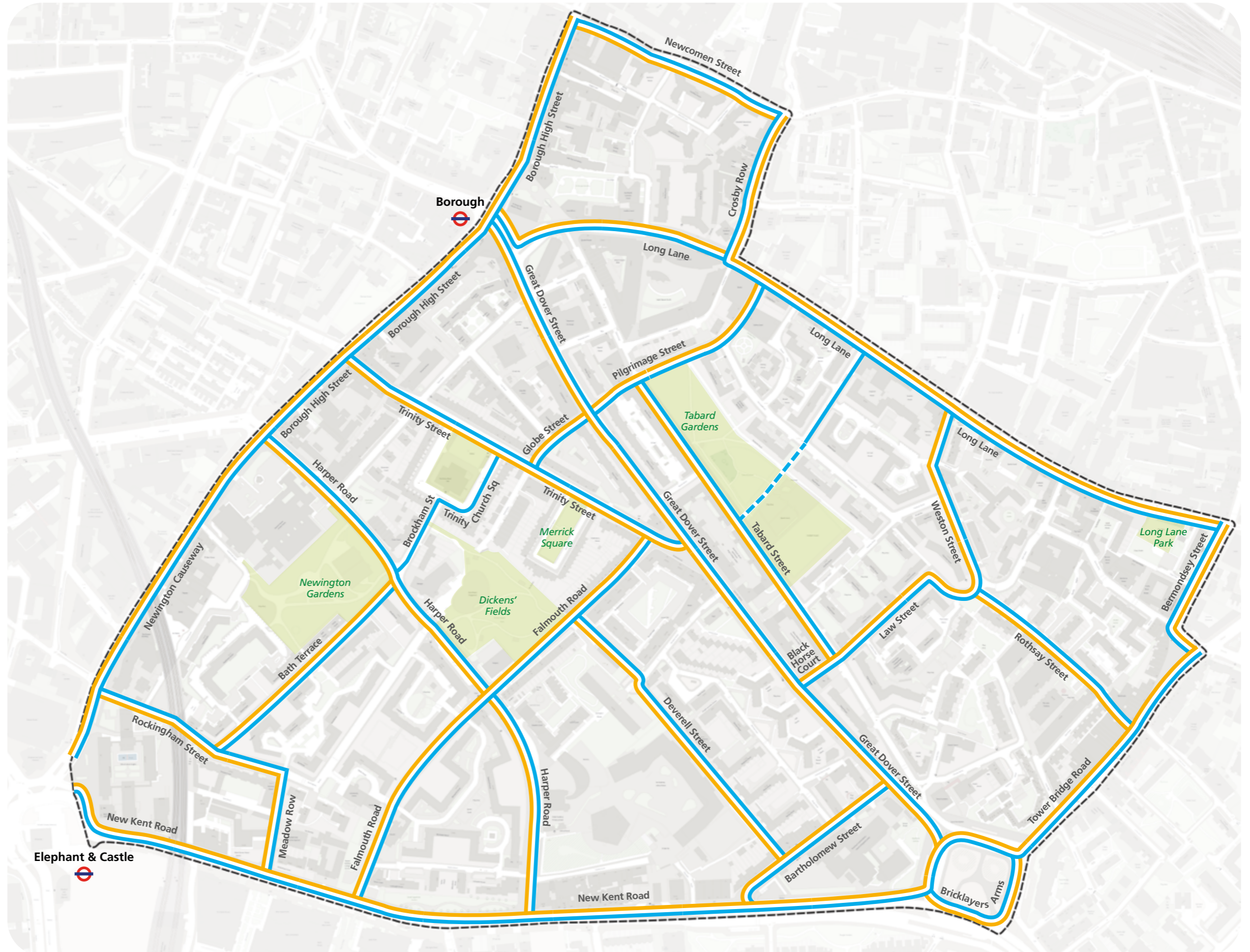
London Bridge & West Bermondsey







Newington

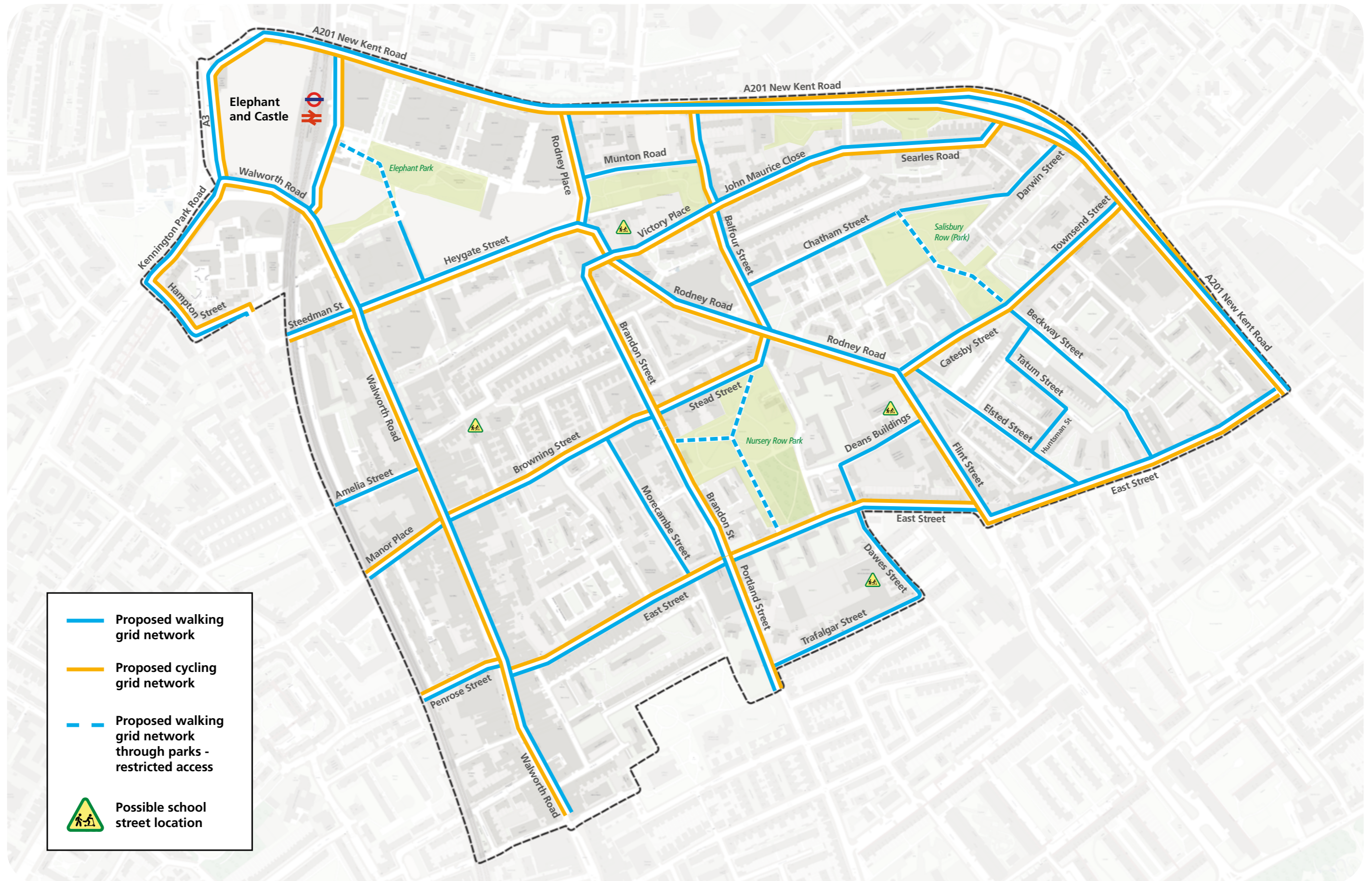


Chaucer

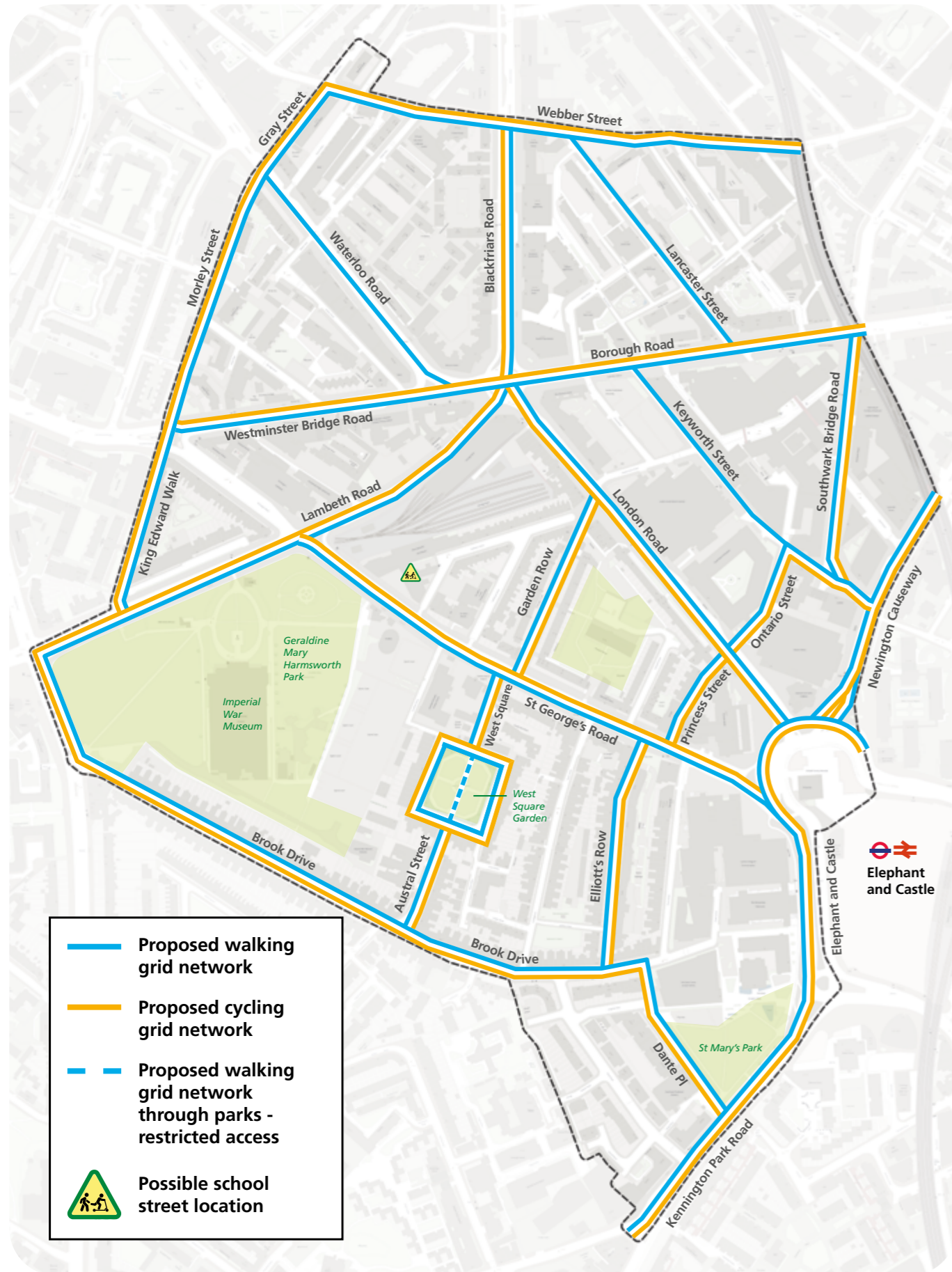


-  Proposed walking grid network
-  Proposed cycling grid network
-  Proposed walking grid network through parks - restricted access
-  Possible school street location

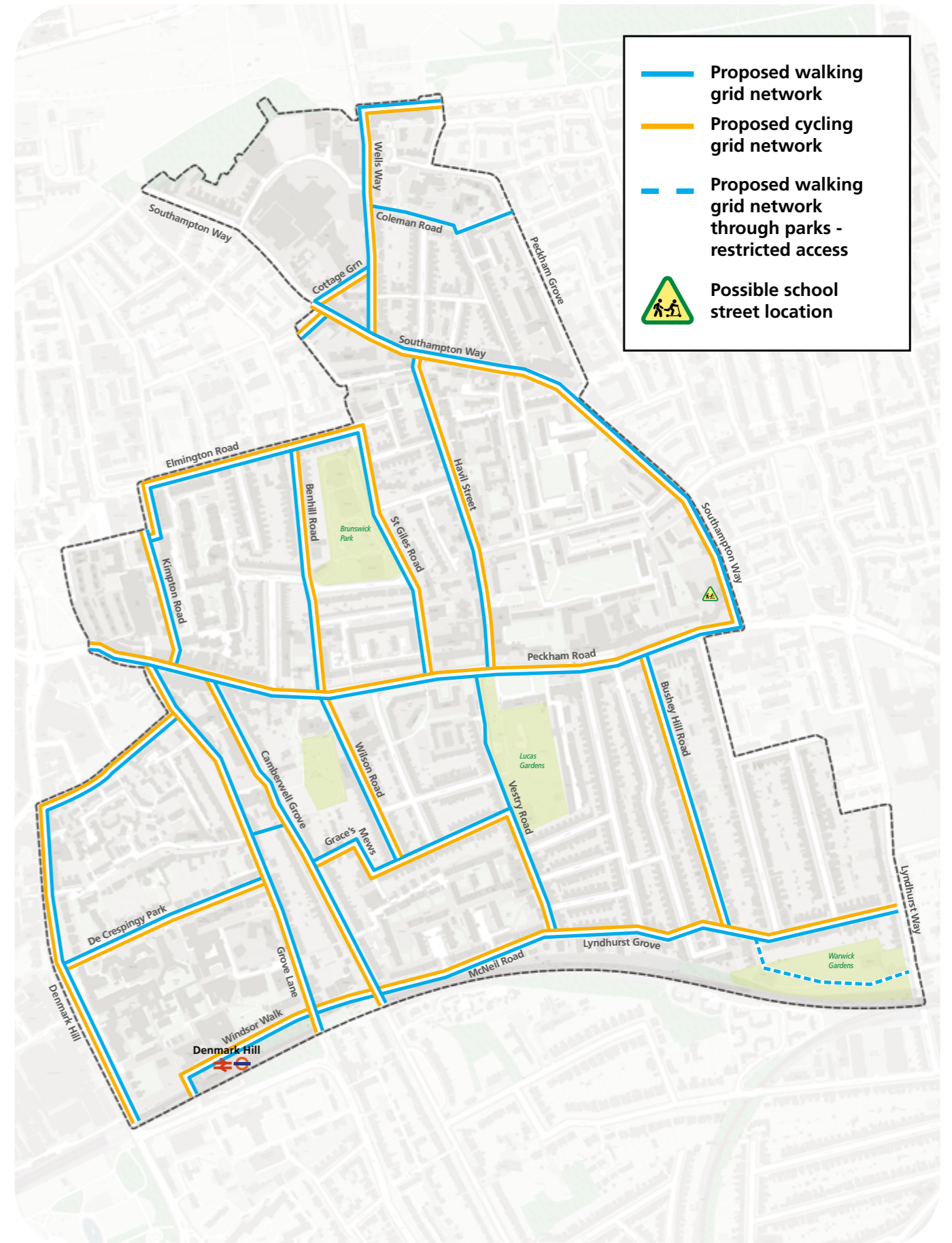
North Walworth



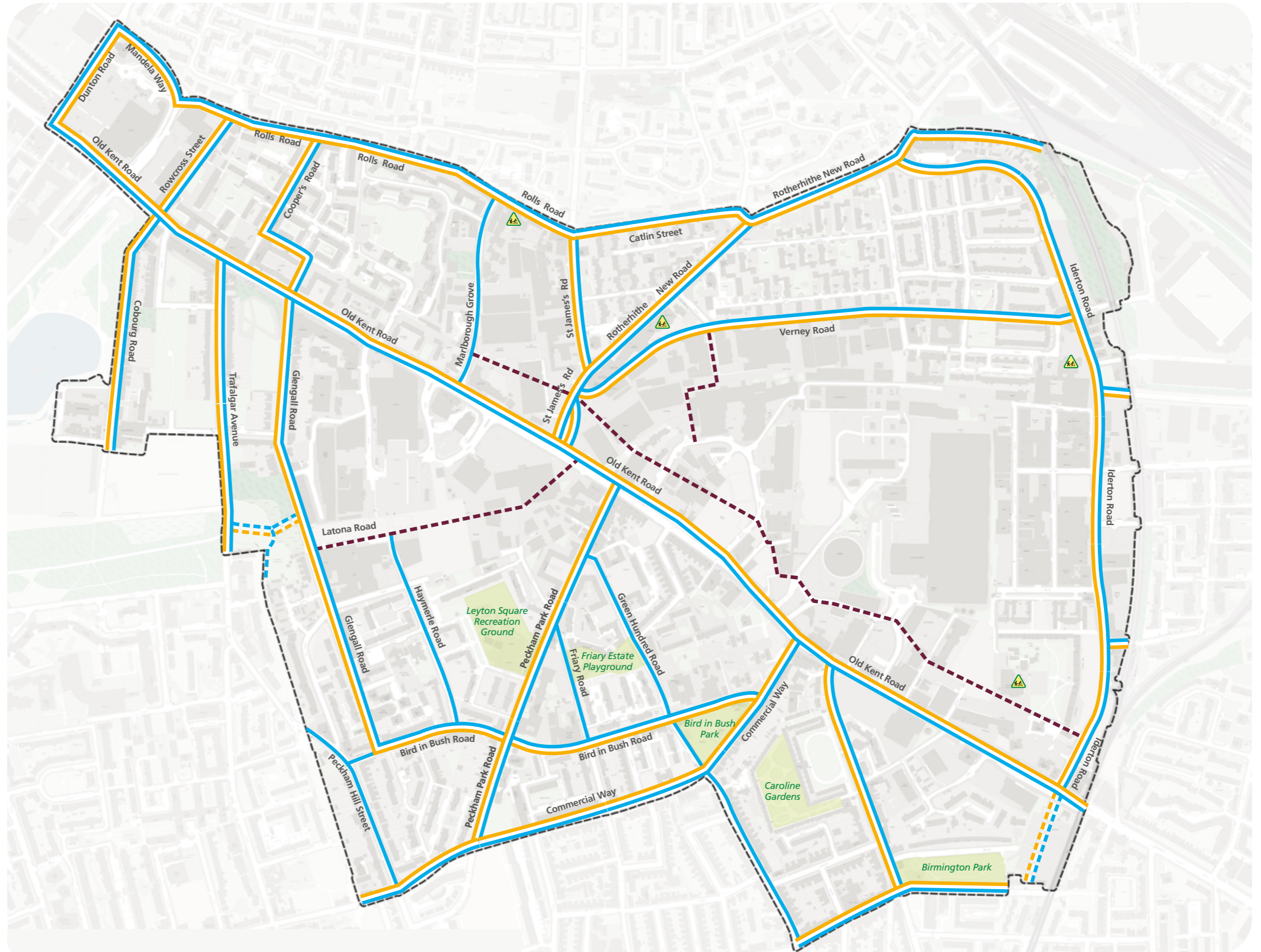
St George's









St Giles

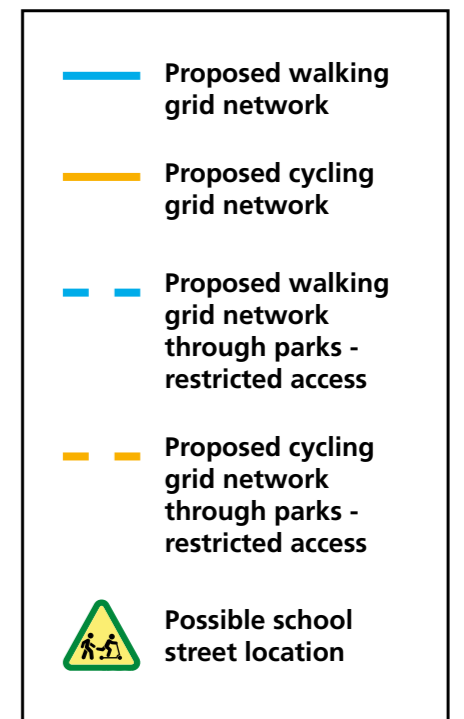
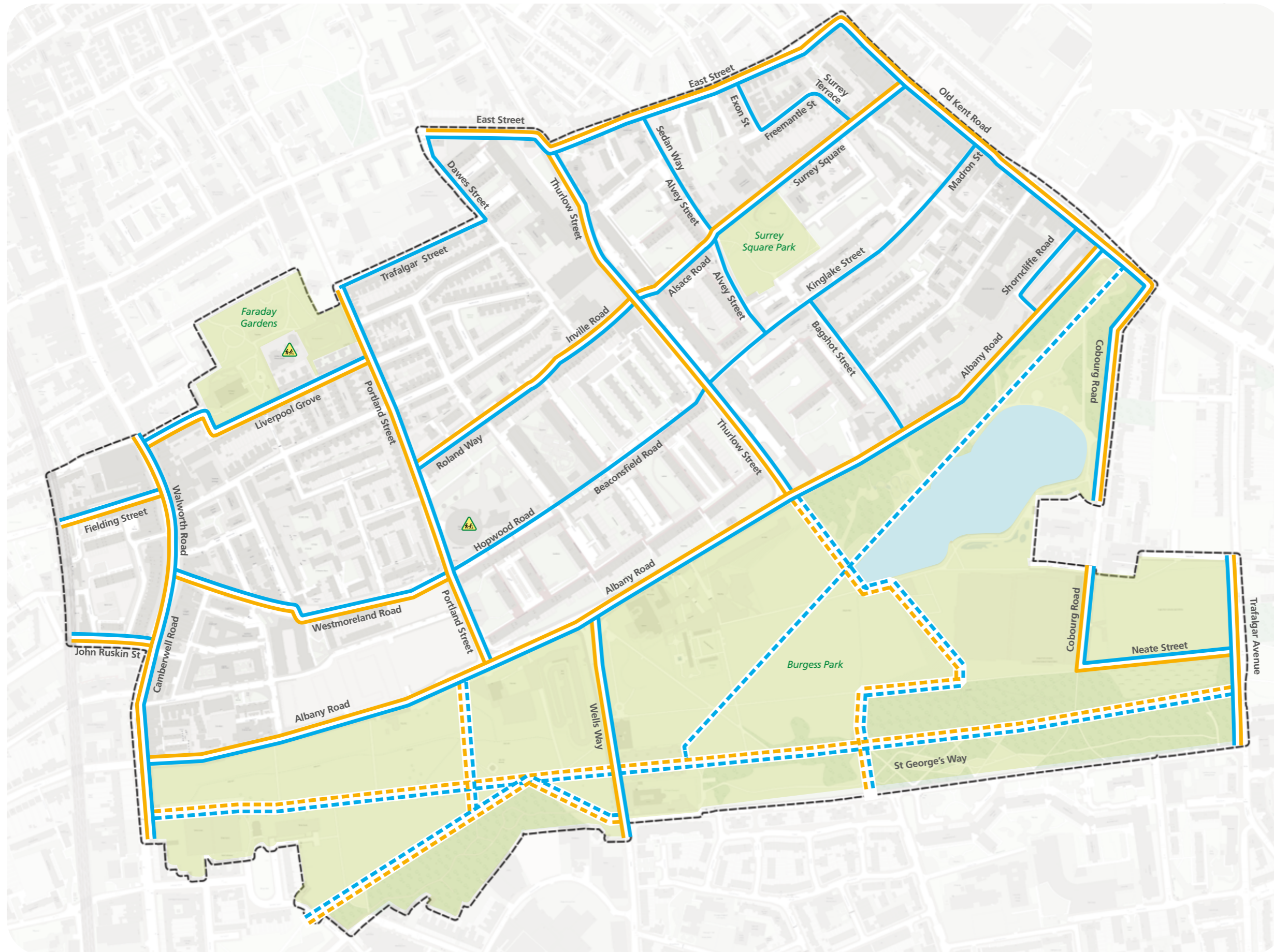


Old Kent Road

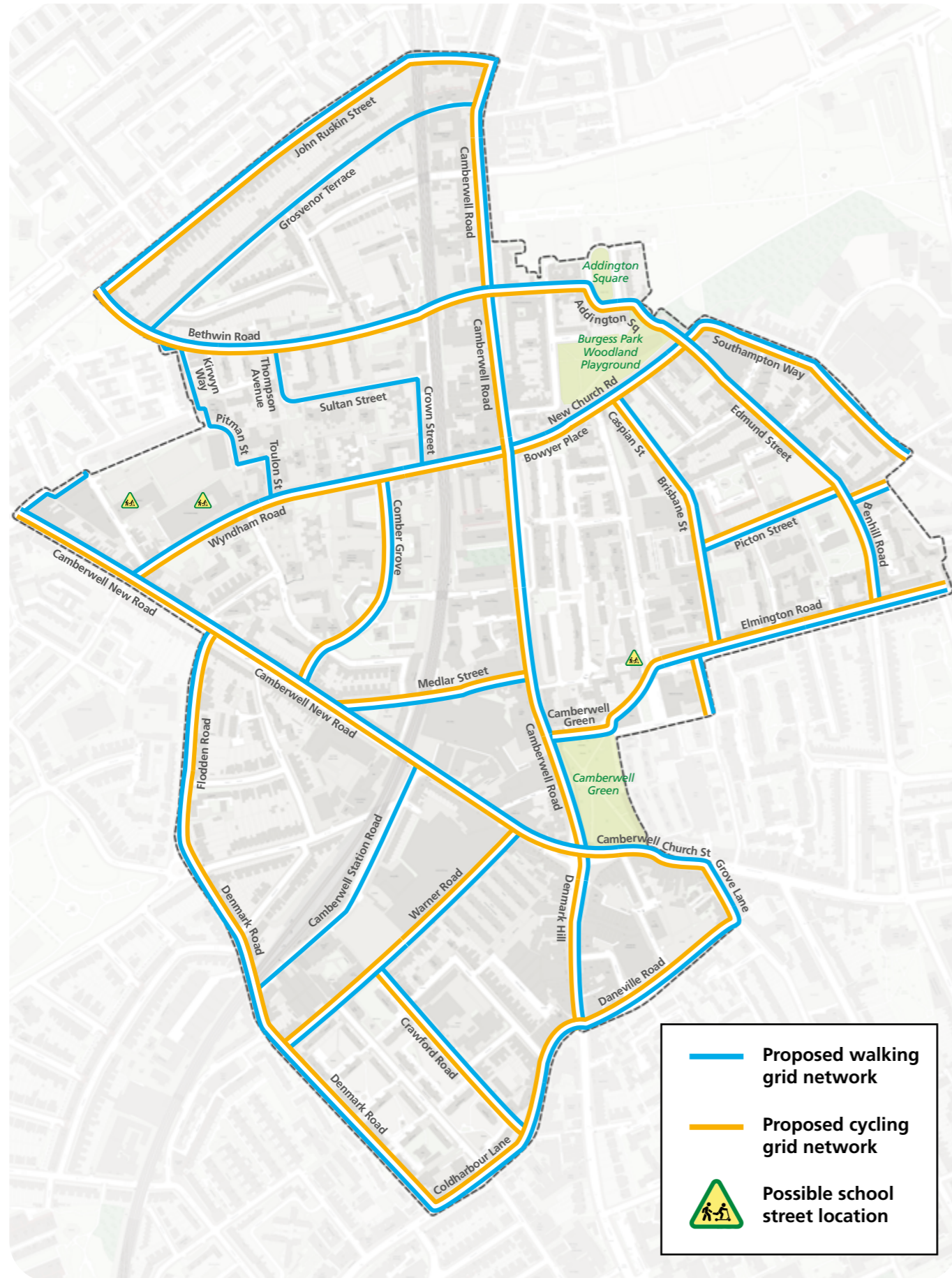


-  Proposed walking grid network
-  Proposed walking grid network through parks - restricted access
-  Proposed cycling grid network through parks - restricted access
-  Proposed cycling grid network
-  Old Kent Road new pedestrian and cycle link - in progress
-  Possible school street location

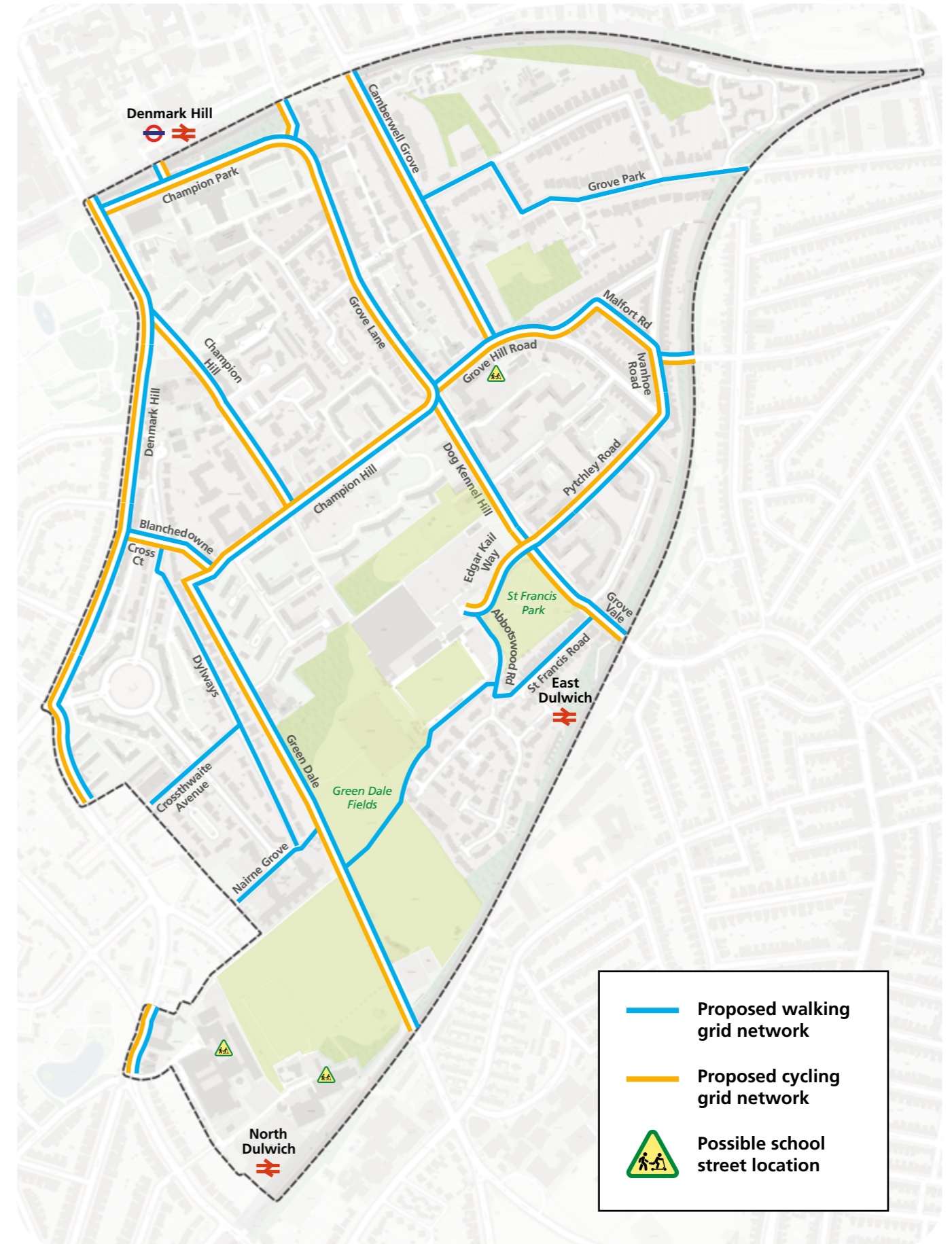
Faraday



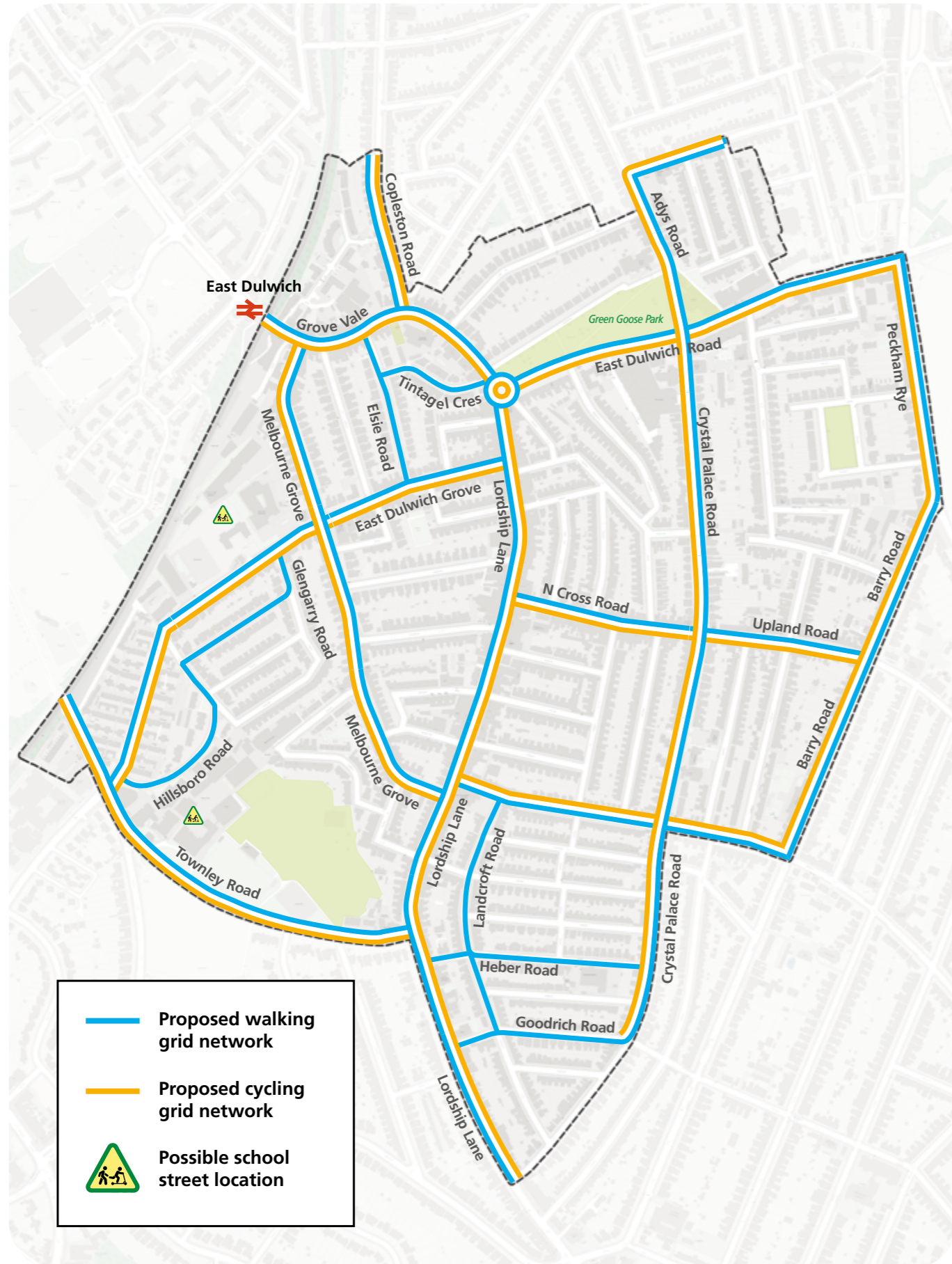
Camberwell Green



Champion Hill



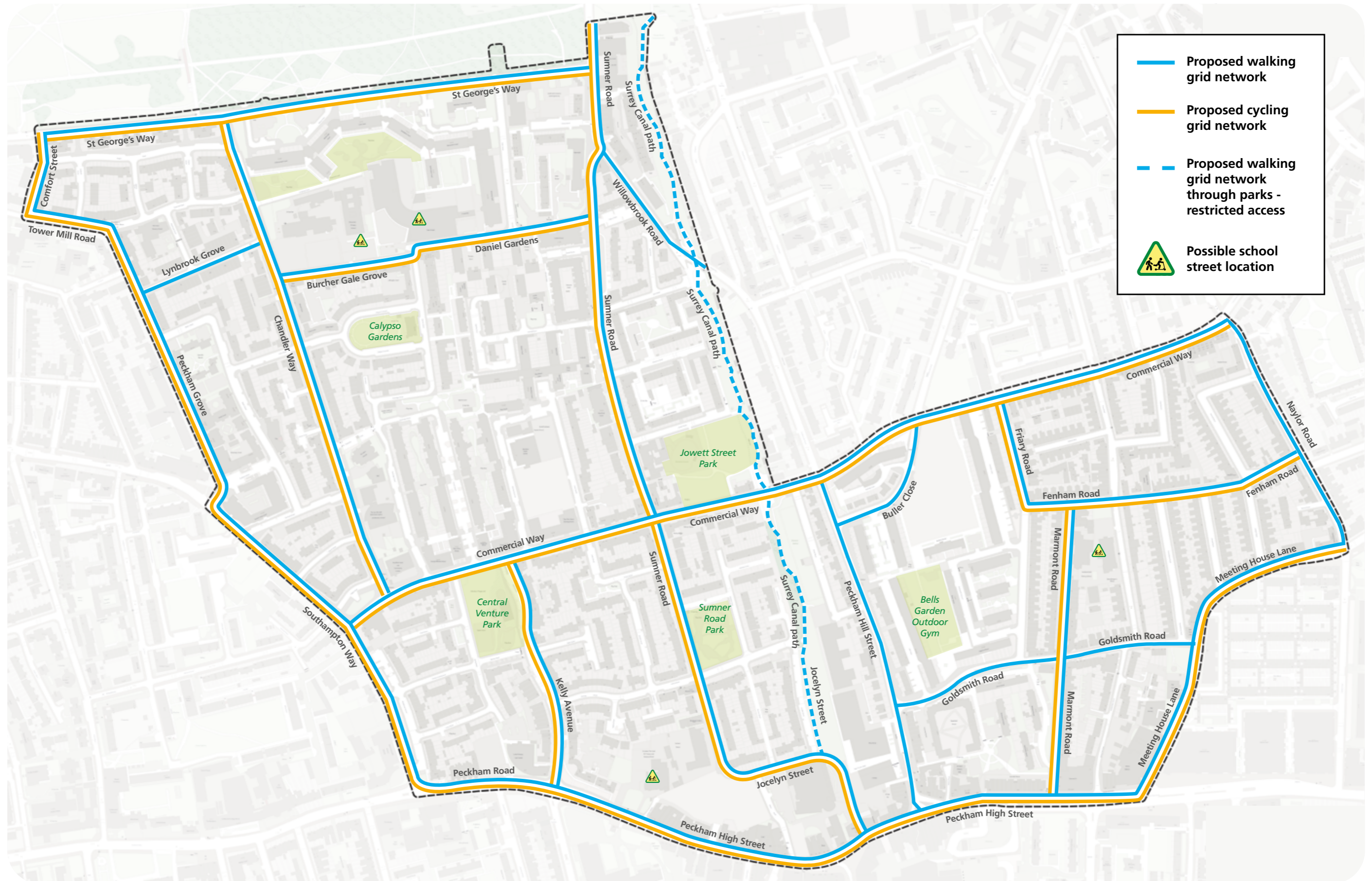
Goose Green



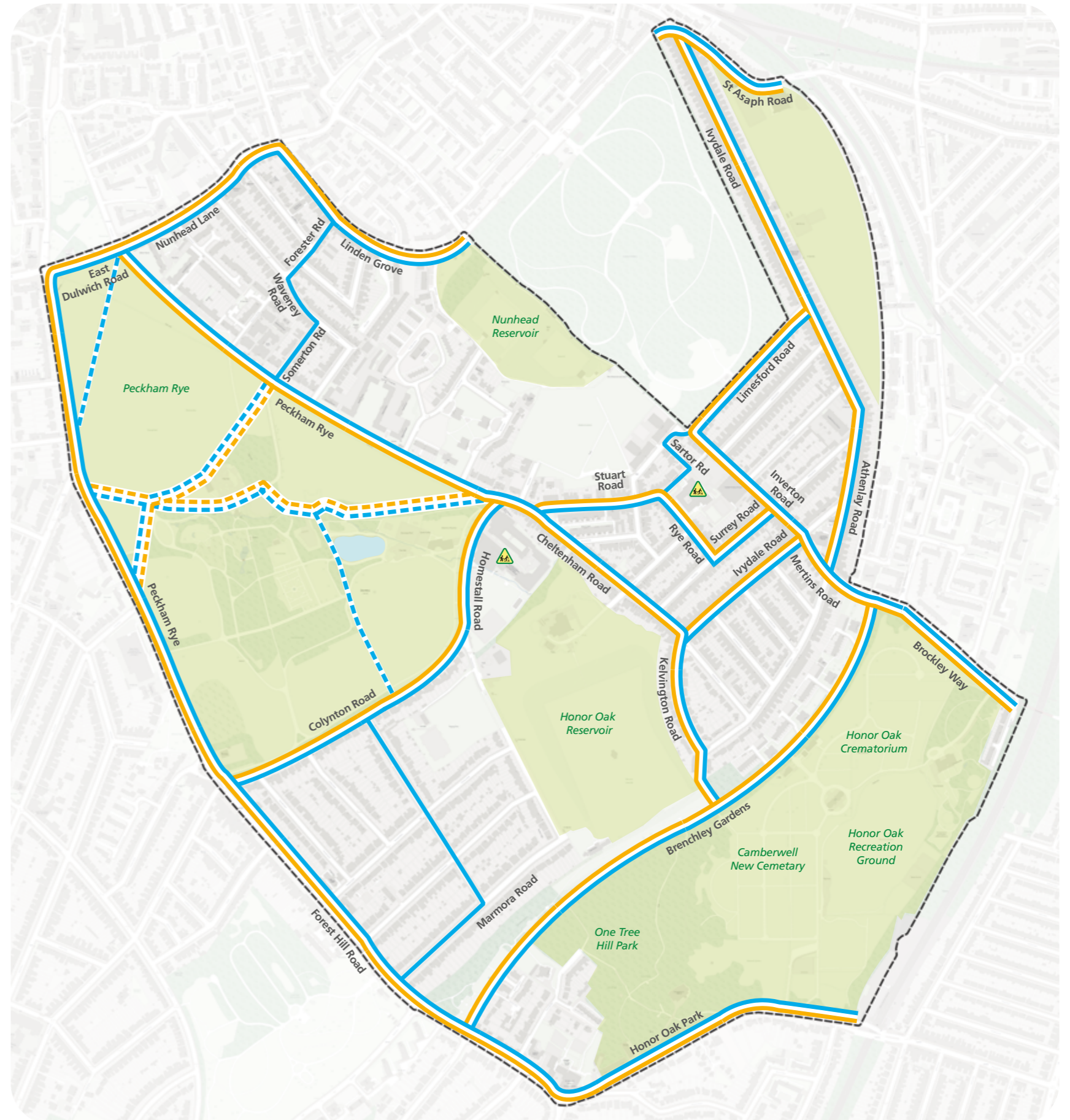
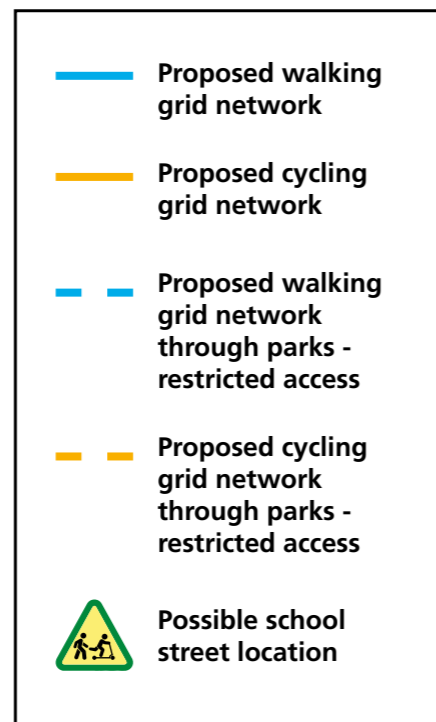
Nunhead & Queen's Road



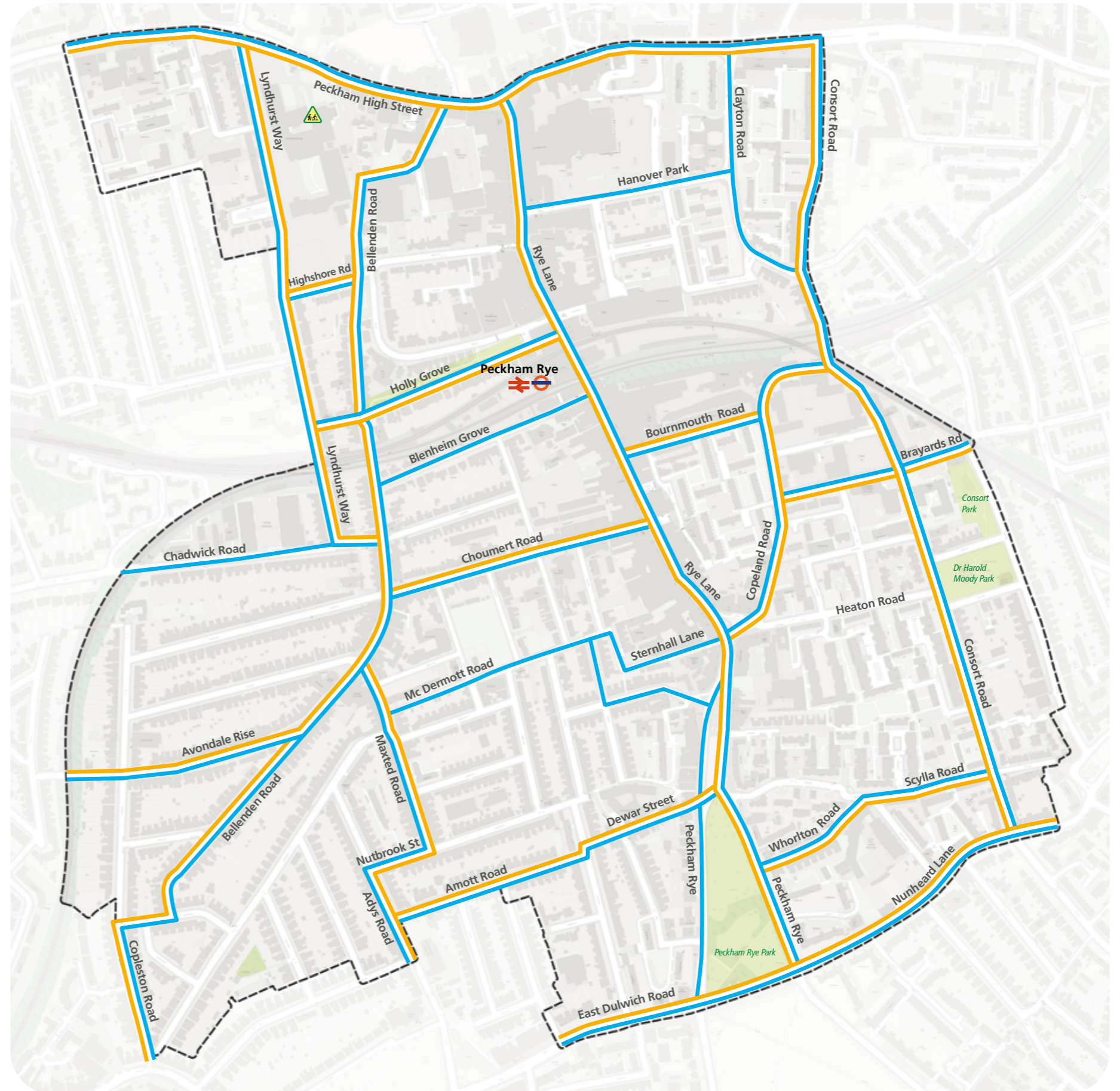
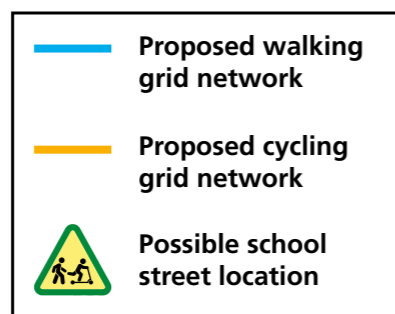
Peckham



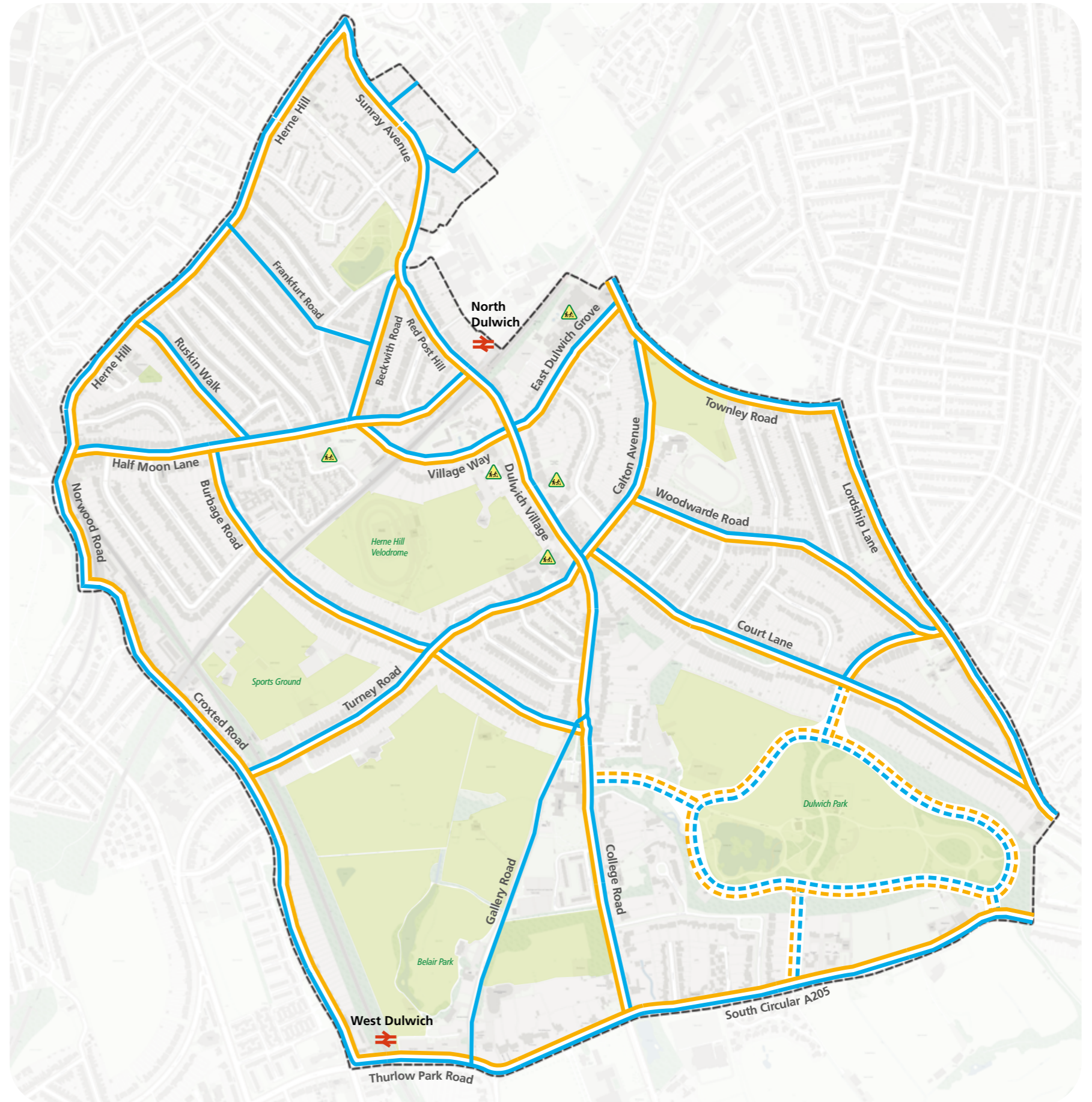
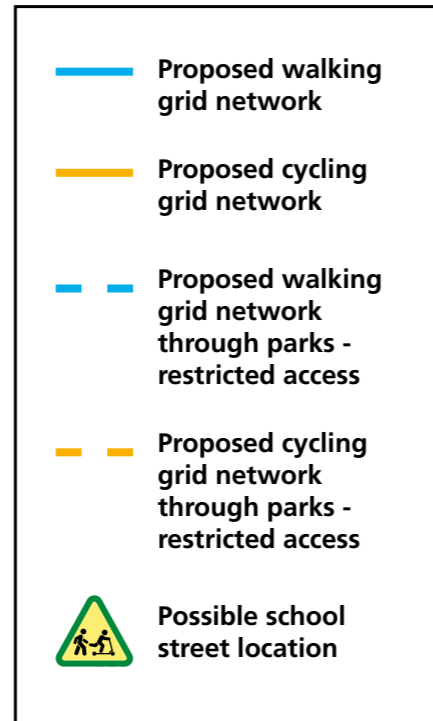
Peckham Rye



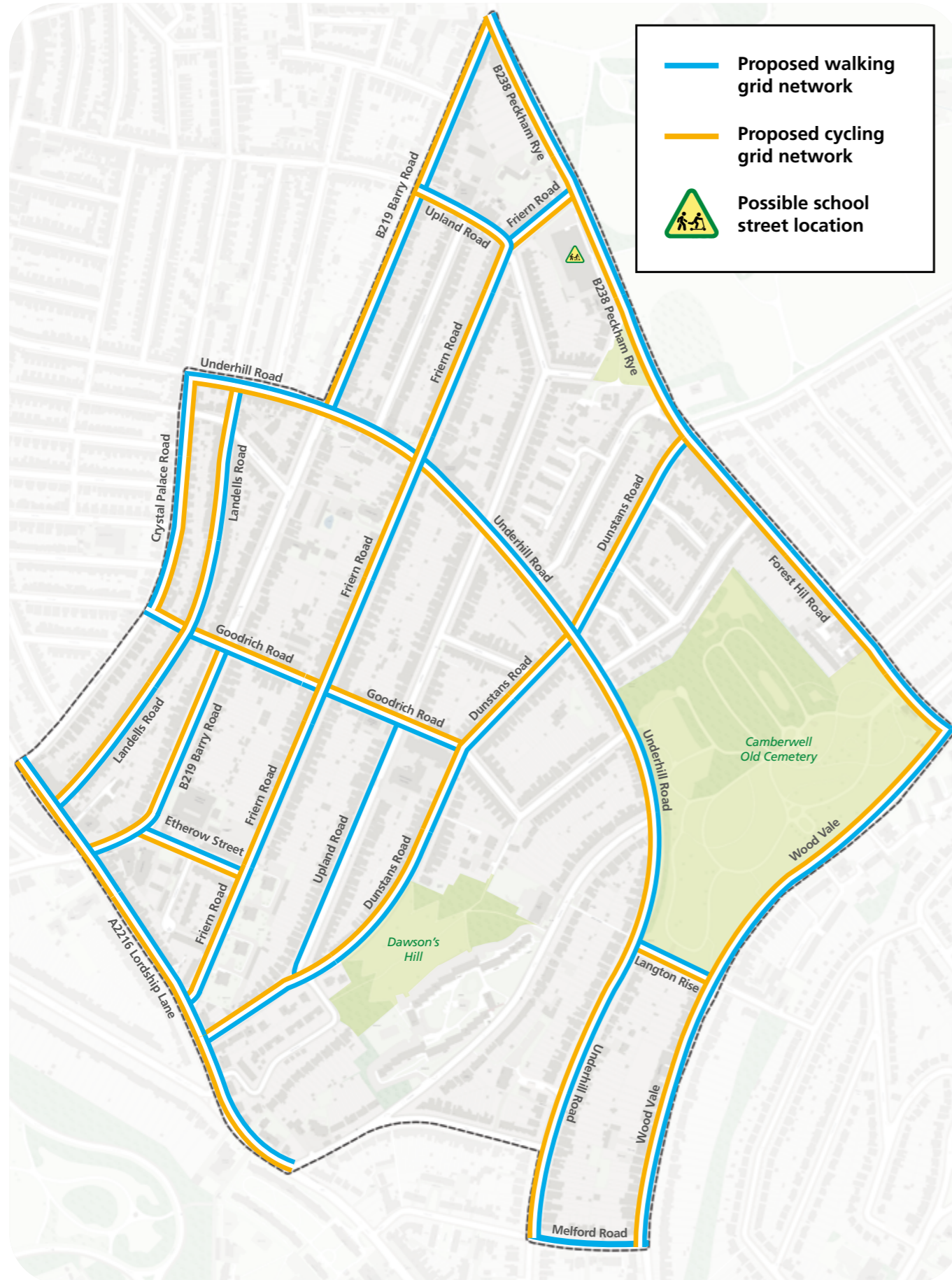
Rye Lane



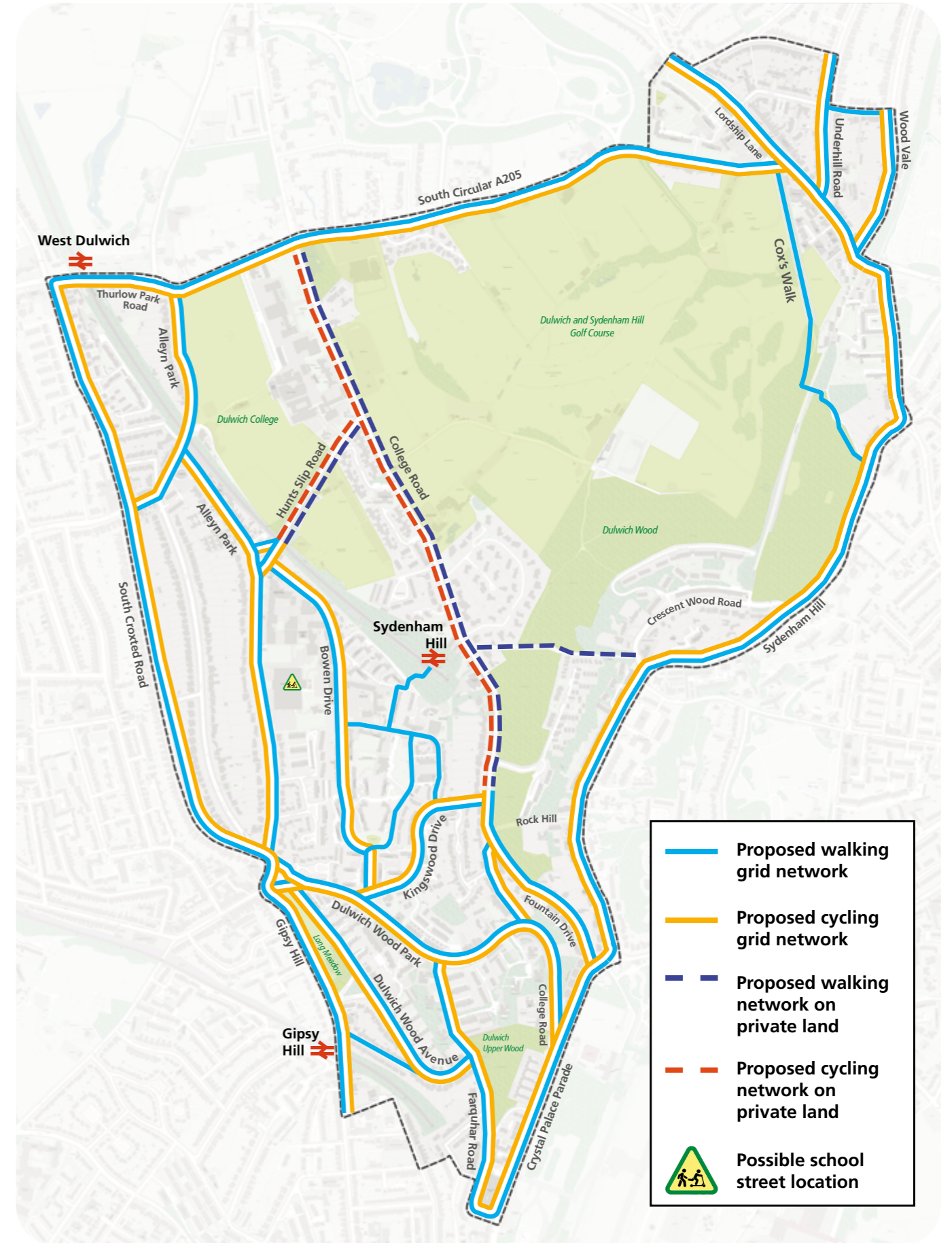
Dulwich Village



Dulwich Hill



Dulwich Wood



Amendments and corrections to Streets for People

The consultation has reaffirmed that the commitments set out in the Streets for People strategy reflect the priorities of residents.

Specific feedback during the first year of delivery has provided further thought on how best to deliver a small number of the objectives in a more practical way:

The strategy stipulates two dates for the delivery of the pledge **'Every school to have a School street or safety measure implemented'**. This is to be changed to be delivered by 2030

- **Objective 2.3 'Provide for pedestrian comfort by delivering a place to rest every 100 metres and providing water fountains at convenient locations'**

Replaced with **'Provide for pedestrian comfort by delivering additional places to rest and work with businesses to provide access to free drinking water across the borough.'**

Following the analysis of the consultation results, it became apparent that it is not always appropriate to install seating every 100 meters across the borough. A better approach is to look at where people have requested seating, alongside an analysis of the local area, to determine where new seating should be installed. In addition, rather than installing new water fountains which is a lengthy and expensive process, it is more effective for us to encourage cafes, restaurants and pubs etc. to provide access to free drinking water across the borough.

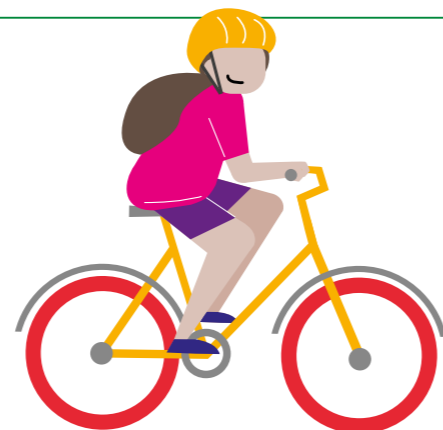


- **Objective 2.5 'Ensure we maintain the minimum pavement clearance required by legislation by enforcing the terms of licenses and moving or replacing waste bins and street furniture where necessary. We will locate new street furniture in the carriageway to avoid restricting pedestrian access'**

Replaced with **'Ensure we maintain the minimum pavement clearance required by legislation by enforcing the terms of licenses and moving or replacing waste bins and street furniture where necessary.'** This change has been made as it is not possible to move all new street furniture into the carriageway.

- **Objective 2.7 'Redesign junctions to ensure a level route and to reinforce pedestrian priority. Deliver new crossings along pedestrian desire paths'**

Replaced with **'When designing new junctions OR redesigning existing junctions, ensure a level route and to reinforce pedestrian priority. Deliver new crossings along pedestrian desire paths.'** This change has been made to make it clear that not every single junction in the borough will be redesigned; only those that are new or we are redesigning as part of our work programmes.



- **Objective 5.1 'Reallocate space and provide additional motorcycle and cycle hire parking where required'** is to be

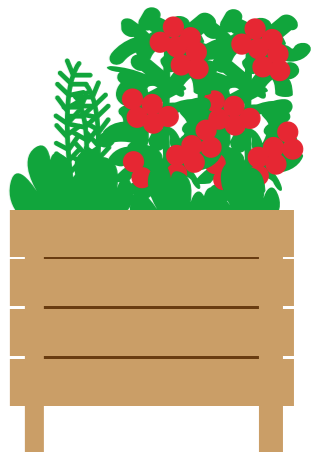
Replaced with **'Reallocate space to provide cycle hire parking where required.'** This change has been made due to the consideration that providing additional motorcycle hire parking is not in line with the ambitions of Streets for People.

- **Objective 7.2 'Review the design of bus stops and bus stands on the carriageway to improve accessibility and boarding, minimise delays and conflicts between buses to make bus travel simpler, more comfortable and more accessible'**

Replaced with **'Lobby TFL, where required, to improve bus accessibility and boarding.'** This change has been made as bus stop design sits under TFL and is not under council control. The council will lobby TFL to make improvements.

- **Objective 7.3 'Improve lighting at all bus stops and interchanges, especially along 24-hour routes. Create social public spaces around station entrances and bus stops to enable natural overlooking and make people feel safer while waiting and interchanging'**

Replaced with **'Lobby TFL to make people feel safer while waiting and interchanging at station entrances and bus stops e.g. by improving lighting.'** This change has been made as lighting at station entrances and bus stops sits under TFL and is not under council control. The council will lobby TFL to make improvements.



STREETS FOR PEOPLE
LONDON BOROUGH OF SOUTHWARK