

Movement Plan

Consultation summary report

April 2019

Introduction

What is a Movement Plan?

The Movement Plan sets out our approach to improve peoples' experience of travel to, within and around the borough. The plan places people and their wellbeing at the heart of our policy and sets our vision for the next twenty years (2041). It includes missions and actions to ensure that we meet our vision.

The Movement Plan was developed with a human-centred approach placing the people that live in, work in, and visit the borough at the heart of the plan.

About the Consultation

The Movement Plan, LIP3 and supporting documents (including the Integrated Impact Assessment - IIA) consultation commenced November 2018 and ran until February 2019. Alongside this we fulfilled our duty under the GLA Act 1999 by consulting with statutory consultees including Transport for London, London boroughs, Police, Emergency services and any other service that is likely to be affected by the plan.

The Integrated Impact Assessment (IIA) Scoping Report was disseminated to Historic England, the Environment Agency and Natural England as well as other stakeholders for consultation.

We received a total of 1,025 responses through the online Consultation Hub, street surveys and working with the Young Advisors. We received 8 responses from our stakeholders.

The consultation was predominantly promoted via Southwark's social media channels as well as the quarterly Southwark Life and email newsletter and the New Southwark Plan mailing list.

Surveys

An online survey was available on the council's Consultation Hub. The survey was designed to uncover the personal experience of travelling in the borough and targeted at people who live, work and study in Southwark. We reached 689 people.

Street surveys were undertaken in January 2019 using a shortened version of the online survey. We reached 207 people in 7 locations (libraries and leisure centres). We targeted areas and demographics which had a low response rate in the online hub survey.

We collaborated with the Young Advisors to survey 12-16 year olds about their travel behaviours, feelings of safety and their perception of activity levels. The Young Advisors are a team of young people, aged 15 to 24, who engage and speak with young people to influence change. They visited 9 locations at 10 occasions which in total generated 129 responses.

Furthermore, we collaborated with MA Service Design students from London College of Communication to host a workshop at Southwark's Pensioners Centre and further conduct in-depth interviews with a number of their members. The aim of the workshop was to understand and identify where we can improve the experiences of older people moving in the borough.

Throughout the consultation we have continuously worked with key stakeholders and existing networks to collate their views and to discuss how to continue working together. This includes meeting with cyclists, walking groups and air quality network group, attending community council meetings and others.

Surveys used are available in Appendix 6

Future engagement

More than half of the respondents on the consultation hub survey heard about the consultation by email. Most of the respondents found the surveys "very easy" or "easy" to complete.

On the online Consultation Hub 89% of people indicated they would like to continue to be engaged online in surveys similar to this. Other preferences included drop in consultation, workshops and Community Council meetings.

Who responded?

Where from?

The majority of respondents in the Consultation Hub (89%) and street surveys (48%) were Southwark residents. However, in the street surveys there were also a considerable number of students (22%). People working, visiting and commuting in Southwark were a higher percentage of respondents in the street surveys than in the Consultation Hub. Of those not living in Southwark, more than 90% of respondents to the consultation live within Greater London, mostly in neighbouring boroughs.

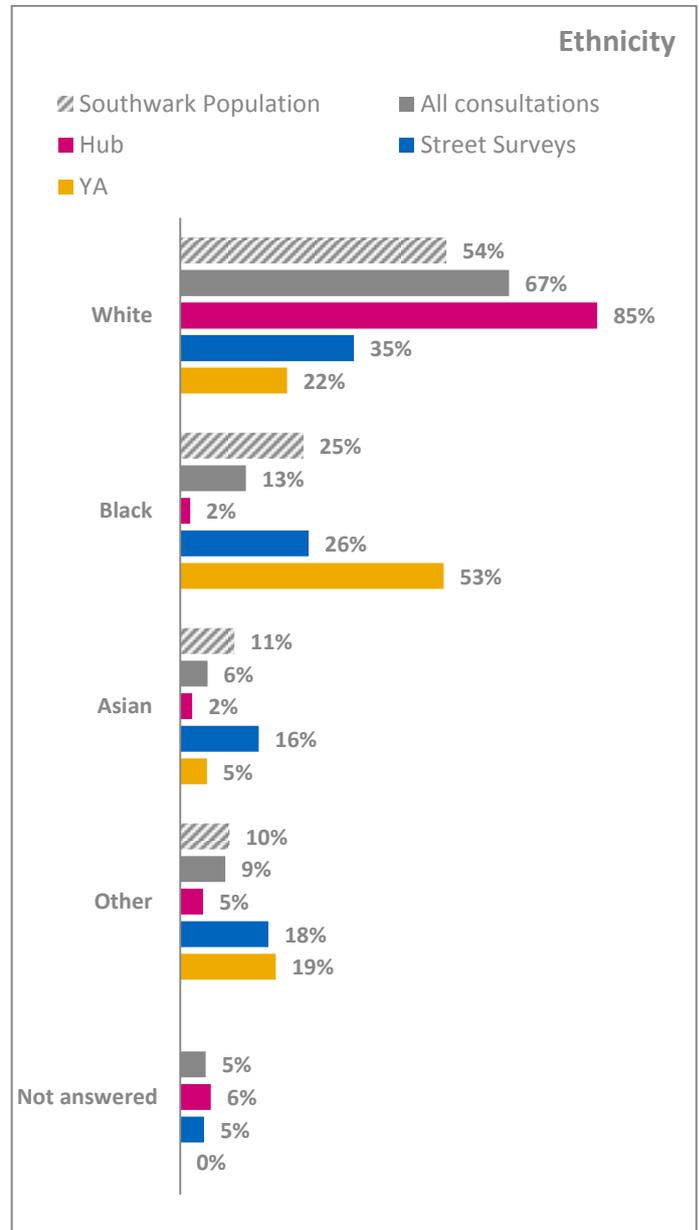
During the December mid-point review of the Consultation Hub responses it was noted that there was a gap in responses in the Walworth and Elephant & Castle area, Peckham and Canada Water. The College ward also had a lower number of respondents due to the area having a very low population density (about 4 times less than the other areas). Hence the locations for street surveys were Elephant & Castle, Peckham, Camberwell and Canada Water.

The majority of Consultation Hub respondents came from people living in North and South of the borough. The street surveys and Young Advisors surveys were predominately responded to by people living in the central part of the borough.¹

Ethnicity

Overall the consultation respondents were quite representative of Southwark population with white ethnicity being slightly overrepresented and the black ethnicity being slightly underrepresented. However, the Consultation Hub respondents were primarily from white ethnic background (85%).

The street surveys and Young Advisors surveys balanced the views of the consultation with fewer respondents in the white ethnic group and more respondents from ethnic minorities. The Young Advisors surveys especially reached people from black ethnic background and other backgrounds and the street surveys were quite balanced against the population.



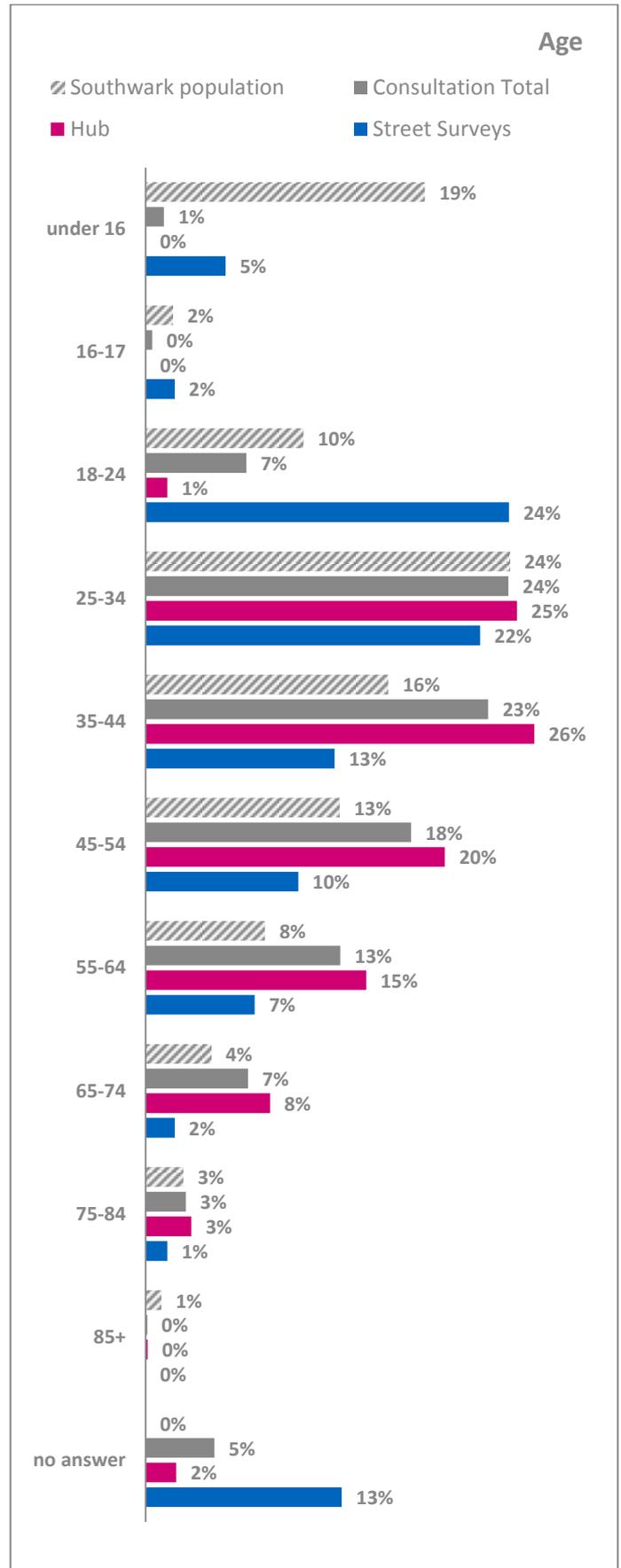
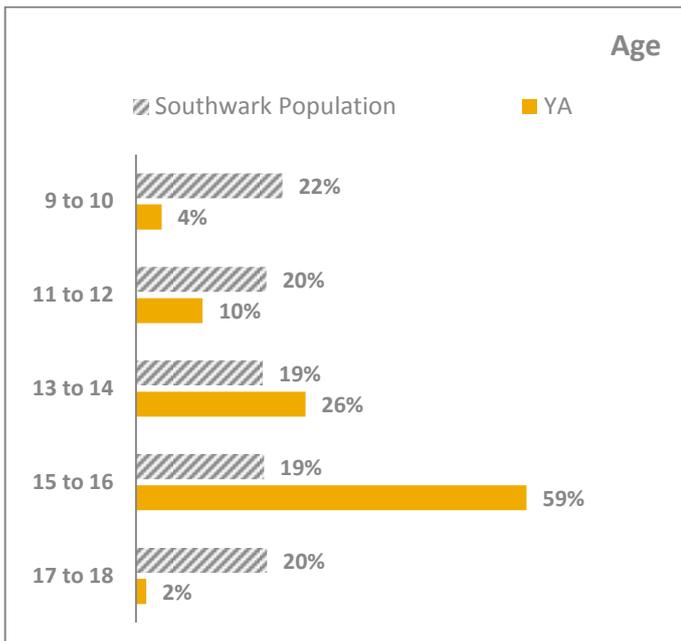
Breakdowns of the ethnicities are available in the Appendices 1, 2 and 3.

¹ An analysis by wards was not possible in the street surveys and Young Advisors surveys full postcodes were not provided.

Age

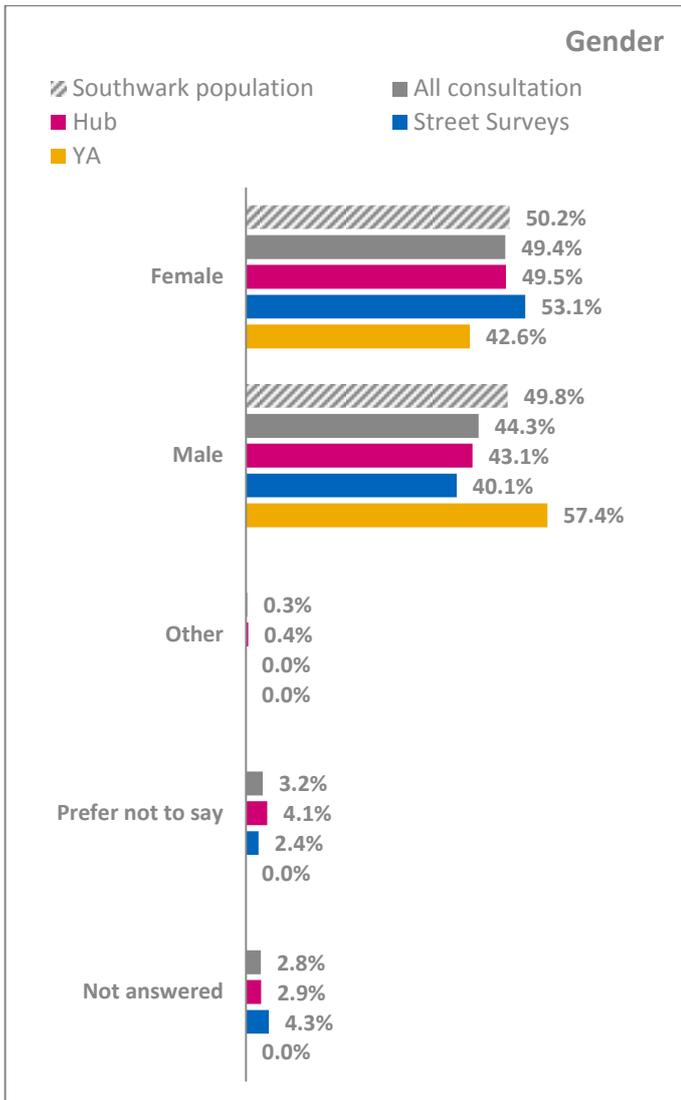
Overall the consultation reached a broad range of ages through the different targeted consultation activities. In the online survey and street surveys most of the people who responded were between 25 and 64 years old. The street surveys had 24% of respondents between 18-24 years old compared to only 1% in the Consultation Hub.

The Young Advisors surveys were specifically targeted to people from 9 to 18 years old. The majority of respondents were between 13 and 16 years old and they are over representative of Southwark population in their age. Other ages were under represented in the survey.



Gender & sexual orientation

The gender of respondents was quite balanced in the three surveys. Heterosexual/straight sexual orientation is prevalent among respondents in all the three surveys.



Health & disability

More than 90% of all respondents from the surveys said they had no impairment. Of those who answered they had one, it was mostly related to physical/mobility impairments. This was followed by hearing/vision impairments and mental health impairments.

Religion

Most people on the Consultation Hub said they were of no religion, while in Young Advisors and street surveys majority of the people identified as Christian. Muslims were more represented in street surveys and Young Advisors surveys while other religions were equally spread across the three surveys.

Key findings

This section collates the central themes from the whole consultation and what people want us to focus on.

Reduce traffic and improve air quality

People see traffic reduction and speed reduction as the main actions to improve safety and get more people to travel actively.

Traffic reduction is seen as a priority also in terms of improving air quality because of its impacts on people's health, especially children. Traffic includes private vehicles and commercial and construction traffic with a request of better management of delivery times and locations.

The majority of respondents agree we need to reduce the number of motor vehicles on our roads and support street closures, low traffic neighbourhoods and modal filters on residential roads.

Improve public transport accessibility, connectivity and reliability

People would like to see improvements to public transport with more tube lines and stations and increased bus services. Overcrowding is highlighted as a factor that contributes to a poor journey experience.

Accessible stations and travel options is especially sought after by people with mobility issues. It is important that everyone can move freely and independently. This is seen as an equality issue and therefore a priority.

Improve road user's behaviour

In terms of safety from injuries, people would like to see more respectful behaviours among different road users. Many people are intimidated by some driver's behaviours towards more vulnerable users and people also find some cyclists behaviour disrespectful and intimidating, especially on pavements or shared paths with pedestrians. People would like to see more enforcement, training and campaigning to address the issue.

Improve walking and cycling infrastructure

People have a strong appetite for safe, accessible, well connected and well maintained walking and cycle routes. This is considered essential for people to increase active travel and to have a good experience on the streets. People prefer routes which are separated from traffic and of a good quality.

One significant issue people encounter while walking in the borough is crossing busy roads. People would like to cross fewer roads and for it to be easier and safer to do

so. There is also a strong need for wide and well maintained pavements with less clutter. For there to be space to walk without feeling it is overcrowded and easier to navigate for people with wheelchairs, buggies and shopping/luggage.

Feel safe from crime, police presence & CCTV and better lighting

Fear of crime is influencing how, when and where people travel, especially for certain groups such as young people, elderly and women. Police presence, CCTVs and feeling safe from crime are essential for people to be confident to go out and be social, especially after dark. Poor lighting is also seen as a deterrent for going out during dark hours both for fear of crime and sight problems.

Peaceful, green and social places

People's experience and willingness to travel actively would improve with peaceful, calm and greener places where they can relax while going to their destination. People also would be more encouraged to get out and be physically active if there were more things to see and do on the streets. Young people expressed the need for more activities that are social and fun to keep them active.

Wayfinding and clear information

People would like to see the benefits of walking promoted more and nice and safe routes to be well signposted. More information should be accessible to encourage walking.

Key findings per consultation activity

This section presents a breakdown of how people responded in the different consultation activities and what the main differences are.

Online Consultation Hub online comments

The respondents on the Consultation Hub strongly support traffic reduction and improved air quality. 77% agree that we should reduce the number of motor vehicles in our roads. Many people are worried about air pollution impacts on their own health and their children's health.

59% support the idea of expanding the concept of time-restricted road closures, particularly for the purpose of community events such as streets parties, street markets, prioritising of an enjoyable walking and cycling experience and improved air quality.

People are highlighting overcrowding, poor reliability and difficulty in estimating journey time, poor travel options and high costs as factors that contribute to a poor public transport experience. Respondents would like to see improvements to public transport - for it to be well connected, frequent and reliable. There is a wish for more tube lines and stations and increased bus services to increase travel options.

People have a strong appetite for safe, accessible, well connected and well maintained walking and cycle routes. This is considered essential for people to increase active travel and have a good experience of it.

One big issue people encounter while walking is crossing busy roads, they would like to cross fewer roads and better and easier crossings that accessible for all. There is also a strong need for wider and well maintained pavements with less clutter with plenty of space for people to walk. People would like to see pedestrian priority and pedestrianised streets.

People would like to see respectful behaviours among different road users. Many people are intimidated by some driver's behaviours towards more vulnerable users and people also find some cyclist's behaviours disrespectful and intimidating, especially when cyclist cycle on pavements or in shared space. People would like to see more enforcement, training and campaigning to address these concerns. Speeding vehicles is something that many respondents find particularly intimidating and make them feel unsafe.

People's experience and willingness to travel actively would improve with peaceful, calm and greener places where they can relax while going to their destination. 45% said that a fear of crime strongly or partly influences how, when and where they travel.

Detailed analysis is available in Appendix 1

Street Surveys

In the street surveys we saw a few differences from the Online Hub results. 'Feeling safe from crime' and 'something to see and enjoyable green public space' had a stronger emphasis in the streets surveys compared to the responses in the Online Hub.

Fear of crime has a strong influence on how, when and where people choose to travel. More police presence and CCTV was also mentioned by respondents as to what would improve their feeling of safety.

To feel safe from injury while on the streets was also highlighted. Respondents said improved cycling and walking infrastructure as well as more respectful behaviours by all road users (drivers, cyclist and pedestrians) were factors that make a safer environment.

For streets to have something to see and more green and peaceful space was sought after. With quieter routes, away from busy streets, would provide a more stress free experience.

Lastly, infrastructure to support and encourage walking and cycling was mentioned. This includes wider pavements, cycle routes and more information and wayfinding about walking and cycling opportunities. Traffic reduction was mentioned as something that would provide better conditions for walking, cycling and feeling safe.

Detailed analysis is available in Appendix 2

Young Advisors

The Young Advisors survey had a few questions that were similar to those in the other surveys about travel behaviours. However it concentrated more on understanding the relationship between teenagers and physical activity.

The young people surveyed predominantly travel by bus or foot as it is considered to be easy and convenient. Quick, sociable, fun and relaxing journeys are highlighted as positive experience while crowded, time consuming

and high trafficked journeys make for a negative travel experience.

They tend to behave differently when travelling with friends as opposed with parents/carers. They are quieter and calmer with family and tend to travel by car while traveling with friends is described as louder, fun and free.

The young people surveyed believed that physical inactivity is due to many pressures on young people's time. Technology, games and social media was most frequently mentioned as a distraction keeping them from being more active. Laziness was raised as factor as well as school taking more time and being stressful.

To increase physical activity a need for more activities that are social and fun was expressed. These could include free activities and sports opportunities. More Youth Clubs was specifically mentioned as something that would encourage young people to get active.

To improve journey experience the priority was to improve the bus experience, for the buses to be cleaner and to run a more frequent service. Second most mentioned aspect was traffic reduction. And thirdly, cleaner streets and transport in general.

Detailed analysis is available in Appendix 3



Over 65s workshops

The main challenges and opportunities around travelling independently and actively discussed at the over 65s workshops were:

Active travel: Cluttered and poorly maintained and cleaned pavements make it difficult to use and especially to wheelchair users. People can find it uncomfortable to share paths with cyclists because of their speeds and behaviours.

Public Transport: Poor accessibility in stations and bus drivers not giving enough time to sit down or get off the bus are considered key issues. It can be challenging to understand bus disruptions and changes due to the reliance on technology for providing information.

Detailed report is available in Appendix 4

Stakeholder submissions

We received eight responses from our stakeholders. The key themes repeated across different stakeholders responses include:

- The need for traffic and speed reduction, especially suggested in the form of implementation of Low Traffic Neighbourhoods, new Liveable Neighbourhoods bids and a preference for long term road closures measures such as filtered permeability. This includes delivery time and location management and new sustainable ways of delivering goods.
- The need for safe, accessible, green and well maintained walking and cycling routes away from traffic. Wider and uncluttered pavements, segregated cycle lanes and safer crossings. Improved and well maintained street lighting is also important. The importance of the Low Line was often highlighted.
- The need to reduce on street parking, implementing emission based charges and borough wide extension of controlled parking zones, with increasing charges. There is an appetite for different uses of kerbside space (including parklets) for non-car users.
- Improve air quality is seen as a priority which is linked with traffic reduction and low exposure green walking and cycling routes.
- Accessible public transport is essential for equality.

Detailed summary is available in Appendix 5

List of appendices

Appendix 1 – Consultation Hub Analysis

Appendix 2 – Street Surveys Analysis

Appendix 3 – Young Advisors Analysis

Appendix 4 – Over 65s Workshop Report

Appendix 5 – Stakeholder Responses Detailed Summary

Appendix 6 – Surveys Questionnaires

