

Environment, Community Safety and Engagement Scrutiny Commission

Wednesday 15 October 2025

7.00 pm

Ground Floor Meeting Room G02B - 160 Tooley Street, London SE1
2QH

Supplemental Agenda

List of Contents

Item No.	Title	Page No.
8.	Streets for People - zoning consultation Nicolina Cooper, Interim Head of Controlled Parking, Environment, Sustainability & Leisure will present the enclosed.	1 - 18

Contact

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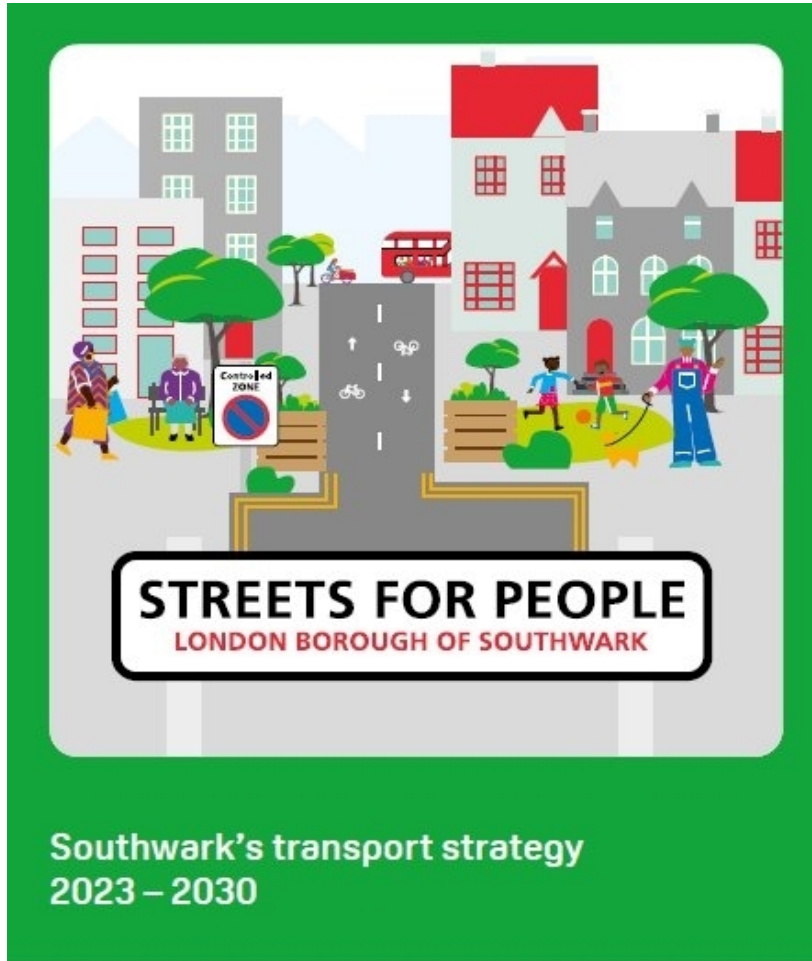
Date: 10 October 2025

Streets for People Scrutiny October 2025

15 October 2025

Time to be added

Programme re-cap



Launched: Streets for People Strategy in July 2023

Borough-wide Consultation: Largest ever by the council with over 9,000 responses

Engagement methods: Online surveys, door-to-door interviews, public events, focus groups and school workshops

Outreach efforts: Knocked on 20,000 doors, social media campaigns, newsletters, partnerships for wider reach

Key outcomes from the borough-wide consultation

1. **Tackling climate change** through transport and improving the wellbeing of people and communities has a high priority.
2. Over 70% of respondents want to see **traffic reduced** in Southwark
3. **Making cycling safer, easier and more enjoyable** is a significant priority.
4. People want to **feel and be safe** when travelling and on their journeys.
5. They want to see ambitious and **urgent action taken to address climate change**.
6. Greenery is seen as essential to both the **wellbeing of people and the planet**.
7. Our respondents would like to see more neighbourhood schemes **that reduce traffic and encourage walking, cycling and wheeling**.
8. 77% of young people who responded to our survey are worried about the **impact of climate change** on their future.

Programme Objectives

What is needed:

- Improve road safety
- Reduce traffic
- Tackle the climate emergency

What we are doing:

- Reclaiming space from cars for community use
- Reducing traffic, both as a goal and a means to healthier streets

How are we doing it:

- We have divided the borough's roads into:
 - Strategic corridors
 - Local residential streets (in zones).

	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.

How are we doing it?

Borough Wide Interventions

- School Streets
- Cycle hangars
- Walk to School Maps
- Leisure Walking (connect and build on existing leisure routes such as the Green Chain and Green Link)
- Support for cycling (free cycle training, free bike maintenance)

Strategic Corridors

- Vision Zero: road safety improvements to address collision clusters on the strategic network
- 20mph programme: reduce speeds on roads with significant speeding issues
- Bus Priority Schemes (including potential Better Bus partnership on Lordship Lane and Walworth Road Corridor)
- Strategic Cycle Routes

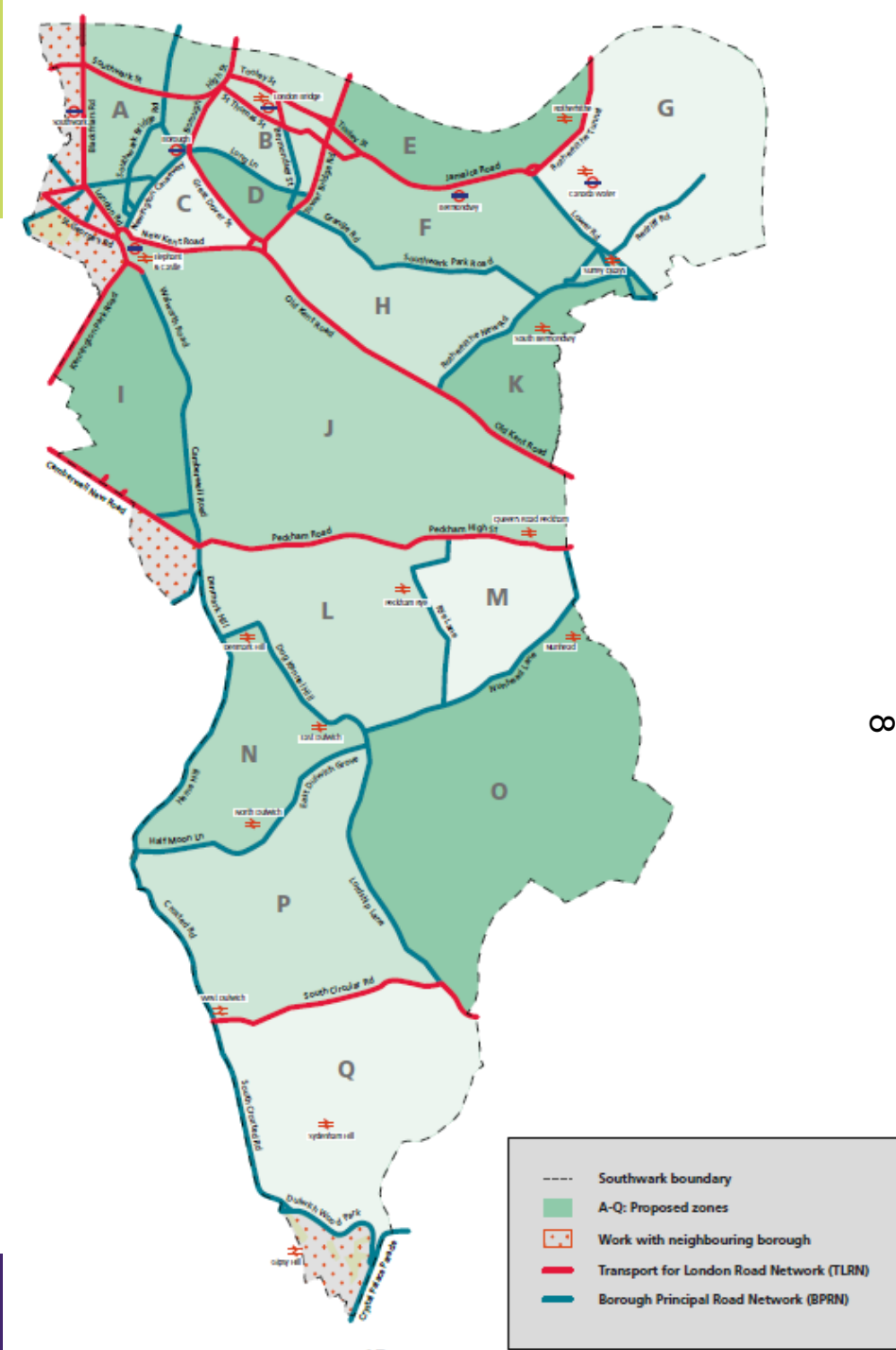
How are we doing it?

Zones

- Where possible, **reduce motor vehicle volumes** to enable safe walking and cycling and encourage mode shift.
- Where not possible, other methods such as **footway widening, segregated cycle facilities and improved crossings** will be implemented to improve walking and cycling conditions
- We will also review existing conditions and borough-wide consultation results to implement
 - Road safety improvements
 - Pedestrian and cycle crossings
 - Footway widening and decluttering
 - Trees, planting and greenery
 - Cycle and other parking
 - Places for rest and play

Zones Prioritisation

Indicator	Criteria	Weighting
Vision Zero	Total Collisions on Borough Roads/km	10%
	Total KSI Collisions on Borough Roads/km	20%
	Total Ped/Cycle Casualties on Borough Roads/km	15%
Ongoing projects in the zone	Rank identified by number of existing projects in each zone as provided by Southwark	25%
Public transport accessibility	Percentage of zone with PTAL below 4 (LBSo average)	10%
Access to local services	Town Centres within the zone	10%
Index of Multiple Deprivation	Percentage of zone with higher rates of IMD	10%

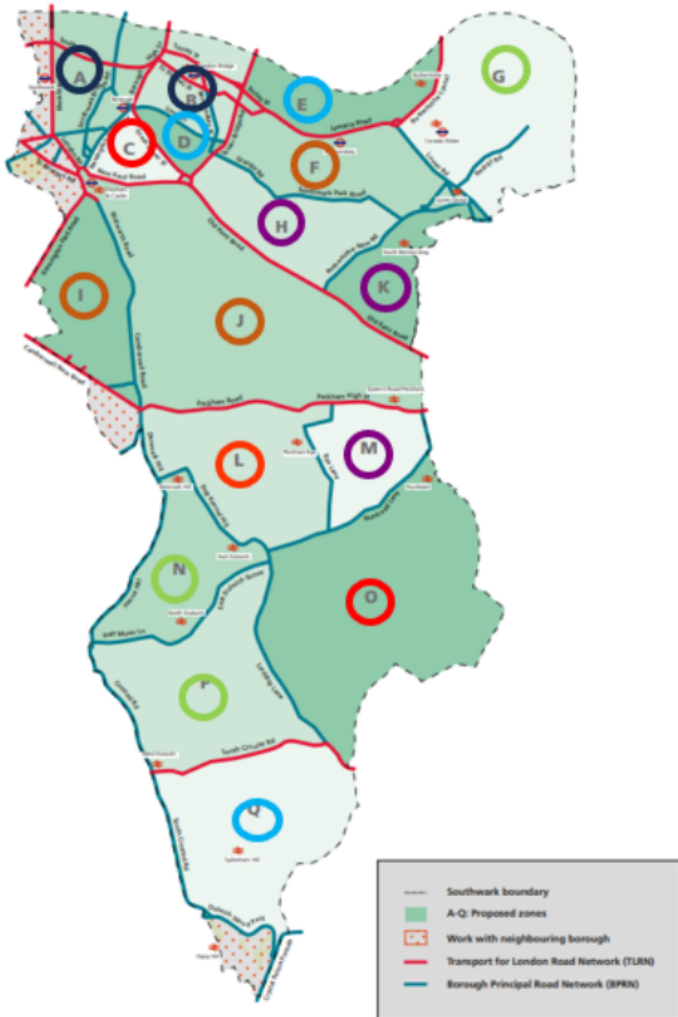


Zone Prioritisation Scoring

Criteria Category	Vision 0			Ongoing Projects	Public Transport Accessibility	Local Service Access	IMD	FINAL SCORE	
Criteria Weighting	10%	20%	15%	25%	10%	10%	10%	100%	Rank
Zone	Total Collisions on Borough Roads/km	Total KSI Collisions on Borough Roads/km	Total Ped/Cycle Casualties on Borough Roads/km	Ongoing project in the Zone	PTAL % Below 4 (Borough Average)	Town Centres within the zone	% D+E deprived	Weighted Score (% of Total Possible)	
A	7.2	1.2	5.2	3	0%	3	58%	81%	1
B	4.9	0.8	3.6	2	0%	3	50%	57%	2
I	10.3	1.7	6.0	1	8%	3	100%	83%	3
J	6.9	1.2	3.6	3	37%	3	100%	75%	4
F	9.6	1.9	4.6	1	35%	2	92%	73%	5
M	8.1	1.2	4.1	1	16%	3	100%	65%	6
K	7.9	1.0	2.8	1	84%	3	100%	61%	7
H	7.5	1.3	3.6	0	78%	1	98%	51%	8
O	5.3	1.0	2.5	1	89%	3	39%	50%	9
L	6.3	0.8	3.4	0	31%	3	59%	48%	10
C	5.5	1.2	3.2	0	0%	3	70%	46%	11
P	4.1	0.8	2.1	1	90%	3	1%	43%	12
N	5.2	0.9	3.1	0	60%	2	31%	41%	13
G	3.5	0.5	1.6	1	52%	2	46%	35%	14
Q	4.4	0.7	2.2	0	96%	1	18%	32%	15
D	2.9	0.5	1.6	0	4%	1	71%	23%	16
E	1.9	0.6	1.0	0	17%	1	68%	18%	17

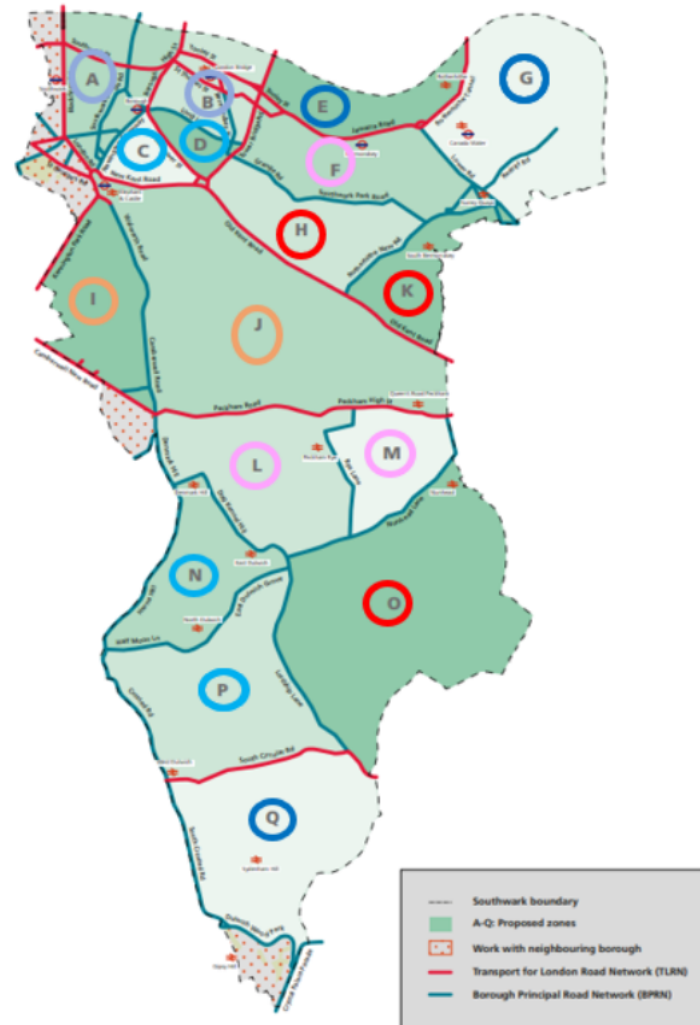
Zone Prioritisation First Round

PHASE 1	ZONE A
	ZONE B
PHASE 2	ZONE I
	ZONE J
	ZONE F
PHASE 3	ZONE M
	ZONE K
	ZONE H
PHASE 4	ZONE O
	ZONE L
	ZONE C
PHASE 5	ZONE P
	ZONE N
	ZONE G
PHASE 6	ZONE Q
	ZONE D
	ZONE E

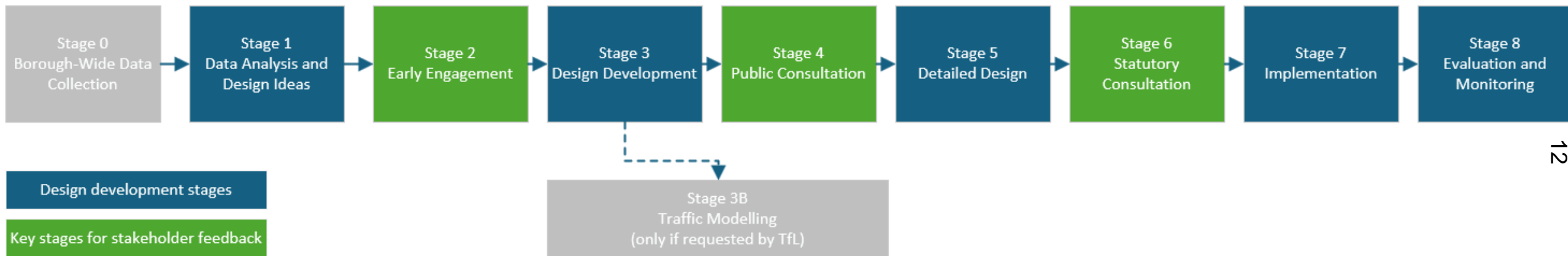


Final Zone Prioritisation

PHASE 1	ZONE A
	ZONE B
PHASE 2	ZONE I
	ZONE J
PHASE 3	ZONE F
	ZONE M
	ZONE L
PHASE 4	ZONE O
	ZONE K
	ZONE H
PHASE 5	ZONE P
	ZONE C
	ZONE N
	ZONE D
PHASE 6	ZONE Q
	ZONE G
	ZONE E



Stages of Delivery



Indicative Programme

Phases	Year	2025												2026												2027												2028												2029											
	Month	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec													
Elections																																																													
Pre and post election period																																																													
Contractor changes																																																													
Ramadan																																																													
School Holidays																																																													
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	ZONE E																																																												

13

Key:

	Data Analysis and Design Ideas	Early engagement	Design Development	Design development and Public Consultation	Detail Design / Statutory consultation	Implementation
All Zones		1		2	3	

Indicative programme to align consultation periods and implementation with ongoing programmes such as maintenance and School Streets.

Zone A & B currently in Stage 2 Early Engagement

Zone I,J and F in Stage 1 Data Analysis and Design Ideas

Stage 1: Zone I,J&F Data Analysis & Design Development

- Zones I, J and F currently in Stage 1
- Undertaking baseline data analysis and establish monitoring strategy to feed into Stage 8
- This includes
 - Intercept surveys at key business and transport hubs to understand existing travel patterns
 - Traffic volume and speed analysis
 - Collision analysis
 - Resident suggests from engagement to date



Stage 2: Zone A&B Early Engagement

Design ideas for London Bridge area

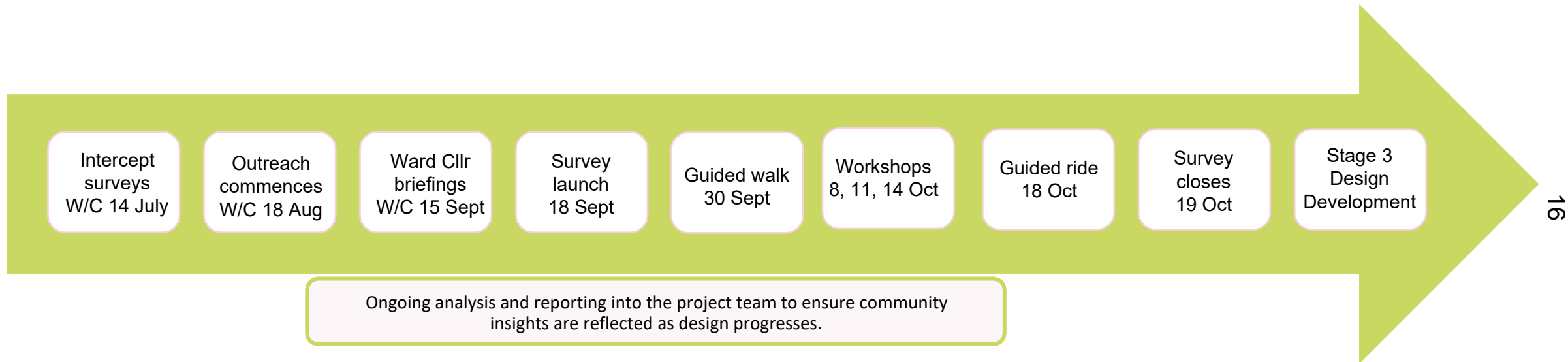
STREETS FOR PEOPLE
LONDON BOROUGH OF SOUTHWARK



- Zone A & B currently in Stage 2
- Ideas were developed in Stage 1 to develop map for early engagement
- Existing schemes with consistent objectives bought into SfP programme
- Additional ideas proposed as part of Stage 1

15

Timeline: Zone A &B Early Engagement



Zone A & B Next Steps

- Once the Early Engagement survey closes, we will:
 - Undertake analysis of the engagement
 - Update the design proposals to consider feedback from early engagement
 - During Stage 3, designs will be developed to such that they are feasible for implementation
 - Stage 4 Public Consultation we then be undertaken on these Stage 3 designs to ensure stakeholder feedback is considered based on feasible designs

Questions?

Environment, Community Safety and Engagement Scrutiny Commission

MUNICIPAL YEAR 2025-26

AGENDA DISTRIBUTION LIST (OPEN)

NOTE: Original held by Scrutiny Team; all amendments/queries to Julie Timbrell Tel: 020 7525 0514

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