

GSTTC & LB Southwark joint Healthy Streets Project

October 2020



 facebook.com/southwarkcouncil



Partnership

GSTTC & LB SOUTHWARK

Guy's & St Thomas' Charitable Trust are committed to reducing health inequalities in Lambeth & Southwark. There is a particular focus on child obesity, long-term conditions and air quality which together make a focus on Healthy Streets an obvious priority for them.

- Funding a role in LB Southwark to build relationships between public health and transport
- Funding capacity building of transport officers at LB Southwark
- Funding the Space Changer project currently being delivered in Walworth by Sustrans.
- Willing to innovate
- Expecting clear demonstration of effectiveness and value for money



A unique project

BACKGROUND

Southwark Council are working with Guy's and St Thomas' Charity (GSTTC) to deliver a unique project

- Partnership project with **Public Health**, **Highways** and **Transport Policy**
- Supported by Lucy Saunders from Healthy Streets
- £250,000 funding – with £50,000 of this for evaluation to measure the health impacts
- Primary focus on contributing to **reducing health inequalities** and supporting **children's independent movement**
- Bolstering Southwark Council's capacity to make changes to the street environment in response to the pandemic by:
 - ensuring people are able to social distance
 - enabling people to travel more short journeys on foot or by cycle
 - helping residents feel confident about returning to daily activities, such as work or school



A unique project

AIM & OBJECTIVES

The aim of this project is to improve the healthiness of the streets in the project areas so that more people can comfortably walk, cycle and spend time on these streets.

Project areas are neighbourhoods in which people are accessing schools, parks and local amenities.

Reducing inequalities is built into the project objectives through the choice of project locations and application of the Healthy Streets Approach.

- Deliver measurable improvement in Healthy Streets score for intervention streets
- Deliver no reduction in Healthy Streets score for adjacent streets
- Deliver measurable improvement in walking and cycling levels in project areas compared with control areas
- Deliver measurable increase in 'dwell time' in project areas compared with control areas



How were project locations identified?

SELECTION CRITERIA

Data for Southwark was mapped to identify areas with:

- High child obesity
- Poor air quality, particularly around schools
- High levels of social housing and deprivation
- Higher proportions of Black ethnicity
- Schools
- Local parks

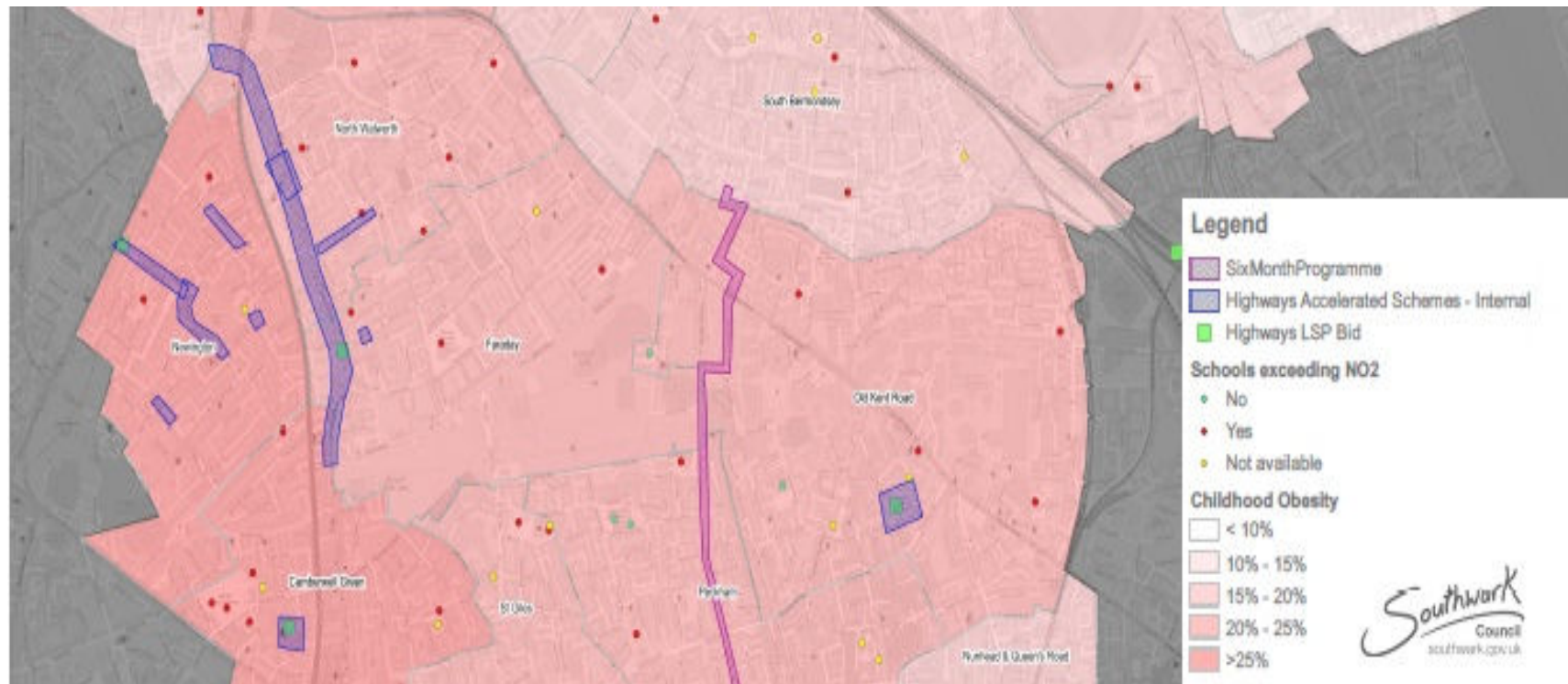
These areas were further refined by considering:

- Potential to make a measurable improvement to public health with the budget available
- Ability to change the streets i.e. non-TfL managed streets, access for public service vehicles
- Potential to serve local communities who have not previously received investment by LB Southwark in their street environments
- Feedback from residents and businesses on the Commonplace map of their current needs



How were project locations identified?

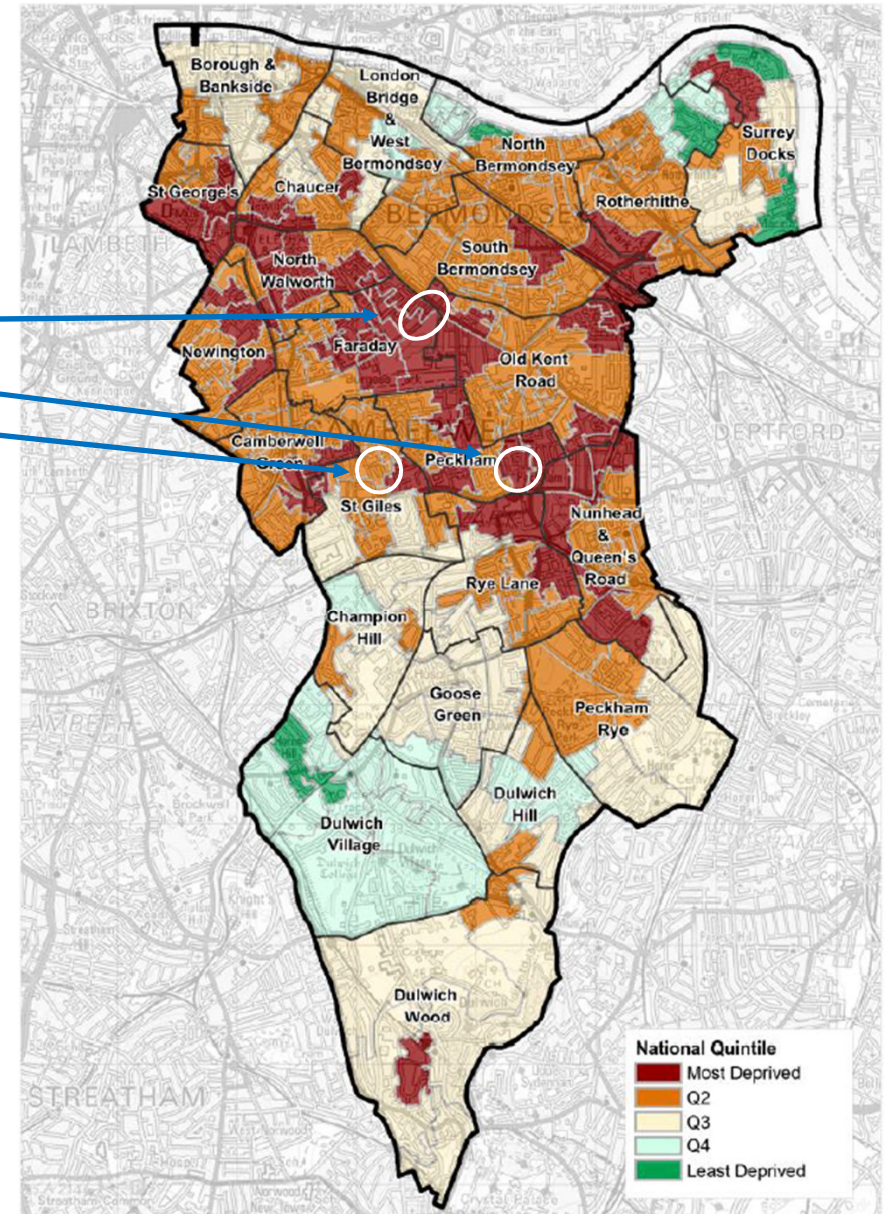
SOUTHWARK'S CHILD OBESITY BELT



How were project locations identified?

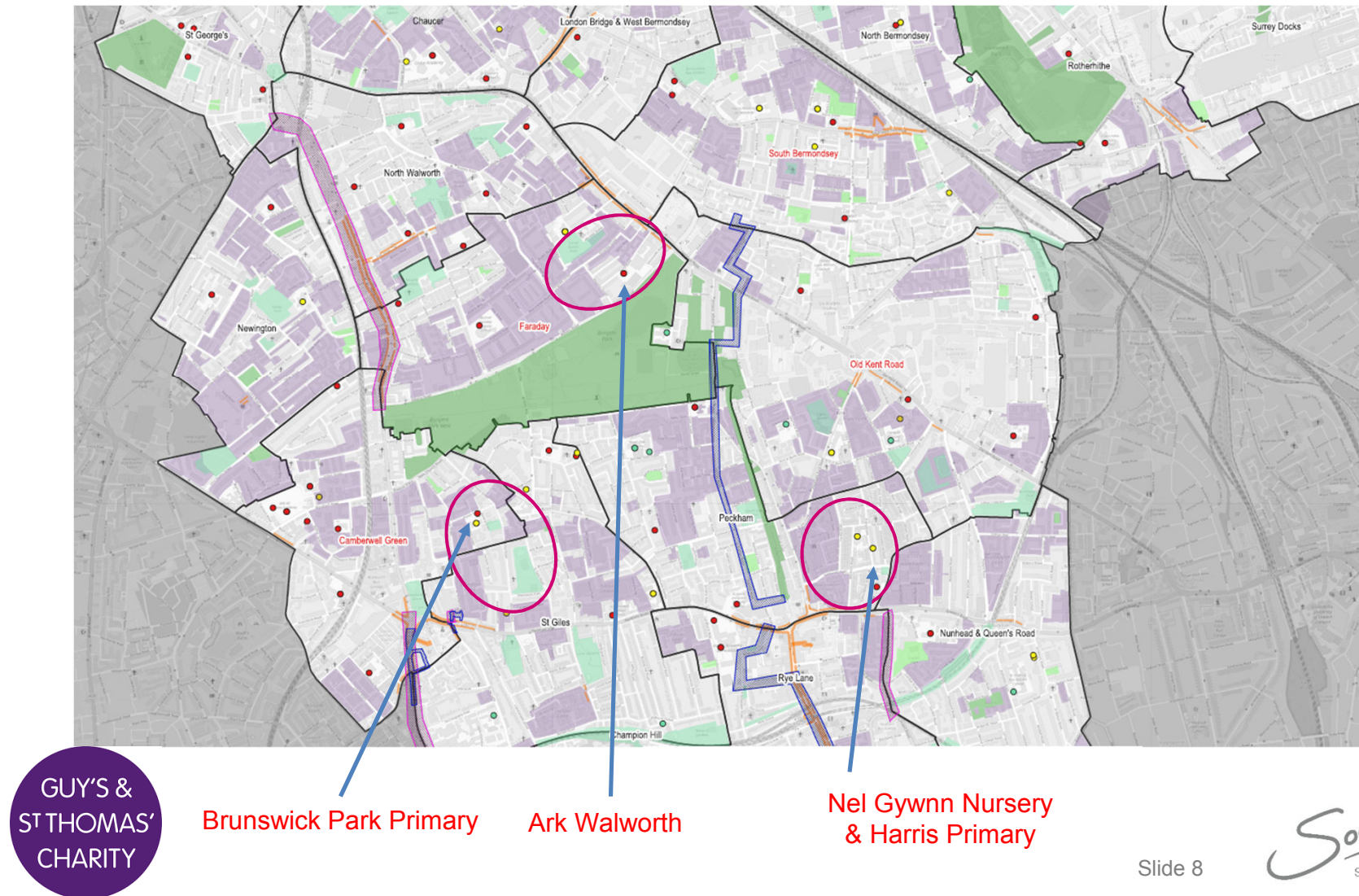
HIGHEST DEPRIVATION LEVELS

Project
locations



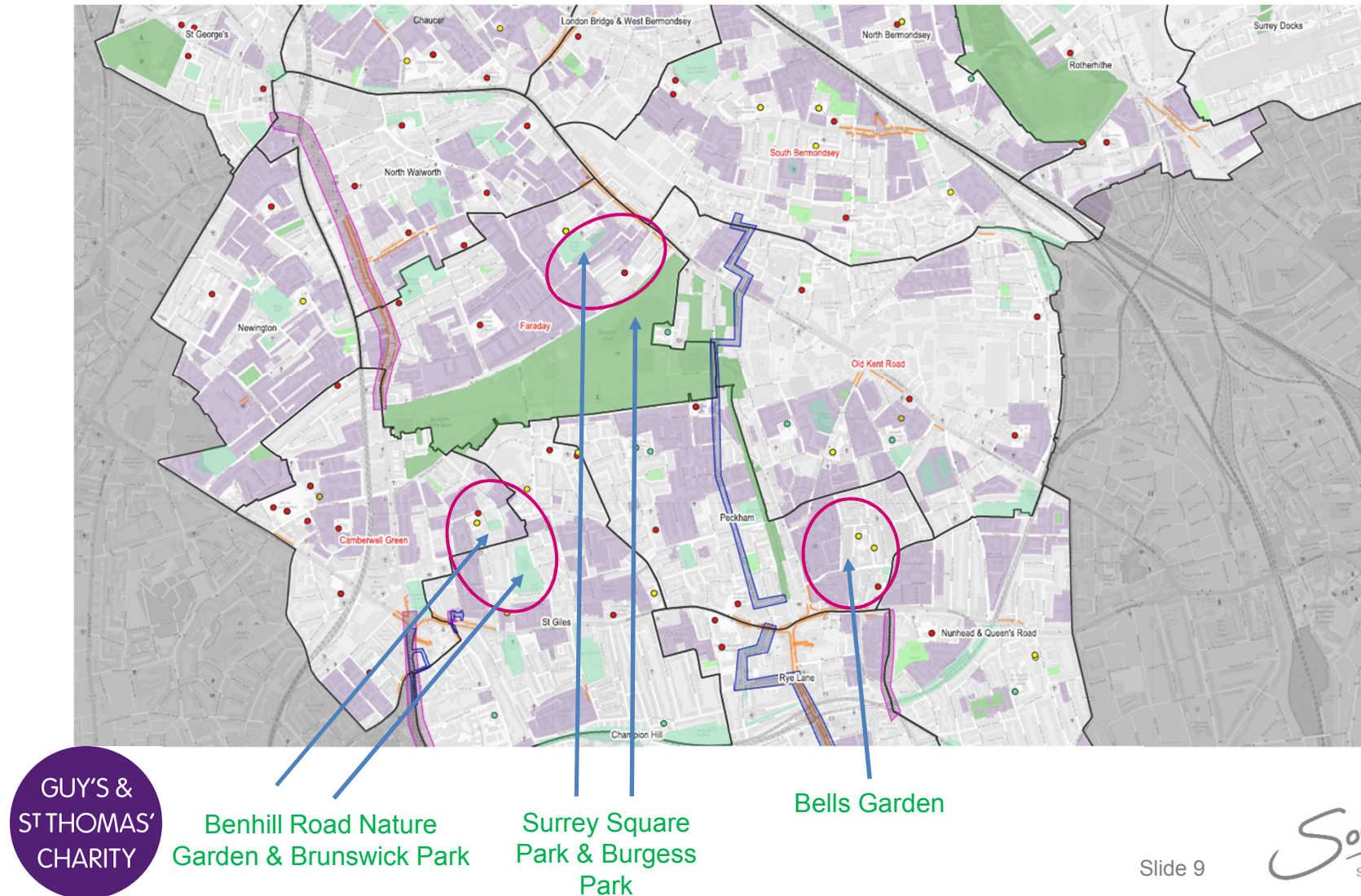
How were project locations identified?

SCHOOLS WITH POOR AIR QUALITY



How were project locations identified?

SOCIAL HOUSING & GREEN SPACES



Having a measurable impact with a low budget

INTERVENTION DEVELOPMENT

- There is a budget of £200,000 for three neighbourhoods, so approximately £65,000 per neighbourhood.
- The project needs to have a big enough impact to deliver measurable changes in the streets and how people use them.
- Measures such as zebra crossings, raised tables at junctions and widened pavements are beyond the budget of this project.
- The locations were each carefully assessed from a Healthy Streets perspective to identify the measures that would deliver the biggest impact on the Healthy Streets Indicators for the budget available.
- Measures include:
 - Filters
 - Temporary pavement widening
 - Improving accessibility by adding dropped kerbs
 - Improving crossing points
 - Adding seating
 - Adding planting
 - Coloured surfacing
 - Improving cycling access into the neighbourhood
 - Removing parking spaces

A robust evaluation to help us understand impact

WHAT WE ARE EVALUATING

We are spending 20% of the budget on evaluation, taking a robust approach to help us to understand the impact of these kinds of projects in Southwark

The evaluation will answer the following questions:

- **How much have the streets physically changed in relation to the Healthy Streets Indicators?**
 - This is measured using the Healthy Streets Check for Designers
- **Are people using the streets differently?**

This is measured by:

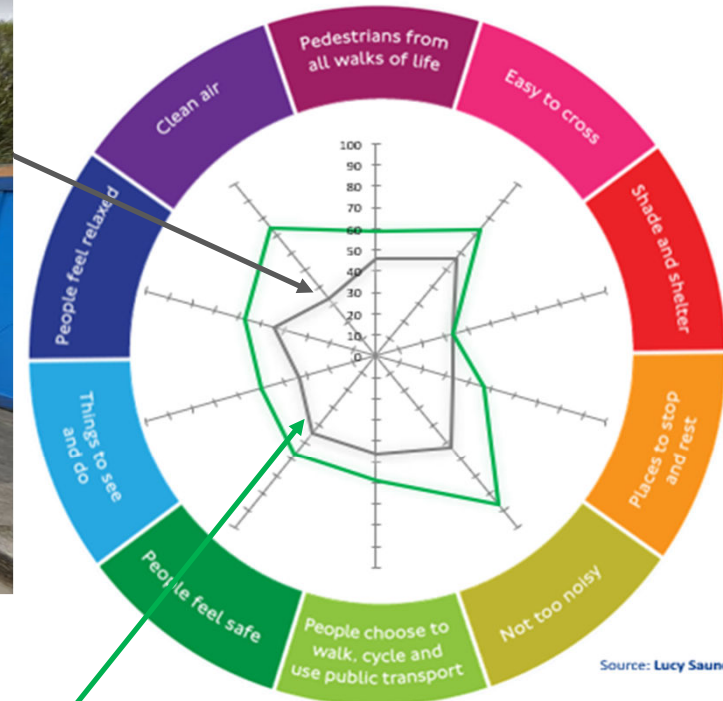
 - Automatic Traffic Counts, which measure the numbers of motorised vehicles and cycles on the road and their speeds
 - On-street Cameras, which measure the numbers of people walking, cycling, driving and dwelling and categorise the different kinds of activities they are doing: standing, sitting, playing etc

Example of Healthy Streets Check scores

DALWOOD STREET



A planter filter proposed for Dalwood Street would increase its Healthy Streets score by 15 points



	Existing layout	Proposed layout	% point change
Overall Healthy Streets Check score	45	60	15

A robust evaluation to help us understand impact

MEASURING IMPACTS ON ADJACENT STREETS

We are also monitoring changes in the flows of motorised vehicles and cycles on the streets adjacent

- We anticipate a reduction in motorised vehicle trips from the measures we are implementing e.g. a safer and more pleasant walking experience for families to nursery, school, park.
- We also anticipate rat running vehicles will re-route to adjacent streets. So we will be monitoring motorised vehicles and cycles on adjacent streets to understand the impacts.

A robust evaluation to help us understand impact

WHAT WE ARE NOT EVALUATING

▪ Air Quality

- We are not measuring air quality directly. There is currently not a robust method for measuring local air quality over a short period of time and attributing any changes observed to a particular cause.
- There are new tools being tested at the moment so in the near future it may be possible to measure air quality on localised projects like this.
- However we can draw inferences of the impacts of air quality on health from traffic flow data that is used in the Healthy Streets Check for Designers.

Under normal circumstances we would be measuring

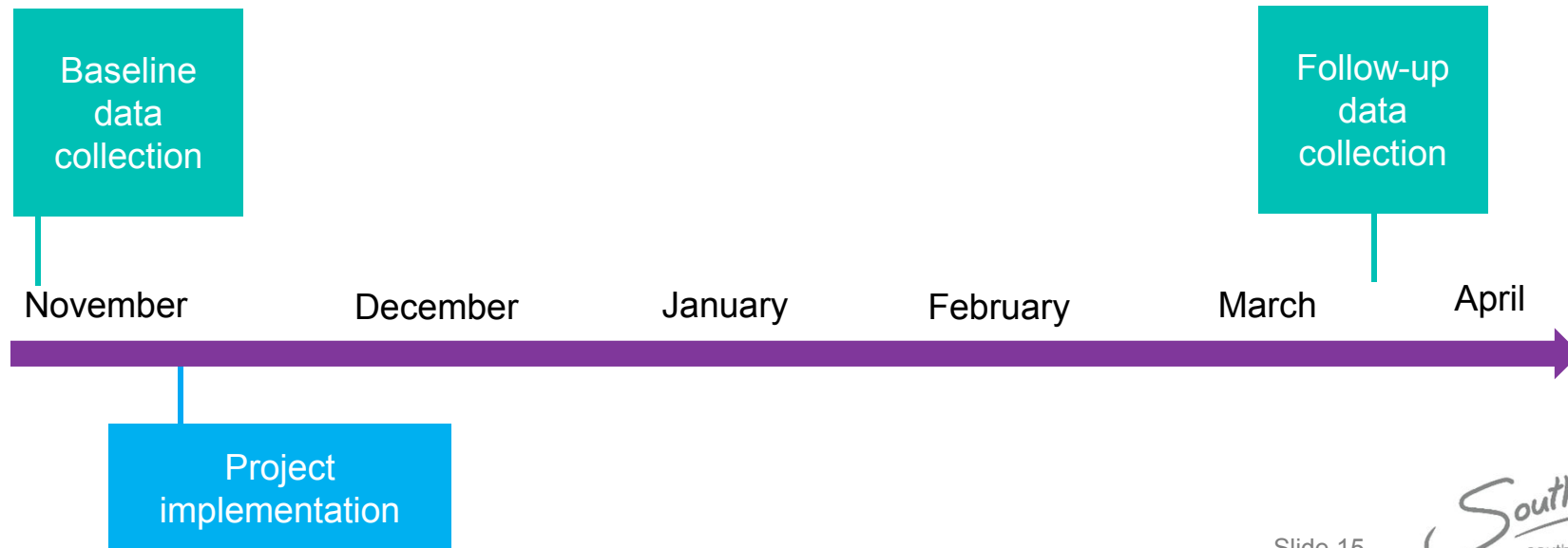
▪ How have people's perceptions of the streets changed in relation to the Healthy Streets Indicators?

- This is measured using the Healthy Streets Survey which is a brief face-to-face interview on the street. We routinely use this method on projects in Southwark but it is not appropriate to do this under the current government guidance on social distancing.

A robust evaluation to help us understand impact

HOW WILL THE EVALUATION BE DONE?

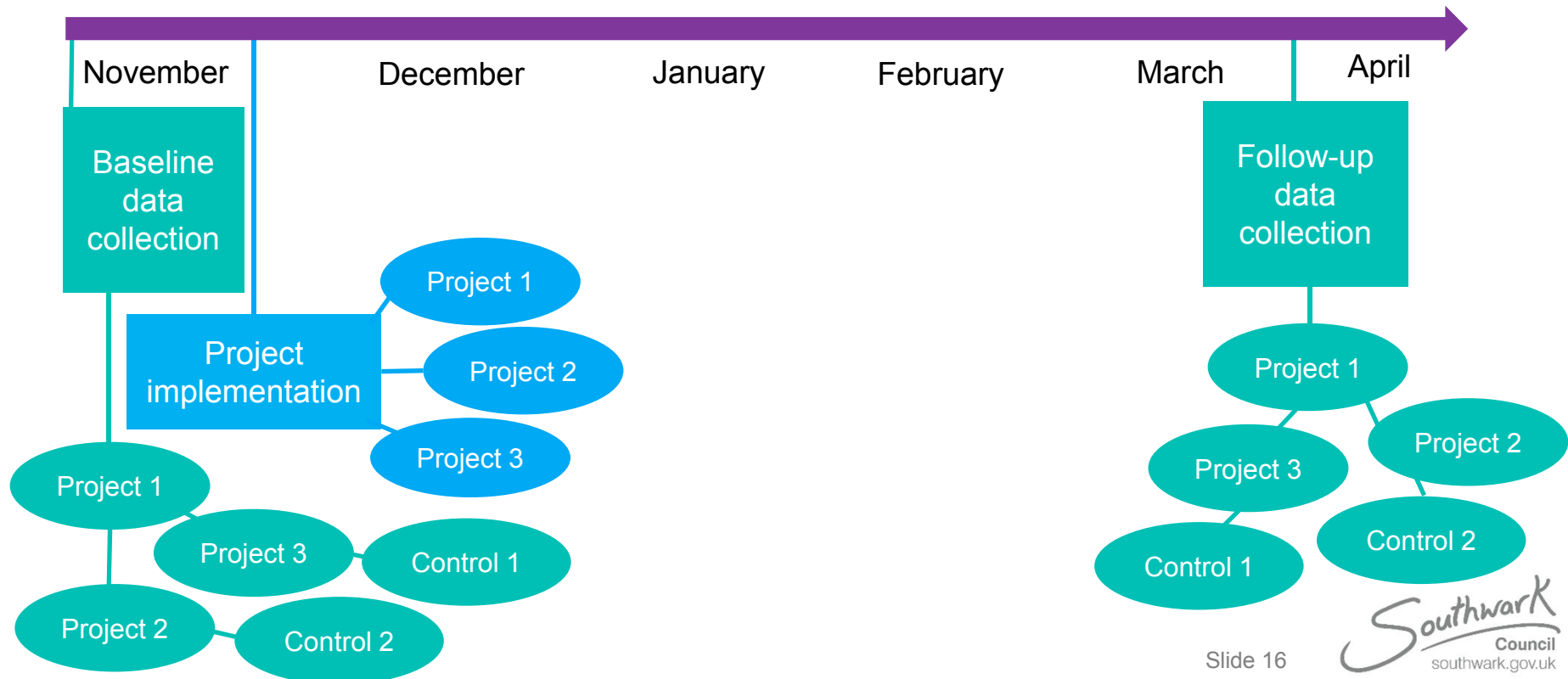
- Baseline data will be collected in early November. This will give us an understanding of how healthy the streets currently are and how people are currently using them.
- We will collect 'follow up' data in March/April to give us an understanding of how healthy the streets are with the projects implemented and how people use the streets once they are settled with the project measures.
- We aim to leave 6 months for the project to 'bed-in' but we cannot do our follow up too far into the spring because we want the light and weather conditions to be broadly similar to the November baseline data collection.



How can we attribute changes we see to our projects

CONTROL SITES

- We have identified two control sites which are comparable to our project sites
- We will be collecting data at these locations at the same time and in the same way
- We will therefore be able to cancel out any background 'noise' that could be influencing the data we collect from our street surveys.
- We can be more confident that any changes we observe in our projects is not due to more general changes in travel behaviours across the borough



Engagement with the community is essential

ENGAGEMENT

Engagement with the local community is an essential part of the process. It is important that residents and businesses understand what changes are being made and why so that they can tell us what they think.

Our methods of engagement include:

Commonplace

Letters to
residents

Engaging with
schools

Engaging with
businesses

Working with
TRAs

Working with local
community groups

Consultation
Survey

Working with
Clearview to
recruit Community
Facilitators

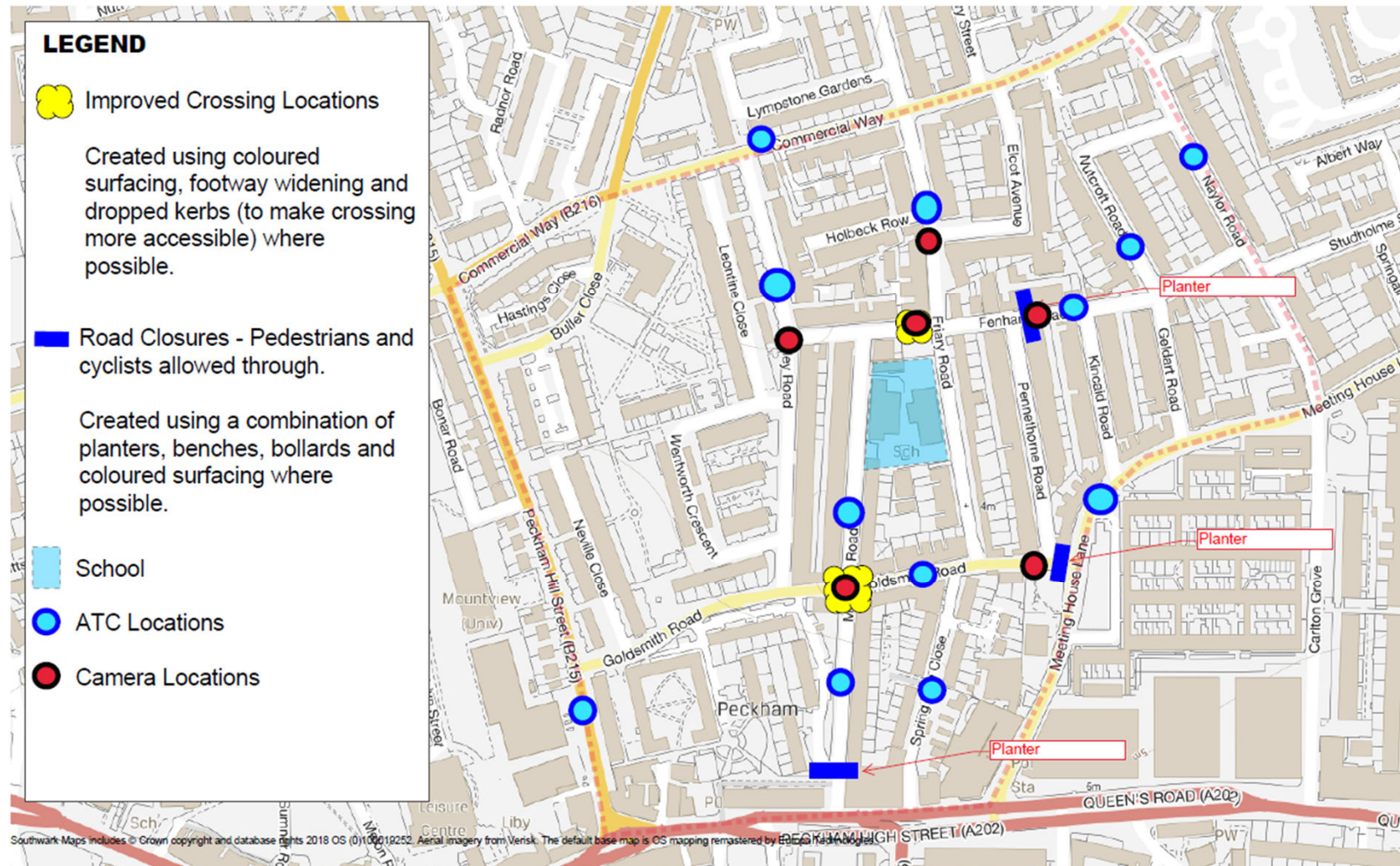
Engagement with the community

WORKING WITH CLEARVIEW

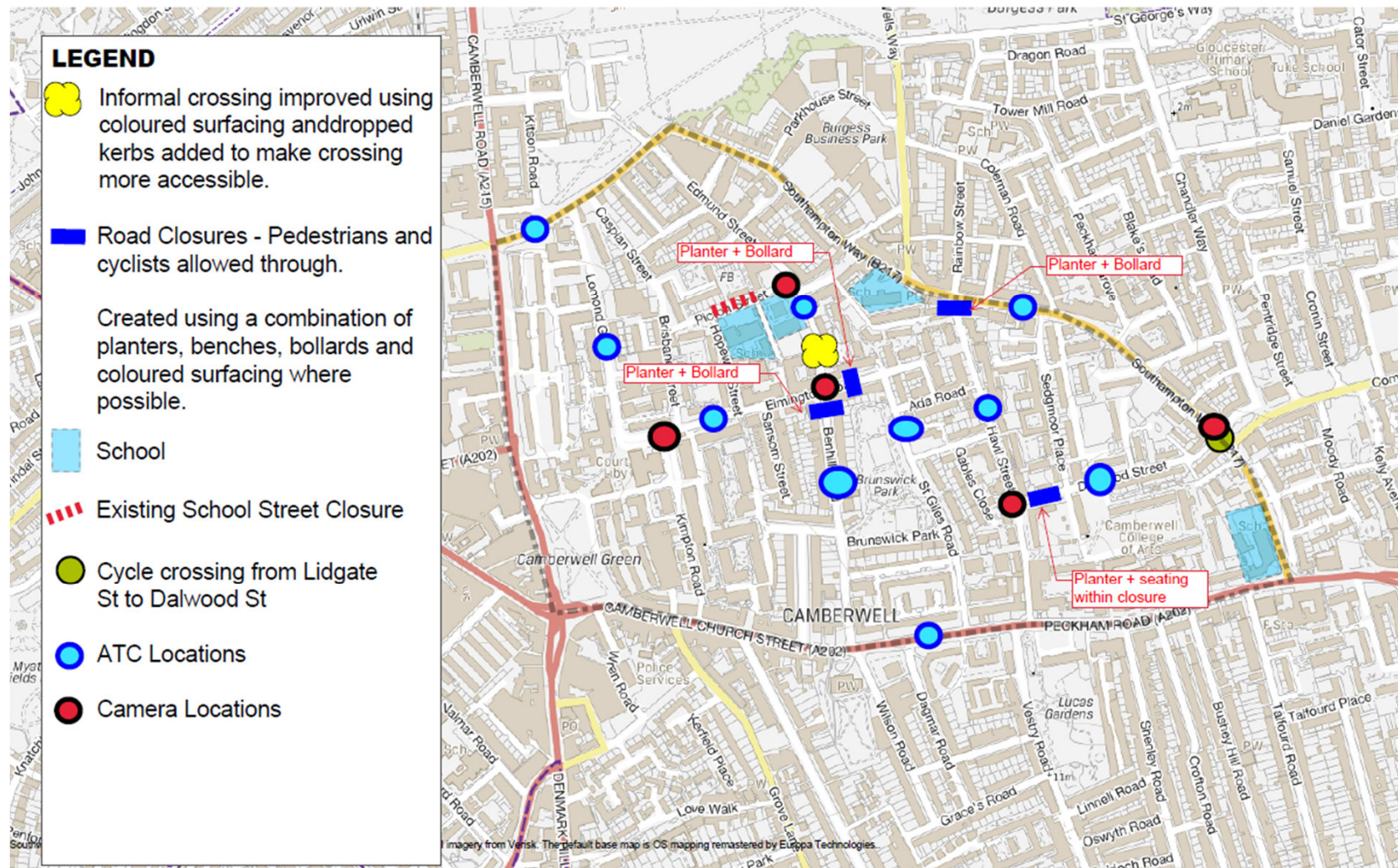
GSTTC are investing up to £40k in bespoke additional community engagement to ensure we hear from local people who do not usually engage through traditional consultation platforms.

- We are currently exploring commissioning Clearview to support community engagement during the project's implementation.
- Clearview have expertise in meaningfully engaging with people perceived as “hard to reach”.
- Their model involves recruiting community facilitators to generate and record community conversations about the schemes.
- These facilitators will be paid, trained, and we will work with them to develop a conversation guide to have meaningful discussions with the community.
- We will reflect on whether this kind of engagement offers a model that could be used more widely.

Harris Primary & Nell Gwynn Nursery



Brunswick Park Primary



Ark Walworth



Any questions?

Southwark Public Health Division



 facebook.com/southwarkcouncil

The logo for Southwark Council, featuring the word "Southwark" in a large, stylized script font, with "Council" in a smaller, sans-serif font below it, and the website address "southwark.gov.uk" at the bottom.