

Movement Plan

Deliver update

10 March 2020

Movement plan missions

PEOPLE	M1 Equality	M2 Mental Wellbeing	M3 Physical Wellbeing
PLACE	M4 Reduce Traffic	M5 Social Streets	M6 High Streets
EXPERIENCE	M7 Journey Experience	M8 Managing Change	M9 Working Together

Movement plan targets

- Everyone to travel independently and spontaneously
- **80% of people walking, cycling or taking public transport by 2041**
- Decrease the proportion of people experiencing mental health issues
- Decrease the proportion of residents who are overweight and inactive
- Everyone to feel satisfied with their local area as a place to live
- Reduce overall traffic levels
- **10% reduction in number of freight vehicles crossing into central London in the morning peak.**
- Maintain 95% of principal road length in good condition
- **Improve bus journey speed by 15% by 2041**
- **Zero people killed or injured on our streets by 2041**
- Reduce emissions from road transport



Our progress - people

Equity framework has been published as part of the Centre for London study. We are taking a local interpretation of the framework to guide our work

Increased cycle infrastructure with work continuing on the Southwark Spine, opening of cycle way 14 and further investment in quietways.

Calm Streets is progressing looking at how people experience local space.

Cycle hire expansion is being progressed with TfL, sites along cycleway 4 due to open in 2020.

Working with schools with Guys and St Thomas Trust as part of the Spacechanger programme.



Our progress – place

Expanded parking controls consulted as part of Rotherhithe Movement Plan.

Secured that car free living be actively promoted in new developments.

Greater controls of servicing and delivery traffic by requiring a development bond.

Reimagine festival supported TfL in the closure of roads.

Bonamy Liveable neighbourhood funding secured and project commenced.

Our healthy projects developing in Dulwich and Walworth Road

Rotherhithe Movement Plan developed plans for Lower Road consultation.

EXPERIENCE

M7

Journey
Experience

M8

Managing
Change

M9

Working
Together

Our progress - experience

Denmark Hill Station second entrance to be further developed by Network Rail.

Joint Walking Steering group established

Eu projects including:

Thriving Streets Action Planning Network of ten cities working together to improve sustainable mobility in urban areas from an economic and social perspective. This approach aims to provide a solution to our localised urban challenges and it is hoped that this will improve the local sense of community and place.

Sunrise project – developing methods to co-create public space within neighbourhoods

Projects in focus

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School streets

A school street is a timed road closure to motor vehicles on the immediate road outside of a school entrance at school 'drop off' and 'pick up' times.

Why?

Improve sense of safety

Increase active travel

Reduce exposure to poor air quality

How do we select schools?

Participation in the sustainable travel to school programme?

Local air quality

Other factors – such as general activity levels, health factors

Further considerations

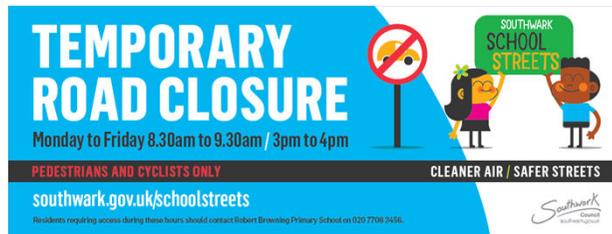
Single or multiple school entrances

Impact on adjacent roads and/or main roads

Process

Phase 1: engagement

Phase 2: trial closure



Phase 3: monitoring

Phase 4: permanent implementation



Next steps

- 8th School Street was launched February 24th 2020
- We are looking at options to accelerate the programme and deliver more school street closures at accredited schools
- Support schools in complementary behaviour change campaigns
- Continue to monitor modal shift
- Work with other boroughs to develop pan-London school street campaigns

Bonamy liveable neighbourhood

Initial data collection on traffic, parking, and local assets undertaken as well as localised topographical surveys.

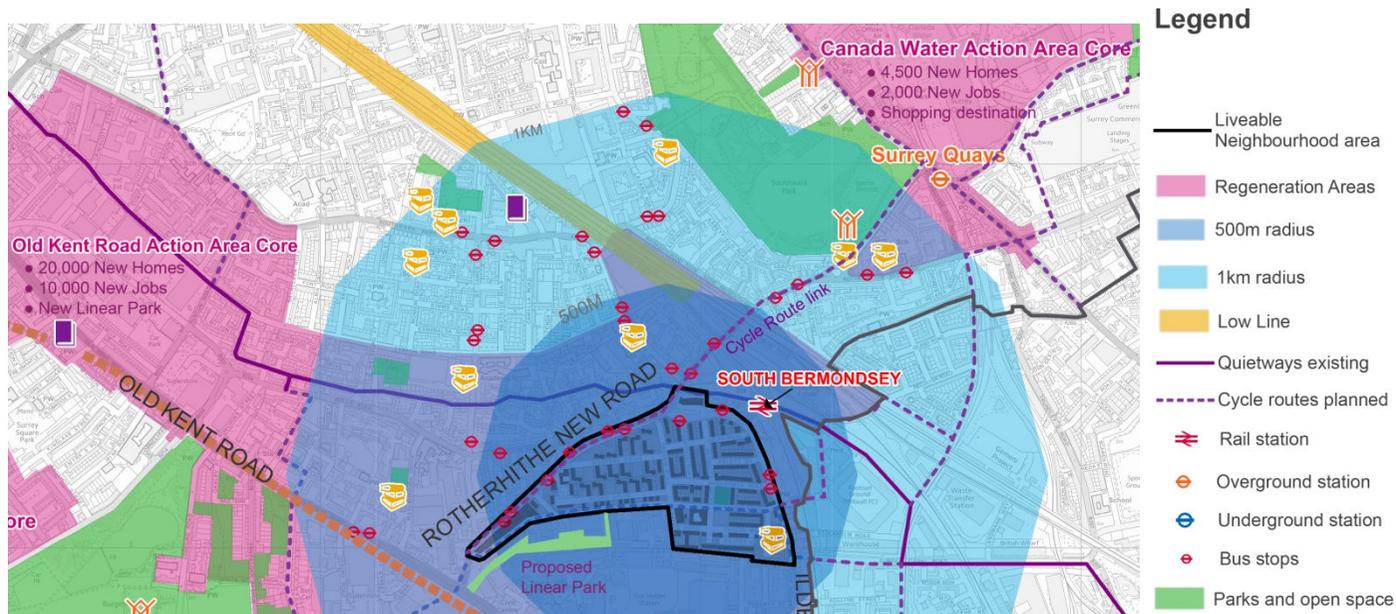
Officers have been working with residents and businesses in the area including attending Residents Association meetings, held an on street event which has been complemented by engagement forms and questionnaires sent to every household in the project area.

A project team from the community supported by officers is being developed to lead on the next phase of the project.

Progress

Initial data collection on traffic, parking, and local assets has been undertaken, as well as localised topographical surveys.

Officers have been working with the community, attending Residents Association meetings, co-ordinating an on street engagement event and sending out questionnaires to every household in the project area.



Next steps

- Develop a collaborative vision with the community and establish a project team from the community, supported by officers .
- Work with local residents and schools to develop an engagement plan that supports in behaviour change.
- The first task of the project team meeting is discuss engagement feedback and develop actions for a de-paving trial area.

Programme

Phase 3

- engagement - till 29 March 2020
- model the likely impact of measures - Summer 2020

Phase 4

- engagement - Autumn 2020
- decision on the way forward - Winter 2021

Phase 5

- statutory consultation - Spring 2021

Phase 6

- construction - Summer / Autumn 2021

Our healthy Walworth

What will we do

Reduce motor traffic - Reduce vehicle movements and overall traffic levels through the use of traffic management responsibilities.

Improve places - Improve and create new public spaces for people to enjoy whilst supporting walking and cycling.



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Programme

Phase 1 - October to December 2019

Gathering views from the community on the issues they want the LEN to prioritise and address. This is collated on the council's website and can be found here.

<https://ourhealthywalworthmap.commonplace.is>

Phase 2 – Early 2020 - Working with the community to develop designs to address identified issues.

Phase 3 – Summer to Autumn 2020 - Consultation on physical changes.

Phase 4 – 2021/22 – Delivery of physical changes

Contact details

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Case Study

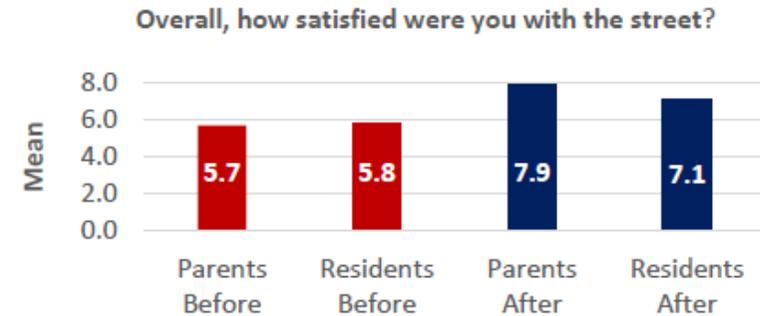
Bessemer Grange Primary School

Trial launched on 10th September 2018.



Bessemer Grange Primary School - the results

Question	Before closure	After closure	Change in mean
Overall how satisfied were you with the street (was it a good place to be?)	5.8	7.6	+1.8
How attractive did you find the street?	5.7	6.7	+1.0
How clean did you think the air on the street was?	5.5	6.4	+0.9
How noisy did you find the street?	5.4	6.6	+1.2
How enjoyable did you find the street?	5.9	6.6	+0.7
How easy do you think it would be to cross the street?	5.0	7.8	+2.8
How intimidated did you feel about the traffic on the street?	5.8	6.2	+0.4
To what extent do you agree with the statement that 'this street provides a good environment for people to walk in'?	5.4	7.8	+2.5



6% of respondents have change their mode of travel to walking or cycling since the road closure.

Case Study

Robert Browning Primary School

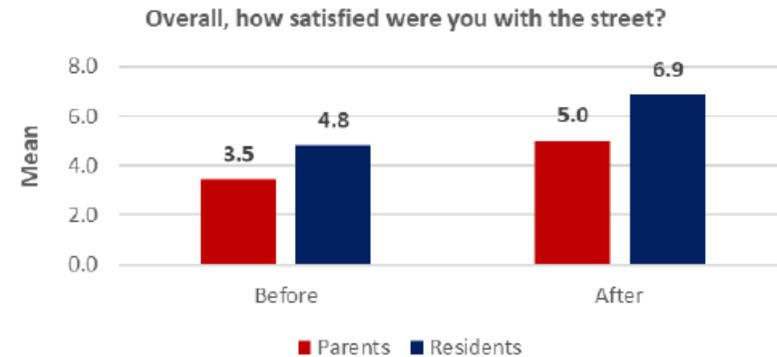


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Robert Browning Primary School

Question	Before closure	After closure	Change in mean
Overall how satisfied were you with the street (was it a good place to be?)	4.6	6.7	+2.1
How attractive did you find the street?	4.5	6.5	+1.9
How clean did you think the air on the street was?	4.8	6.5	+1.7
How noisy did you find the street?	5.2	6.8	+1.5
How enjoyable did you find the street?	5.1	6.9	+1.8
How easy do you think it would be to cross the street?	5.4	7.0	+1.6
How intimidated did you feel about the traffic on the street?	5.2	6.9	+1.7
To what extent do you agree with the statement that 'this street provides a good environment for people to walk in'?	4.9	6.6	+1.7



17% of respondents have change their mode of travel to walking or cycling since the road closure.

Before the closure

"It needs to be closed during school time. Half an hour before and half an hour after. It is also unsafe with drivers using the pavement. This needs to be resolved, to avoid an incident."



"When cars are coming up this road they drive on the pavement. I have seen at least 5 children almost hit by a car mounting the pavement. Drivers are abusive in using the street."

"The street is not very safe for kids, either close the street or put up parking restrictions, to prevent drivers from endangering children lives."

After the closure

"I think that [the timed closure] is a wonderful idea. No cars to endanger the children. Now we feel safe coming to school."

"[Making the closure permanent] would be a great thing for the children and the community would be enhanced. Put [up a] diverted sign for traffic diversion."



"I think this is lovely. Leave this in permanently. We feel so much safer. And as for the aggressive drivers, need to see the back of them. We feel safer with our children."