Open Agenda

Cabinet

Tuesday 7 January 2025
11.00 am
Walworth Town Hall, 151 -155 Walworth Road, London SE17 1RS

Appendices

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Date: 19 December 2024

STREETS FOR PEOPLE

LONDON BOROUGH OF SOUTHWARK

Delivery Plan

Southwark Council

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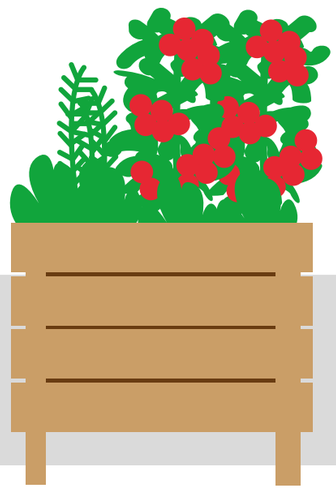


Foreword

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.

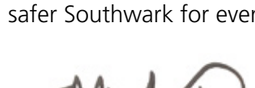
One of the key components of this plan are nine new Streetspace schemes, which will transform communities across Southwark. These schemes will discourage through-traffic from using residential streets and put in improvements such as wider pavements to improve accessibility for all ages and abilities;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

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

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

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

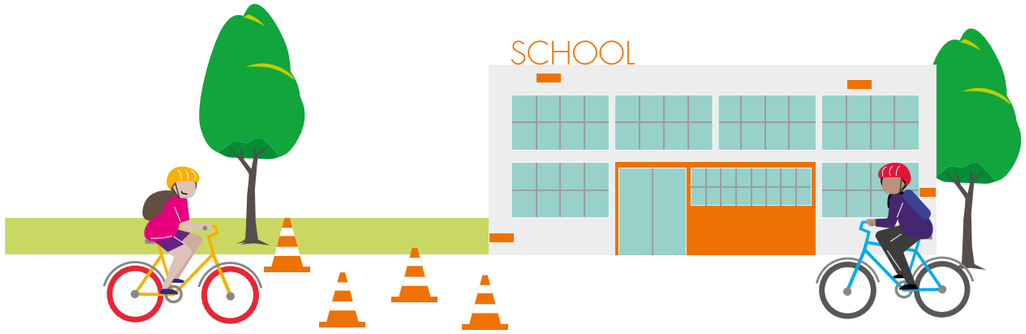
Our Streets for People strategy sets out a bold vision and a firm commitment to improve our residents' quality of life, by changing how we all travel and use streets in our borough.

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

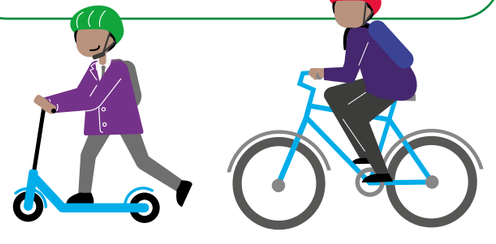
Central to Streets for People were five key pledges, highlighting fundamental changes we will make to transform Southwark by 2030. Feedback we received during the Streets for People consultation showed that these pledges would help to address major issues people experience on their streets:

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.

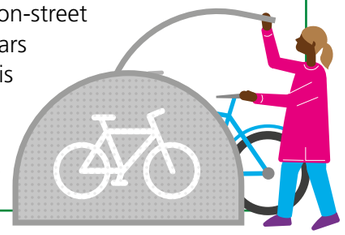


** School streets involve timed road closures to reduce congestion, and therefore air pollution, outside schools, whilst encouraging parents and pupils to walk, cycle, scoot or use other greener ways to get to school.

***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.

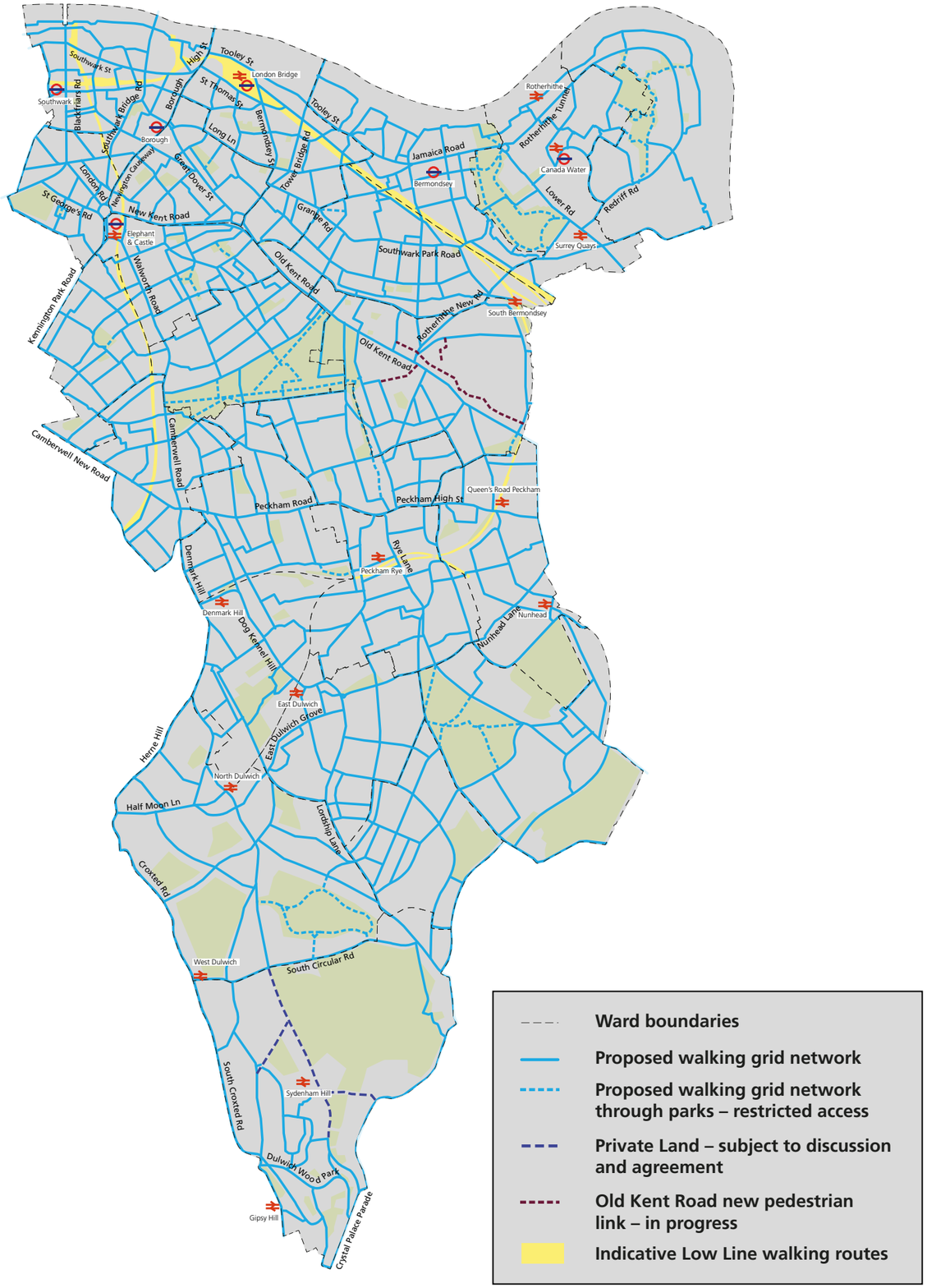
To deliver this we have developed walking and cycling network maps. These are based on the streets respondents told us they use most and will pass close to every address in the borough – within 200 metres for the walking network, and 400 metres for the cycling network. These will be use to prioritise 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.

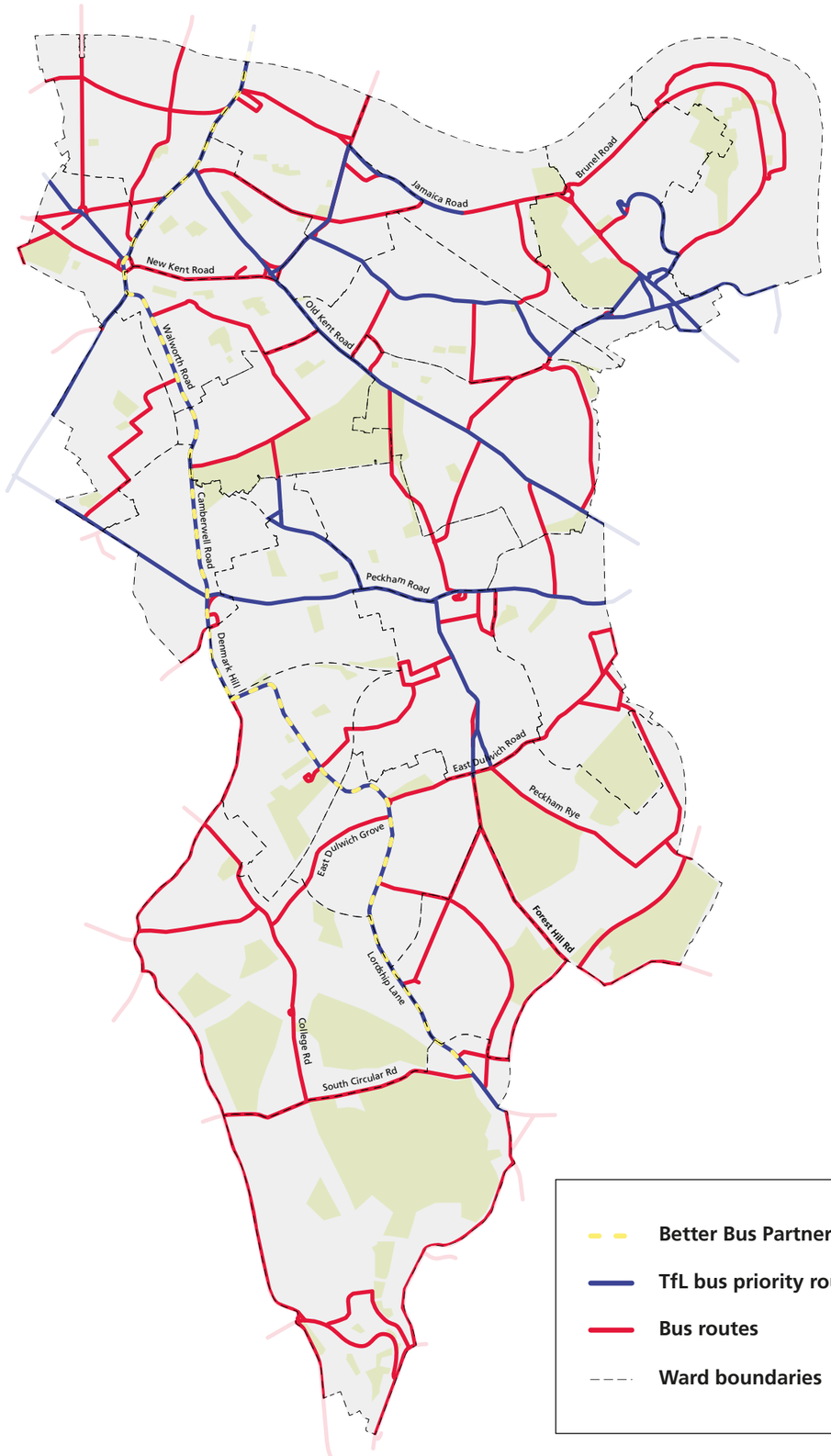
The bus routes map details how our bus network connects throughout the borough ensuring everyone has access to efficient and reliable public transport. Working with TfL, we will prioritise improvements to bus speeds and reliability along the strategic corridors, improving everyone's public transport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

Walking network



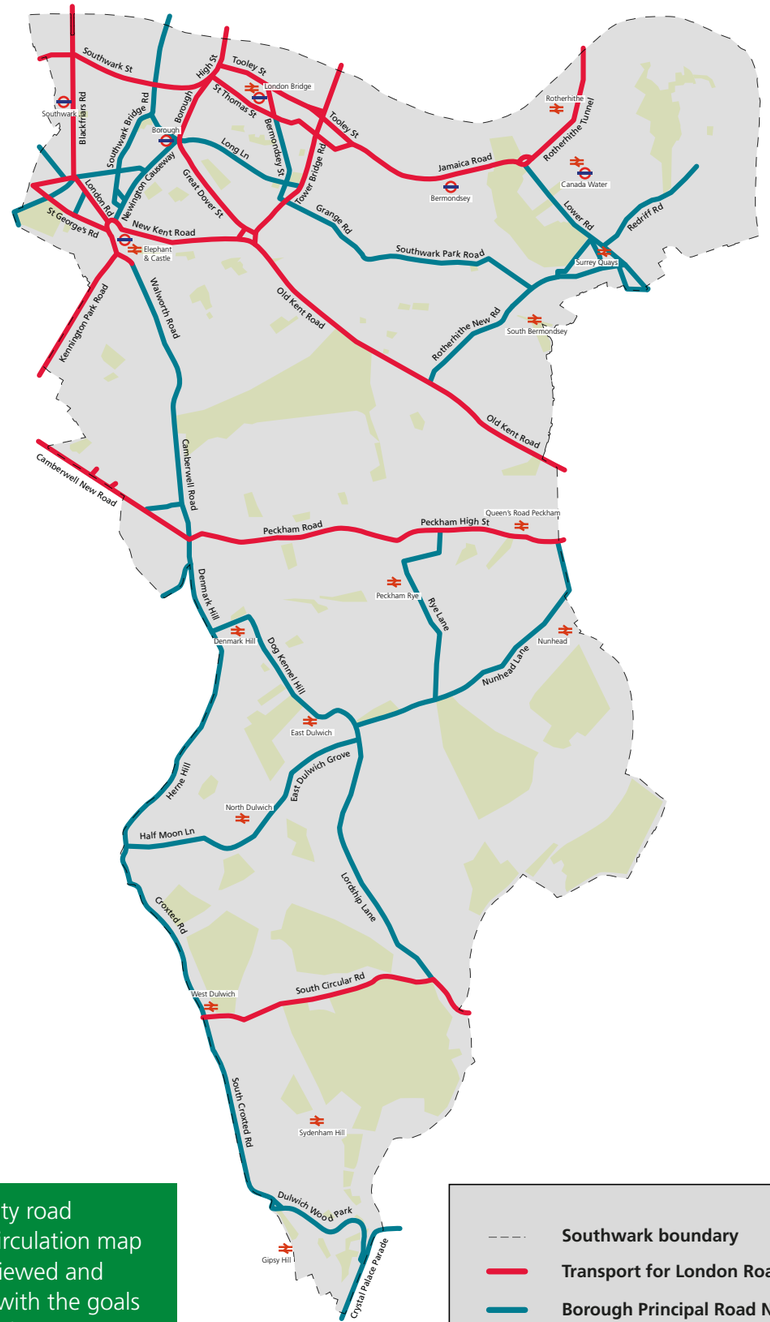
Cycling network

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 reduces 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.

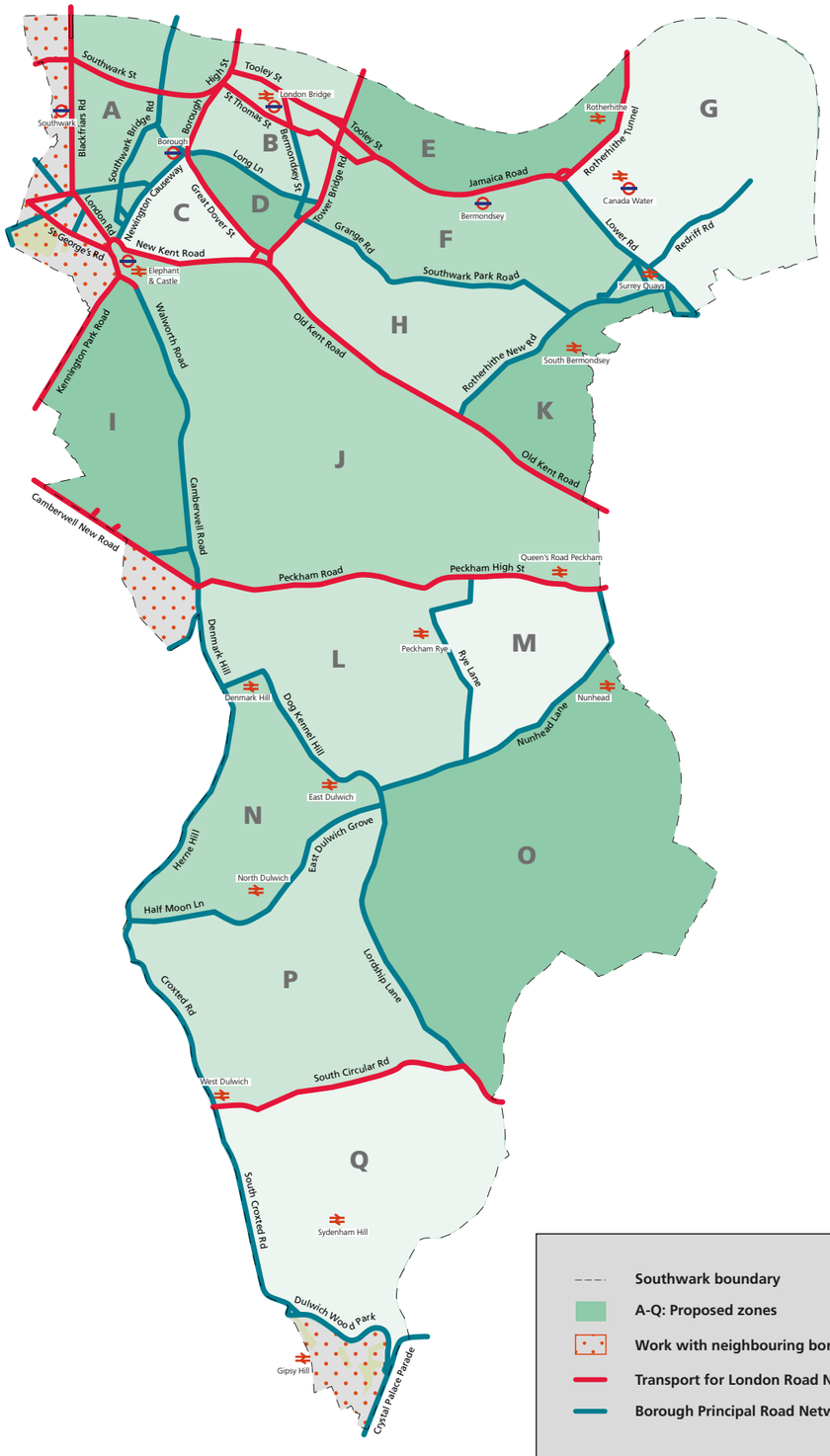
Strategic cycle routes

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 use 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.

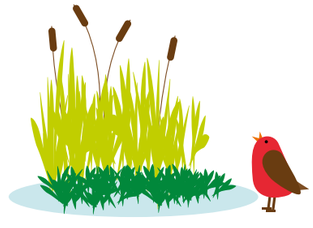
Some of the more popular things requested were:

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

The council would 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 any 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 some parts 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.

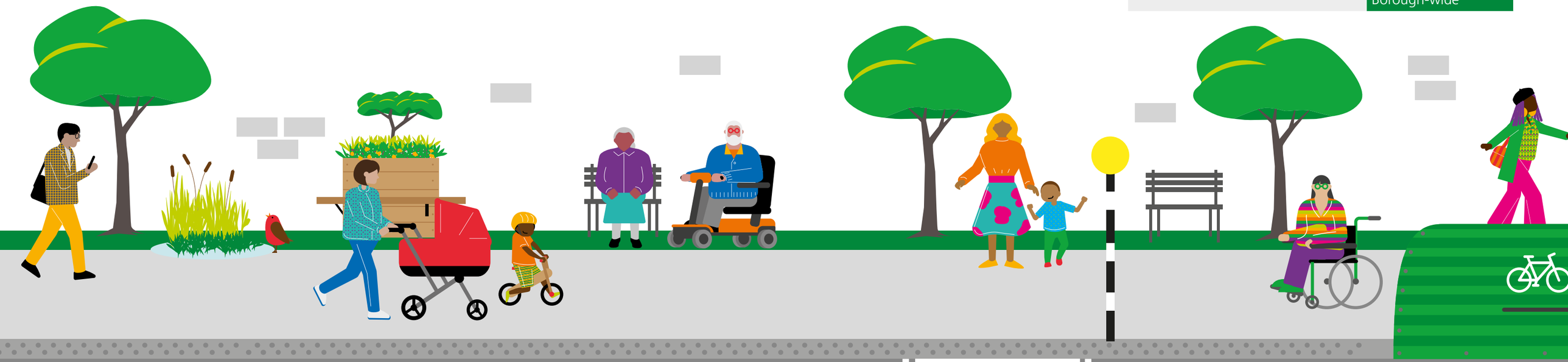
We review zones and strategic corridors systematically, ensuring that they are all up to our standards. For example, we will ensure that walking routes are wide enough to comfortably provide space for everyone walking and wheeling. We will provide better quality surfaces and minimise the use of kerbs 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 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

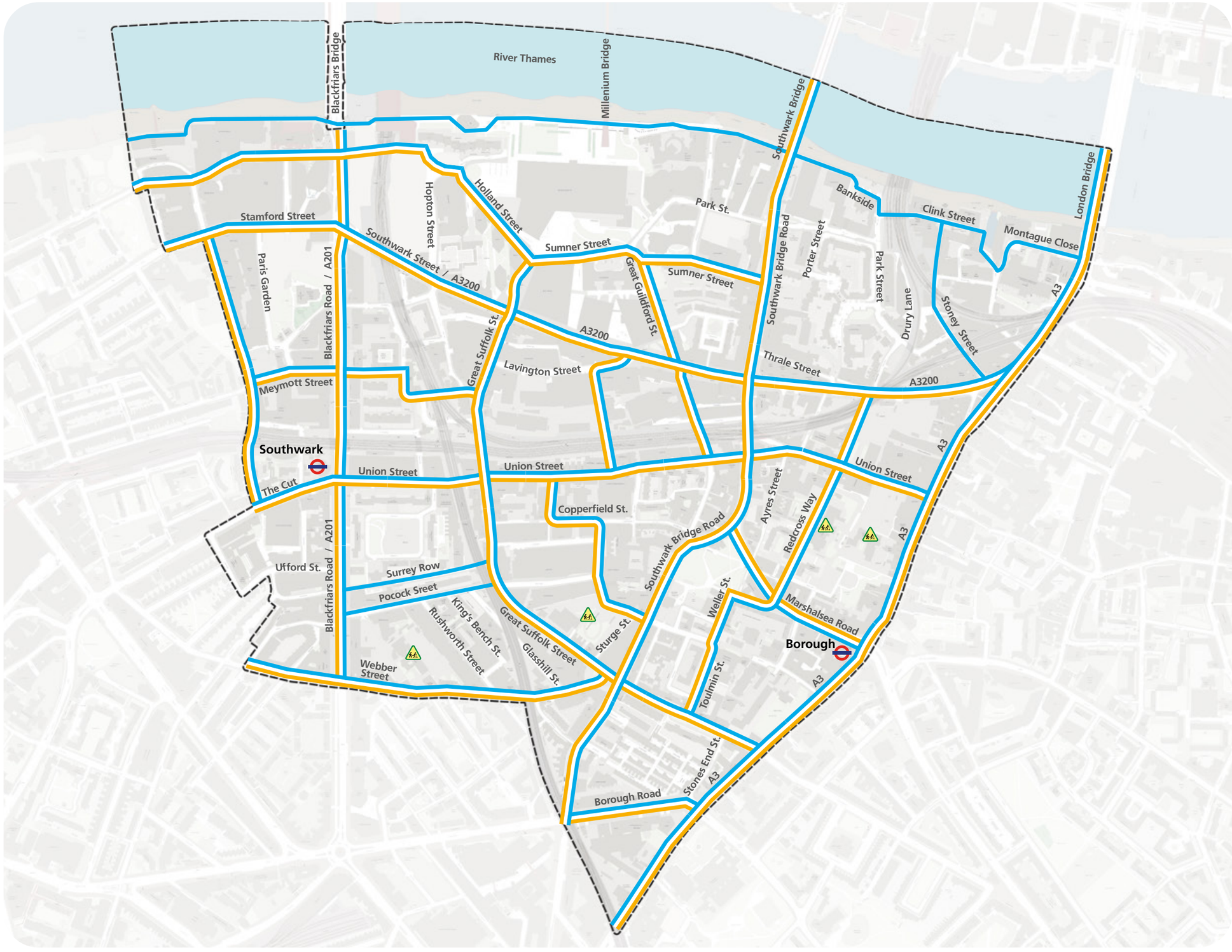
We are making your area cleaner, greener, and safer with changes chosen by you. With your help and input, we have created ward-specific maps that shows the improvements we will be delivering to make it easier to get around and enjoy the place where you live.

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.

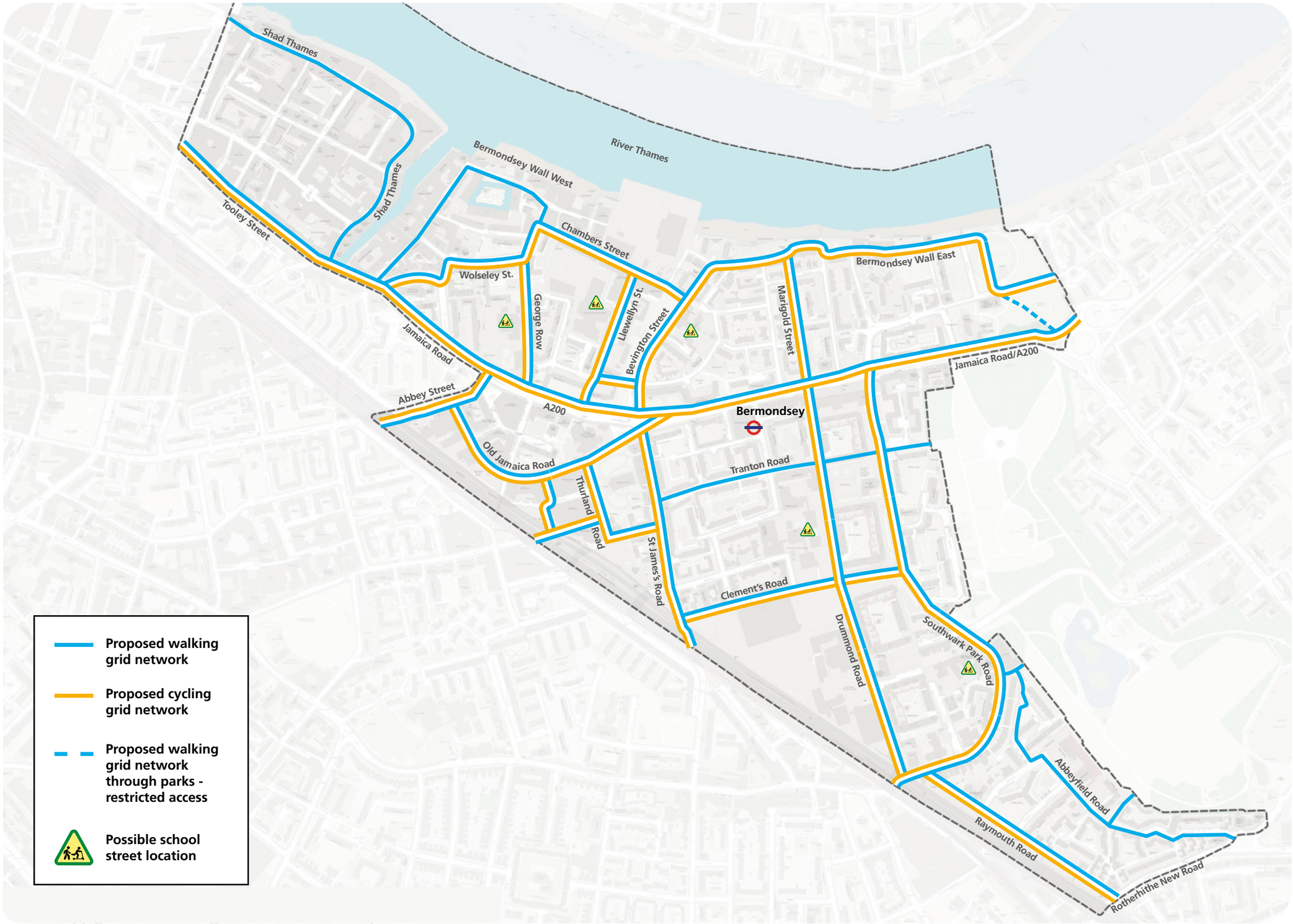
- Borough & Bankside
- North Bermondsey
- South Bermondsey
- Rotherhithe
- Surrey Docks
- London Bridge & West Bermondsey
- Newington
- Chaucer
- North Walworth
- St George's
- St Giles
- Old Kent Road
- Faraday
- Camberwell Green
- Champion Hill
- Goose Green
- Nunhead & Queen's Road
- Peckham
- Peckham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

Borough and Bankside

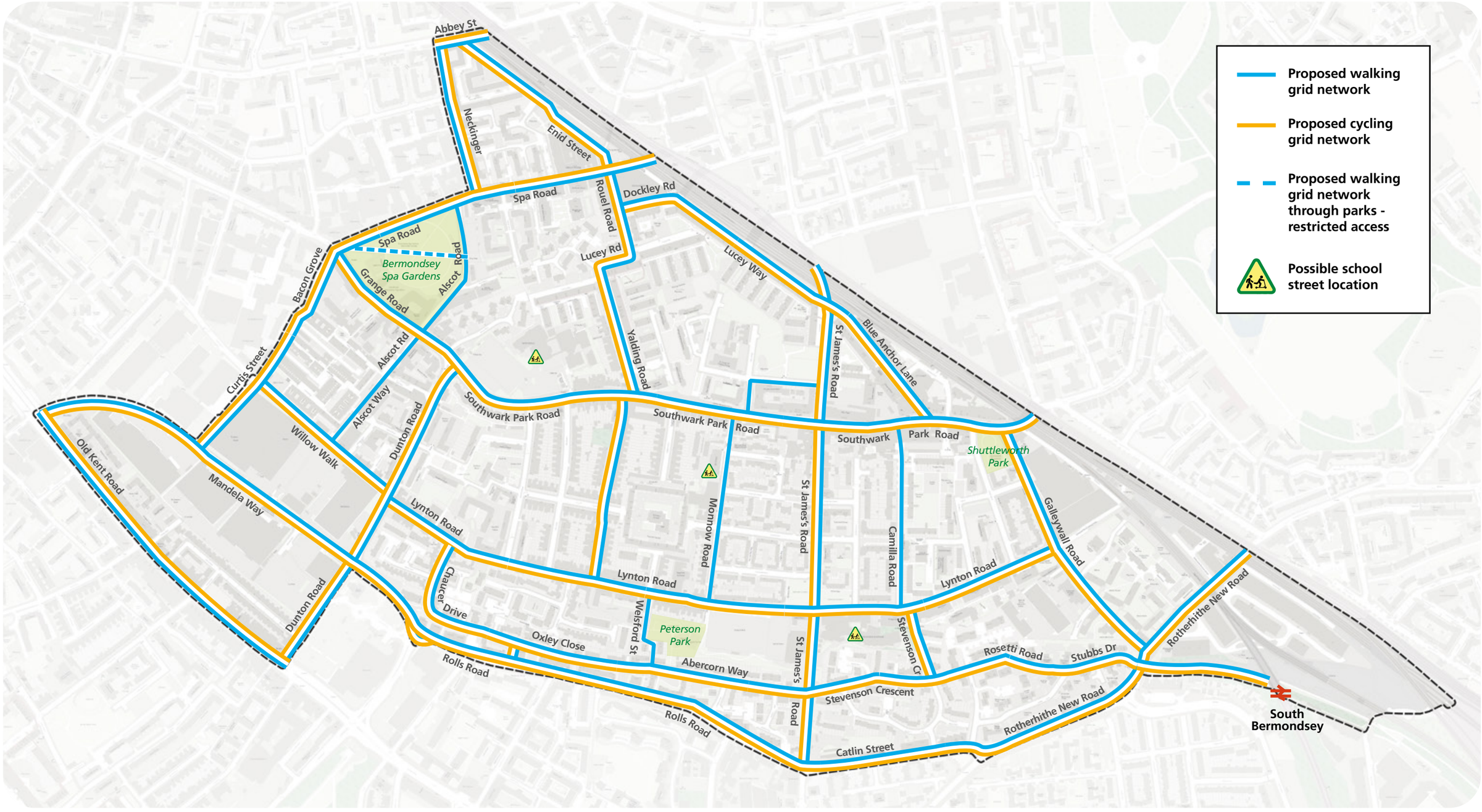


- Proposed walking grid network
- Proposed cycling grid network
- Possible school street location

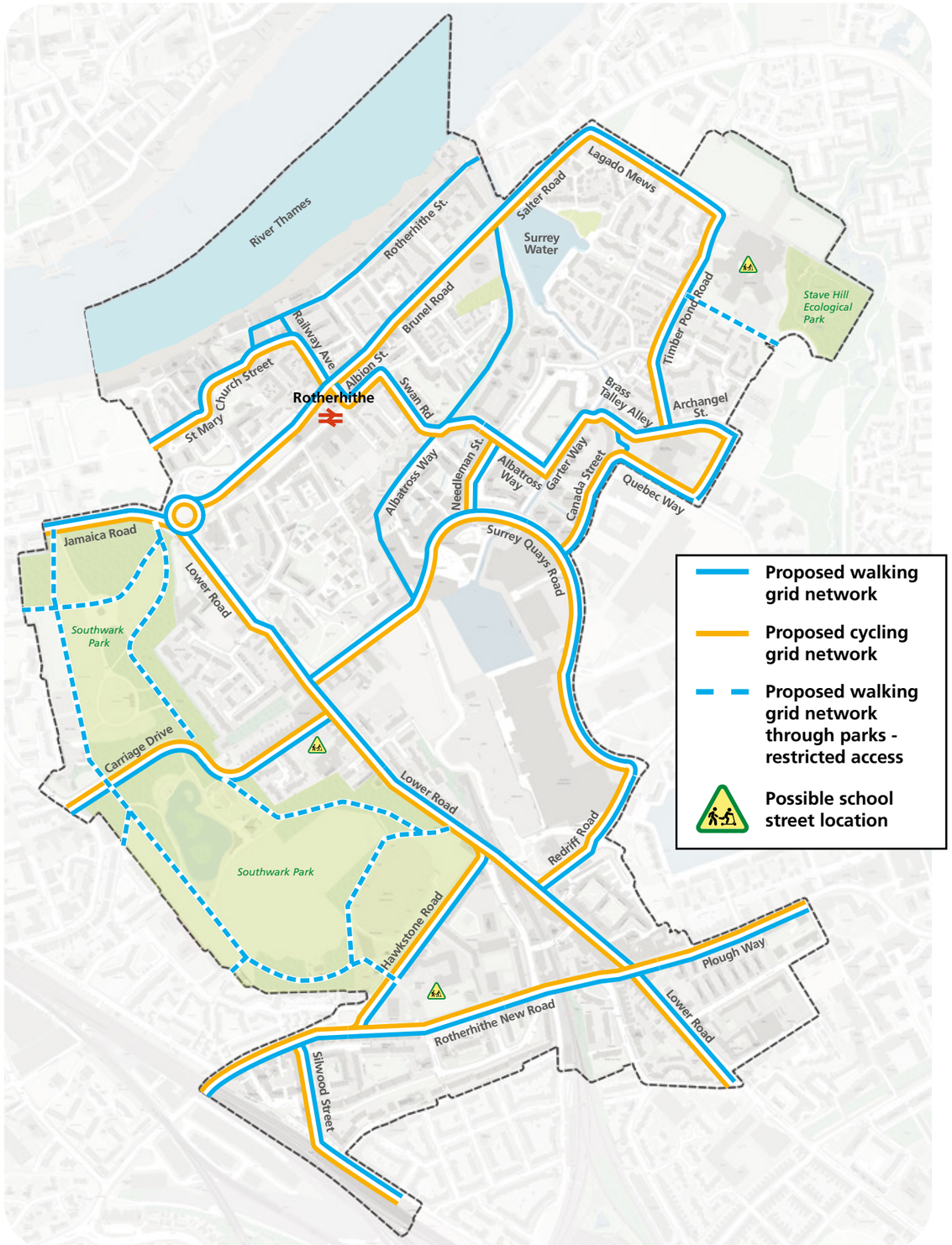
North Bermondsey



South Bermondsey

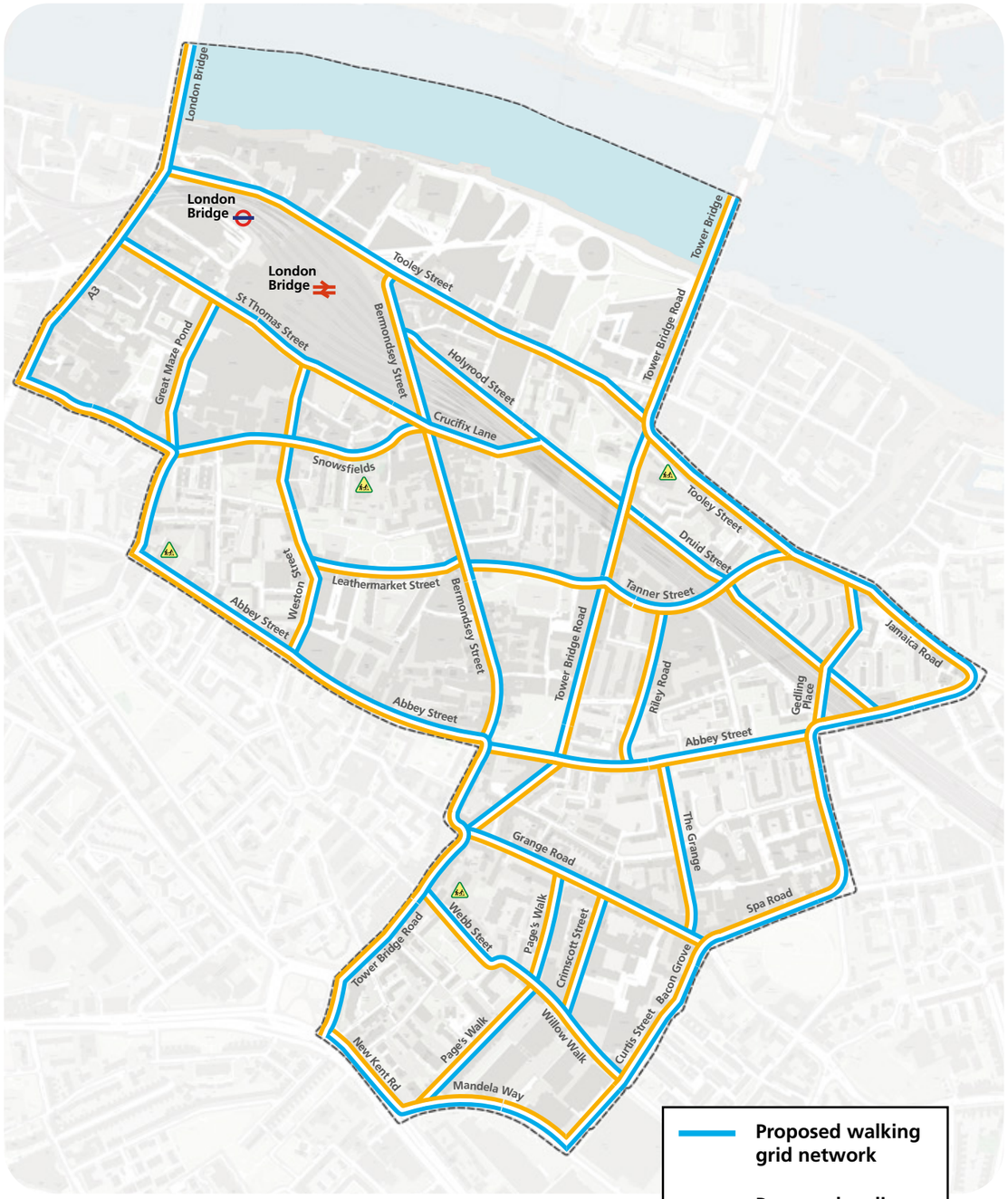


Rotherhithe

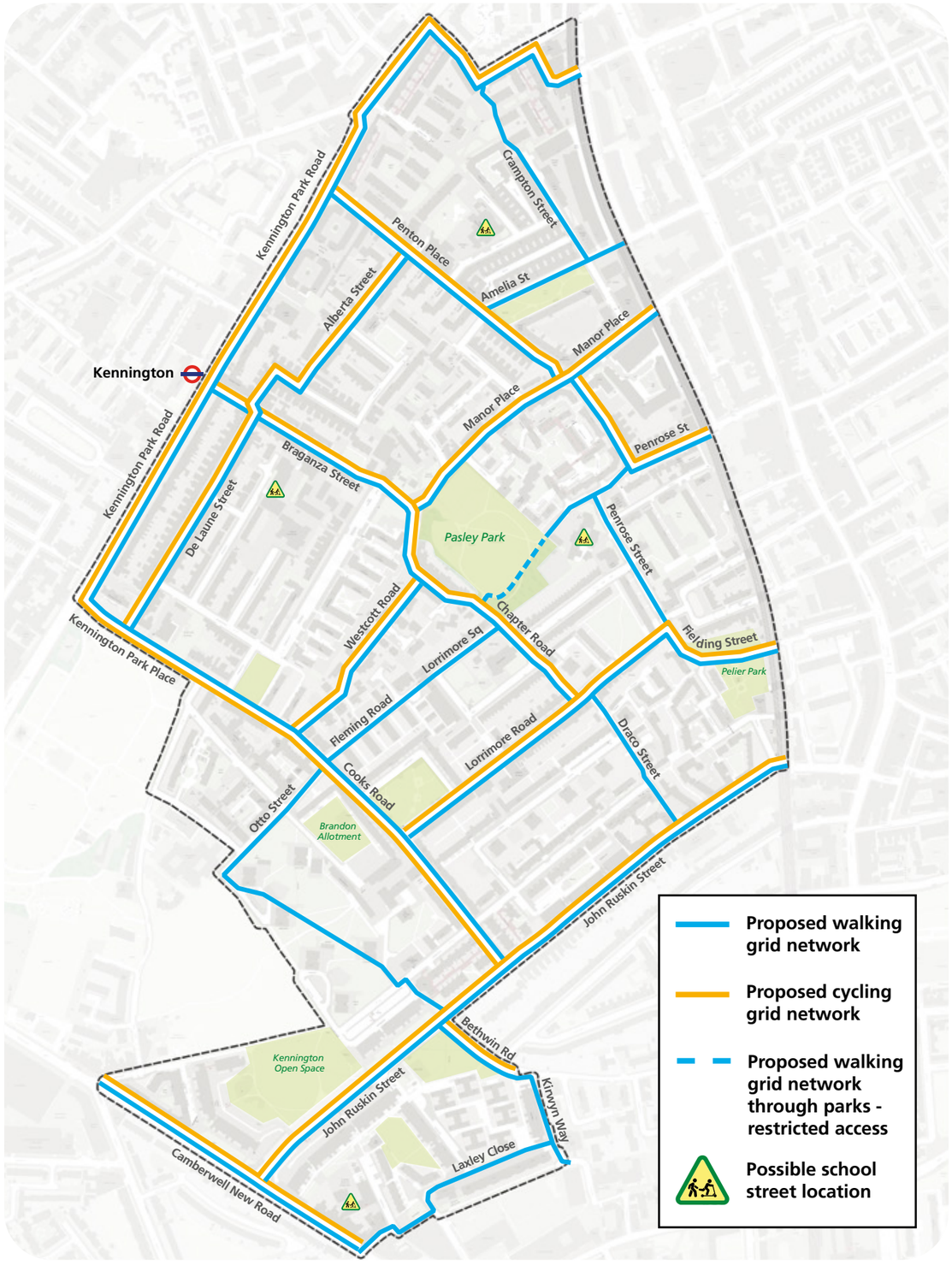


Surrey Docks

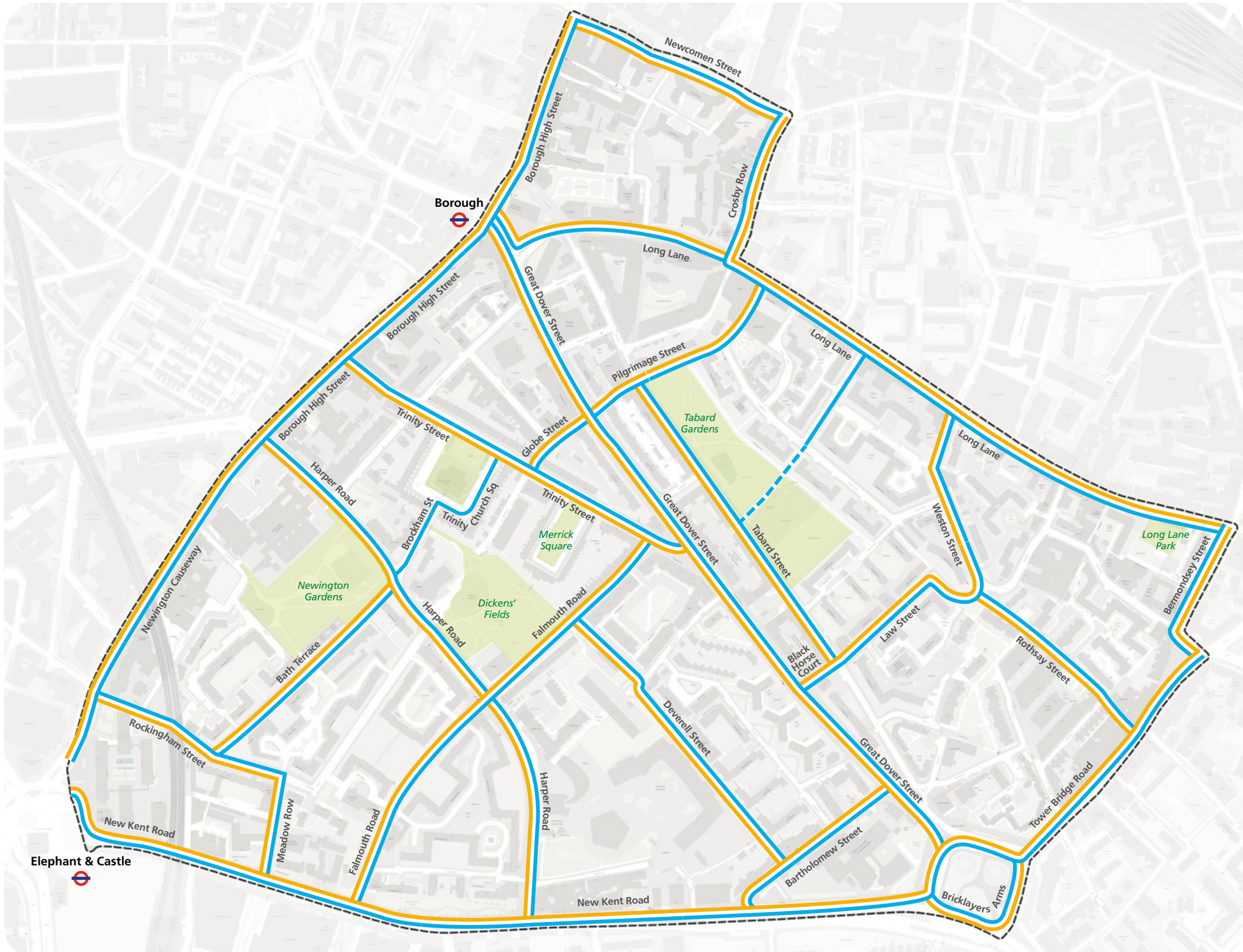
London Bridge & West Bermondsey



Newington

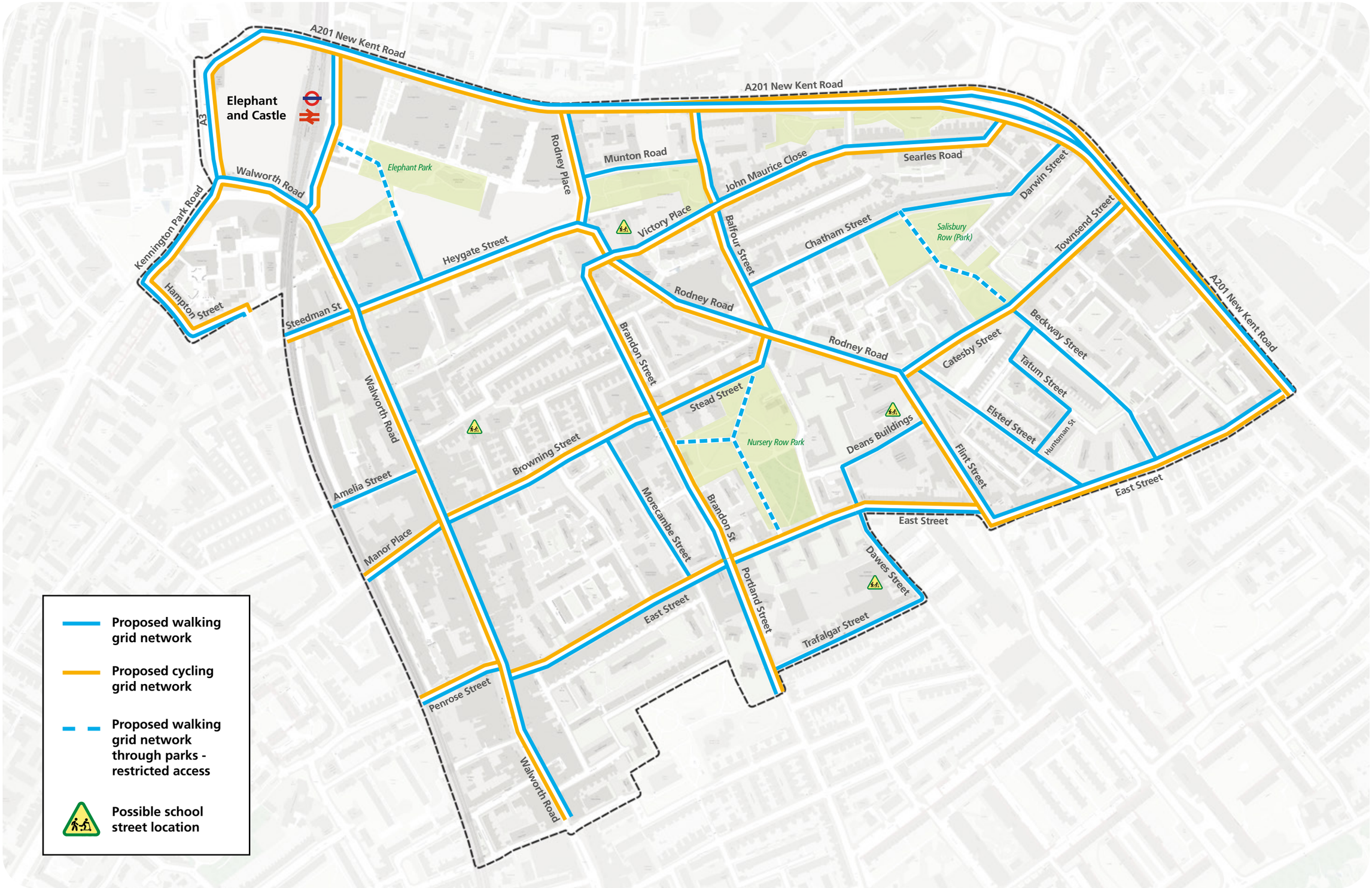


Chaucer

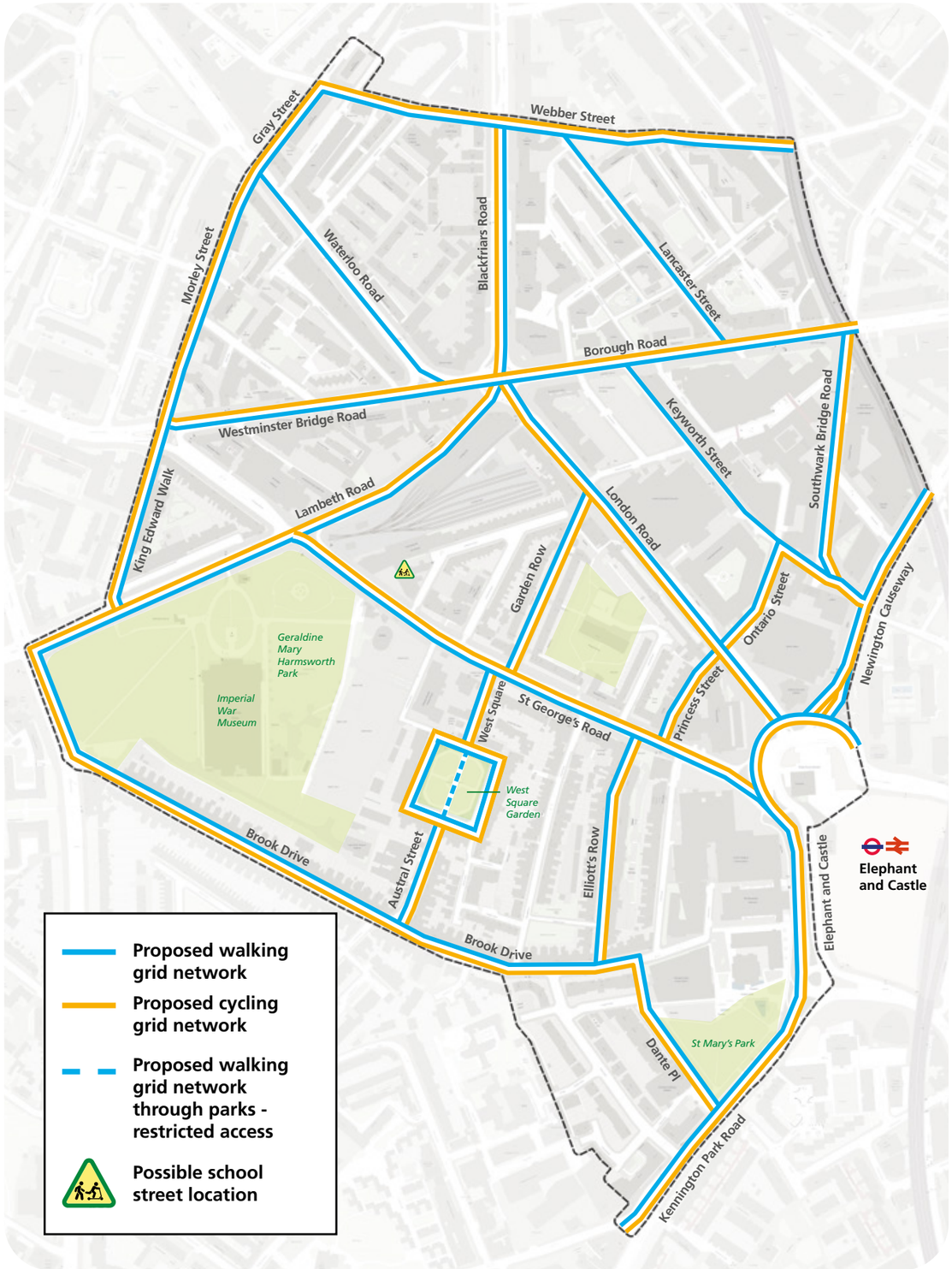


- Proposed walking grid network
- Proposed cycling grid network
- Proposed walking grid network through parks - restricted access
- Possible school street location

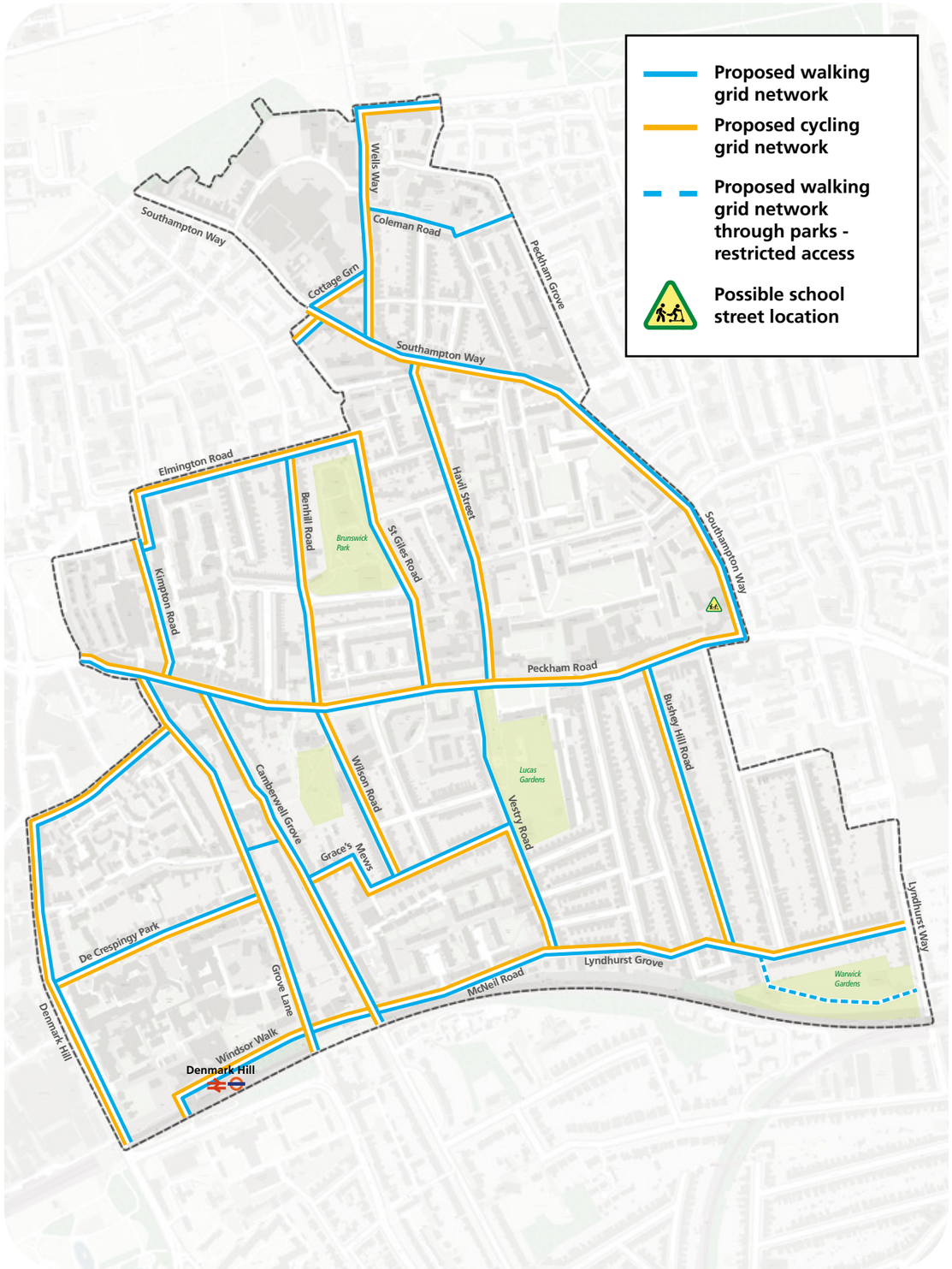
North Walworth



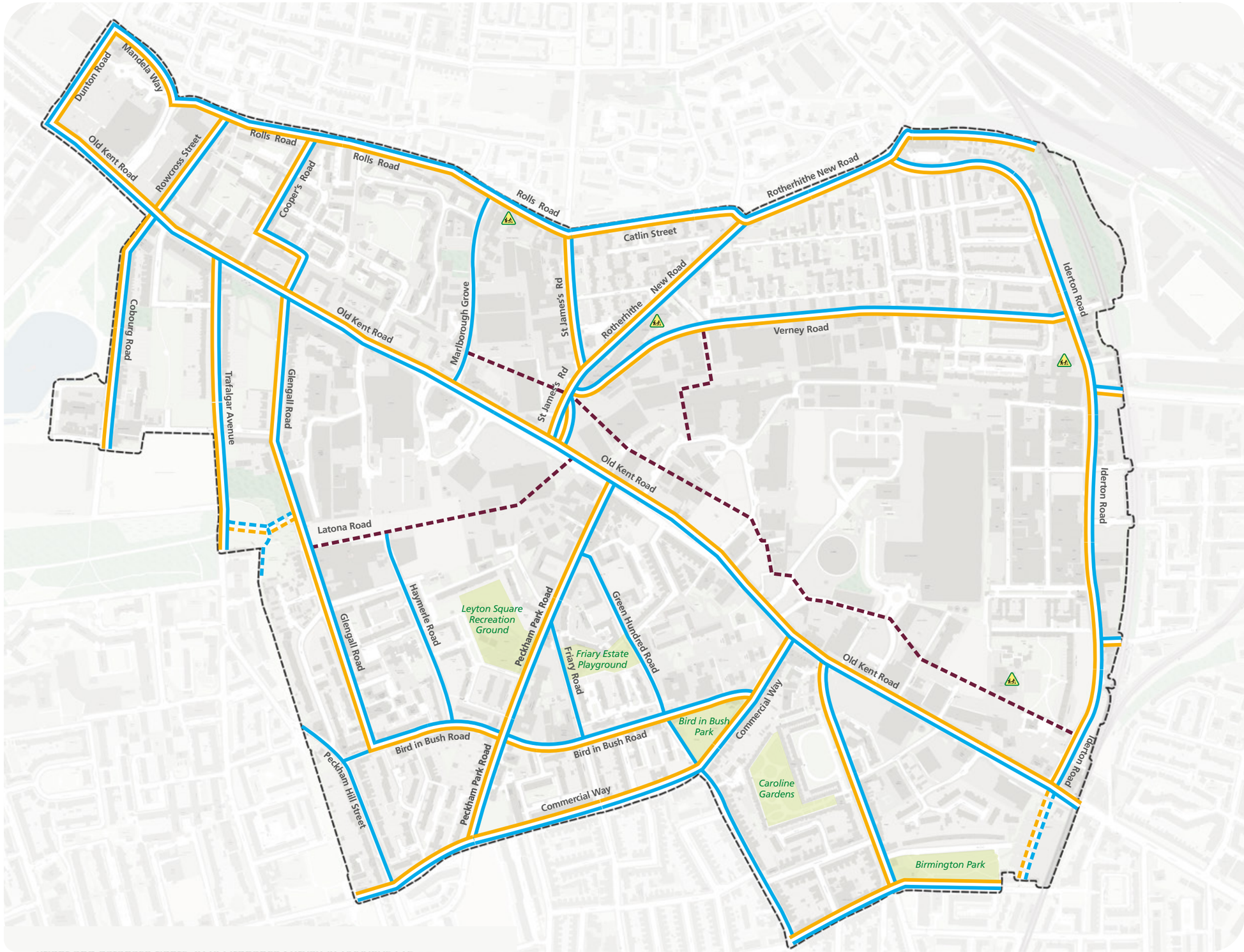
St George's



St Giles

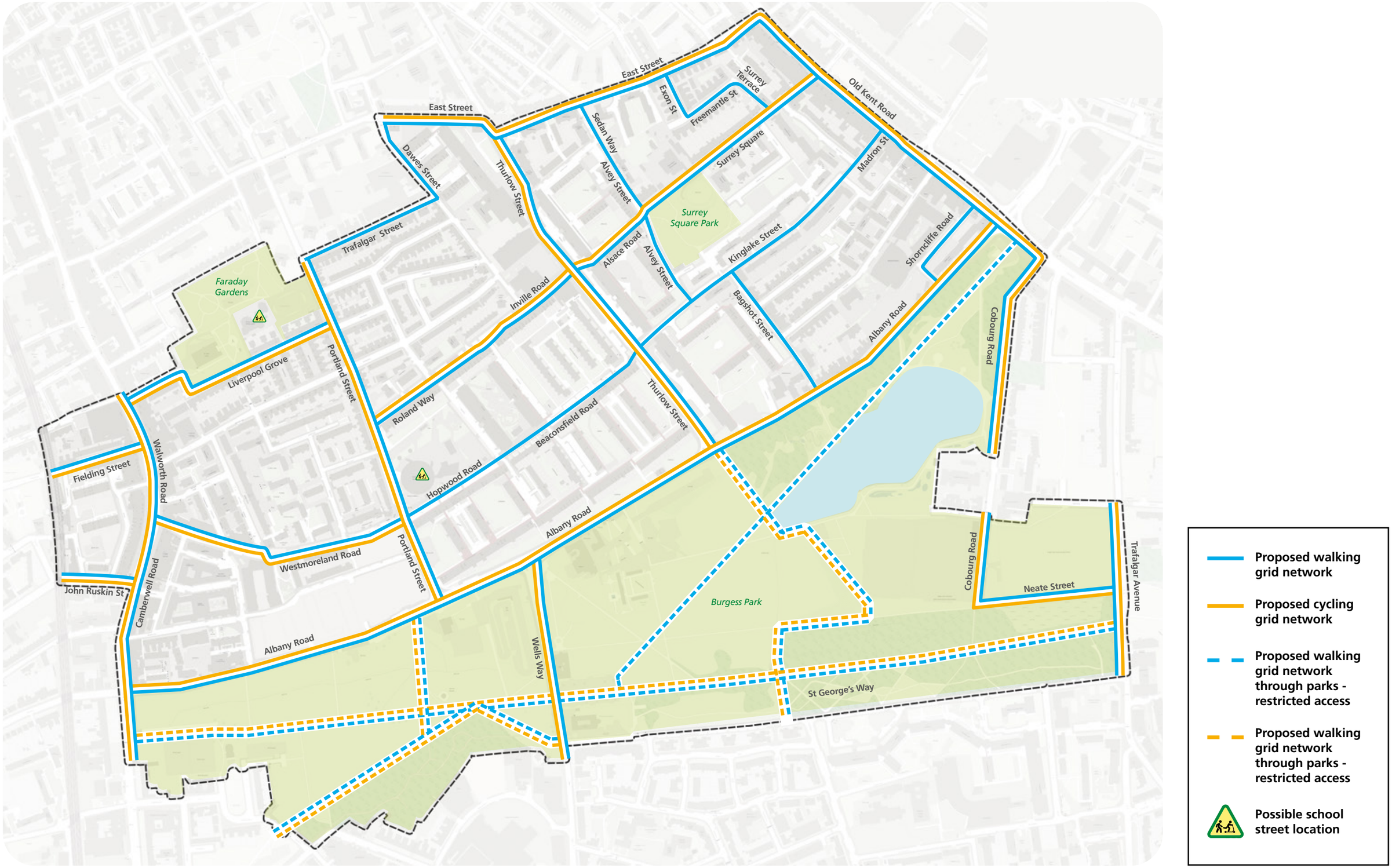


Old Kent Road

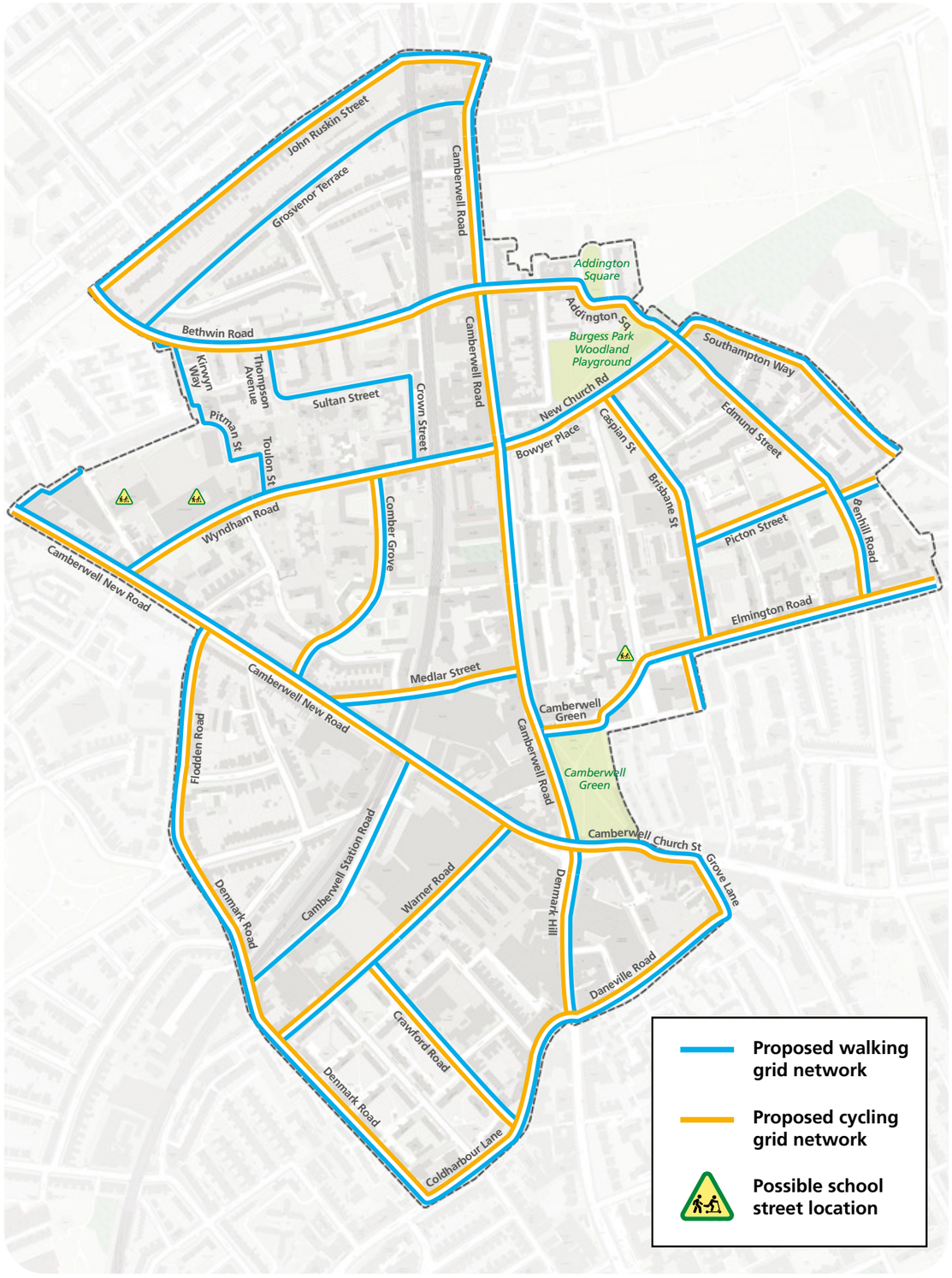


- Proposed walking grid network
- Proposed walking grid network through parks - restricted access
- Proposed cycling grid network through parks - restricted access
- Proposed cycling grid network
- Old Kent Road new pedestrian and cycle link - in progress
- Possible school street location

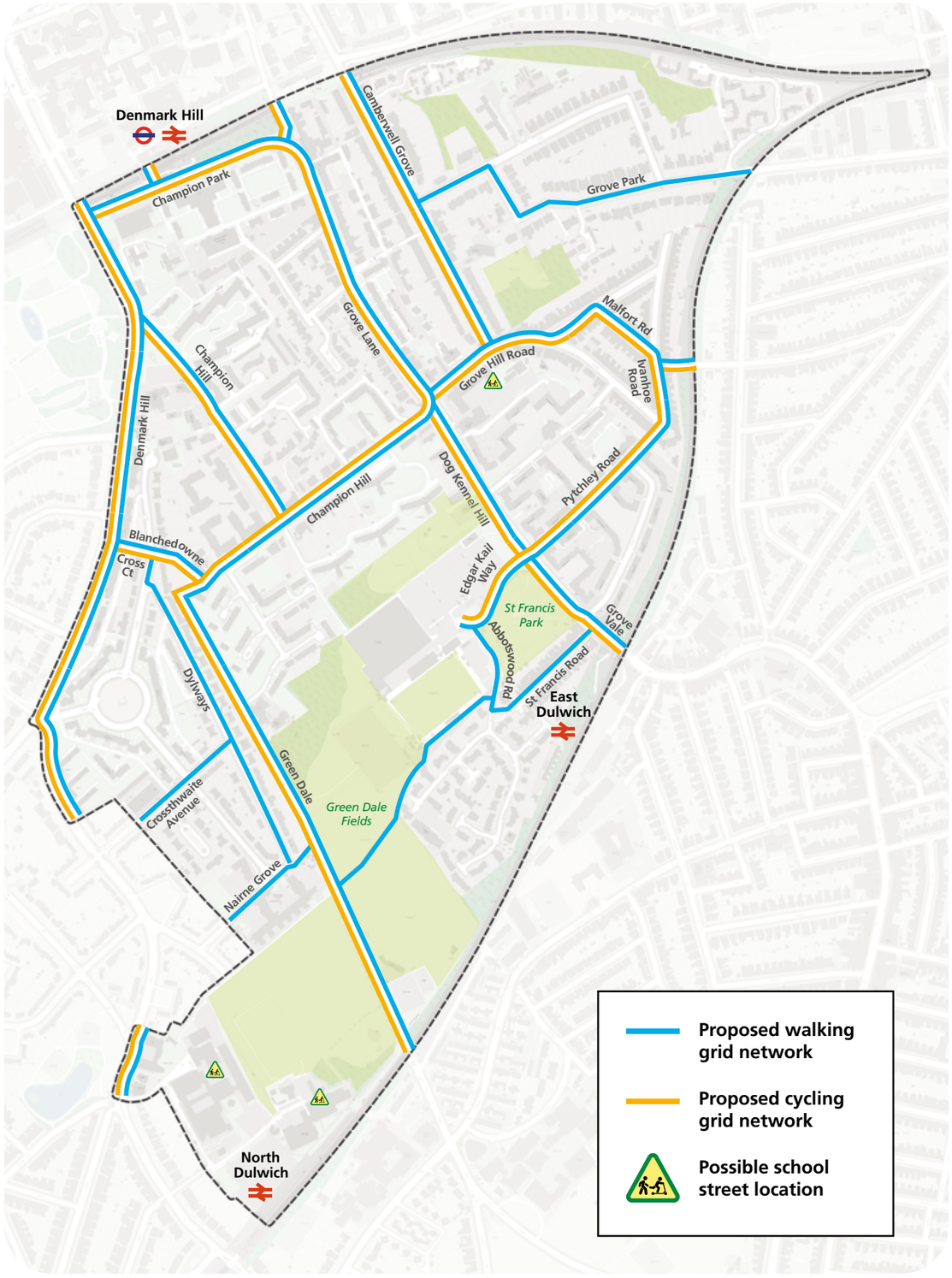
Faraday


East Street
East Street
Old Kent Road
Surrey Terrace
Exon St
Freemantle St
Sedan Way
Alvey Street
Surrey Square
Madron St
Dawes Street
Thurlow Street
Trafalgar Street
Surrey Square Park
Alsace Road
Alvey Street
Kinglake Street
Shorncliffe Road
Faraday Gardens
Inville Road
Bagshot Street
Albany Road
Cobourg Road
Liverpool Grove
Portland Street
Roland Way
Beaconsfield Road
Thurlow Street
Fielding Street
Walworth Road
Hopwood Road
Albany Road
Westmoreland Road
Portland Street
John Ruskin St
Camberwell Road
Albany Road
Wells Way
Burgess Park
Cobourg Road
Neate Street
Trafalgar Avenue
St George's Way
Proposed walking grid network
Proposed cycling grid network
Proposed walking grid network through parks - restricted access
Proposed walking grid network through parks - restricted access
Possible school street location

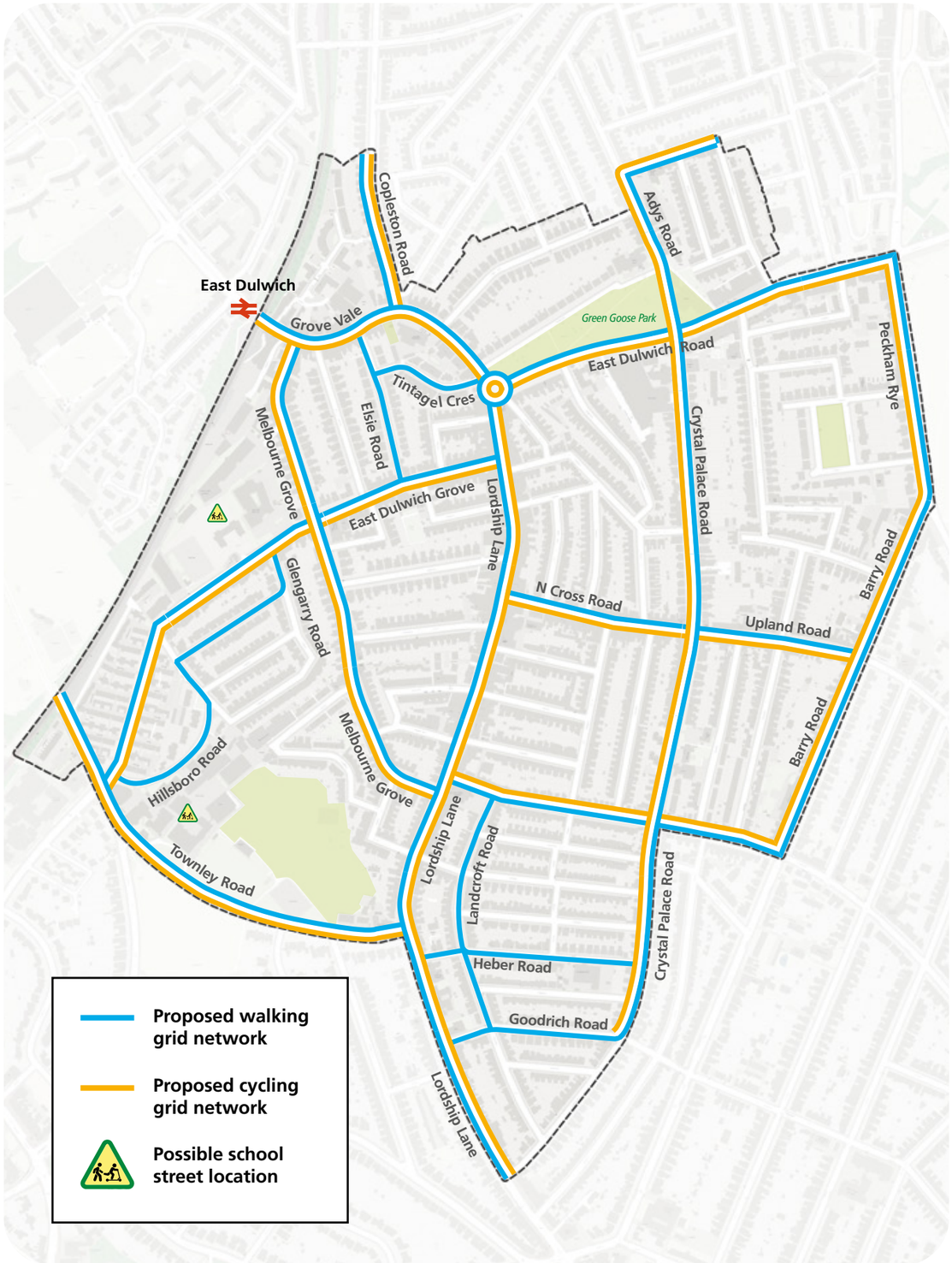
Camberwell Green



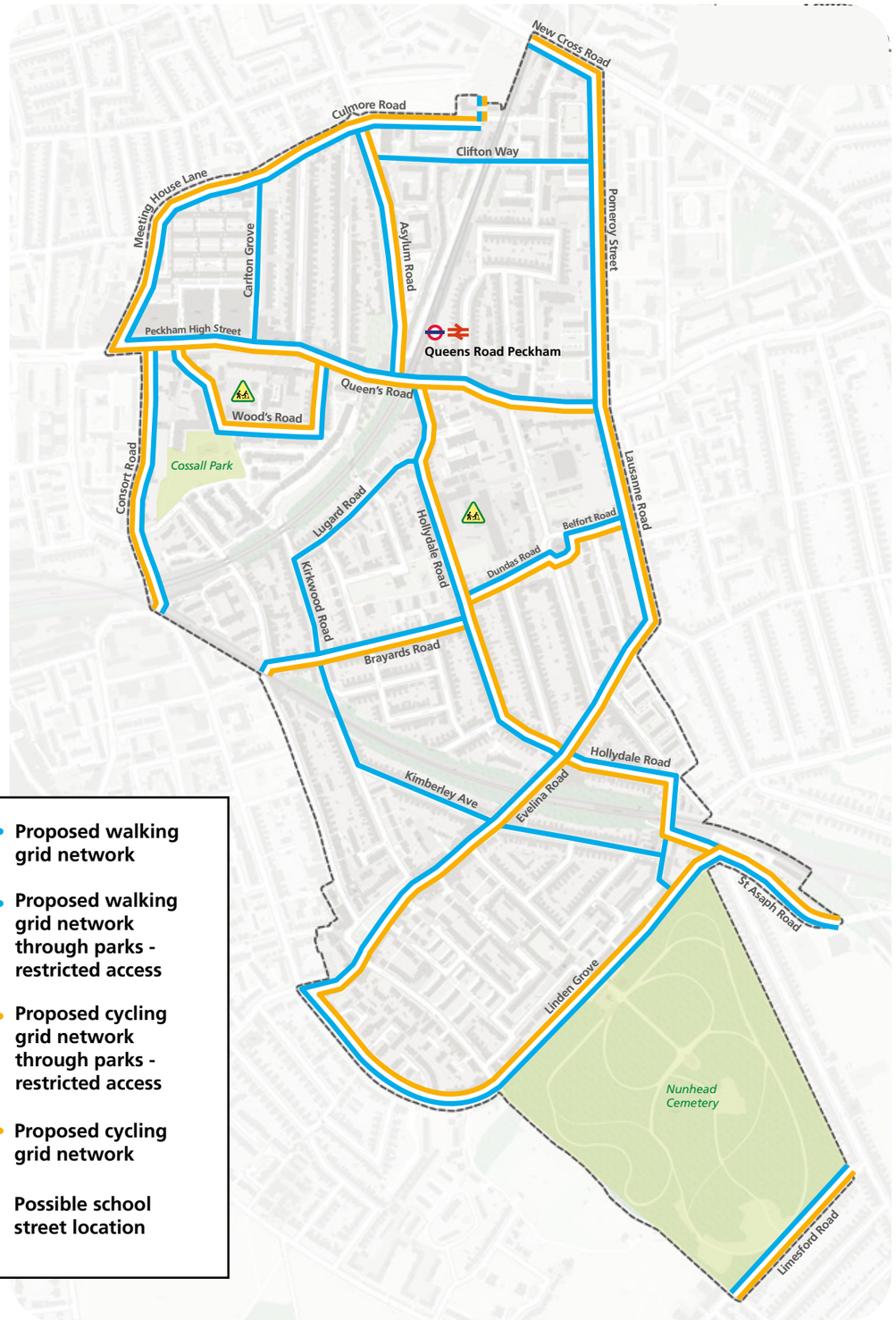
Champion Hill



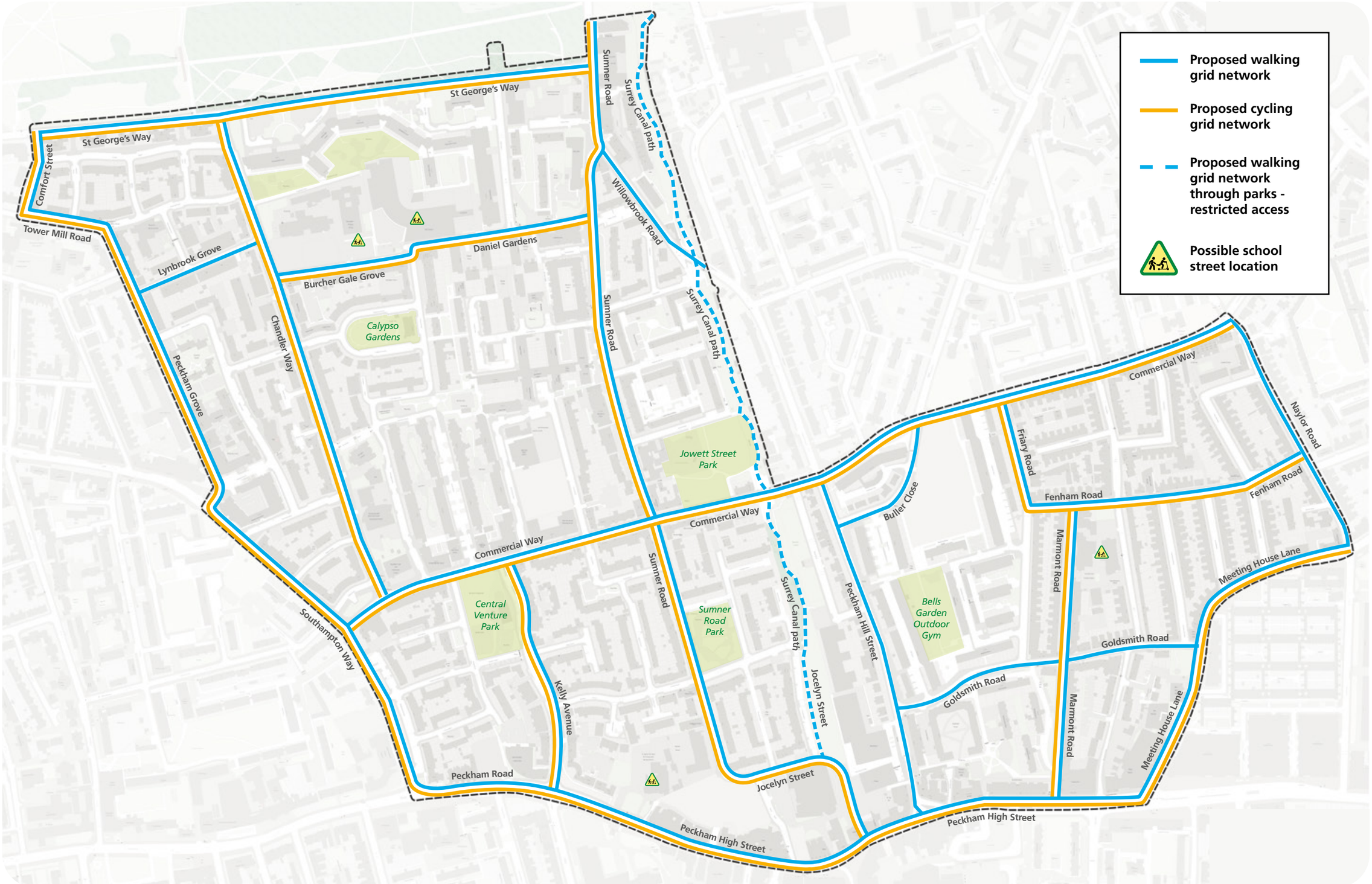
Goose Green



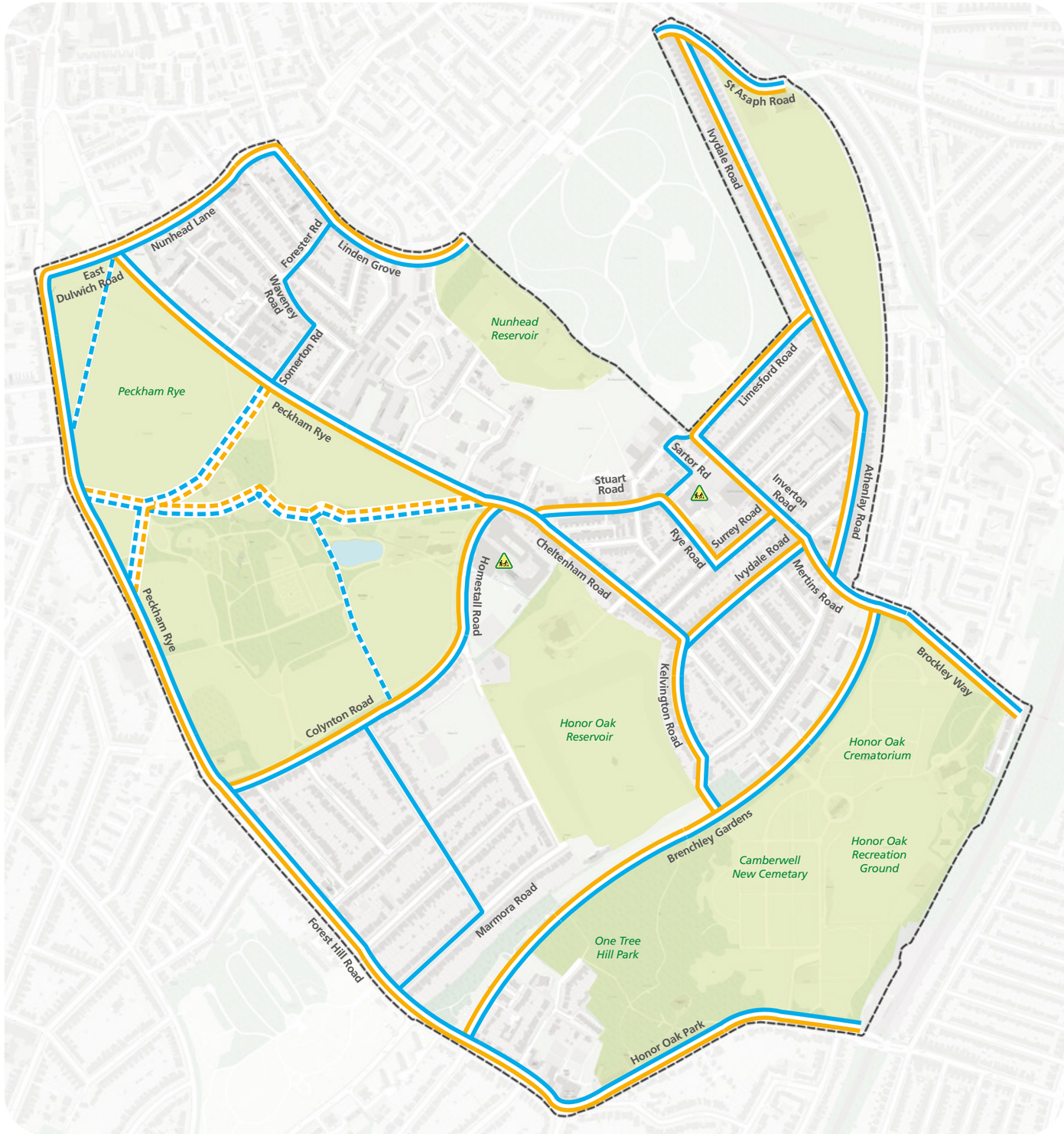
Nunhead & Queen's Road



Peckham

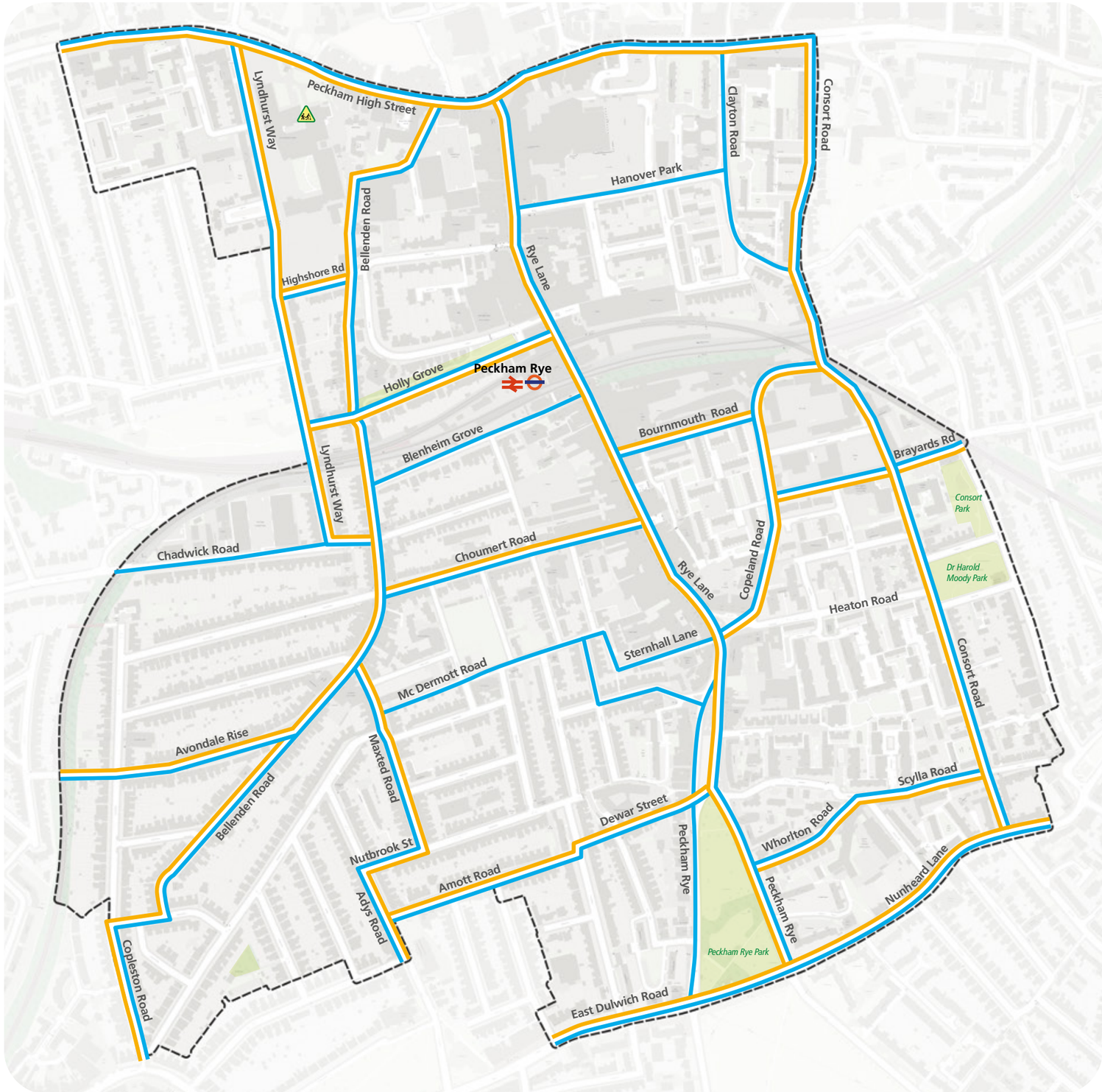

Proposed walking grid network
Proposed cycling grid network
Proposed walking grid network through parks - restricted access
Possible school street location
St George's Way
Comfort Street
Tower Mill Road
Lynbrook Grove
Peckham Grove
Chandler Way
Burcher Gale Grove
Daniel Gardens
Calypso Gardens
Sumner Road
Surrey Canal path
Willowbrook Road
Jowett Street Park
Commercial Way
Southampton Way
Central Venture Park
Kelly Avenue
Sumner Road Park
Surrey Canal path
Jocelyn Street
Peckham Hill Street
Buller Close
Bells Garden Outdoor Gym
Peckham Road
Peckham High Street
Friary Road
Fenham Road
Naylor Road
Marmont Road
Goldsmith Road
Meeting House Lane

Peckham Rye



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

Rye Lane



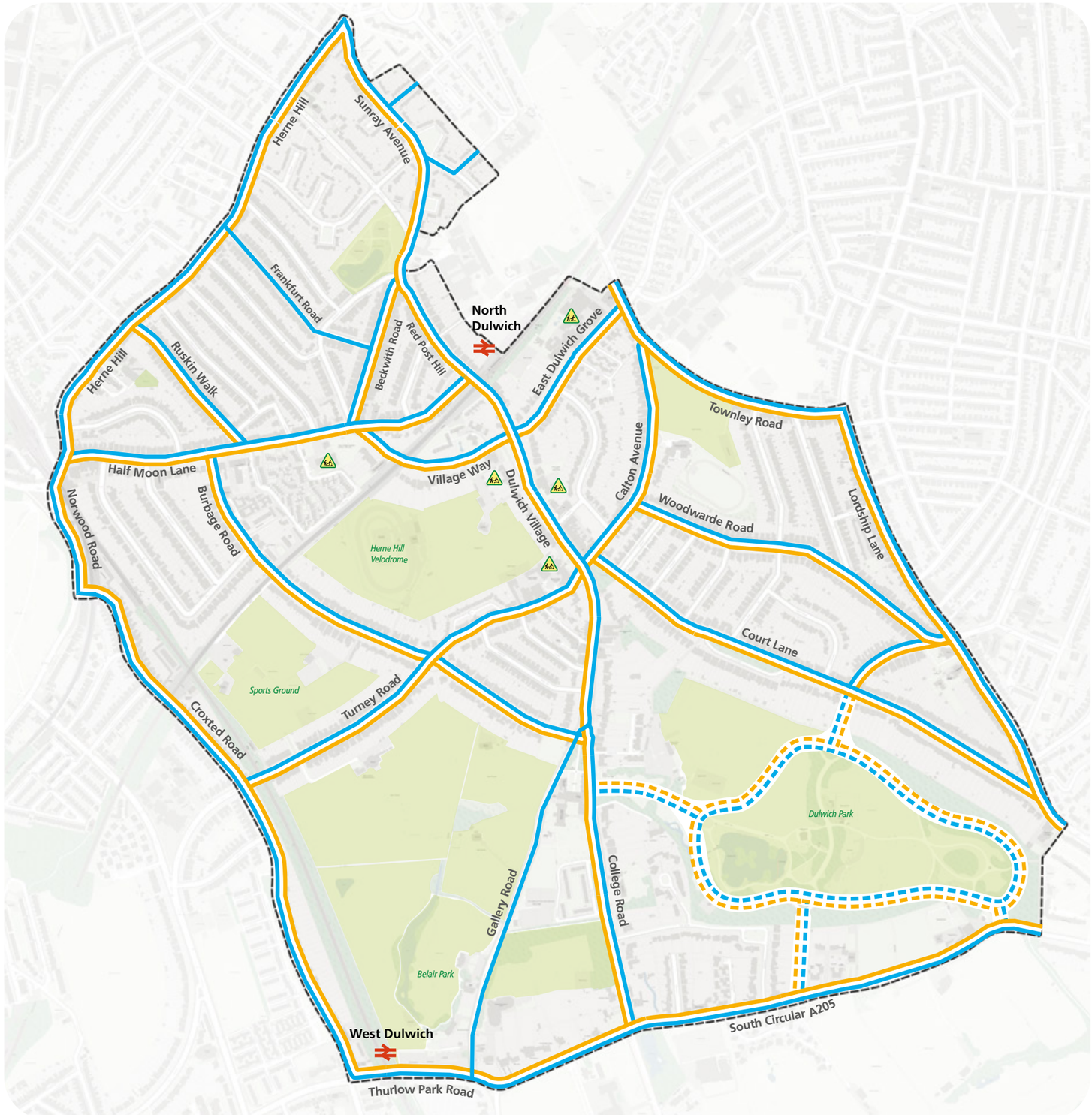
Proposed walking grid network

Proposed cycling grid network

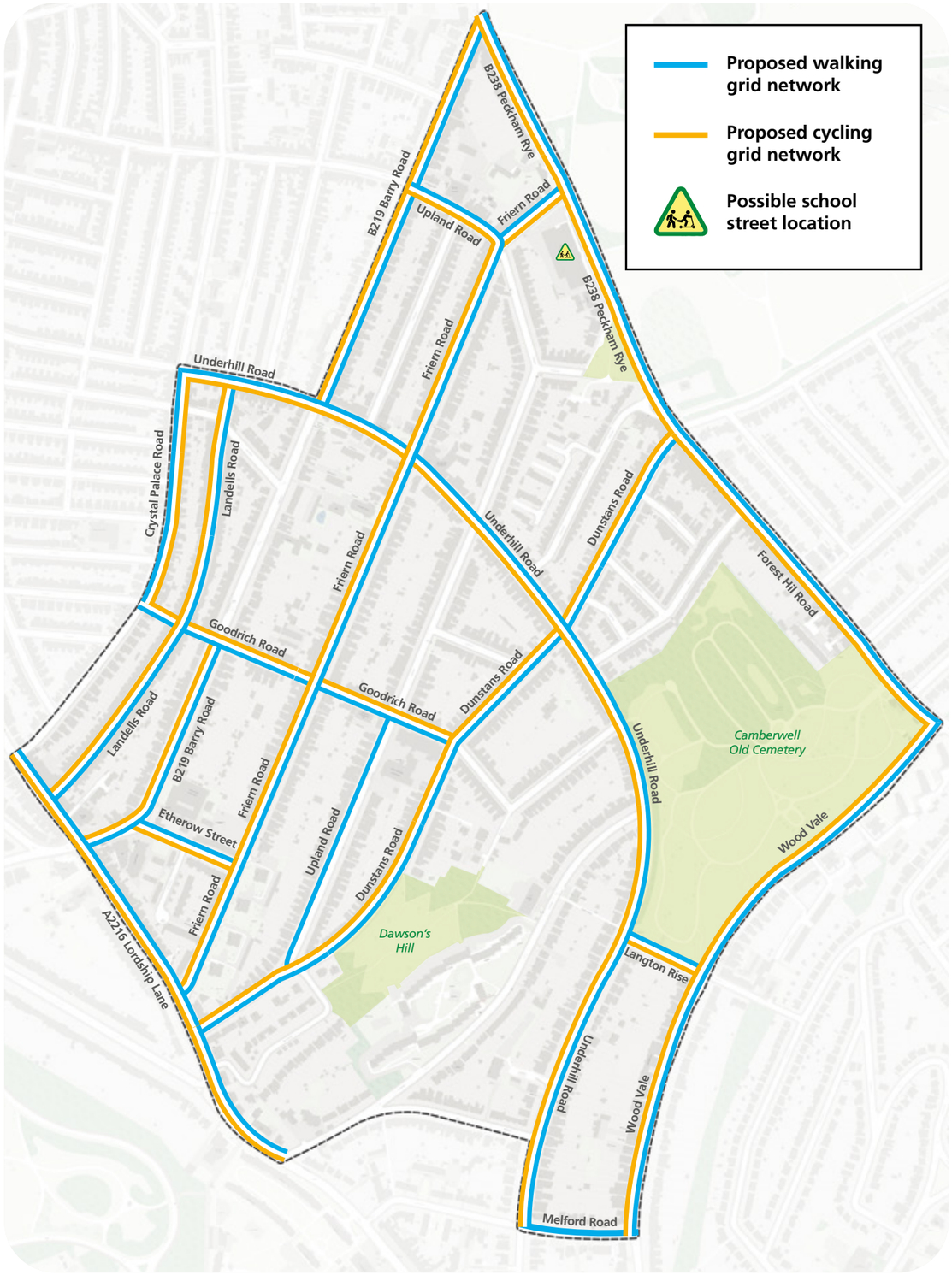
Possible school street location

Dulwich Village

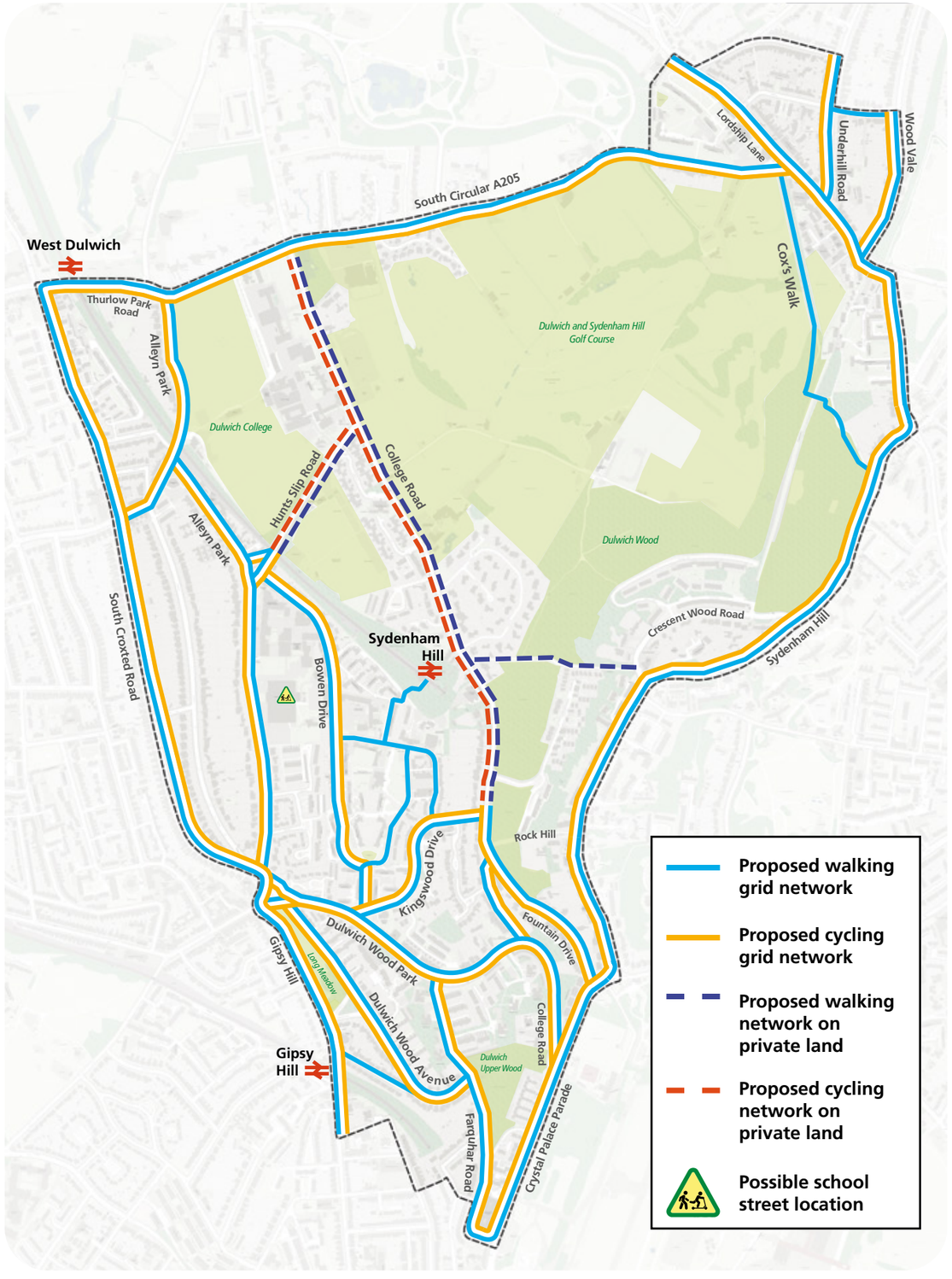
- Proposed walking grid network
- Proposed cycling grid network
- Proposed walking grid network through parks - restricted access
- Proposed walking grid network through parks - restricted access
- Possible school street location



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.'**

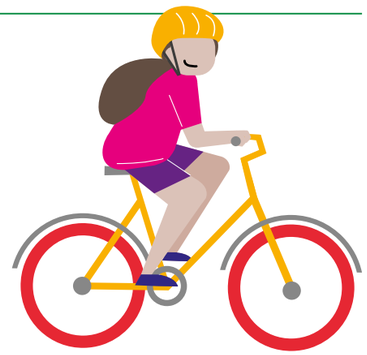
Following the analysis of the consultation results, it became apparent that it is not always appropriate to install seating every 100 meters across the borough. A better approach is to look at where people have requested seating, alongside an analysis of the local area, to determine where new seating 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

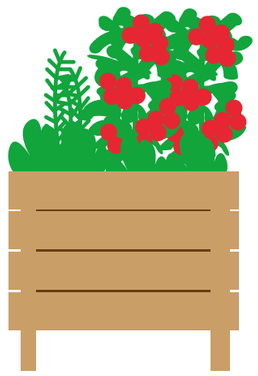
Replaced with **'Reallocate space to provide cycle hire parking where required.'** This change has been made due to the consideration that providing additional motorcycle hire parking is not in line with the ambitions of Streets for People.

- **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

STREETS FOR PEOPLE

LONDON BOROUGH OF SOUTHWARK

Consultation report 2024

Southwark Council

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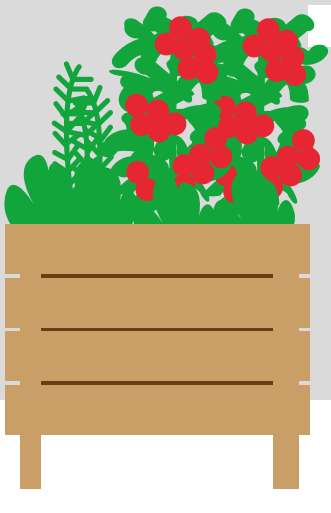


Executive summary

Background to the consultation

In July 2023, we agreed our Streets for People strategy, outlining a bold vision to improve residents' quality of life and take action on climate change by changing how we travel and use streets in our borough.

We promised that by 2030, every street will be cleaner, greener, and safer, with improvements chosen by residents. In August 2023 we launched our largest public consultation to date. To ensure everyone had a say, we reached out to people from all backgrounds, across every ward and street, giving them the opportunity to help shape these changes.

We used online surveys, door-to-door interviews, social media, targeted emails, public events, focus groups and an extensive programme of school visits. We worked with our partners and stakeholders to further spread the word about the consultation.

Over eight months, we received over 9000 responses. Tens of thousands more have read our flyers, seen our social media posts and read articles in Southwark Life magazine. The depth and detail of this input will guide Southwark's street improvements for years to come.

Key findings

These are the main changes to neighbourhoods and streets respondents would like to see:

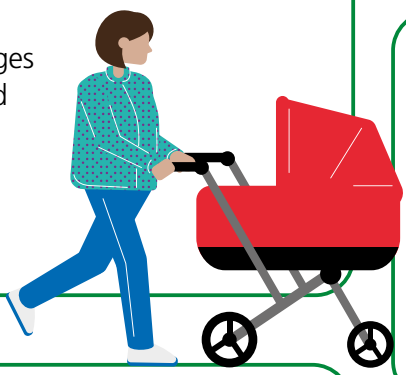
Climate and air quality concerns

73%

of Southwark residents are worried about **the effects climate change**

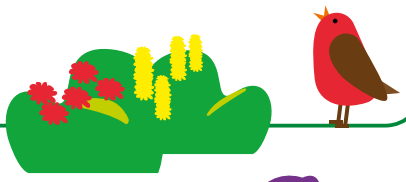
72%

are concerned about **the impact of poor air quality on children**. Respondents widely recognise the challenges of climate change and poor air quality, and understand the need for collective action.



Children's environmental concerns

Children in Southwark are particularly concerned about the environment. **They want cleaner streets, better air quality, and less noise pollution.**



Active and eco-friendly travel

Most respondents are keen to take up more **active and environmentally-friendly forms of travel** or are already doing so.

Traffic is the main barrier to cycling

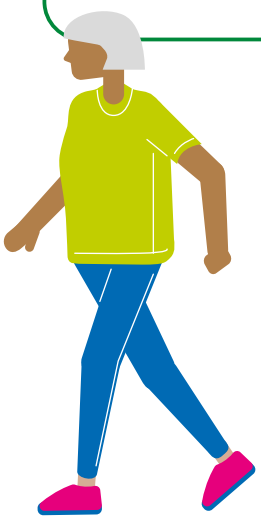
21%

say this as an issue

Desire to cycle to school

21%

of young respondents want to cycle to school but feel they can't due to factors like too much traffic, fear of bike theft, and concerns about road safety.



Improving walking for young people

To make walking more enjoyable, young people emphasised the need for:

44% feeling safe from crime

37% better lighting on roads and paths

30% more greenery

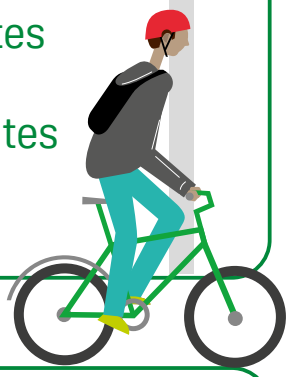
Improving cycling for young people

Young respondents prioritised the following improvements for cycling:

43% more cycle lanes

33% quieter routes

33% greener routes



Support for a greener Southwark

Respondents support the goal of **making Southwark the greenest borough in central London**, with more tree planting and green spaces to improve climate resilience and create more pleasant streets. Green and welcoming outdoor spaces that nurture both wildlife and community are especially important to children.

Street safety and accessibility

Respondents want to see improvements on our streets to make them **safer and more accessible for everyone.**

Safe play spaces

Children want spaces where they can play, regardless of age, without them or their parents worrying about their safety. They want things to do and places to go nearby.

Next steps

The detailed and localised data collected in the consultation holds significant value. Through the online surveying we have been able to find out for example that people on street X would like to have more trees or somewhere to sit, or where they are worried about collisions or the state of the pavements. This information has been considered and reflected in the ward maps which form our Streets for People Delivery Plan.

Future engagement

As we examine each street and develop design ideas that align with residents' aspirations, there will be additional opportunities for the community to get involved in shaping these changes.

All future engagement opportunities can be found online at:

https://www.southwark.gov.uk/streets-for-people-get-involved

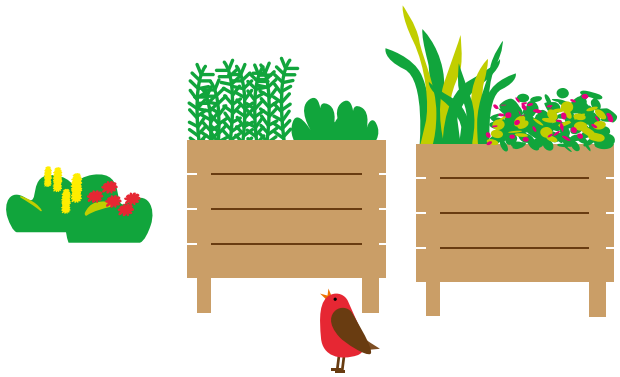
Introduction to the consultation

Background

We published the Streets for People strategy in July 2023. It sets out a bold vision and a firm commitment to improve our residents' quality of life and take action on climate change, by changing how we all travel and use streets in our borough. Streets for People supports:

- cleaner air
- safer and quieter streets with less traffic and fewer collisions
- healthy travel options like walking, cycling or wheeling
- greener, and more pleasant spaces for our communities to connect and socialise
- a better place for all who live, work, study and visit

We promised that by 2030 your street will have improvements to make it cleaner, greener and safer, chosen by you. To achieve this, we sought to understand and map what changes residents want on their streets, and in August 2023 we launched our consultation. The results and insights from feedback has shaped our Streets for People Delivery Plan.



Our approach

Over 9,000 people shared their views as part of our Streets for People consultation, making this the largest engagement exercise the council has ever conducted. Running from August 2023 to March 2024, our goal was to hear from as many residents as possible, from every background, in every ward, and on every street. We aimed to give everyone the opportunity to help shape the changes we will be introducing.

Consultation activities

We used a wide range of consultation activities to reach as many people in Southwark as possible. Throughout the process, we used an iterative approach, testing and refining our methods to improve engagement. By learning from these trials, we were able to scale up our efforts and reach the maximum number of people.

Online survey

In August 2023 we launched the online survey; this included questions about people's overall attitudes and travel behaviours, followed by detailed questions about what they would like to see in their neighbourhood. Residents were able to pinpoint locations for seating, cycle hangars and more, and tell us where the safety hotspots are. They could also indicate their preferred walking and cycling routes. The survey was designed so that people could provide as little or as much information as they liked.

Door-knocking

We know from past experience that many people don't respond to flyers and other forms of communication – and this can lead to surveys being weighted towards certain parts of the population. We set out to correct this with a massive campaign of door-knocking, focusing on those areas of the borough where we anticipated a lower response. Between September and March teams of interviewers visited neighbourhood after neighbourhood, attempting to get feedback from as many streets as possible. We knocked on over 20,000 doors and spoke to well over 2,000 residents – for thousands of people this was the first time getting involved in engagement with the council. We used a short form of the online survey to get all the core information without taking too much of people's time.

Focus meetings

We held a number of focus meetings covering walking, cycling, people with disabilities, and parents/carers. This was an opportunity for people to look in more detail at the Streets for People strategy and our Walking and Cycling Plans that relate to it. These were open to people who had already expressed an interest through the survey. The 'Walking and disability' focus meetings were well attended and particularly fruitful – with rich feedback leading to a number of changes being made to our Walking and Cycling plans.

Community events

We attended a number of community events around the borough, publicising the Streets for People strategy and carrying out one-to-one surveys with the same short-form survey we used when door-knocking. Particularly well attended events included the Peckham Rye Fete, the Veolia Wonder Day and the International Day for Older People event in Peckham Square.

Workshops with primary school children

We engaged children and young people to learn about the changes they would like to see in their streets and neighbourhoods. We conducted workshops in schools with students from Year 5 to Year 6, focusing on what they love and dislike about their streets, and what they wish for in their area. Together, the class created bunting to illustrate what they would like to see changed in their own streets and neighbourhoods.

We ran 25 workshops at 14 different schools, reaching over 600 children in 11 different wards. Findings from these workshops provide a rich understanding of a child's experience of living in Southwark. They reveal what children value and appreciate about their area, what brings them joy, and what negatively impacts their lives. They also identify barriers to being active and healthy and suggest meaningful changes to their environments.

Following an initial analysis of the findings from these workshops, we returned to two schools to run playback sessions. In these sessions, we presented the findings and key insights gathered. The students' role was to review the findings and engage in discussions. This process helped us further refine our understanding and define the improvements they want to see in their streets and neighbourhoods.

Youth survey

Together with workshops held in primary schools the youth survey formed part of the youth engagement work. The survey ran December 2023 to March 2024 and reached over 250 young people in Southwark. It sought to understand the existing experience of walking and cycling in Southwark and what prevents young people from active travel. It further asked what changes young people would like to see to make walking and cycling easier, and to improve streets.

Southwark Youth Parliament

We engaged the Southwark Youth Parliament in Streets for People through presentation, discussion, and encourage them to respond to the survey and share it with their peers.

Communication

Reaching people in Southwark

Running this consultation for an extended period enabled us to try out a variety of communication approaches.

We used existing council mailing lists to contact people who had previously expressed an interest in this work. We also used the council's residents' e-newsletter and Southwark Life magazine, which goes to every household in the borough.

Social media campaigns reached around 200,000 people, reaching people who would not have seen the survey any other way, including a higher proportion of private renters, who are often among our seldom heard groups. We also encouraged key stakeholder partners – including members of our Active Travel Group – to promote the survey with their own networks.

We asked respondents to the main survey to tell us how they found out about the survey. The largest group – 35% had found out about it via the council e-newsletter or other council emails. But almost 32% found out through our door-knocking work. A further 13% learned about the survey through our social media campaign.

Reaching children and young people in Southwark

All secondary schools were contacted and asked to share the youth survey with their students. Additionally, youth organisations and partners were asked to share it through their networks. 73% of respondents reported that they learned about it from their school.

Every year 5 and 6 (children aged nine to 11) in Southwark was offered a workshop at their school, delivered by council staff. Schools were contacted via their School Travel Plan coordinators in collaboration with the council's School Travel team. Participating schools earned points towards their Transport for London Travel for Life scheme, which inspires young Londoners to travel to school sustainably, actively, responsibly and safely by championing walking, scooting and cycling.

Social media campaigns reached around

200,000

people

Respondent found out about the survey

40%

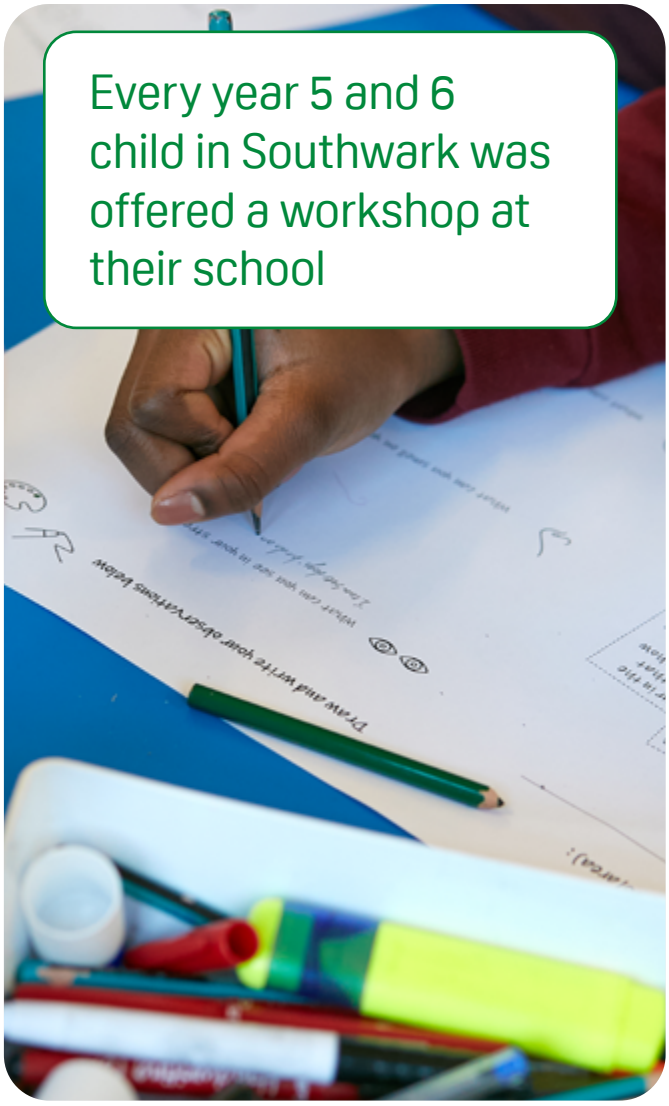
via the council e-newsletter

32%

through our door-knocking work

13%

through our social media campaign.



Respondent profile

The main Streets for People survey – including online respondents and the people we spoke to on their doorstep – received 5,560 responses. We also received thousands of responses to Streets for People questions included in other surveys throughout 2023 (including those asking about proposed controlled parking zones and local Streetspace measures).

We heard from people in every ward area in Southwark, and from

65%

of all streets in the borough

44%

of respondents were between 25 and 44 years of age

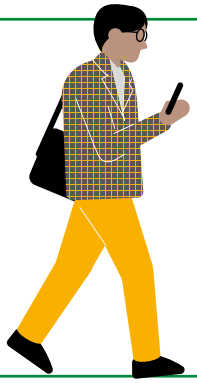
Overall, our consultees skew somewhat older than the average for Southwark's population, but we achieved healthy representation for all adult age groups.

76%

of our respondents were from White ethnic backgrounds, compared with just

51%

of the borough population



This is a long-term challenge for our engagement approaches – but it is worth noting that the street survey work had a much better balance of ethnic backgrounds

63% White backgrounds

20% Black backgrounds

9% Asian backgrounds

14%

of respondents who answered the question described themselves as disabled

54%

of our respondents are female

44%

are male

94%

of respondents live in Southwark,

17%

work in Southwark and

10%

are parents/carers of children studying in Southwark

Children and young people

Through our primary school workshops, we reached over

600
children aged nine to eleven across

14
different schools in

11
wards, covering all parts of the borough

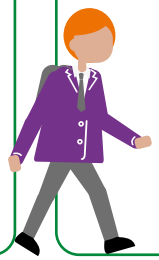
The majority of respondents,

55%
were between 12 and 13 years old

17%
were between 10 and 11 years old

In terms of gender,

52%
were female, and



39%
were male

Of the respondents to the youth survey,

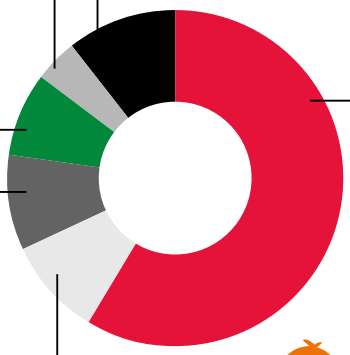
64%
study in Southwark, and

50%
also live in the area.

4%
Other ethnic backgrounds

10%
chose not to disclose their ethnicity

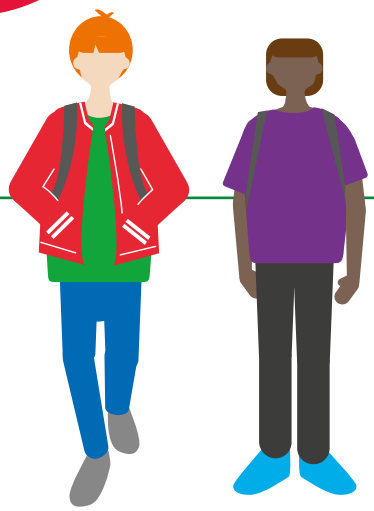
8%
Black backgrounds

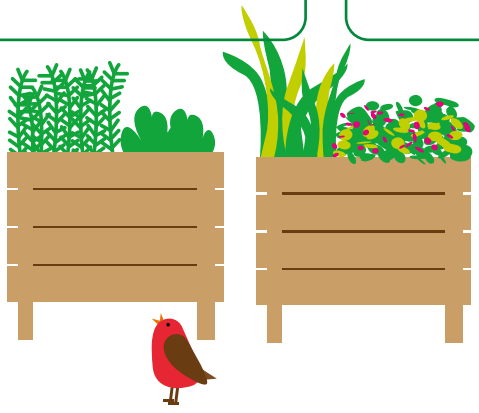


59%
White backgrounds

9%
Mixed ethnic backgrounds

10%
Asian backgrounds





Findings

Survey and street engagement findings

It is important to emphasise at this stage that the main focus of the survey and street engagement was on finding out what people would like to see in their neighbourhoods and on the streets they live in. These findings have played an essential role in informing our Streets for People Delivery Plan.

There are some overall themes and stories to tell about people's views and attitudes at the borough-wide level, but these do not supersede the local perspective.

Behavioural insight

We presented survey respondents with a series of statements, which they could choose to agree with or not. This was designed to test some of our basic assumptions about the opportunities to encourage more active or more environmentally friendly forms of travel.

These are the overall responses to these statements:

I cycle/scoot or walk as my main form of transport

57%

I am considering buying an electric car or van

18%

I would walk more if the streets were quieter or less polluted

45%

I am worried about the effects of climate change

73%

I would be interested in trying cycling (or cycling more)

41%

I am worried about the impact of poor air quality on children

72%

I would take buses more if they were more reliable

47%

We also cross-referenced these statements with some of the other questions, to draw a more nuanced view of how people saw these issues:

- **Parents/carers** were more likely than the average to be interested in cycling (58%), considering buying an electric car (35%), and concerned about climate change or air quality (88% and 89% respectively)

- **People of Black ethnic backgrounds** are less concerned than people of other ethnic backgrounds about the impacts of climate change and air quality. 55% are worried about the effects of climate change compared to 73% overall. 60% are worried about the impact of poor air quality on children compared to 72% overall.

- Interest in many of these statements scales with **age** – for example 59% of 25-34 year-olds were interested in cycling, as opposed to 31% of 55-64 year-olds. Concern about climate change peaks at 81% in 35-44 year-olds, whereas only 57% of 75-84 year-olds share this concern.

- Agreement with the statements also scales with **income** – for example, 64% of those with a household income of £90,000+ per year are interested in trying cycling, as against 43% of those earning £15-29,999 per year.

How do people travel?

Around

42%

of respondents reported using a car

Only around **29%** use their car once a week or more. This compares with the 2021 census that shows that over **60%** of Southwark households do not own a car.

Almost

90%

of respondents walk at least occasionally – this includes wheelchair-users.

A little over

40%

have and use their own cycle or scooter.

Use of public transport was also predictably very high – around

60%

of respondents using buses at least once a week.

Barriers to cycling

People who said that they were interested in trying cycling or cycling more, received further questions about what was stopping them.

61%

of those who responded said **dangerous driving** was seen as a significant obstacle.

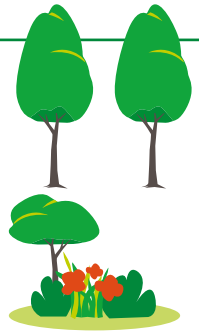
Lack of protected cycle lanes (56%) and **volume of motor traffic (55%)** were also seen as significant obstacles.

Lack of places to store their bike at home was seen as an obstacle by over **58%** of respondents, whereas most respondents did not see the affordability of bikes, cycling confidence or their own fitness as obstacles.

Street improvements

We presented all respondents with a long list of possible measures they might like to see on their street. The responses have been used to guide the street and ward-level responses in the form of illustrative maps which can be found in **appendix 2b - Resident feedback by ward**.

Some broad trends for the whole borough also came through:



46%
of respondents wanted to see new trees on their street.

44%
would like to see new green spaces, such as planters or rain gardens.

These were consistently favoured choices across the borough, though especially in some of the more built-up areas to the north.

44%
of respondents wanted to see pavement improvements (wider and smoother surfaces)

39%
wanted to see pavement decluttering

As we discovered, this can mean different things in different places – these can be found in **appendix 2b - Resident feedback by ward**.

At borough level

34%
of respondents want to see less traffic.

This number was **45%** or more in wards such as Camberwell Green, London Bridge & West Bermondsey, and Nunhead & Queens Road, reflecting some very busy roads.

All other choices were much less consistent across the borough.

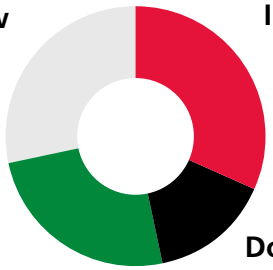
Youth survey findings

Cycling habits

66%
of respondents to our survey **consider themselves confident cyclists**, and

47%
feel they **see people like themselves cycling** in Southwark.

Cycling frequency amongst respondents:



Amongst all who said they cycle, going to the park or going for a ride are the most common destinations. However, amongst the frequent cyclists the most common destination is cycling to school.

Barriers to cycling

The primary barriers to cycling identified were that it was:

- **too far to cycle (21%)**
- **too much traffic (21%)**
- **fear of getting your bike stolen** due to lack of appropriate storage facilities **(20%)**
- **not feeling safe from accidents (19%)**

For those who don't currently cycle, the main reasons are:

- **a lack of interest (4%)**
- **feeling unsafe from accidents (40%)**
- **not having enough storage space** at home for a bike **(26%)**

Motivation to cycling

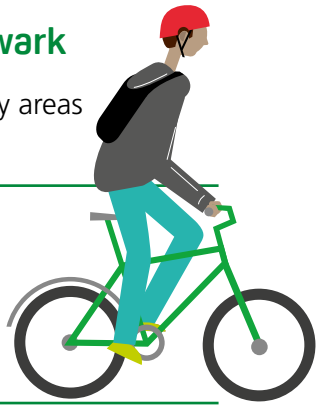
The primary motivations for cycling include

- **improving fitness and health (44.9%)**
- **faster transport (40%)**
- **helping the environment (31%)**

Additionally, **21%** of respondents expressed a desire to cycle to school.

Improving cycling in Southwark

Respondents highlighted several key areas for improvement.



43% wanted **more cycle lanes**
33% wanted **quieter routes**
33% wanted **greener routes**

31% also said they would like not to have to worry about bike theft. Improved road behaviours from all users, including cyclists, were important to **31%** of respondents, particularly to create a more welcoming environment for young cyclists.

Other significant suggestions included reducing traffic **(29%)** and ensuring safety from accidents **(27%)**.

Walking habits

Survey respondents most frequently walk to:

- **shops (72%)**
- **parks (71%)**
- **friends' houses (69%)**

The top reasons for choosing to walk include

- **finding it enjoyable (37%)**
- **seeing it as a social activity (36%)**
- **using it to improve fitness (33%)**

While most respondents felt they already walk enough, **16% expressed a desire to walk to school.**

Barriers to walking

The main barriers to walking include

- **distance (30%)**
- **time (21%)**
- **having too much to carry (21%)**

Additionally, **concerns about crime** prevent some from walking more **(18%)**

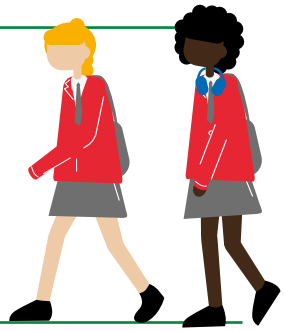
Improving walking in Southwark

Respondents identified several ways to improve the walking experience in Southwark.

44% said they want to **feel safe from crime**

37% want to see **improved lighting** on roads and paths

30% want **more greenery**



Other improvements **include widening pavements (29%) and making crossing streets easier (29%)**.

Primary school workshop findings

We ran workshops with Year 5 and Year 6 students from all parts of the borough. We learned what they value and appreciate about their area, and what negatively impacts their lives. Additionally, they suggested meaningful changes to their environments. Here we provide an insight to the changes they would like to see. The three most desired changes are; to see their environmental concerns addressed, for more and accessible amenities and activities, and more outdoor spaces and nature.

Environmental concerns: cleaner, quieter and healthier environments

Children in Southwark have strong environmental concerns. They want to see changes that lead to cleaner, quieter, and healthier environments. Children want to live in places that are cared for. They are deeply concerned about different types of pollution in their areas. Issues like littering and dog waste were frequently mentioned during our workshops. They also express concerns about invisible pollutants, including car emissions, smoking, and vaping. They want to live in neighbourhoods that are peaceful and quiet. Children told us how noisy neighbours and loud street noises disrupts their sleep.

Amenities and activities: more child-friendly spaces

Children desire more opportunities and spaces to play and engage in activities within their local area. Children told us they want to have spaces to play and be active in, suitable for children of all ages. Additionally, they wish for the freedom to go out and play without them or their parents worrying about their safety.

Children seek spaces where they can enjoy, socialise, and develop their independence. They want amenities like parks, shops, and leisure centres to be conveniently close by.

Outdoor and nature: green and welcoming outdoor spaces that nurture wildlife and community

Growing up in densely populated urban areas, the spaces outside and near their homes become increasingly important. These areas serve as vital places for social interaction, connection, play, and growth. Our research with children shows that nearby green spaces and nature are the most appreciated aspects of neighbourhoods. Ultimately, children want green and welcoming outdoor spaces that nurture both wildlife and community.

STREETS FOR PEOPLE
LONDON BOROUGH OF SOUTHWARK

APPENDIX 2A STREETS FOR PEOPLE CONSULTATION REPORT BACKGROUND INFORMATION

Available online on the following link (item 13):

Agenda for Cabinet on Tuesday 7 January 2025, 11.00 am - Southwark Council

APPENDIX 2B

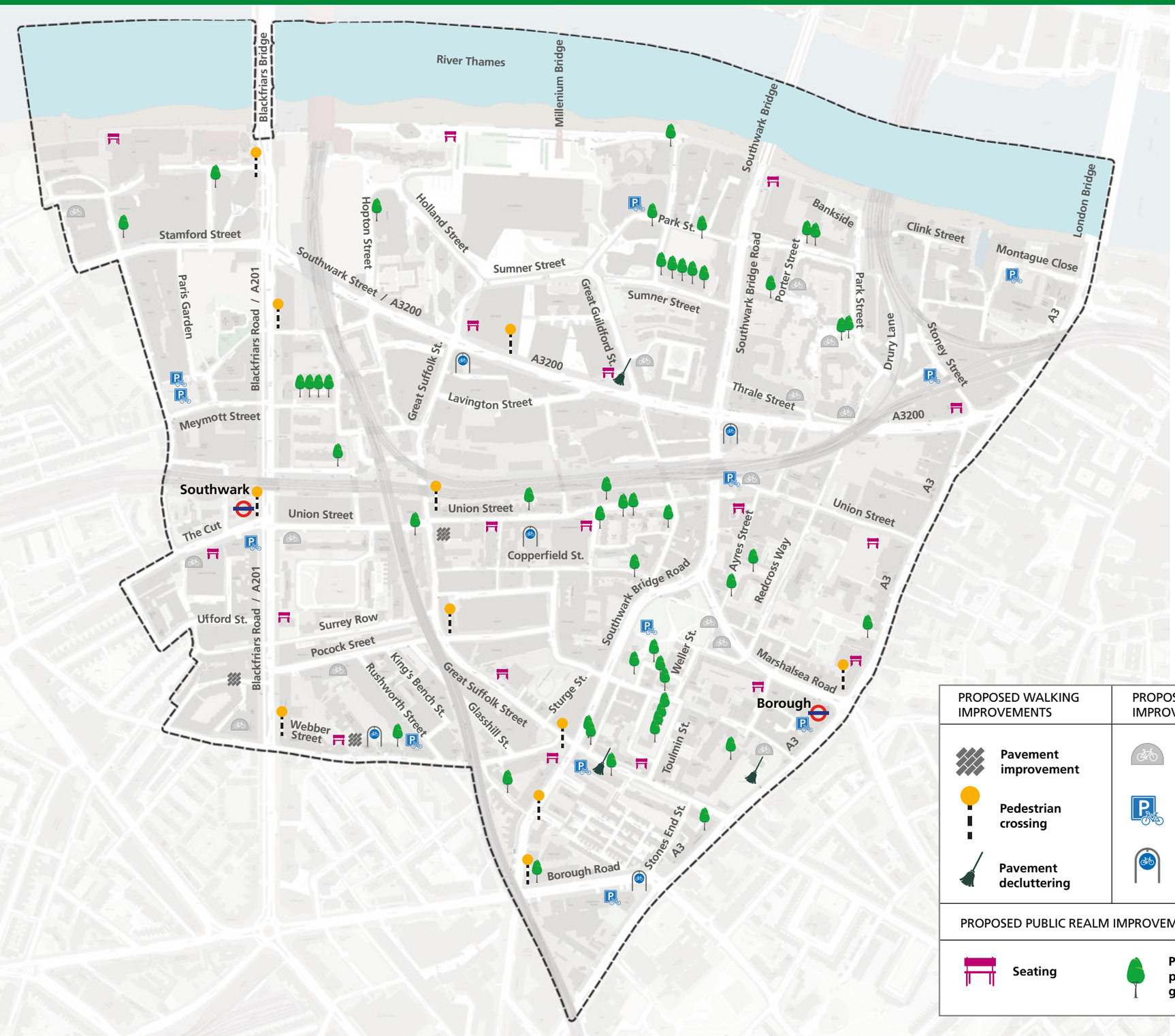
STREETS FOR PEOPLE

LONDON BOROUGH OF SOUTHWARK

Resident feedback by ward

Southwark Council

Borough and Bankside



PROPOSED WALKING IMPROVEMENTS	PROPOSED CYCLING IMPROVEMENTS
Pavement improvement	Cycle hangar
Pedestrian crossing	Cycling parking
Pavement decluttering	Cycling safety feature

PROPOSED PUBLIC REALM IMPROVEMENTS

Seating

Proposed tree planting or other green space

Priorities for residents

57% Green space

53% New trees

51% Pavement improvement

48% Pavement decluttering

39% Less traffic

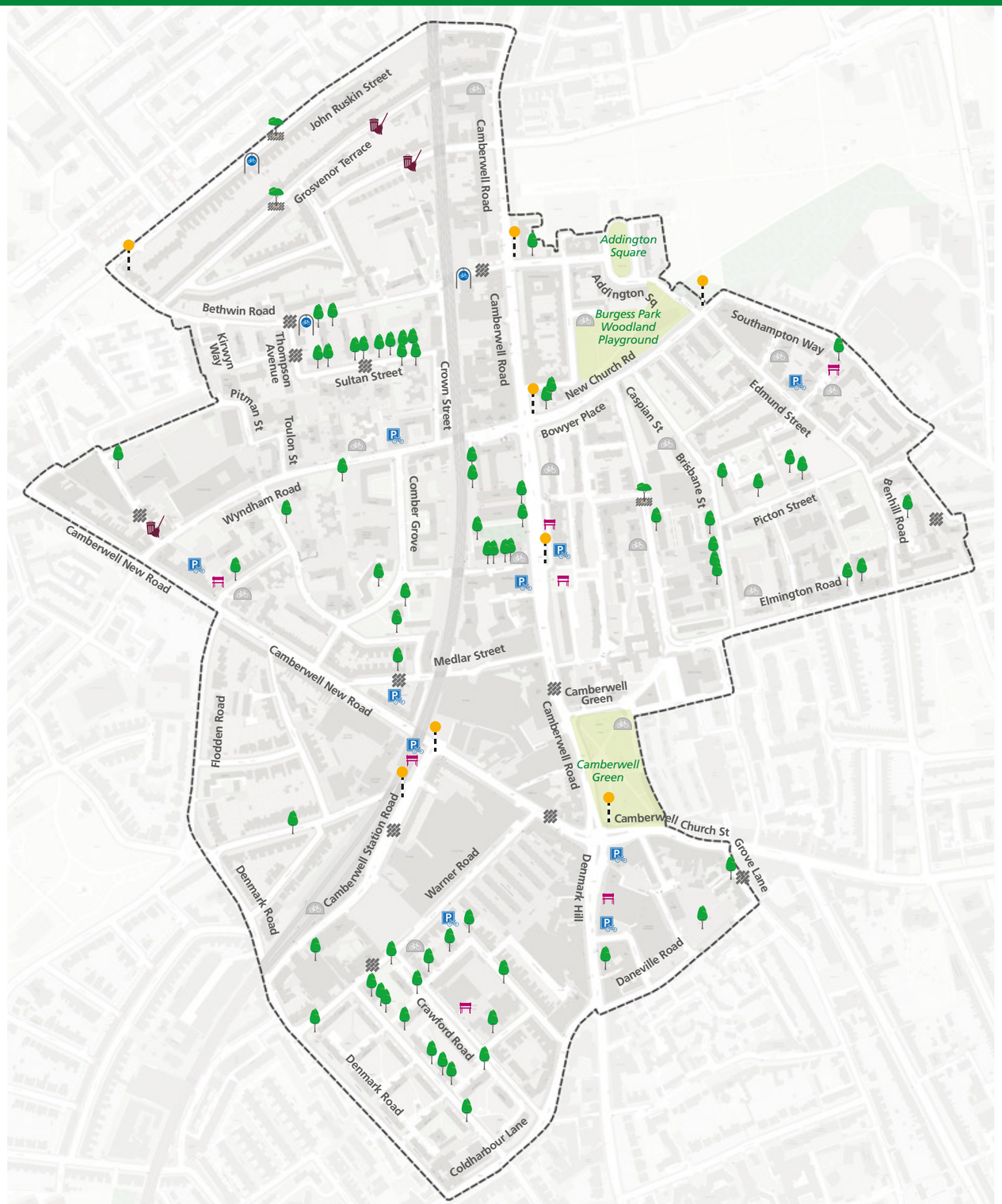
200
responses from ward

52%
of streets engaged

52%
would walk more if the streets were quieter or less polluted

44%
would be interested in trying cycling

Camberwell Green



PROPOSED WALKING IMPROVEMENTS	PROPOSED CYCLING IMPROVEMENTS
Pavement improvement	Cycle hangar
Pedestrian crossing	Cycling parking
Pavement decluttering - bins	Cycling safety feature
Pavement improvement - trees	**PROPOSED PUBLIC REALM IMPROVEMENTS**
	Seating
	Proposed tree planting or other green space

Priorities for residents

55% Pavement improvement

55% Green space

53% New trees

46% Less traffic

46% Pavement decluttering

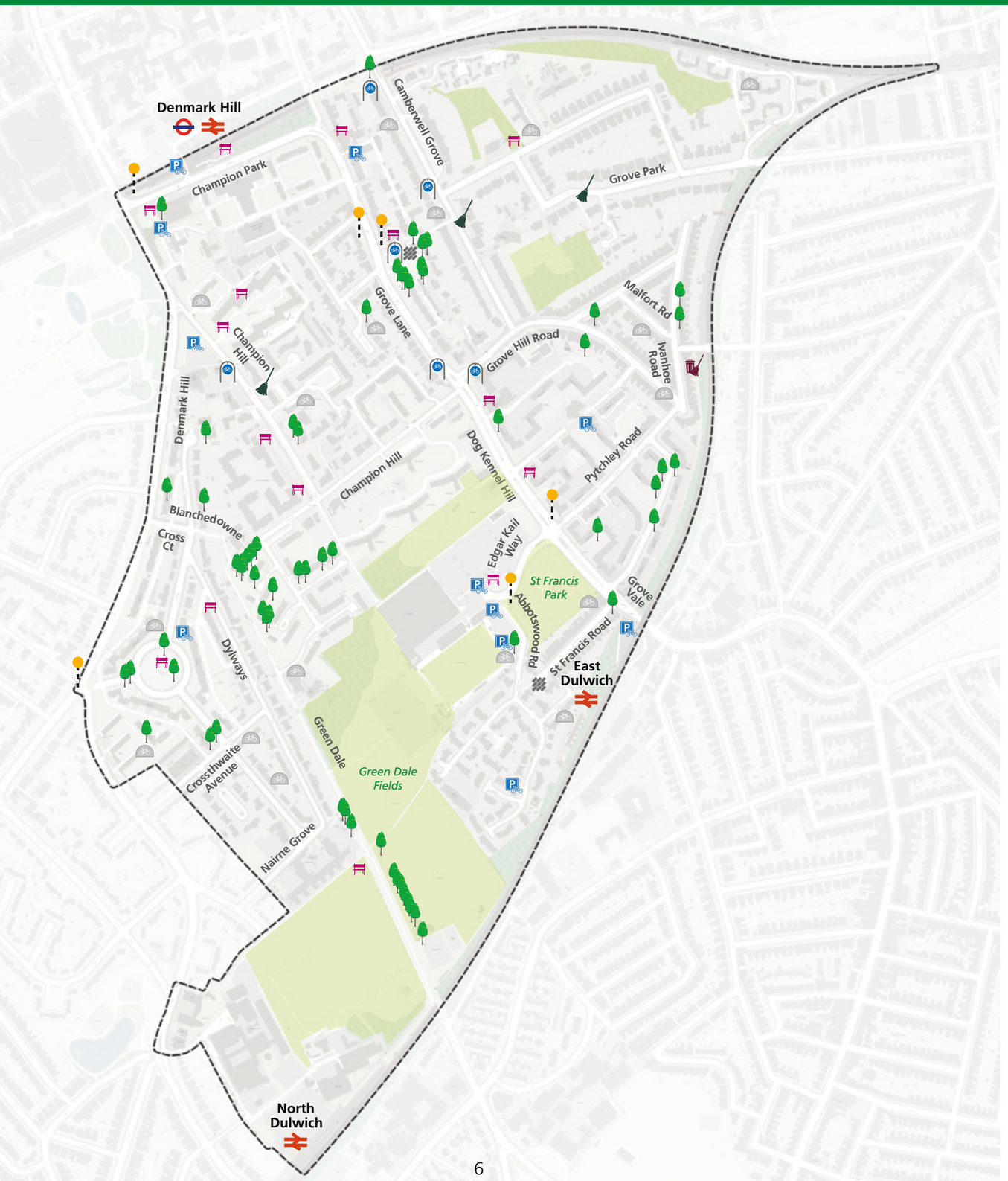
218
responses from ward

72%
of streets engaged

62%
would walk more if the streets were quieter or less polluted

55%
would be interested in trying cycling

Champion Hill



PROPOSED WALKING IMPROVEMENTS	PROPOSED CYCLING IMPROVEMENTS
Pavement improvement	Cycle hangar
Pedestrian crossing	Cycling parking
Pavement decluttering	Cycling safety feature
Pavement decluttering - bins	**PROPOSED PUBLIC REALM IMPROVEMENTS**
	Seating
	Proposed tree planting or other green space

Priorities for residents

49% Green space

47% New trees

41% Pavement improvement

41% Pavement decluttering

39% Less traffic

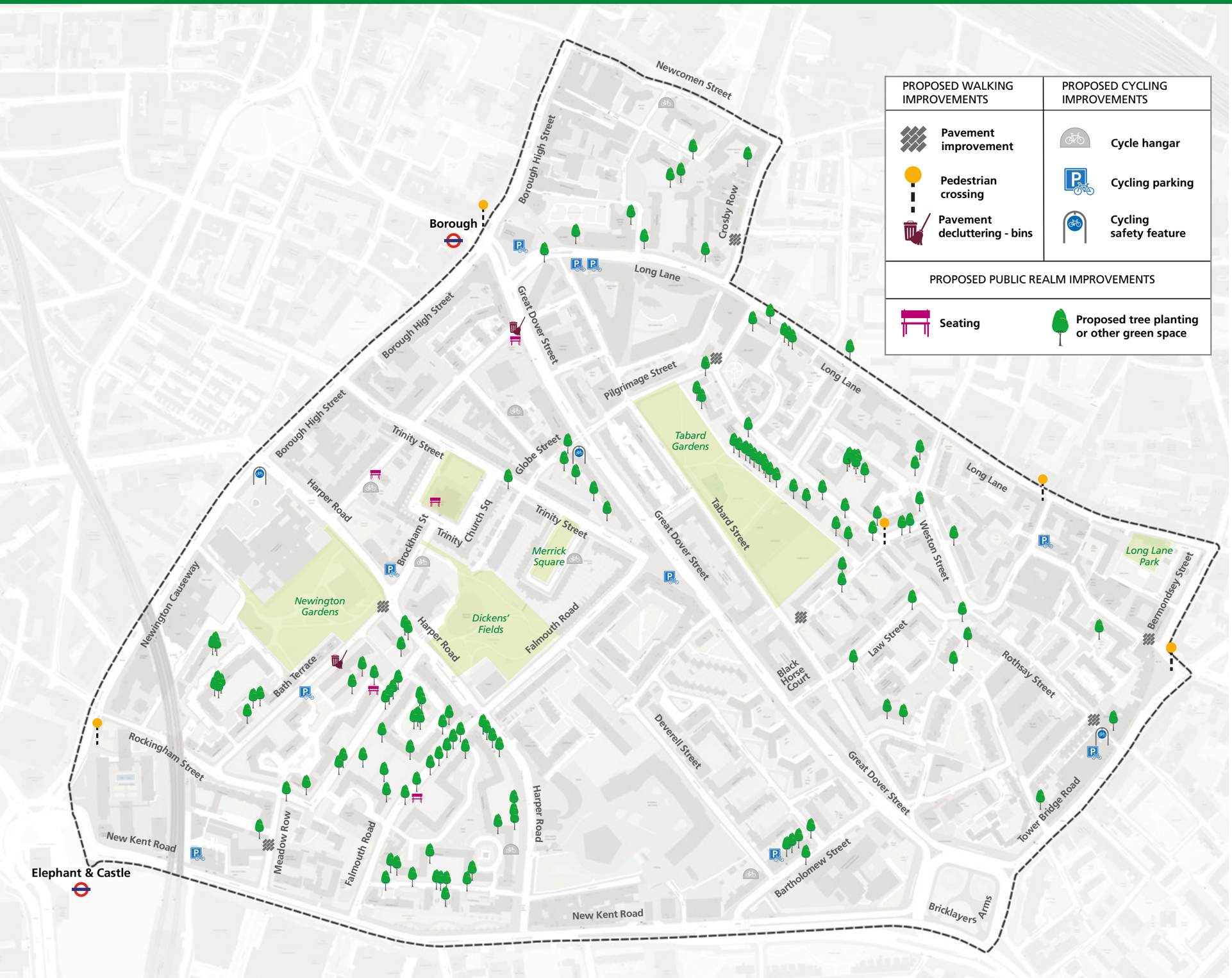
128
responses from ward

67%
of streets engaged

47%
would walk more if the streets were quieter or less polluted

44%
would be interested in trying cycling

Chaucer



PROPOSED WALKING IMPROVEMENTS	PROPOSED CYCLING IMPROVEMENTS
Pavement improvement	Cycle hangar
Pedestrian crossing	Cycling parking
Pavement decluttering - bins	Cycling safety feature
PROPOSED PUBLIC REALM IMPROVEMENTS	
Seating	Proposed tree planting or other green space

Priorities for residents

50% Pavement improvement

45% Improved lighting

44% New trees

43% Green space

39% Pavement decluttering

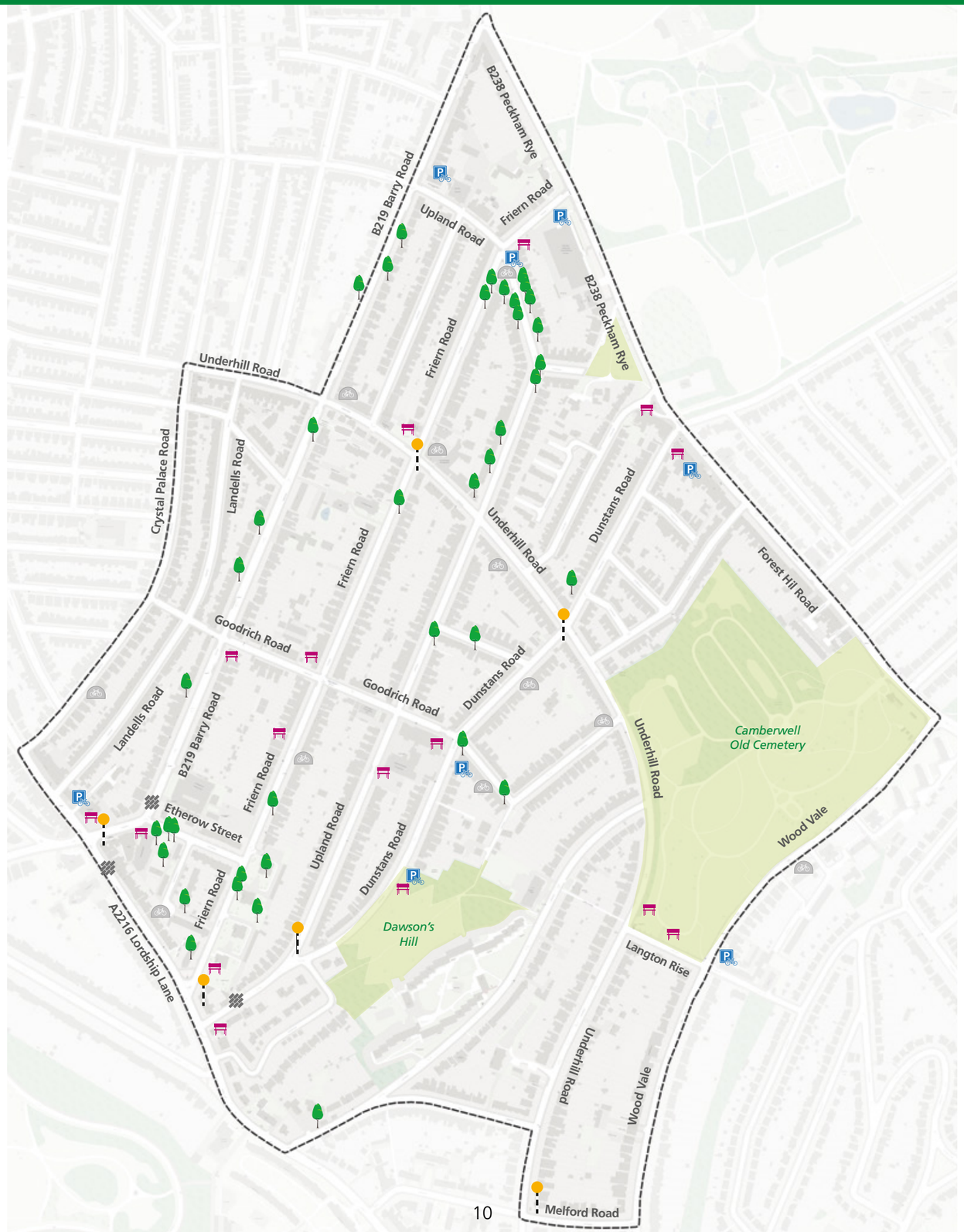
209
responses from ward

59%
of streets engaged

43%
would walk more if the streets were quieter or less polluted

41%
would be interested in trying cycling

Dulwich Hill



PROPOSED WALKING IMPROVEMENTS	PROPOSED CYCLING IMPROVEMENTS
Pavement improvement	Cycle hangar
Pedestrian crossing	Cycling parking
	Cycling safety feature
PROPOSED PUBLIC REALM IMPROVEMENTS	
Seating	Proposed tree planting or other green space

Priorities for residents

40% New trees

36% Pavement decluttering

34% Pavement improvement

32% Less traffic

28% Green space

186
responses from ward

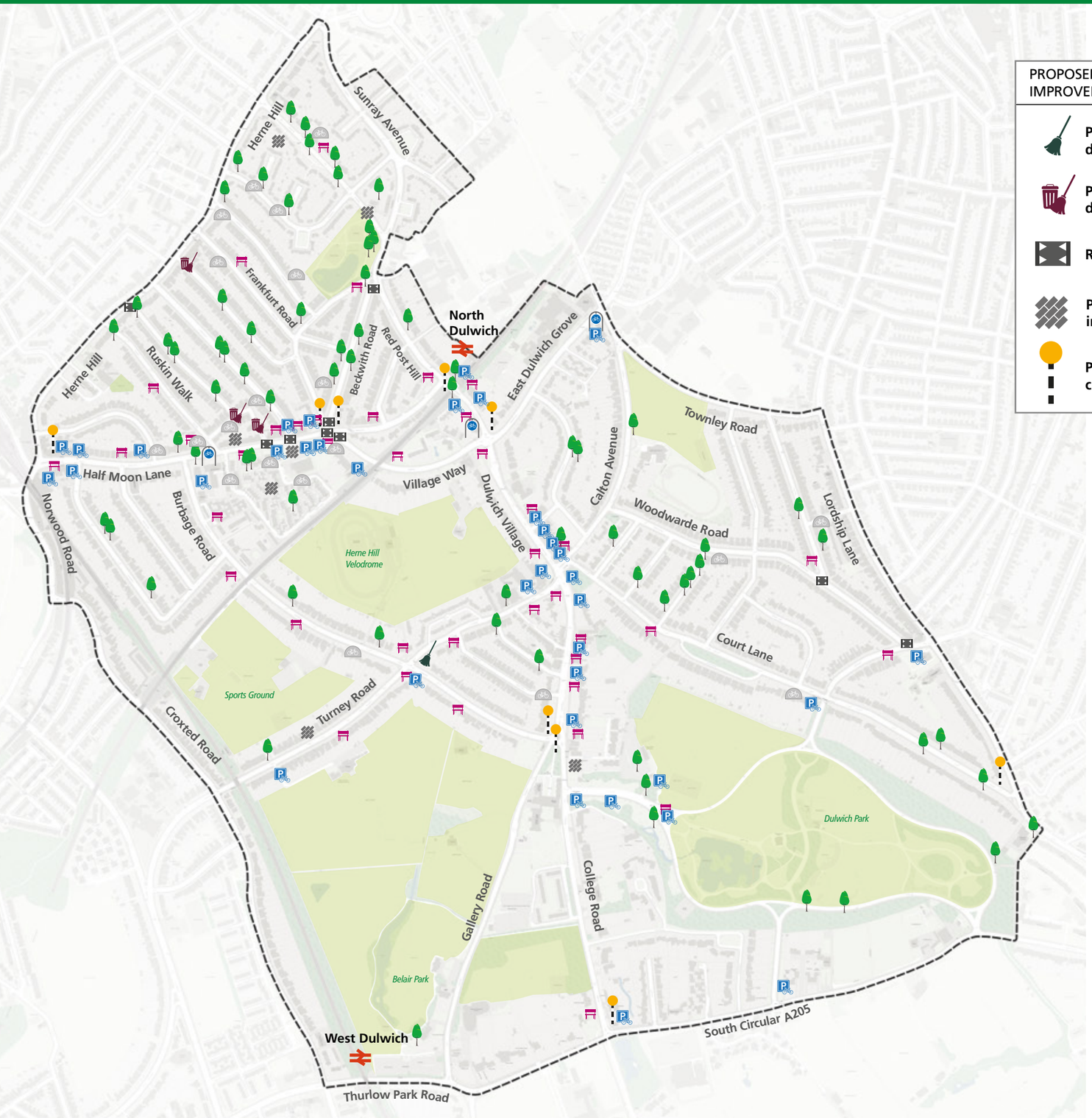
274
additionally received from controlled parking survey

79%
of streets engaged

30%
would walk more if the streets were quieter or less polluted

30%
would be interested in trying cycling

Dulwich Village



PROPOSED WALKING IMPROVEMENTS	PROPOSED CYCLING IMPROVEMENTS
Pavement decluttering	Cycle hangar
Pavement decluttering - bins	Cycling parking
Raised junction	Cycling safety feature
Pavement improvement	**PROPOSED PUBLIC REALM IMPROVEMENTS**
Pedestrian crossing	Seating
	Proposed tree planting

Priorities for residents

40% Less traffic

35% Pavement improvement

35% Pavement decluttering

33% New trees

28% Green space

326
responses from ward

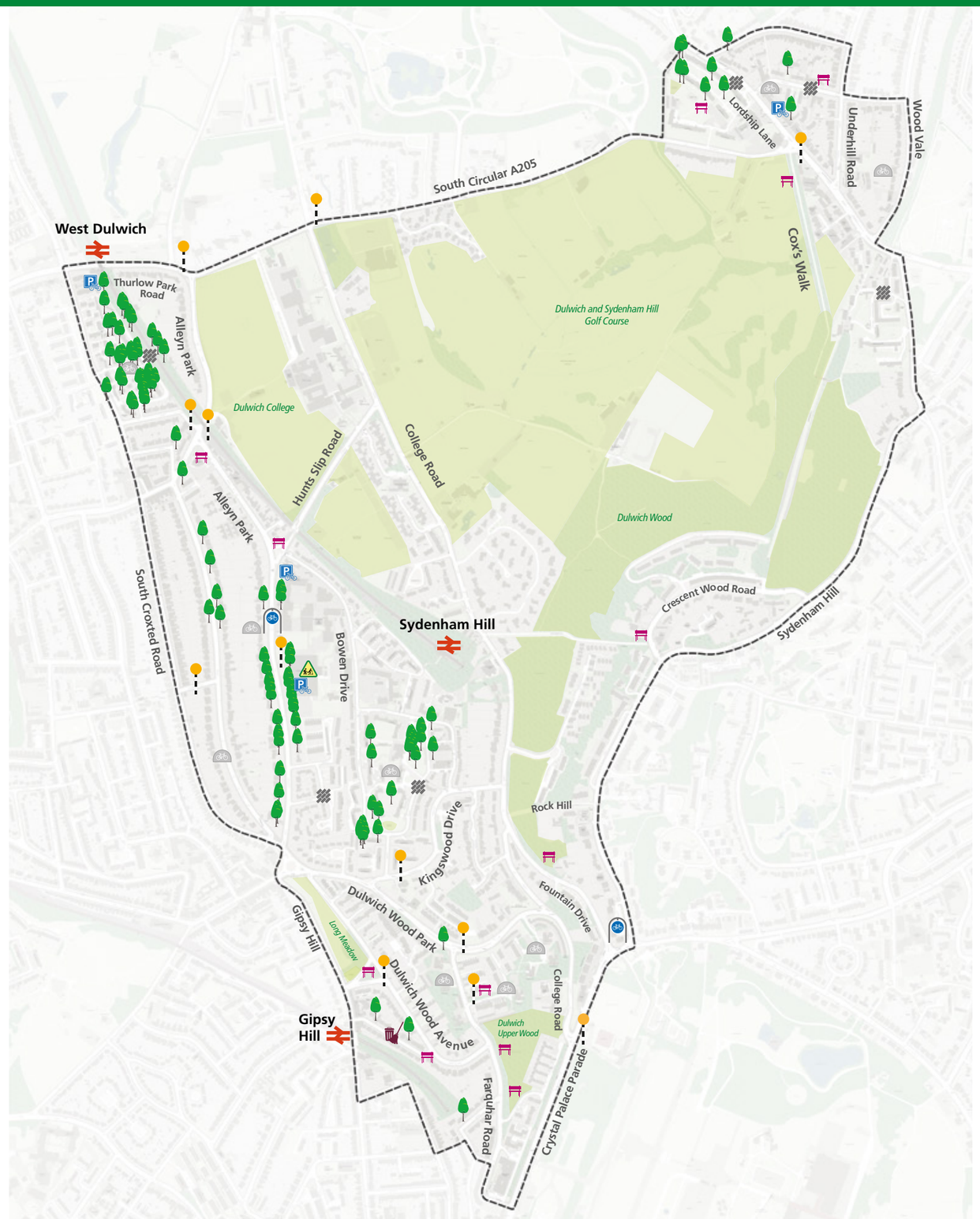
504
additionally received from controlled parking survey

87%
of streets engaged

32%
would walk more if the streets were quieter or less polluted

34%
would be interested in trying cycling

Dulwich Wood



PROPOSED WALKING IMPROVEMENTS	PROPOSED CYCLING IMPROVEMENTS
Pavement decluttering - bins	Cycle hangar
Pavement improvement	Cycling parking
Pedestrian crossing	Cycling safety feature
Possible school street location	**PROPOSED PUBLIC REALM IMPROVEMENTS**
	Seating
	Proposed tree planting or other green space

Priorities for residents

34% Less traffic

32% Traffic calming measures

31% New trees

28% Pavement improvement

27% Pedestrian crossing

211
responses from ward

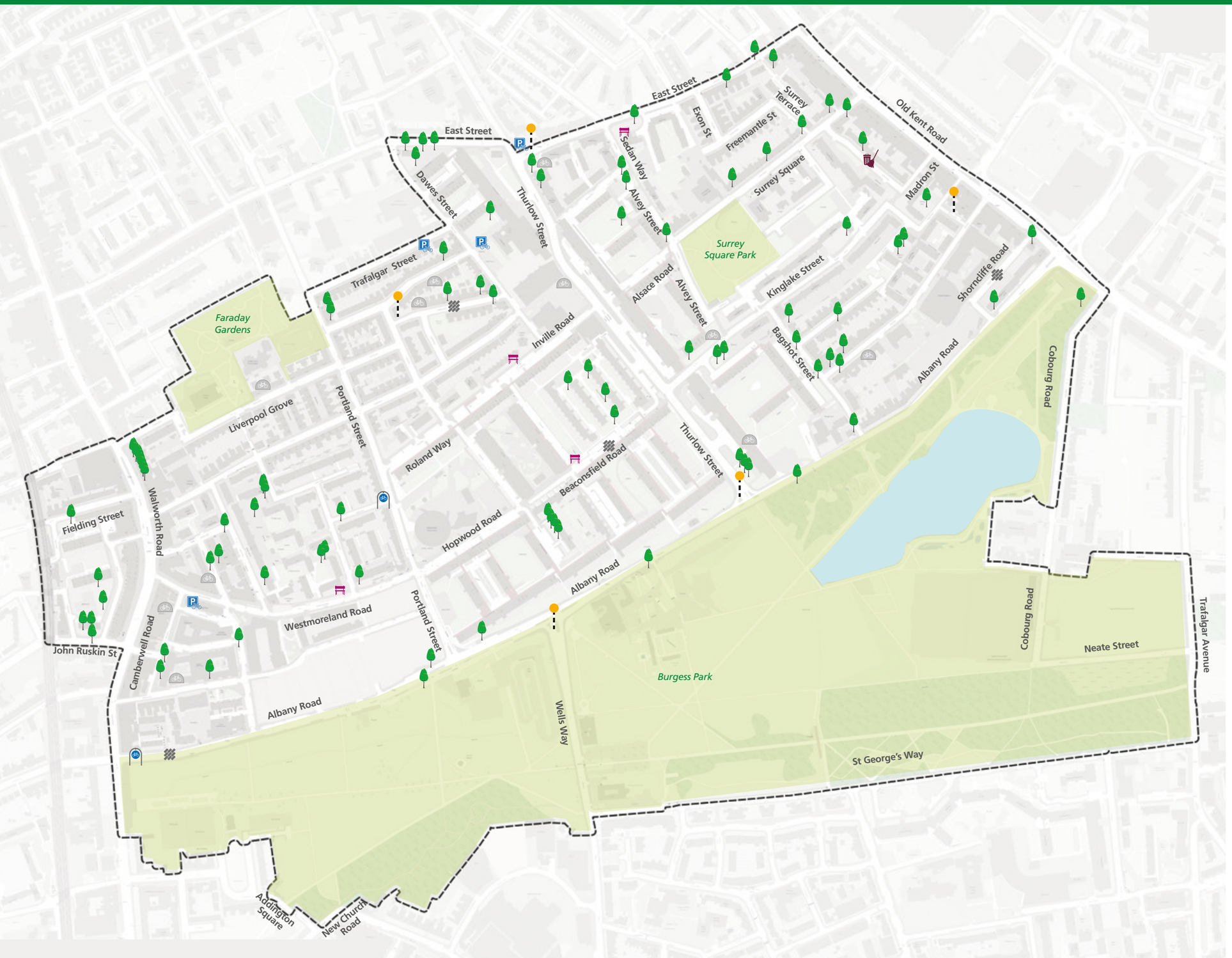
200
additionally received from controlled parking survey

80%
of streets engaged

33%
would walk more if the streets were quieter or less polluted

33%
would be interested in trying cycling

Faraday



PROPOSED WALKING IMPROVEMENTS	PROPOSED CYCLING IMPROVEMENTS
Pavement improvement	Cycle hangar
Pedestrian crossing	Cycling parking
Pavement decluttering - bins	Cycling safety feature
PROPOSED PUBLIC REALM IMPROVEMENTS	
Seating	Proposed tree planting or other green space

Priorities for residents

49% Pavement improvement

45% Green space

43% New trees

41% Pavement decluttering

40% Improved lighting

185
responses from ward

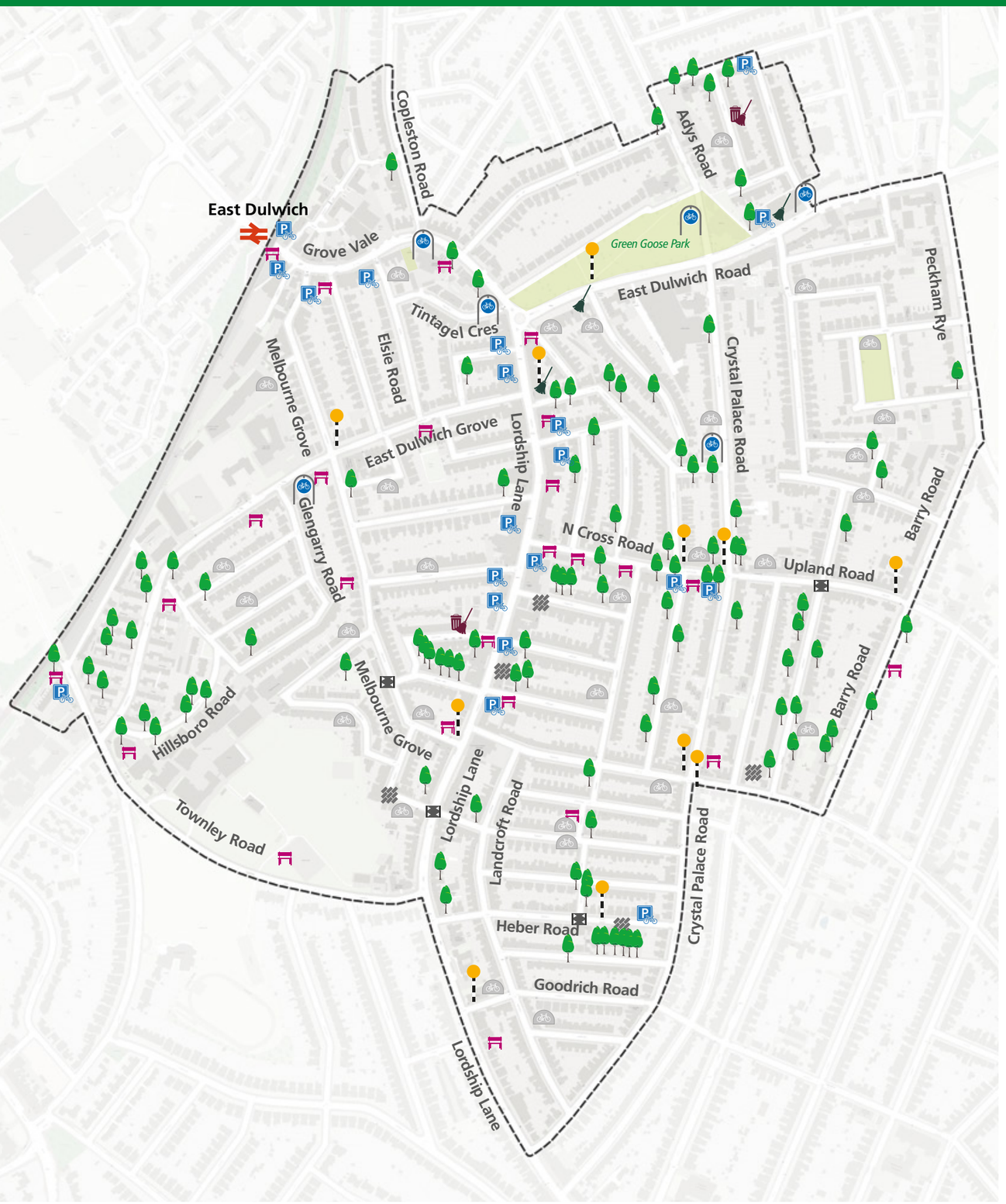
55
additionally received from Streetspace survey

70%
of streets engaged

41%
would walk more if the streets were quieter or less polluted

32%
would be interested in trying cycling

Goose Green



PROPOSED WALKING IMPROVEMENTS	PROPOSED CYCLING IMPROVEMENTS
Pavement decluttering	Cycle hangar
Pavement decluttering - bins	Cycling parking
Pavement improvement	Cycling safety feature
Pavement improvement - trees	**PROPOSED PUBLIC REALM IMPROVEMENTS**
Pedestrian crossing	Seating
Raised junction	Proposed tree planting or other green space

Priorities for residents

54% New trees

48% Pavement decluttering

45% Pavement improvement

39% Green space

37% Less traffic

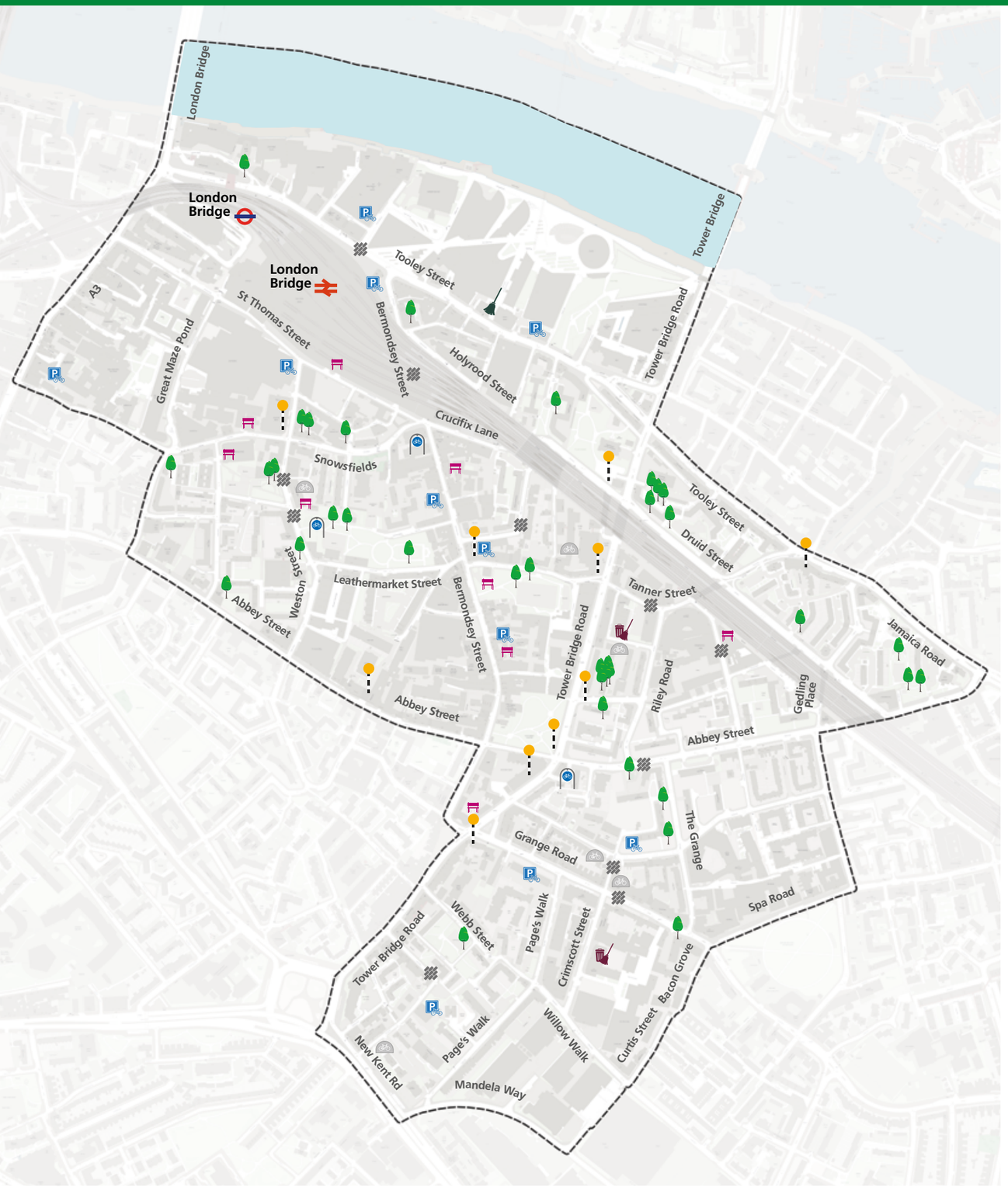
252
responses from ward

84%
of streets engaged

46%
would walk more if the streets were quieter or less polluted

44%
would be interested in trying cycling

London Bridge & West Bermondsey



PROPOSED WALKING IMPROVEMENTS	PROPOSED CYCLING IMPROVEMENTS
Pavement improvement	Cycle hangar
Pedestrian crossing	Cycling parking
Pavement decluttering	Cycling safety feature
Pavement decluttering - bins	**PROPOSED PUBLIC REALM IMPROVEMENTS**
	Seating
	Proposed tree planting or other green space

Priorities for residents

57% Green space

55% New trees

54% Pavement improvement

45% Less traffic

41% Pavement decluttering

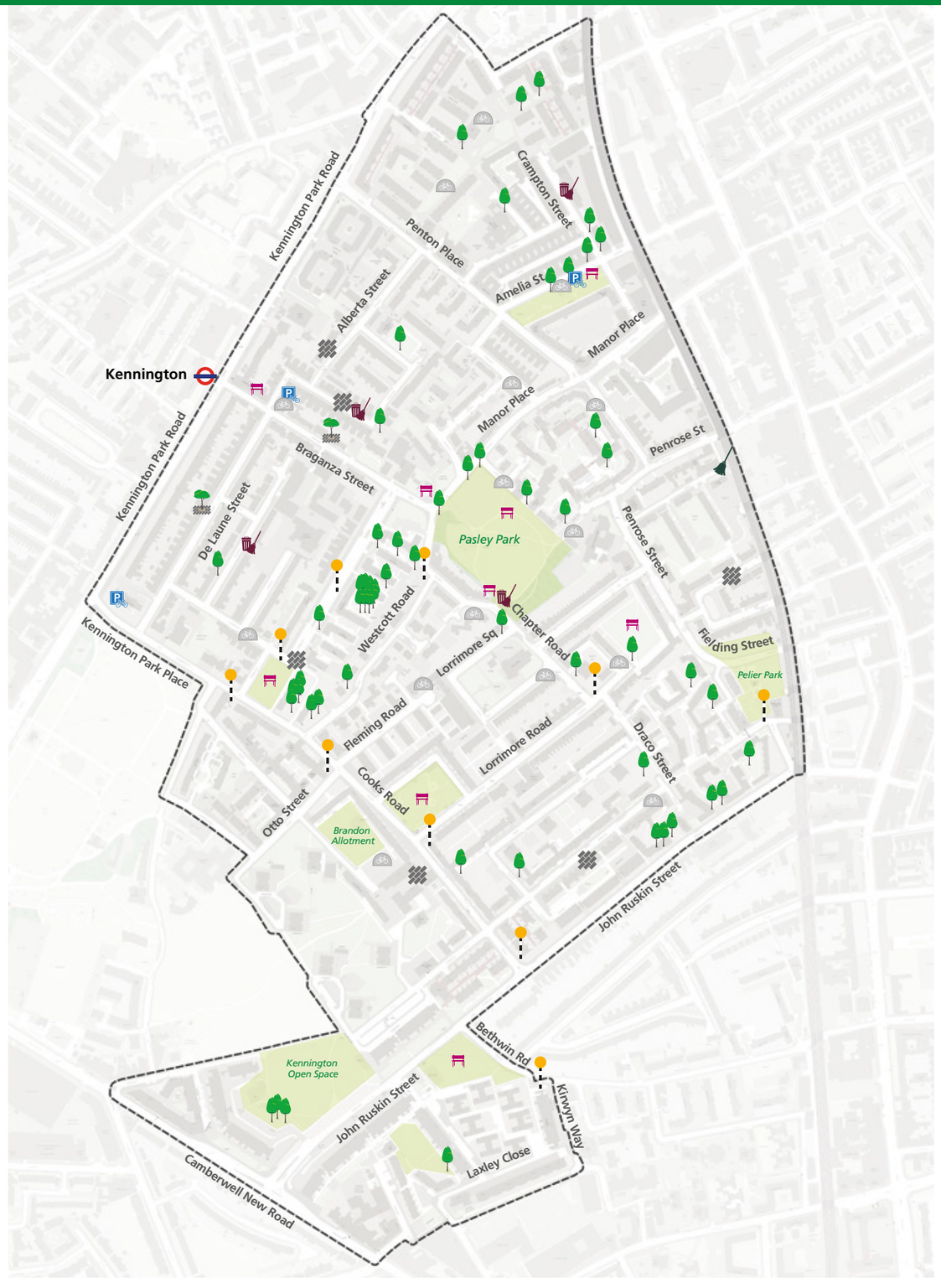
244
responses from ward

52%
of streets engaged

56%
would walk more if the streets were quieter or less polluted

45%
would be interested in trying cycling

Newington



PROPOSED WALKING IMPROVEMENTS	PROPOSED CYCLING IMPROVEMENTS
Pavement improvement	Cycle hangar
Pedestrian crossing	Cycling parking
Pavement decluttering - bins	PROPOSED PUBLIC REALM IMPROVEMENTS
Pavement decluttering	Seating
Pavement improvement - trees	Proposed tree planting or other green space

Priorities for residents

51% Pavement improvement

49% New trees

49% Pavement decluttering

45% Green space

34% Improved lighting

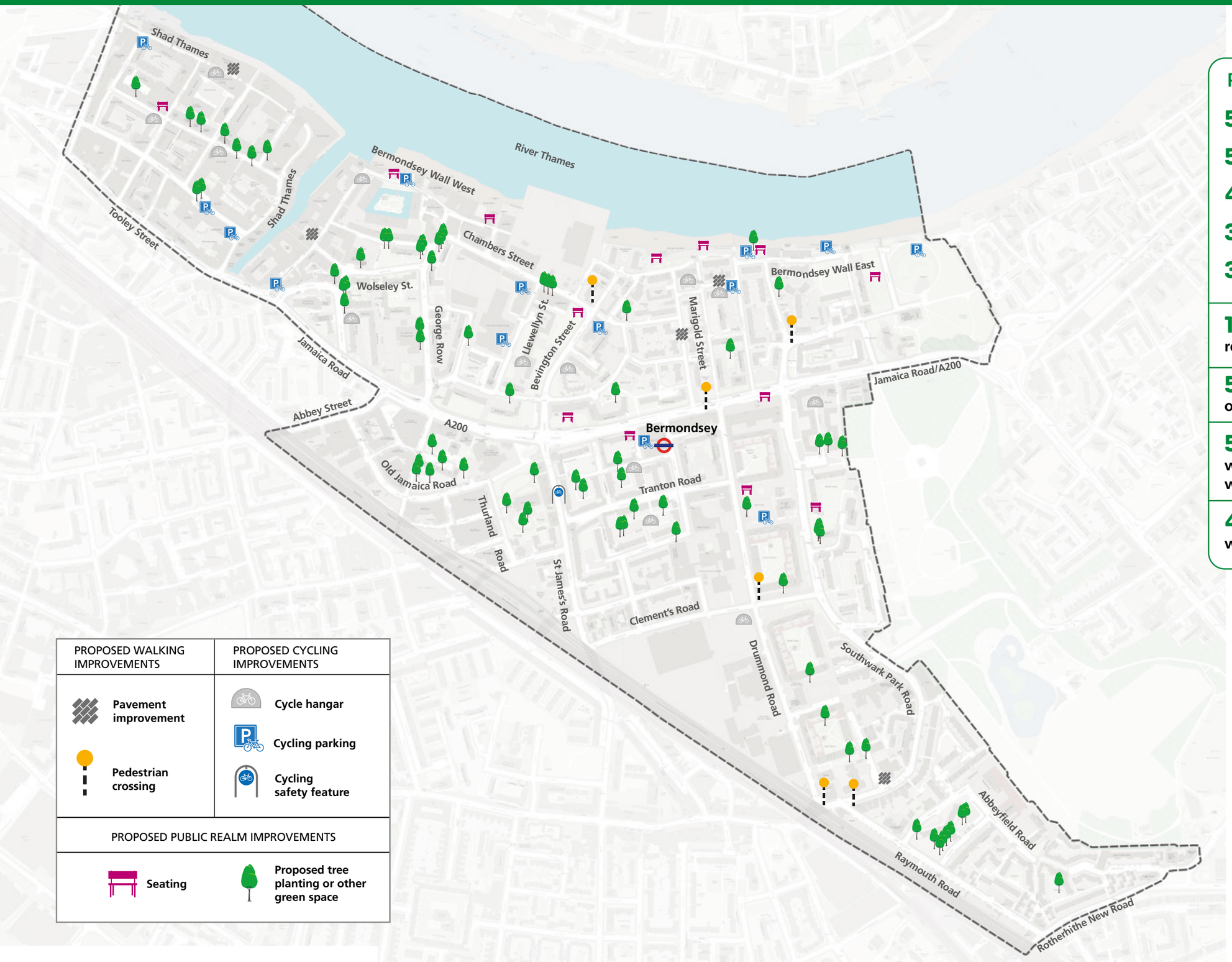
273
responses from ward

68%
of streets engaged

43%
would walk more if the streets were quieter or less polluted

39%
would be interested in trying cycling

North Bermondsey



PROPOSED WALKING IMPROVEMENTS	PROPOSED CYCLING IMPROVEMENTS
Pavement improvement	Cycle hangar
Pedestrian crossing	Cycling parking
	Cycling safety feature
PROPOSED PUBLIC REALM IMPROVEMENTS	
Seating	Proposed tree planting or other green space

Priorities for residents

54% Green space

51% Pavement improvement

49% New trees

36% Pavement decluttering

30% Cycle parking

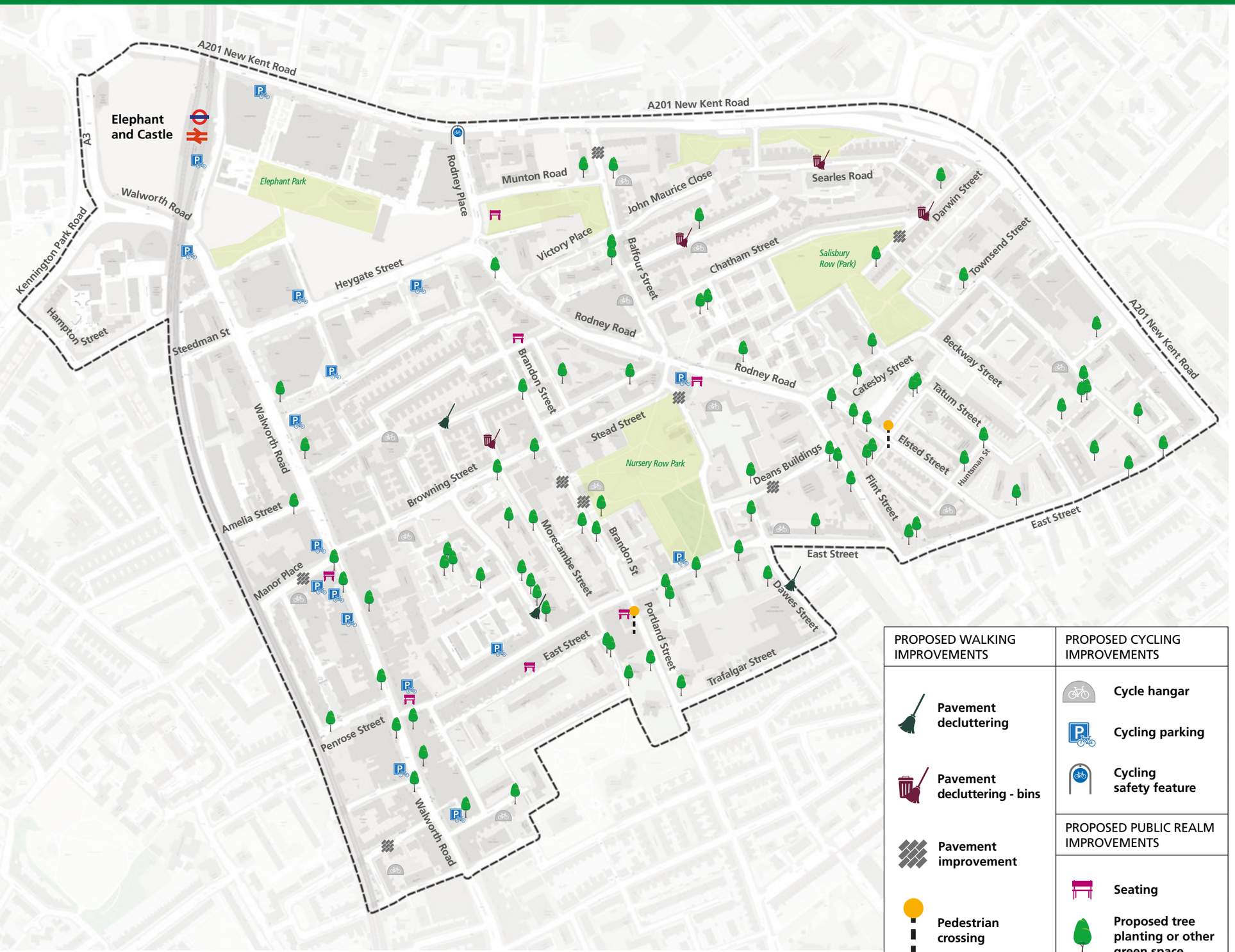
181
responses from ward

57%
of streets engaged

51%
would walk more if the streets were quieter or less polluted

48%
would be interested in trying cycling

North Walworth



PROPOSED WALKING IMPROVEMENTS	PROPOSED CYCLING IMPROVEMENTS
Pavement decluttering	Cycle hangar
Pavement decluttering - bins	Cycling parking
Pavement improvement	Cycling safety feature
Pedestrian crossing	**PROPOSED PUBLIC REALM IMPROVEMENTS**
	Seating
	Proposed tree planting or other green space

Priorities for residents

40% Pavement decluttering

38% Green space

36% Pavement improvement

35% Improved lighting

34% New trees

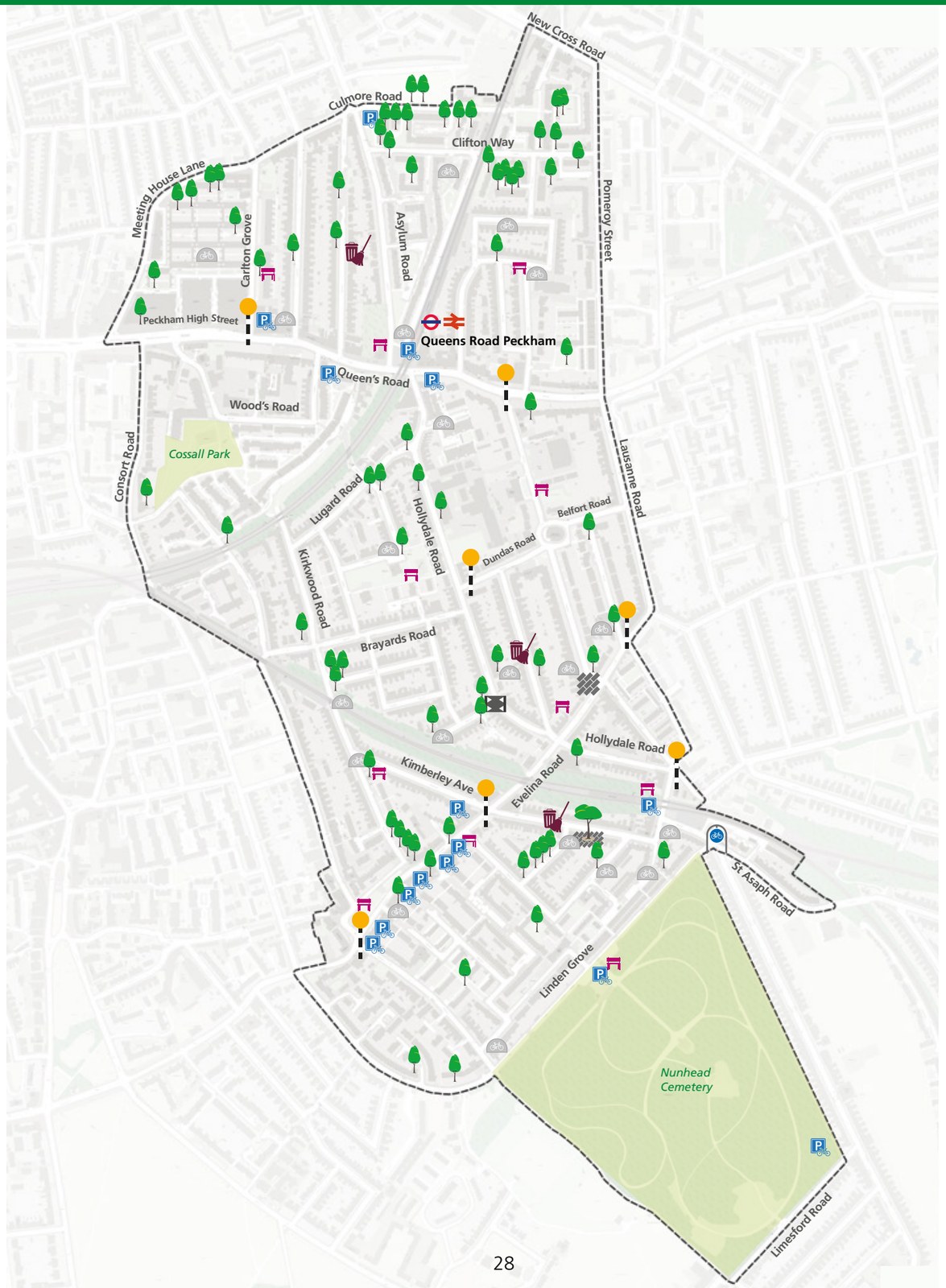
321
responses from ward

66%
of streets engaged

43%
would walk more if the streets were quieter or less polluted

37%
would be interested in trying cycling

Nunhead & Queen's Road



PROPOSED WALKING IMPROVEMENTS	PROPOSED CYCLING IMPROVEMENTS
Pavement decluttering - bins	Cycle hangar
Pavement improvement	Cycling parking
Pavement improvement - trees	Cycling safety feature
Pedestrian crossing	**PROPOSED PUBLIC REALM IMPROVEMENTS**
Raised junction	Seating
	Proposed tree planting or other green space

Priorities for residents

59% New trees

47% Green space (planter or rain garden)

46% Less traffic

39% Pavement improvement (wider and smoother surface)

39% Traffic calming measures

220
responses from ward

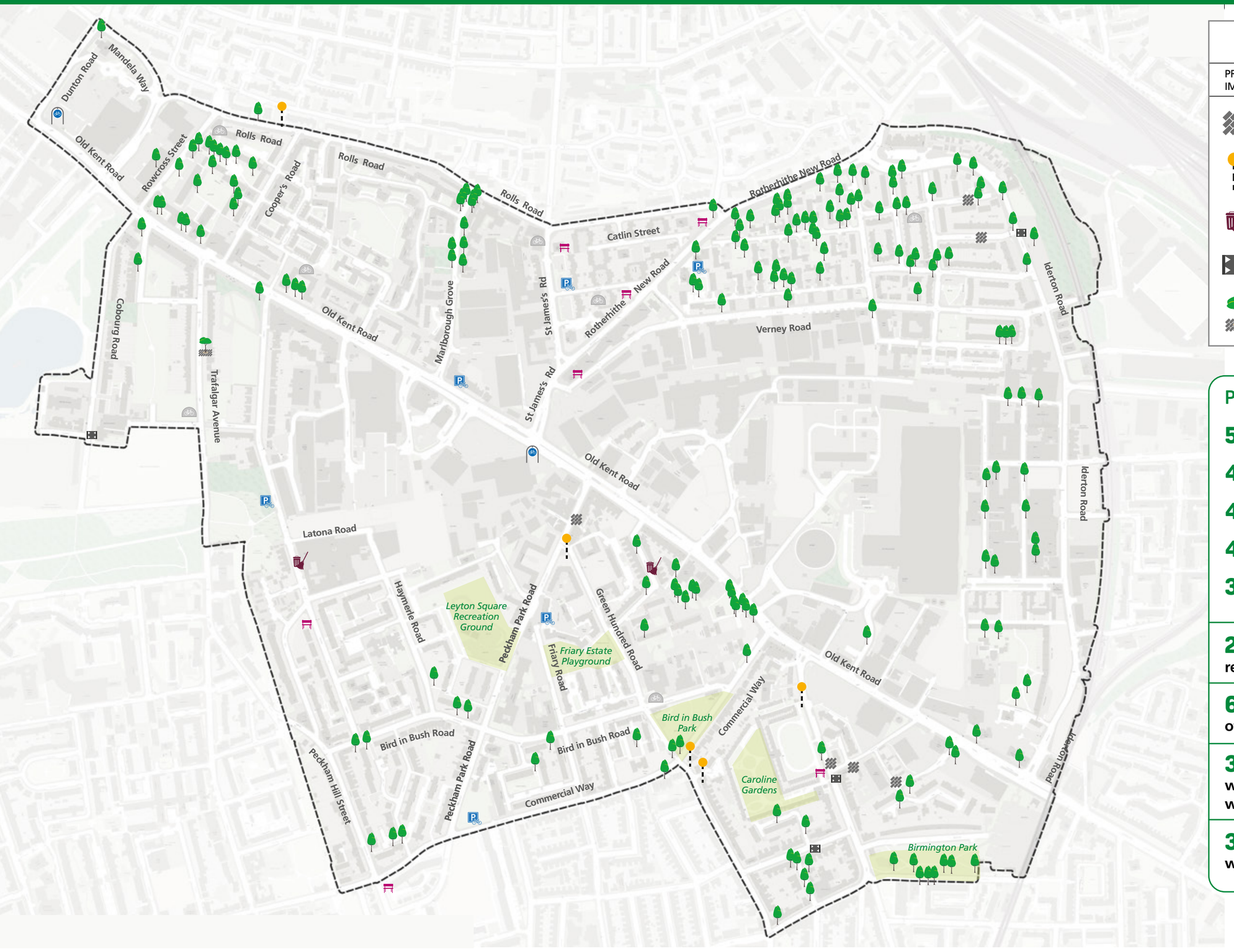
872
additionally received from controlled parking survey

61%
of streets engaged

55%
would walk more if the streets were quieter or less polluted

58%
would be interested in trying cycling

Old Kent Road



PROPOSED WALKING IMPROVEMENTS	PROPOSED CYCLING IMPROVEMENTS
Pavement improvement	Cycle hangar
Pedestrian crossing	Cycling parking
Pavement decluttering - bins	Cycling safety feature
Raised junction	**PROPOSED PUBLIC REALM IMPROVEMENTS**
Pavement improvement - trees	Seating
	Proposed tree planting or other green space

Priorities for residents

50% Green space

47% Pavement improvement

47% New trees

42% Improved lighting

34% Pavement decluttering

281
responses from ward

60%
of streets engaged

38%
would walk more if the streets were quieter or less polluted

34%
would be interested in trying cycling

Peckham

PROPOSED WALKING IMPROVEMENTS	PROPOSED CYCLING IMPROVEMENTS
Pavement improvement	Cycle hangar
Pedestrian crossing	Cycling parking
Pavement decluttering	Cycling safety feature
Pavement decluttering - bins	**PROPOSED PUBLIC REALM IMPROVEMENTS**
Raised junction	Seating
	Proposed tree planting or other green space

Priorities for residents

52% Green space

48% New trees

48% Pavement improvement

46% Pavement decluttering

41% Less traffic

269
responses from ward

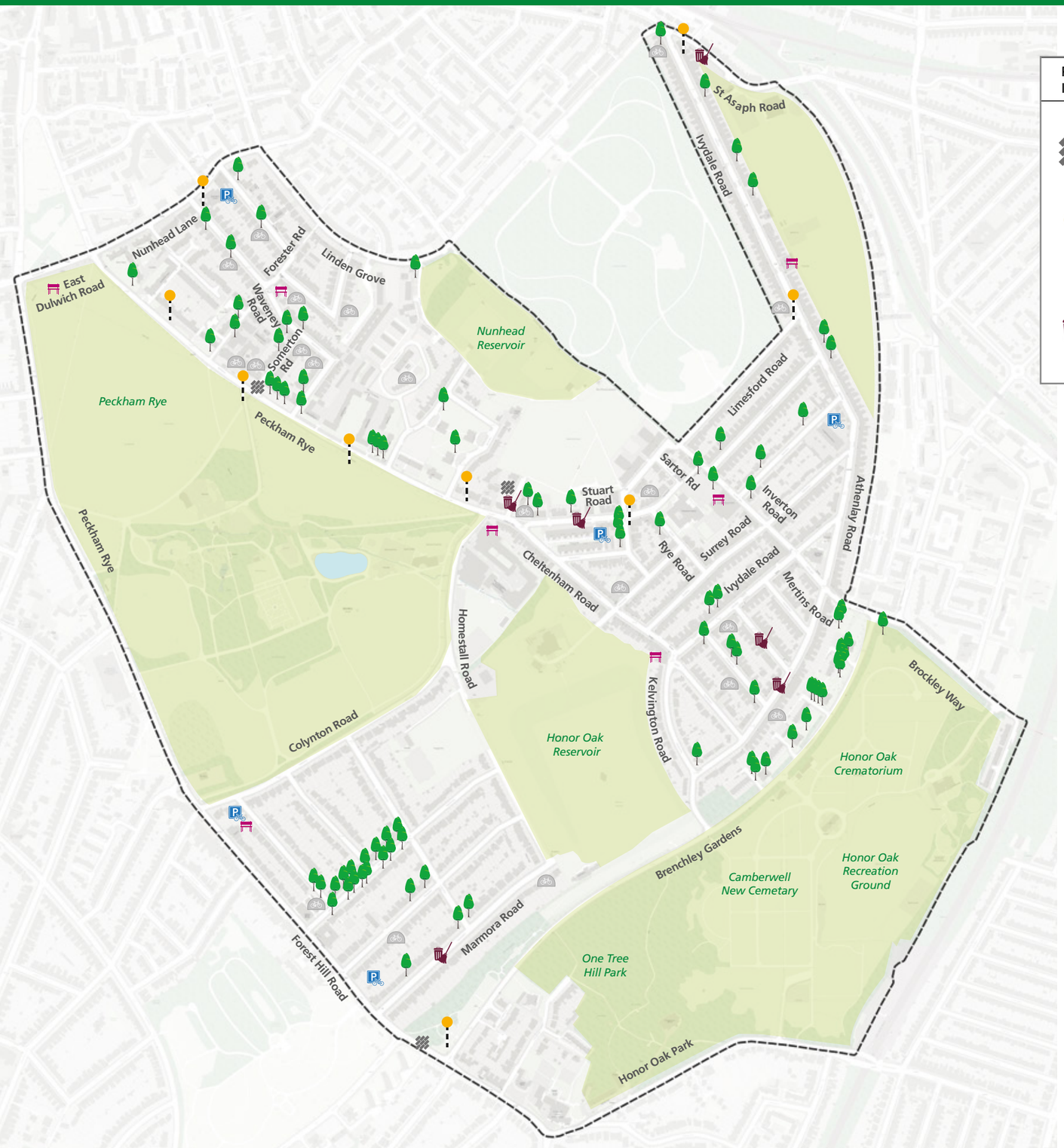
104
additionally received from Streetspace survey

66%
of streets engaged

48%
would walk more if the streets were quieter or less polluted

40%
would be interested in trying cycling

Peckham Rye



PROPOSED WALKING IMPROVEMENTS	PROPOSED CYCLING IMPROVEMENTS
Pavement improvement	Cycle hangar
	Cycling parking
Pedestrian crossing	PROPOSED PUBLIC REALM IMPROVEMENTS
Pavement decluttering - bins	Seating
	Proposed tree planting or other green space

Priorities for residents

40% New trees

29% Pavement decluttering

28% Pavement improvement

27% Green space

26% Less traffic

247
responses from ward

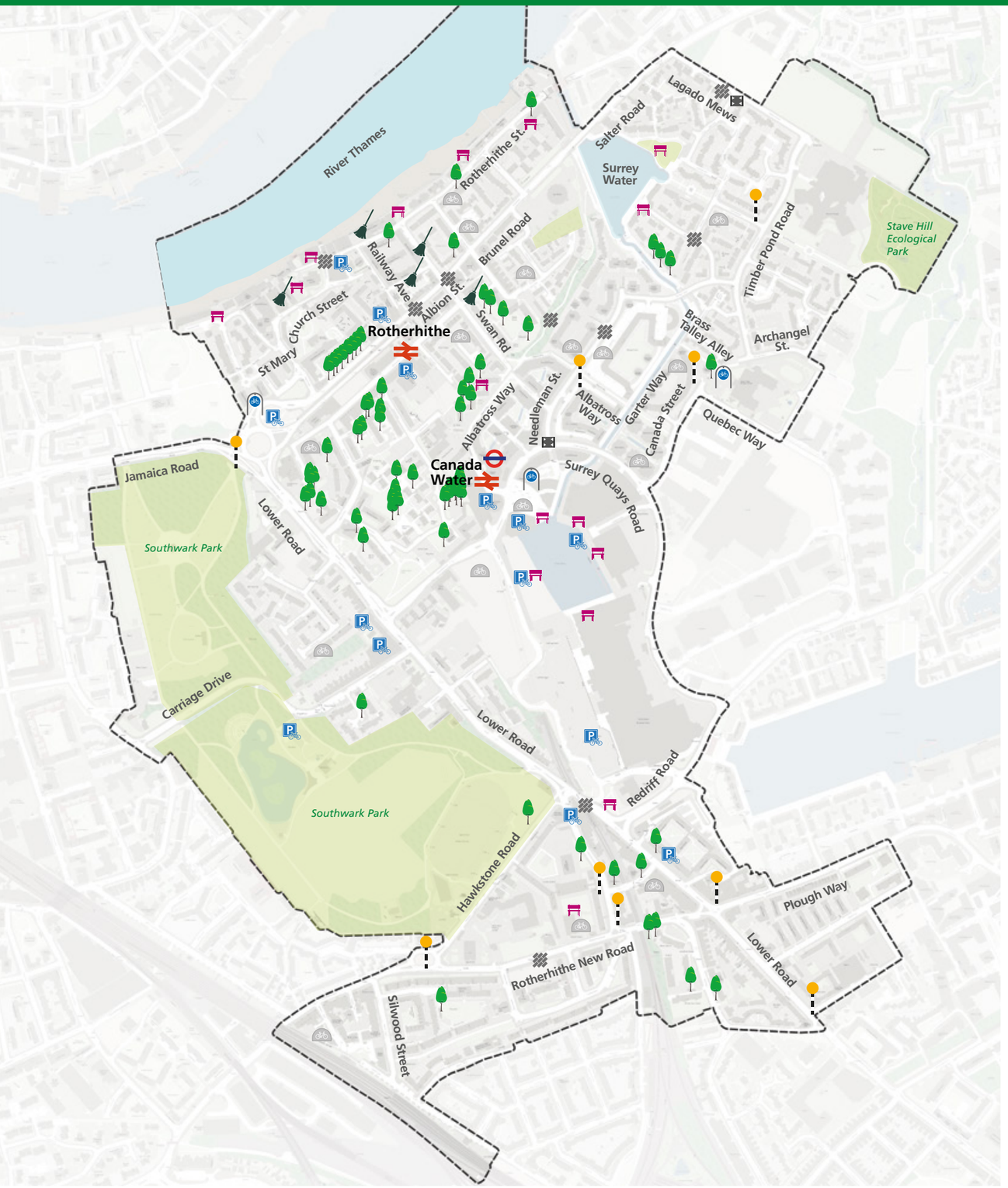
807
additionally received from controlled parking survey

86%
of streets engaged

36%
would walk more if the streets were quieter or less polluted

41%
would be interested in trying cycling

Rotherhithe



PROPOSED WALKING IMPROVEMENTS	PROPOSED CYCLING IMPROVEMENTS
Pavement improvement	Cycle hangar
Pedestrian crossing	Cycling parking
Pavement decluttering	Cycling safety feature
Raised junction	**PROPOSED PUBLIC REALM IMPROVEMENTS**
	Seating
	Proposed tree planting or other green space

Priorities for residents

48% New trees

47% Green space

43% Pavement improvement

37% Pedestrian crossing

36% Pavement decluttering

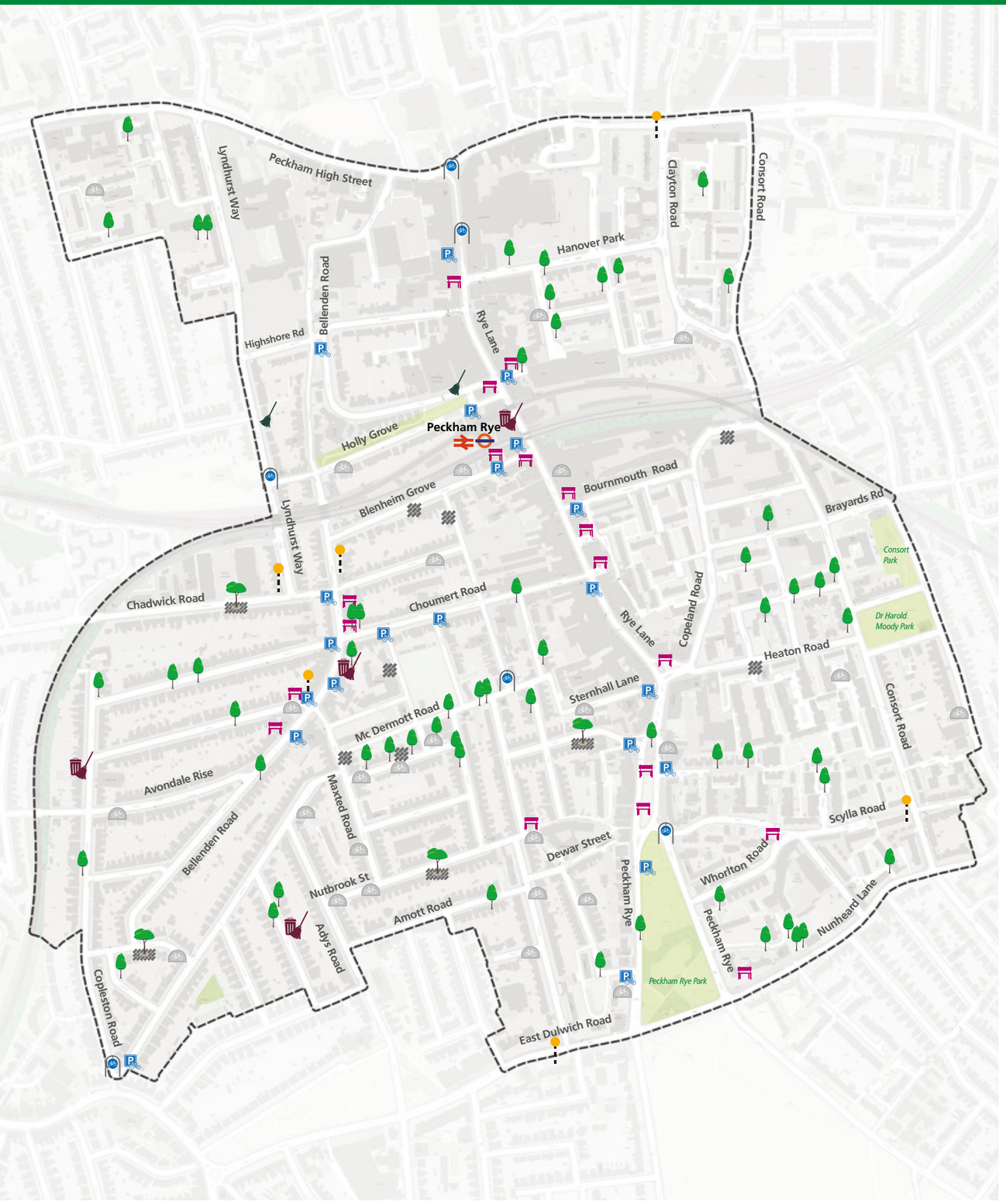
216
responses from ward

55%
of streets engaged

53%
would walk more if the streets were quieter or less polluted

51%
would be interested in trying cycling

Rye Lane



PROPOSED WALKING IMPROVEMENTS	PROPOSED CYCLING IMPROVEMENTS
Pavement decluttering	Cycle hangar
Pavement decluttering - bins	Cycling parking
Pavement improvement	Cycling safety feature
Pavement improvement - trees	**PROPOSED PUBLIC REALM IMPROVEMENTS**
Pedestrian crossing	Seating
	Proposed tree planting or other green space

Priorities for residents

52% New trees

51% Pavement improvement

45% Green space

45% Pavement decluttering

38% Less traffic

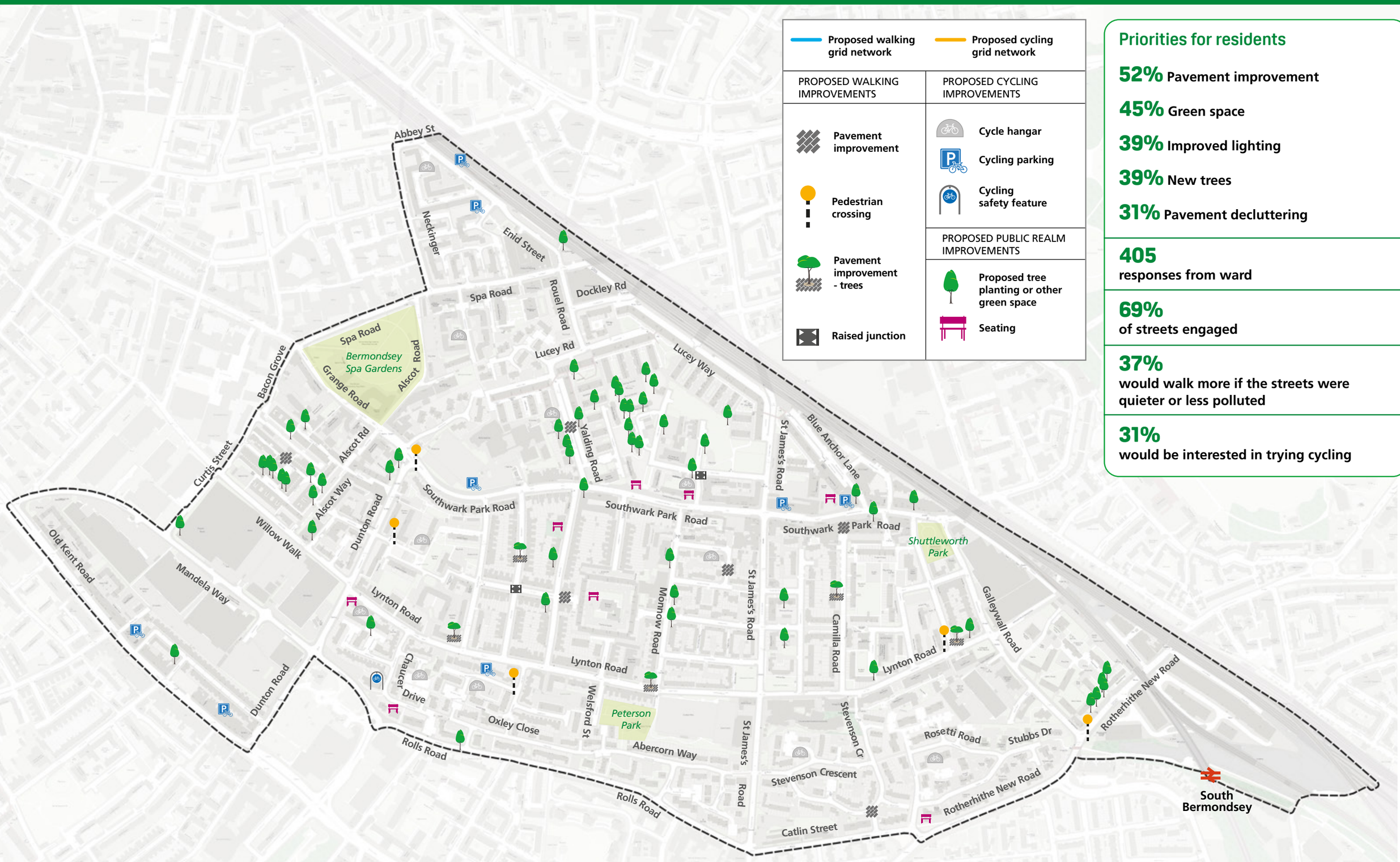
252
responses from ward

67%
of streets engaged

55%
would walk more if the streets were quieter or less polluted

44%
would be interested in trying cycling

South Bermondsey



Proposed walking grid network

Proposed cycling grid network

PROPOSED WALKING IMPROVEMENTS	PROPOSED CYCLING IMPROVEMENTS
Pavement improvement	Cycle hangar
	Cycling parking
Pedestrian crossing	Cycling safety feature
Pavement improvement - trees	PROPOSED PUBLIC REALM IMPROVEMENTS
	Proposed tree planting or other green space
Raised junction	Seating

Priorities for residents

52% Pavement improvement

45% Green space

39% Improved lighting

39% New trees

31% Pavement decluttering

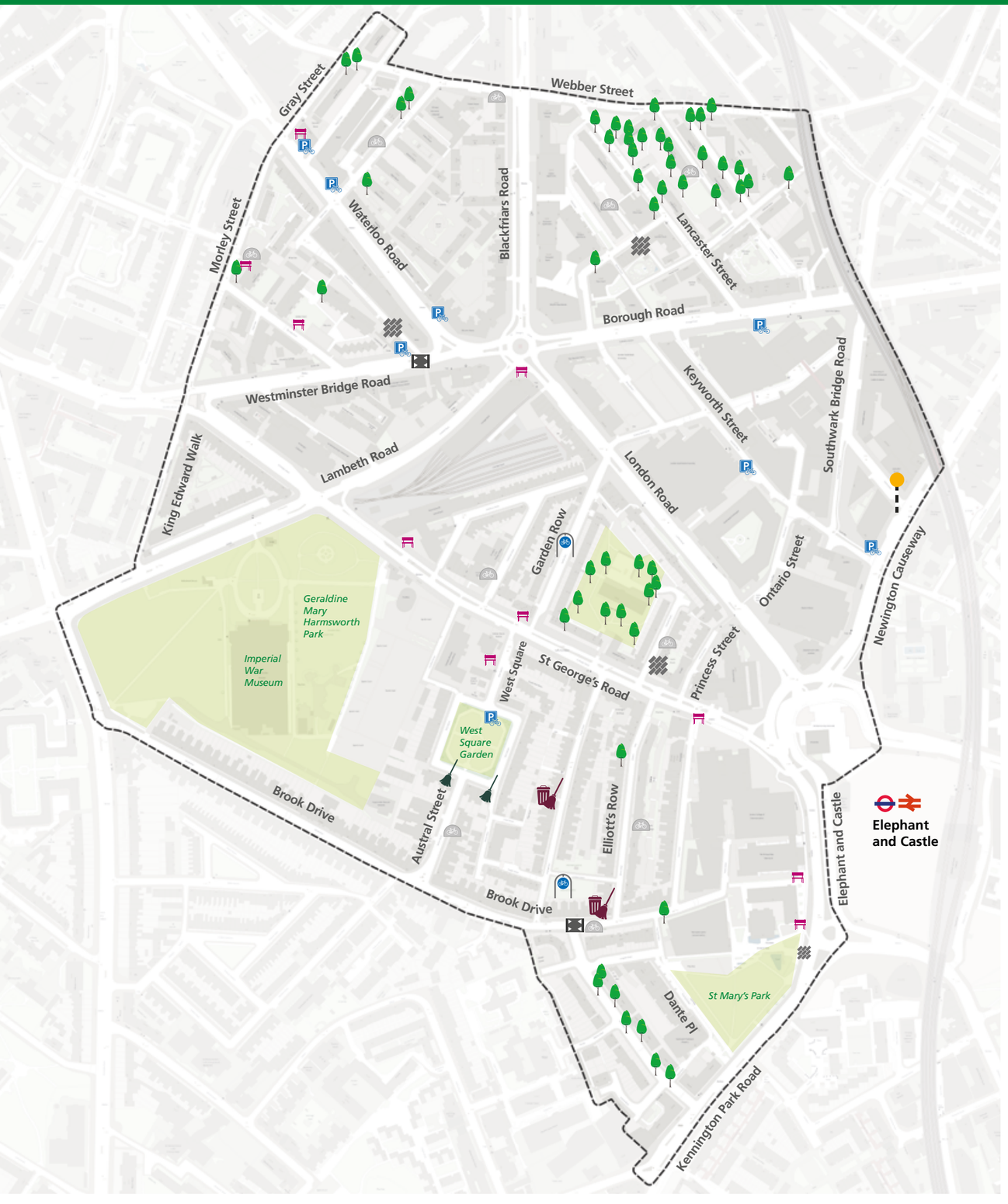
405
responses from ward

69%
of streets engaged

37%
would walk more if the streets were quieter or less polluted

31%
would be interested in trying cycling

St George's



PROPOSED WALKING IMPROVEMENTS	PROPOSED CYCLING IMPROVEMENTS
Pavement decluttering	Cycle hangar
Pavement decluttering - bins	Cycling parking
Pavement improvement	Cycling safety feature
Pedestrian crossing	**PROPOSED PUBLIC REALM IMPROVEMENTS**
Raised junction	Seating
	Proposed tree planting or other green space

Priorities for residents

51% New trees

50% Green space

46% Pavement improvement

40% Pavement decluttering

38% Less traffic

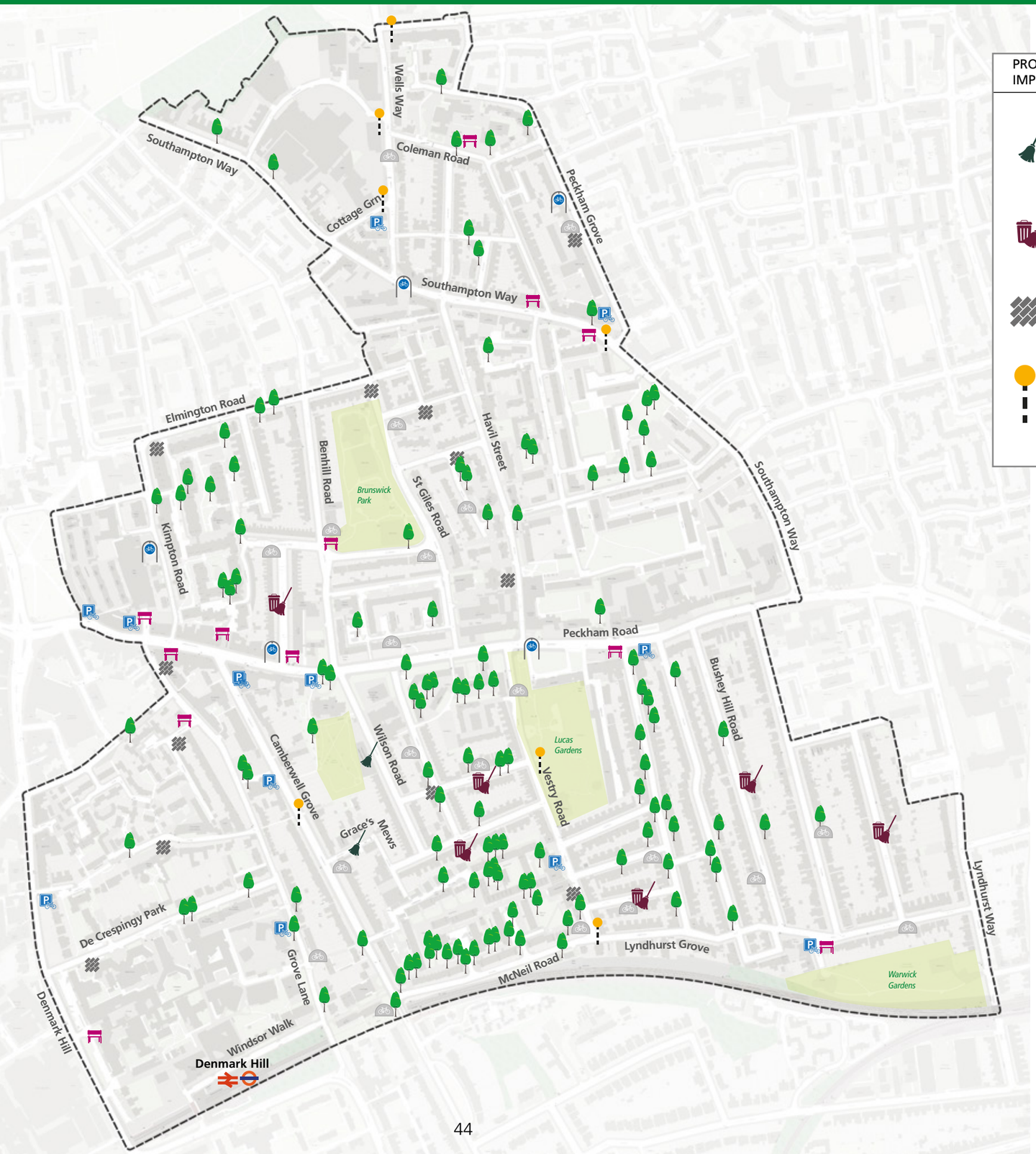
135
responses from ward

56%
of streets engaged

63%
would walk more if the streets were quieter or less polluted

37%
would be interested in trying cycling

St Giles



PROPOSED WALKING IMPROVEMENTS	PROPOSED CYCLING IMPROVEMENTS
Pavement decluttering	Cycle hangar
	Cycling parking
Pavement decluttering - bins	Cycling safety feature
Pavement improvement	PROPOSED PUBLIC REALM IMPROVEMENTS
Pedestrian crossing	Seating
	Proposed tree planting or other green space

Priorities for residents

46% New trees

45% Green space

45% Pavement decluttering

41% Pavement improvement

34% Cycle hangar

368
responses from ward

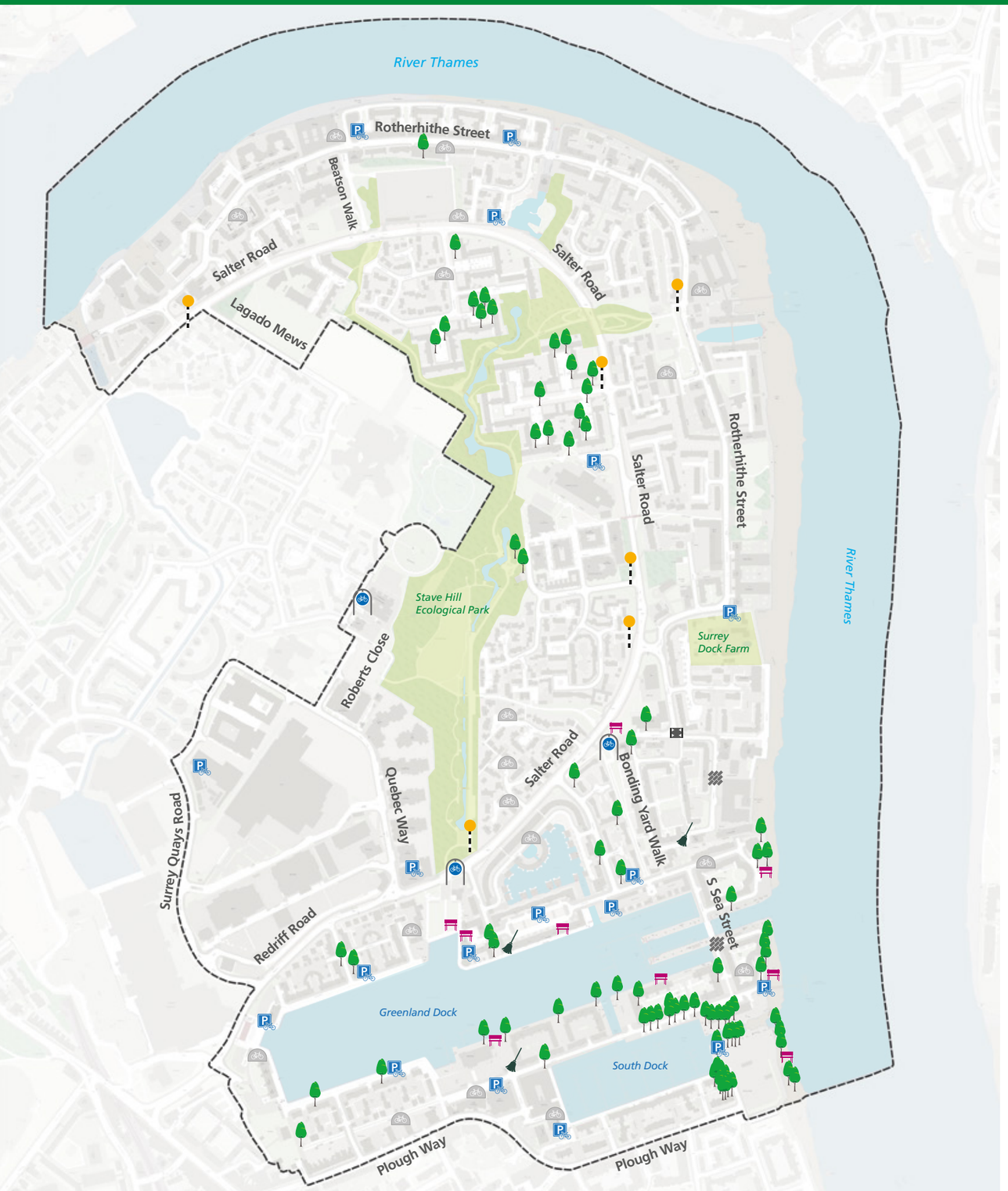
160
additionally received from Streetspace survey

76%
of streets engaged

44%
would walk more if the streets were quieter or less polluted

42%
would be interested in trying cycling

Surrey Docks



PROPOSED WALKING IMPROVEMENTS	PROPOSED CYCLING IMPROVEMENTS
Pavement decluttering	Cycle hangar
Pavement improvement	Cycling parking
Pedestrian crossing	Cycling safety feature
Raised junction	**PROPOSED PUBLIC REALM IMPROVEMENTS**
	Seating
	Proposed tree planting or other green space

Priorities for residents

55% New trees

54% Green space

47% Pavement improvement

37% Cycle hangar

36% Improved lighting

185
responses from ward

51%
of streets engaged

56%
would walk more if the streets were quieter or less polluted

54%
would be interested in trying cycling

STREETS FOR PEOPLE
LONDON BOROUGH OF SOUTHWARK

APPENDIX 3

Streets for People Delivery Plan

Equality Impact and Needs Analysis

Guidance notes

Things to remember:

Under the Public Sector Equality Duty (PSED) public authorities are required to have due regard to the aims of the general equality duty when making decisions and when setting policies. Understanding the affect of the council's policies and practices on people with different protected characteristics is an important part of complying with the general equality duty. Under the PSED the council must ensure that:

- Decision-makers are aware of the general equality duty's requirements.
- The general equality duty is complied with before and at the time a particular policy is under consideration and when a decision is taken.
- They consciously consider the need to do the things set out in the aims of the general equality duty as an integral part of the decision-making process.
- They have sufficient information to understand the effects of the policy, or the way a function is carried out, on the aims set out in the general equality duty.
- They review policies or decisions, for example, if the make-up of service users changes, as the general equality duty is a continuing duty.
- They take responsibility for complying with the general equality duty in relation to all their relevant functions. Responsibility cannot be delegated to external organisations that are carrying out public functions on their behalf.
- They consciously consider the need to do the things set out in the aims of the general equality duty not only when a policy is developed and decided upon, but when it is being implemented.

Best practice guidance from the Equality and Human Rights Commission recommends that public bodies:

- Consider all the protected characteristics and all aims of the general equality duty (apart from in relation to marriage and civil partnership, where only the discrimination aim applies).
- Use equality analysis to inform policy as it develops to avoid unnecessary additional activity.
- Focus on the understanding the effects of a policy on equality and any actions needed as a result, not the production of a document.
- Consider how the time and effort involved should relate to the importance of the policy to equality.
- Think about steps to advance equality and good relations as well as eliminate discrimination.
- Use good evidence. Where it isn't available, take steps to gather it (where practical and proportionate).

- Use insights from engagement with employees, service users and others can help provide evidence for equality analysis.

Equality analysis should be referenced in community impact statements in Council reports. Community impact statements are a corporate requirement in all reports to the following meetings: the cabinet, individual decision makers, scrutiny, regulatory committees and community councils. Community impact statements enable decision makers to identify more easily how a decision might affect different communities in Southwark and to consider any implications for equality and diversity.

The public will be able to view and scrutinise any equality analysis undertaken. Equality analysis should therefore be written in a clear and transparent way using plain English. Equality analysis may be published under the council's publishing of equality information, or be present with divisional/departmental/service business plans. These will be placed on the website for public view under the council's Publications Scheme.

Equality analysis should be reviewed after a sensible period of time to see if business needs have changed and/or if the effects that were expected have occurred. If not then you will need to consider amending your policy accordingly. This does not mean repeating the equality analysis, but using the experience gained through implementation to check the findings and to make any necessary adjustments.

Engagement with the community is recommended as part of the development of equality analysis. The council's Community Engagement Division and critical friend, the Forum for Equality and Human Rights in Southwark can assist with this (see section below on community engagement and www.southwarkadvice.org.uk).

Whilst the equality analysis is being considered, Southwark Council recommends considering Socio-Economic implications, as socio-economic inequalities have a strong influence on the environment we live and work in. As a major provider of services to Southwark residents, the council has a legal duty to reduce socio-economic inequalities and this is reflected in its values and aims. For this reason, the council recommends considering socio-economic impacts in all equality analyses, not forgetting to include identified potential mitigating actions.

Similarly, it is important for the Council to consider the impact of its policies and decisions in relation to tackling the climate emergency. This includes both the potential carbon emissions of a policy or decision and its potential effect on the borough's biodiversity. You are asked to consider the impact on climate of your policy and decision under discussion by competing the Climate impact section below.

Section 1: Equality impact and needs analysis details

Proposed policy/decision/business plan to which this equality analysis relates	Streets for People

Equality analysis author		Melissa Owusu-Ansah			
Strategic Director:		Matt Clubb			
Department		Highways	**Division**	Environment, Sustainability and Growth	
Period analysis undertaken		Autumn 2024			
Date of review (if applicable)					
Sign-off		**Position**		**Date**	

Section 2: Brief description of policy/decision/business plan

1.1 Brief description of policy/decision/business plan
This document has been prepared to help develop Streets for People delivery plan and to ensure that it complies with the council's legal obligations relating to the Equality Act 2010. Section 149 of the Act obliges Southwark council, as public body, to ensure it is does not discriminate against any individuals or groups who share a protected characteristic. We are also obliged to eliminate differences between the opportunities available to people with a protected characteristic and to those without. The Act defines as a protected characteristic as one that is based on one of the following: • How old someone is • Whether they have a disability • Their gender identity and whether or not they have undergone gender reassignment • Whether or not they are married or in a civil partnership • Whether they are pregnant or have children • Their race or ethnicity • Whether they profess certain religions or beliefs, or if they do not • Whether they are male or female • Their sexual orientation The Streets for People delivery plan must not disadvantage any people or groups based on these characteristics. We must also try to eliminate any disadvantages people or groups currently face based on these characteristics. These impacts are judged in one of three ways: • Positive: if the impact helps a protected groups by removing an existing barrier • Neutral: if the impact neither helps nor hinders a protected groups • Negative: if the impact represents a new barrier faced by a protected group The initial assessment is deliberately cautious, focusing on a worst-case scenario. Many negative effects can be avoided if the objective is implemented in the right way. The final column of the assessment sets out how the objective will be managed to avoid the potential negative impacts. It also sets out what we will do to make any neutral impacts positive and to ensure positive impacts are as positive as possible. Southwark carried out an extensive engagement programme speaking to people about what they would like to see in their streets and neighbourhoods to define a set of local priorities. This was between Autumn 2023 to Spring 2024.

There were a total of 9042 residents engaged comprising:

- 5560 from the main survey
- 2624 who answered Streets for People questions as part of CPZ and Streetspace surveys running summer and autumn 2023
- 252 responses to a youth survey
- 606 primary school pupils engaged in face-to-face sessions

Section 3: Overview of service users and key stakeholders consulted

2. Service users and stakeholders	
Key users of the department or service	Residents, schools (pupils/staff/parents), businesses, visitors.
Key stakeholders were/are involved in this policy/decision/business plan	Businesses, Schools, Faith Groups, Housing teams, Emergency Services, Transport for All, Ward Councillors, Cabinet Member.

Section 4: Pre-implementation equality impact and needs analysis

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This section considers the potential impacts (positive and negative) on groups with 'protected characteristics', the equality information on which this analysis is based and any mitigating actions to be taken, including improvement actions to promote equality and tackle inequalities. An equality analysis also presents as an opportunity to improve services to meet diverse needs, promote equality, tackle inequalities and promote good community relations. It is not just about addressing negative impacts.

The columns include societal issues (discrimination, exclusion, needs etc.) and socio-economic issues (levels of poverty, employment, income). As the two aspects are heavily interrelated it may not be practical to fill out both columns on all protected characteristics. The aim is, however, to ensure that socio-economic issues are given special consideration, as it is the council's intention to reduce socio-economic inequalities in the borough. Key is also the link between protected characteristics and socio-economic disadvantage, including experiences of multiple disadvantage.

Socio-economic disadvantage may arise from a range of factors, including:

- poverty
- health
- education
- limited social mobility
- housing
- a lack of expectations
- discrimination
- multiple disadvantage

The public sector equality duty (PSED) requires us to find out about and give due consideration to the needs of different protected characteristics in relation to the three parts of the duty:

1. Eliminating discrimination, harassment and victimisation
2. Advancing equality of opportunity, including finding out about and meeting diverse needs of our local communities, addressing disadvantage and barriers to equal access; enabling all voices to be heard in our engagement and consultation undertaken; increasing the participation of under represented groups
3. Fostering good community relations; promoting good relations; to be a borough where all feel welcome, included, valued, safe and respected.

The PSED is now also further reinforced in the two additional Fairer Future For All values: that we will

- Always work to make Southwark more equal and just
- Stand against all forms of discrimination and racism

1) Demographic data for Southwark

Consideration has been given to how the proposed change will affect those members of the wider community who share one of the protected characteristics.

The demographic data used in this report comes primarily from the Office for National Statistics Census 2021 although other sources are used.

The population of Southwark was 307,600 according to the 2021 Census.

1.1) Age – Area profile (Census 2021)

This can refer to people of a specific age, e.g. 18 year olds, or an age range, e.g. 0-18 year olds.

Will the proposed change/ project/ scheme have a differential impact (positive or negative) on people of a specific age or group (e.g. older or younger people). Evidence has been provided for why this group may be particularly affected.
Age Distribution

Table 4.1 indicates that there is a higher number of children and young people than the average for the borough or England as a whole. The percentage of older people is lower than the country as a whole. According to TfL's report, Travel in London: Understanding our diverse communities, Southwark has one of the lowest proportions of older residents across all the London boroughs (8%).

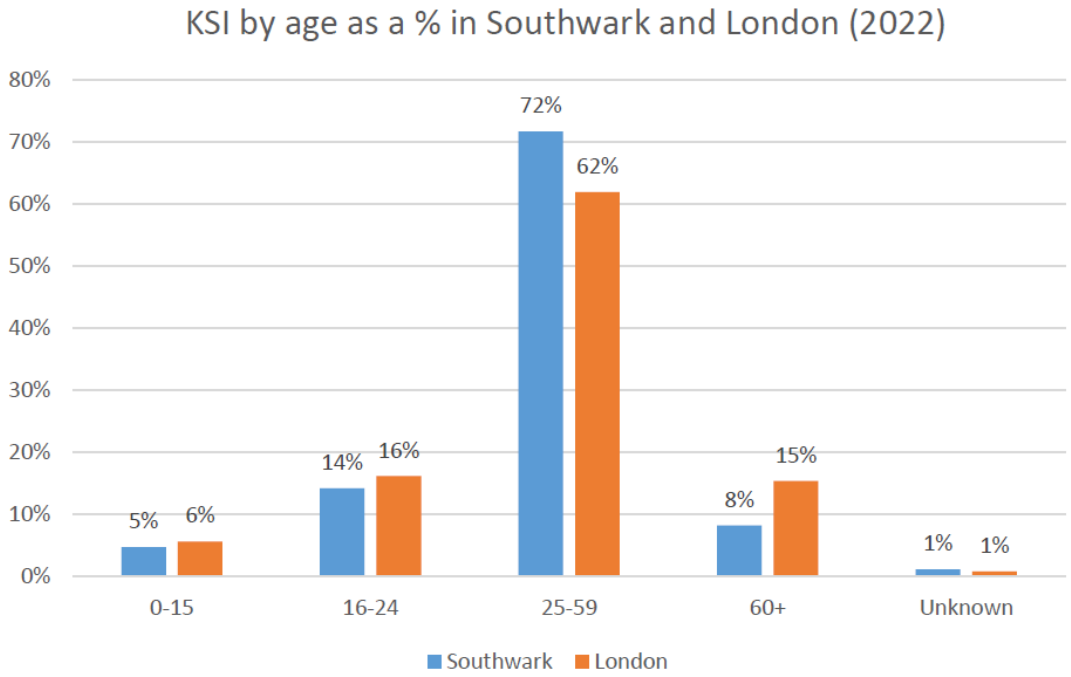
Table 4.1: Age distribution for Peckham Rye ward compared to Southwark and England[1]

Age	Peckham Rye (%)	Southwark (%)	England (%)
0 to 4	7.7	5.3	5.4
5 to 14	13.3	10.5	11.9
15 to 24	9.0	13.6	11.7
25 to 34	18.3	23.8	13.6
35 to 49	25.1	22.2	19.4
50 to 64	18.0	16.4	19.4
65 to 74	5.3	4.9	9.9
75 to 84	2.4	2.5	6.1
85 +	0.9	1	2.4

1: Taken from Census Data 2021

TfL's Travel in London Report found that the 17-24 and 45-64 age groups were well represented in cycling across London, with the over 65s being one of the most underrepresented groups (Travel in London, Report 15, TfL, 2022, Travel in London Report 15).

Data for those who were killed or seriously injured by age in the borough for 2022 shows that for younger age groups (under 24) this is slightly below the average for London as a whole, but that for those between 25 and 59 this group is overrepresented when compared to London as a whole.



Killed or seriously injured in Southwark compared to London during 2022[4]

(4 TfL Road Danger Reduction Dashboard, Road Safety Data Reports)

Air quality

Air pollution in London is largely caused by road traffic, as well as domestic and commercial heating systems (Health and Exposure to Pollution, 2023, London City Hall).

Studies have shown that people who are of young and old age are more vulnerable to poor air quality (New review shows harmful health impacts of pollution before birth through to old age, 2023, London City Hall) and see also Fuller, G et al., Environmental Research Group, 'Imperial College London, 2023, Impacts of air pollution across the life course – evidence highlight note' .

Children and young people are particularly vulnerable to air pollution as their respiratory systems are still developing. Similarly, older and/ or disabled people with respiratory illnesses will also benefit from schemes promoting walking and cycling.

Young people are particularly vulnerable to the effects of air pollution. Long-term exposure to negative air quality can lead to reduced lung development, asthma, developmental problems and more wheezing and coughs in younger people.

Older people are particularly vulnerable to the adverse effects of air pollution, partly because they are more likely to have multiple long-term conditions occurring at the same time. Exposure to air pollution is also associated with accelerated cognitive decline in older people and the increased risk of stroke.

Health

Children who are overweight or obese are likely to remain such in later life. The National Child Measurement Programme covers children in Reception (aged 4-5) and Year 6 (age 10-11). This data is broken down into underweight, healthy weight, overweight and obese children.

Data for Southwark shows that children in Reception who are overweight or living with obesity is just above the national average at 23.4% (22.3% in England), although the percentage of children in year 6 who are overweight or living with obesity is 42.8%, significantly above the average for England (37.8%) – (NHS National Child Measurement Programme – England, 2021/22)

The Centre for London found a relatively strong correlation between weight problems, inactivity and low levels of walking and cycling. They also found a clear link between obesity and socioeconomic factors (Centre for London, 'Fair Access: Towards a transport system for everyone' Barrett et al., 2019).

1.2) Ethnicity – Area Profile (Census 2021)

This refers to a group of people defined by their race, colour, and nationality (including citizenship), ethnic or national origins.

We will consider if the proposed scheme is likely to have a differential impact (positive or negative) on people of a certain race.

Southwark is ethnically and culturally diverse. This is particularly the case in those under the age of 20. Over 120 languages are spoken across the borough

The borough of Southwark as a whole where just over half of the population is white (51%), a quarter (25%) is Black, Black British, Black Welsh, Caribbean or African' and 10% is Asian, Asian British or Asian Welsh.

According to TfL's report on 'Understanding the Needs of London's Diverse Communities', Asian and minority ethnic Londoners are more likely to walk and use public transport than white Londoners (Transport for London, Understanding the travel needs of London's diverse communities - BAME, April 2018, https://content.tfl.gov.uk/BAME.pdf).

White people are overrepresented in cycling but there have been some improvements in the representation of Asian, Arab, Mixed and other ethnic groups (Travel in London, Report 15, TfL, 2022).

TfL's 'Cycling Potential in Diverse Communities' report found that there is great cycling potential in non-cyclists, who are Black, Asian and ethnic minority people as they are most open to cycling (as well as men and age group 16-34).

Road Safety

There is a strong causal link between road casualties and deprivation, as well as between ethnic group and deprivation. A study by Agilysis found that 51.7% of ethnic minority pedestrian casualties lived in the 25% most deprived communities. (Road Traffic and Injury Risk in Ethnic Minority Populations, 2021, Agilysis for London Living Streets, road-traffic-injury-risk-amongst-gb-black-and-ethnic-minority-populations.pdf (livingstreets.org.uk).

Black children in London are more at risk from pedestrian injury than White or Asian children, and Black Londoners are less likely to own cars than White or Asian Londoners (LTNs for all? Mapping the extent of London's new low traffic neighbourhoods Nov 2020, R. Aldred & E. Verlinghieri).

1.3) Sex / Gender – area profile (Census 2021)

This section considers whether the Streets for People delivery plan will have a differential impact (positive or negative) on females or males.

According to the Census in 2021, in Southwark there are 51.6% females and 48.4% males. This compares to 51% females and 49% males in England. Transport for London's Travel in London Report shows that there has been a steady increase in the representation of women in cycling since 2010/11. However, this equates to a figure of 34% of those who cycled in 2021/22 being women, some way off of equal representation.

Challenges in relation to whether an individual can ride a bike, store a bike or even own a bike are most prominent among older women who also have low incomes and or disabilities.

Women may be more concerned than men about their own personal safety. TfL found that amongst those who had not cycled for the last 12 months, 73% of women were concerned for their personal safety and this was the primary barrier for them to cycling. (Cycling potential in London's Diverse Communities, 2021, TfL, cycling-potential-in-londons-diverse-communities-2021).

1.4) Household deprivation – area profile (Census 2021)

This refers to people who are disadvantaged due to socio-economic factors, e.g. unemployment, low income, low academic qualifications, or living in a deprived area, social housing or unstable housing.

Although not a protected characteristic under the equality act, this presents as an opportunity for Southwark to improve services to meet diverse needs, promote equality, tackle inequalities and promote good community relations.

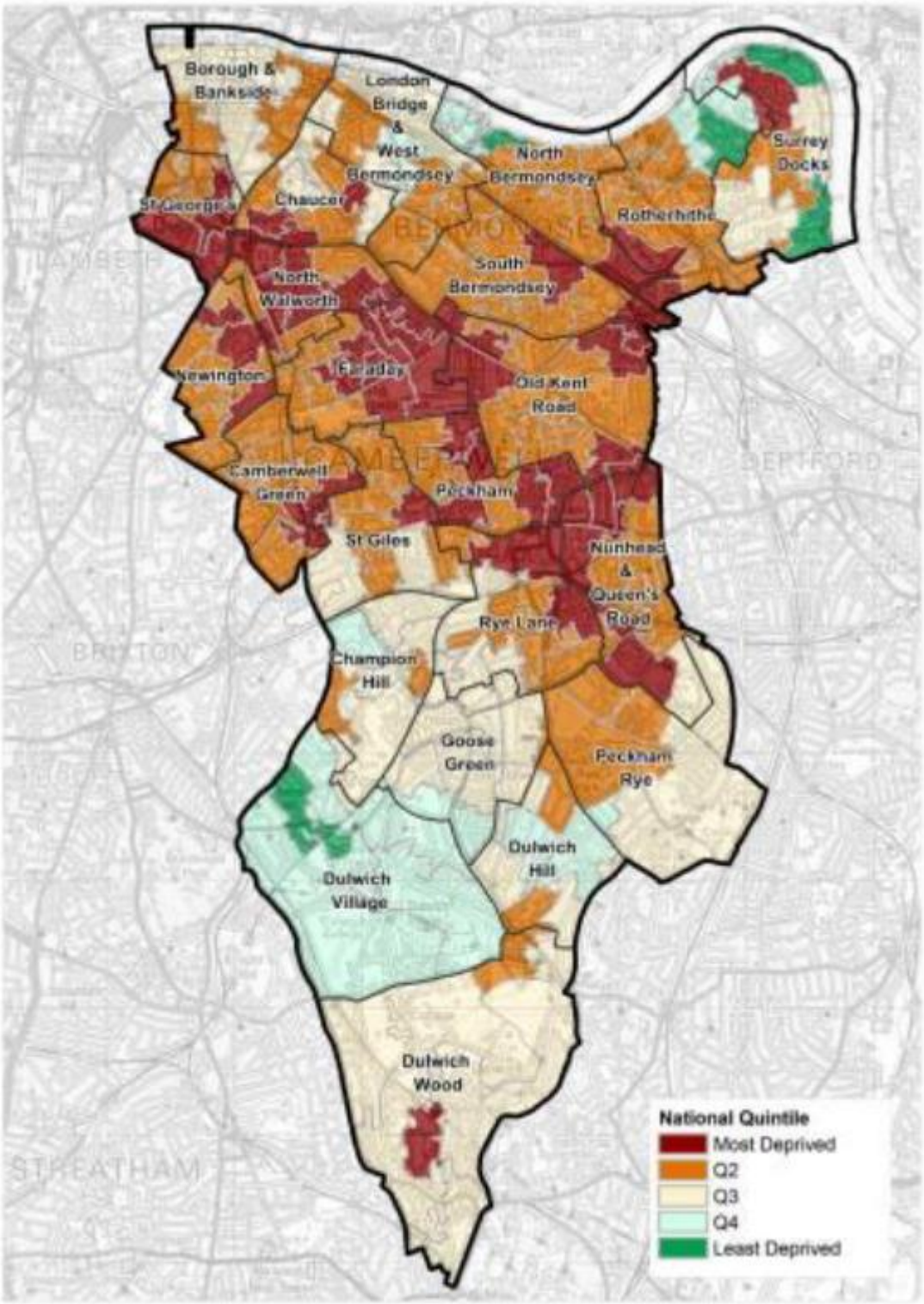
Southwark is one of the most deprived local authorities in the country.

The median household income in Southwark in 2021 was £33,848, which is comparable to the national average of £32,549.

It is noted that Southwark Council intends to reduce socio-economic inequalities in the borough. There is a key link between protected characteristics and socio-economic disadvantage.

Alongside skill and opportunity, cost can be another factor discouraging people from taking up cycling. Cycling will always be cheaper than driving. It can often be cheaper than public transport (although does generally require more upfront investment).

TfL’s Travel in London Report found that across London, when looking at the incomes of those cycling, those with higher incomes are overrepresented and those on lower incomes are underrepresented.



Indices of Deprivation 2019 (Source: Southwark JSNA, Annual Report, 2022)

The Indices of deprivation are based on income deprivation, employment deprivation, education, skills and training deprivation, health deprivation and disability, crime, barriers to housing and services and living environment deprivation.

According to research undertaken by Transport for London in 2019, “Travel in London: Understanding our diverse communities” the most commonly used form of transport for Londoners with lower household incomes (below £20,000) is walking. The bus is the next most commonly used form of transport with 69% of people with lower household incomes taking the bus at least once a week compared to 59% of all Londoners.

TfL also found that for those on a very low income, the cost of a bike may be a significant barrier to cycling.

The same TfL research found that disabled Londoners are more likely to live in a household with an annual income of £20,000 or less than non-disabled Londoners (61 per cent compared with 25 per cent). This is likely to be due to a significantly low proportion of disabled people in full or part time employment when compared to non-disabled people of the same age.

1.5) Disability – area profile (Census 2021)

A person has a disability if they have a physical or mental impairment which has a substantial and long-term adverse effect on the person’s ability to carry out normal day-to-day activities.

This could include: physical impairment, hearing impairment, visual impairment, learning difficulties, long-standing illness or health condition, mental illness, substance abuse or other impairments.

According to the Census 2021, the percentage of those disabled under the Equality Act where activities are limited a lot is lower in Southwark (8%) than in the borough and England and Wales (13%) as a whole.

Below graphic shows the range of different impairment types for those with a disability across Southwark. Mobility is listed as the impairment type which affects most disabled people in the borough. This data has its source from the Family Resources Survey (FRS).

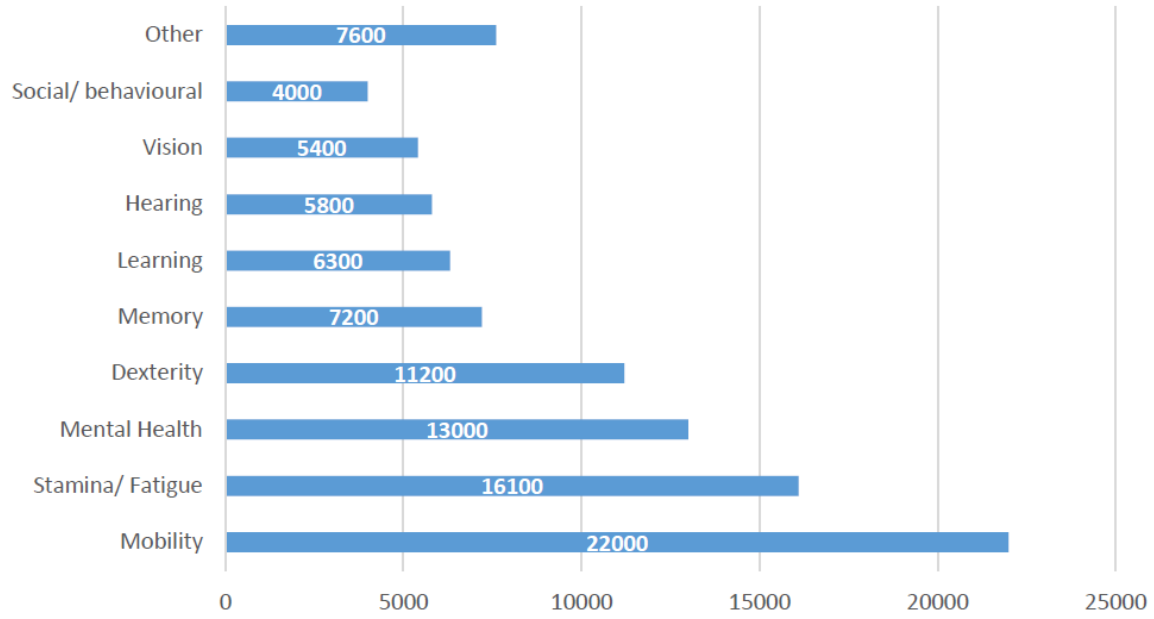


Figure 4-5: Prevalence of key impairment types for those with a disability in Southwark, 2019/2020[10].

(source: Southwark JSNA Annual Report, 2022)

1.6) Pregnancy and maternity

Pregnancy refers to the condition of being pregnant or expecting a baby. Maternity refers to the period after the birth and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth, and this includes treating a woman unfavourably because she is breastfeeding.

The total fertility rate is the average number of live children that a group of women would bear if they experienced the age-specific fertility rates of the calendar year throughout their childbearing lifespan.

Table 4.3: Birth and Fertility rates in Southwark, London and England[13]

Area	2021		
	Live births	General Fertility Rate[14] (GFR)	Total Fertility Rate (TFR)[15]
Southwark	3,525	44	1.14
London	110,961	56	1.52
England	595,948	56	1.62

(Source: ONS, https://data.london.gov.uk/dataset/births-and-fertility-rates-borough)

According to Census 2021, The General Fertility Rate (GFR) in Southwark was 44 per 1,000 women aged 15-44, significantly lower than the average for London and England GFR. Therefore, there are likely to be less pregnant and maternal people who reside in Southwark than the national average.

Total fertility rates for Southwark have fallen year on year over at least the last decade. The average age of mothers having their first child in England and Wales rose to 30.9 years in 2021.

1.7) Sexual Orientation – Census 2021

This refers to whether a person is sexually attracted to people of the same sex or a different sex to themselves. Please consider the impact on people who identify as heterosexual, bisexual, gay, lesbian, non-binary or asexual.

2) Travel in London: Understanding our diverse communities 2019

2.1) Ethnicity – Travel Behaviour statistics

- Walking at least once a week is almost universal across all ethnic groups.
- BAME Londoners are more likely than white Londoners to use the bus, DLR or to travel as a car passenger at least once a week.
- The use of buses is particularly high among black Londoners, with 73 per cent using this type of transport at least once a week, compared with 65 per cent of all BAME Londoners and 56 per cent of white Londoners.
- BAME Londoners are more likely than white Londoners to walk (at least once a week) to get to/from work, school or college (60 per cent compared with 44 per cent), to visit friends and relatives (60 per cent compared with 49 percent) and to take a child to school (41 per cent compared with 27 per cent).
- BAME Londoners are less likely to hold a driving licence than white Londoners (54 per cent BAME aged 17 years or over compared with 71 per cent white). Asian

Londoners and Mixed Londoners are slightly more likely than other BAME groups to hold a driving licence (57 per cent).

- Cycling levels among BAME Londoners and white Londoners remain very similar. Seventeen per cent of BAME Londoners cycle in the Capital at least sometimes, compared with 18 per cent of white Londoners.
- Even though BAME Londoners are less likely to be able to ride a bicycle, they are also more likely to be contemplating increasing their cycling frequency (13 per cent compared with nine per cent of white Londoners.
- BAME Londoners are again more likely than white Londoners to say they will definitely/probably use the Cycleways in the future: 30 per cent compared with 26 per cent (compared with 28 per cent and 21 per cent in November 2014).
- BAME Londoners are less likely than white Londoners to say that they feel safe from accidents when walking around London during the day.
- BAME Londoners are slightly less likely than white Londoners to say that they feel safe from accidents when cycling either during the day or at night. Sixteen per cent of white Londoners compared to 11 per cent of BAME Londoners consider themselves very safe from accidents when cycling during the day.

2.2) Gender – Travel Behaviour statistics

- The three most common transport types used by women at least once a week are walking (95%), bus (63%) and car as a passenger (51%).
- Women are more likely than men to use the bus at least once a week (63% compared with 56%) and are less likely to travel by Tube at least once a week (38% of compared with 43%). Women are also less likely than men to cycle in London (13% compared with 22%).
- Women are less likely than men to drive at least once a week (33% compared with 42%).
- Women aged 17 or over who are living in London are less likely than men to have a full driving licence (58% compared with 72%) or have access to a car (63% of all women compared with 66% of all men).
- Women are more likely than men to be travelling with buggies and/or shopping, and this can affect transport choices.

2.3) Age – Travel Behaviour statistics

Older People

- Walking is the most frequently used type of transport by older Londoners aged 65 and over (87% walk at least once a week).
- Buses are the next most common type of transport used by older Londoners; 65% of Londoners aged 65 or over take the bus at least once a week.
- Among Londoners aged 65-69, 54% drive a car at least once a week, which is higher than Londoners overall (38%). Londoners aged 80 or over are considerably less likely to drive a car, and only 25% drive every week.
- Older Londoners are less likely to walk at least once a week than all Londoners (87% of Londoners aged 65 or over walk once a week compared with 95% of all Londoners).
- Bus use at least once a week among Londoners aged 65 and over is 65%, higher than the proportion for all Londoners (59%).
- Household access to a car reduces with age; 61 per cent of Londoners aged 65 and over have a car in their household compared with 65 per cent across all Londoners.

- There are an estimated 26,000 carers in Southwark. It is expected that many of these carers are reliant on vehicular transport to assist with their duties, however additional services such as TfL Freedom Pass, Dial-a Ride, Taxicard scheme, and Capital Call and Motability can help to reduce reliance on carers. See Southwarks Carers webpage for further advice and contacts of groups and charities that can help.

Younger People

- Walking is the most commonly used type of transport for younger Londoners, with 97 per cent aged 24 and under walking at least once a week.
- The bus is the next most commonly used transport type for younger Londoners. Among Londoners aged 11-15, 75% use the bus at least once a week, compared with 59 per cent of all Londoners.
- 47% of journeys made by Londoners under the age of 25 are for education compared with 20% for Londoners overall.
- Travelling by car as a passenger continues to decrease as younger Londoners achieve greater independence. Around three-quarters of under-16s (74%) travel by car as a passenger each week compared with 48% of those aged 16 to 24.
- Younger Londoners are more likely to walk almost every day (five or more days a week) with 90% of Londoners aged under 25 stating this compared with 84% of all Londoners.
- Regular bus use is common among younger Londoners. 76% of Londoners under 25 years old use the bus at least once a week and 42% use the bus almost every day (five or more times a week).
- The same proportion of younger Londoners (aged 16-24) as all Londoners sometimes cycle in London: 17 per cent of 16 to 24-year-olds sometimes use a bicycle to get around London. 13% of younger Londoners cycle regularly (at least once a week).
- A key barrier to younger Londoners cycling, particularly younger children, is the perceived safety of the cycling environment by parents. This remains a strong barrier, even when the parent perceives their child to be a skilful cyclist.
- The most common form of transport to and from school among Londoners aged under 16 continues to be walking. 45% of school journeys are made on foot.

2.4) Disabled – Travel Behaviour Statistics

- 9% of Londoners consider themselves to have a disability. 84% of these disabilities effect how people travel.
- The most commonly used types of transport by disabled Londoners are walking (81% of disabled Londoners walk at least once a week), the bus (58%) and car as the passenger (42%).
- Disabled Londoners use transport less frequently than non-disabled Londoners. For each type of transport (with the exception of private hire vehicles) a lower proportion of disabled Londoners use each type of transport at least once a week compared with non-disabled Londoners.
- Public transport generally is less commonly used by disabled Londoners than non-disabled Londoners.
- While a considerably lower proportion of disabled Londoners have driven a car to get around London in the past year than non-disabled Londoners (28% compared with 45%), the proportion who have used a car as a passenger in the last year is the same for both groups (81%).

- Disabled Londoners are less likely to have household access to a car than non-disabled Londoners. Just over half (52%) of disabled Londoners do not have household access to a car compared with 34% of non-disabled Londoners.
- 17% of disabled Londoners sometimes use a bike to get around London, which is a smaller proportion than among non-disabled Londoners (where 18% sometimes use a bike).
- Disabled Londoners are almost as likely as non-disabled Londoners to say that they probably or definitely expect to use Cycleways in the future (27% compared with 28%).
- Disabled Londoners are slightly less likely to have used a private hire/minicab in the past year than non-disabled Londoners (49% compared with 58%). Disabled Londoners are slightly more likely to use minicabs frequently though when compared with non-disabled Londoners; 8% of disabled Londoners use a minicab at least once a week compared with 6% of non-disabled Londoners.
- Sixty-five per cent of disabled Londoners consider the condition of pavements to be a barrier to walking, and 43 per cent report that obstacles on pavements are a barrier to walking more

2.5) Lower-incomes (socio-economic status) – Travel Behaviour statistics

- Women, disabled people, BAME Londoners and older people are more likely to live in low income households than other Londoners.
- The most common type of transport used by Londoners on lower incomes is walking (93% walk at least once a week) in line with all Londoners (95%)
- The bus is the next most common type of transport used by Londoners on lower incomes (69% use the bus at least once a week, compared to 59% of Londoners)
- Londoners with lower household incomes are less likely to use a car (both as a driver and passenger), train and Tube than all Londoners. This is most pronounced with driving a car (23% compared with 38% overall) and using the Tube at least once a week (32% compared with 41% overall)
- The proportion of Londoners with access to at least one car falls with decreasing household income
- Londoners in lower-income households are less likely to cycle. 8% sometimes used a bike to get around London in the past year compared with 17% of all Londoners

3) Impact on Protected Characteristic Groups

Age - Where this is referred to, it refers to a person belonging to a particular age (e.g. 32 year olds) or range of ages (e.g. 18 - 30 year olds).

Potential impacts (positive, neutral and negative) of proposed policy/decision/business plan; this also includes needs in relation to each part of the duty.

Potential impact	Potential outcome	Mitigation and/or improvement actions
The distribution of groups with different protected characteristics is different. Some groups, such as children and old people, are more evenly distributed across the borough. It will be harder to focus targeted interventions in this case.	Negative	• Alongside targeted interventions, we will also maintain and enforce minimum standards to ensure that no-one is disadvantaged as a result of where they live in the borough.
People with mobility issues and old people rely on street furniture such as benches as they need places to frequently rest. Any programmes to declutter the pavement by removing poorly placed street furniture has the potential to restrict their mobility.	Negative	• Any publicly-useful street furniture (such as benches as opposed phone cabinets) that is identified to be moved will be replaced with at least one nearby.

Uneven and unstable pavements can present a barrier to those with mobility issues, old people and those with young children pushing prams and buggies.	Positive	By prioritising interventions in the highest trafficked areas, we can ensure that greatest benefit is achieved as soon as possible. We will also ensure that all new pavements built as part of new developments or affected by other transport schemes are (re)built to the same high standard.
Background noise, including traffic noise, disproportionally affects many protected groups. It hampers the development of children's brains, it is increases the risk of stroke, premature death and Alzheimer's, and can be distressing for people with developmental disorders such as autism.	Positive	We will seek to reduce noise through the elimination of noise generating activity, not its diversion. Therefore, the problem will not be shifted to another group.
Involving the community in streetspace design means reaching the whole community. Older people are less able to access information on the internet.	Negative	Multiple streams of messaging will be used to ensure as wide a possible audience. This will include online and by post, but also publicity in Southwark's buildings and events designed to encourage active participation.
Young people, old people, are more likely to be injured in road accidents.	Positive	Combining accident data with demographic data will allow us to focus interventions where they will have the most benefit.

90% of young adults are concerned about their safety when walking in London.	Positive	Different people's perception of crime and feelings of safety are different, and no single solution will work in all locations. We need to work with the relevant groups to understand what improvements they need to improve their experience.
Poorly-designed and sited cycle lanes can form a barrier to pedestrians. Such barriers can be especially difficult to traverse for old people.	Negative	We will consider pedestrian movement throughout the design process of cycle infrastructure, allowing them to move around sites along desire lines. Will use a consistent language of tactile surfaces to edge cycle lanes and identify crossings.
Age and disability can limit the distance people can walk or cycle, limiting the usefulness of infrastructure.	Neutral	By creating frequent rest-stops along active travel corridors we can ensure that they are usable by as many people as possible.
The micromobility vehicles offered as part of the current trial are not suitable for those who may have balance issues for reasons of age.	Neutral	Any permanent infrastructure installed by the council to support micromobility will be vehicle- and provider-agnostic, to allow it to be used by adapted micromobility vehicles in the future.

Children and young people tend to be overlooked in engagement and in traditional discourse.	Positive	By actively working with children and young people we can ensure that transport projects reflects their needs.
A need to travel longer distances to reach essential goods makes it harder for those without access to car or the internet to access them. Such people are more likely to older or from lower income groups.	Positive	By supporting thriving town centres, more people will be able to access the goods they need within walking and cycling distance
A number of people, including old people may rely on home deliveries to access essential goods, including goods which require special handling, such as medicine and food	Neutral	More sustainable delivery and servicing methods will be developed to reduce the reliance on motor vehicles. However, while it continues to be necessary, access for delivery vans will remain.
Air pollution is a major threat to public health which can lead to lifelong illness and death. Young people, old people, and those with pre-existing health conditions are especially sensitive to air pollution.	Positive	Air pollution data will be combined with demographic data to helps us prioritise interventions that will have the greatest benefit. We will design interventions to reduce sources of negative air pollution, not divert them.

Equality information on which above analysis is based

See paragraphs 1 – 2.

Disability - A person has a disability if s/he has a physical or mental impairment which has a substantial and long-term adverse effect on that person's ability to carry out normal day-to-day activities.

Please note that under the PSED due regard includes:

Giving due consideration in all relevant areas to ‘’the steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.’’ This also includes the need to understand and focus on different needs/impacts arising from different disabilities**.**

Potential impacts (positive, neutral and negative) of proposed policy/decision/business plan; this also includes needs in relation to each part of the duty.

Potential impact	Potential outcome	Mitigation and/or improvement actions
Only a minority of Southwark’s residents own cars. Disabled people are less likely to own a car and drive. The use of all cars does damages roads over time, requiring Southwark to spend to maintain them in a safe condition.	Positive	Reducing the use of private cars within the borough will reduce the spending needed to maintain roads in a usable state. This will allow Southwark to focus on supporting forms of transport a higher proportion of our residents use.

Several groups currently rely on cars to undertake their travel needs. These include people with mobility impairment, who are more likely to make journeys not served by public transport or cycle infrastructure	Negative	Expansions of vehicle-free space will not affect the accessibility of locations by car. Where people still do need to use a car to reach their destination, they will still be able to do so. The expansion of our cycle network will focus on increasing connectivity to destinations across the borough, so people can make the journeys they want to.
The Streets for People Delivery Plan will prioritise all transport schemes and policies on the basis of the Equity Framework. This includes focusing investment on projects that will provide an especial benefit to protected groups, who have traditionally been neglected by transport investment. It also means that the needs of all users will be considered at design stage. This approach requires the council to take into consideration the relevant demographics when designing schemes. If inaccurate or out-of-date data are used, the result could be inequitable.	Negative	Where possible, data will be automatically updated. Where there are conflicts, the most up-to-date information will be used

A lack of sense of community can exacerbate existing mental health conditions. It also makes life more difficult for those with who need more supportive care, such as people with young children, old people and people with disabilities. High levels of traffic sever these neighbourhood links.	Positive	New public space should be built with communities and nearby institutions to ensure they become effective neighbourhood centres.
Some disabled people find it easier to cycle than to walk, but poorly-designed cycle lanes, such as those that are too narrow or have excessive camber can be unusable for users of adapted cycles.	Negative	All new cycle infrastructure will be assessed against our Accessible Cycle Tool to ensure it usable for everyone.
Disabled people are more likely to be on lower incomes, yet many are excluded from using public transport due to poor design. This forces them to use the more expensive option of driving.	Positive	We need to recognise that poorly-designed public transport supresses a lot of demand from people who would otherwise want to use it. We need to design public transport infrastructure for everyone, not just those that currently use it.
Frequent flooding and standing water can make areas more difficult to traverse for people with mobility issues, as well as those with small children.	Positive	We will view flood risk data alongside demographic data to ensure interventions bring the greatest benefit.

Equality information on which above analysis is based
See paragraphs 1 – 2.

Gender reassignment: **-** The process of transitioning from one gender to another. **Gender Identity:** Gender identity is the personal sense of one's own gender. Gender identity can correlate with a person's assigned sex or can differ from it.
Potential impacts (positive, neutral and negative) of proposed policy/decision/business plan; this also includes needs in relation to each part of the duty.
There are no adverse effects which relate specifically to gender reassignment.
Equality information on which above analysis is based.
See paragraphs 1 – 2.
Mitigating and/or improvement actions to be taken
None required

Marriage and civil partnership – In England and Wales marriage is no longer restricted to a union between a man and a woman but now includes a marriage between a same-sex couples. Same-sex couples can also have their relationships legally recognised as 'civil partnerships'. Civil partners must not be treated less favourably than married couples and must be treated the same as married couples on a wide range of legal matters. **(Only to be considered in respect to the need to eliminate discrimination.)**
Potential impacts (positive, neutral and negative) of proposed policy/decision/business plan
There are no adverse effects with regards to marriage or civil partnership.
Equality information on which above analysis is based

N/A
Mitigating actions to be taken
None required

Pregnancy and maternity - Pregnancy is the condition of being pregnant or expecting a baby. Maternity refers to the period after the birth, and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth, and this includes treating a woman unfavourably because she is breastfeeding.
Potential impacts (positive, neutral and negative) of proposed policy/decision/business plan; this also includes needs in relation to each part of the duty.
There are no adverse effects with regards to pregnancy and maternity
Equality information on which above analysis is based
See paragraphs 1 – 2.
Mitigating and/or improvement actions to be taken
None required

Race - Refers to the protected characteristic of Race. It refers to a group of people defined by their race, colour, and nationality (including citizenship) ethnic or national origins. N.B. Gypsy, Roma and Traveller are recognised racial groups and their needs should be considered alongside all others

Potential impacts (positive, neutral and negative) of proposed policy/decision/business plan; this also includes needs in relation to each part of the duty.

Potential impact	Potential outcome	Mitigation and/or improvement actions

Black people and those form other minority ethnic groups, and those from low-income households are more to leave near higher-trafficked roads and experience more background noise.	Positive	We will seek to reduce noise through the elimination of noise generating activity, not its diversion. Therefore, the problem will not be shifted to another group.
Black, Asian and minority-ethnic residents are more likely to be the victims of crime.	Positive	Different people's perception of crime and feelings of safety are different, and no single solution will work in all locations. We need to work with the relevant groups to understand what improvements they need to improve their experience.
Black and other minority ethnic groups and lower income groups are more likely to live on busier roads which see that majority of large construction and transport projects. Additionally, those with certain mental health conditions and developmental disorders are more susceptible to noise.	Positive	We will seek to make construction and roadworks quieter overall, thereby eliminating the problem and not diverting it elsewhere.
Black, Asian and minority-ethnic residents, as well as those from lower-income households, are more likely to be in areas of high air pollution, and more likely to suffer ill-health as a result.	Positive	Black, Asian and minority-ethnic residents are also more likely to live on the trunk network, which will make reducing air pollution by limiting through traffic harder to achieve. We will pursue multiple solutions to reducing air pollution.

Equality information on which above analysis is based
Paragraph 2.1

Religion and belief - Religion has the meaning usually given to it but belief includes religious and philosophical beliefs including lack of belief (e.g. Atheism). Generally, a belief should affect your life choices or the way you live for it to be included in the definition.
Potential impacts (positive, neutral and negative) of proposed policy/decision/business plan; this also includes needs in relation to each part of the duty.
It is believed at this time that no aspect of this scheme is likely to have a disproportionate/ differential impact on the grounds of Religion and belief.
Equality information on which above analysis is based
N/A
Mitigating and/or improvement actions to be taken
None required

Sex - A man or a woman.

Potential impacts (positive and negative) of proposed policy/decision/business plan; this also includes needs in relation to each part of the duty.

Potential impact	**Potential outcome**	**Mitigation and/or improvement actions**

TfL's 'Cycling Potential in London's Diverse Communities' report found that quiet streets and protected cycle routes are the most important factors to encourage cycling as they address safety concerns.	Positive	Women may feel more encouraged and supported to take up or go back to cycling when a safer environment is created.
Women are more likely to experience harassment in public and cite feelings of safety as a reason they don't use public transport and don't visit certain areas. This results in missed opportunities, such as being unable to take jobs because of an unsafe journey to work.	Positive	Different people's perception of crime and feelings of safety are different, and no single solution will work in all locations. We need to work with the relevant groups to understand what improvements they need to improve their experience.
Women are more likely to use public transport. Women are also more likely to have childcare and household management duties. The current public transport system prioritises radial journeys into central London, which makes to multipoint trips women are more likely to make harder to do.	Positive	Women are more likely to use public transport. Women are also more likely to have childcare and household management duties. The current public transport system prioritises radial journeys into central London, which makes to multipoint trips women are more likely to make harder to do.

Equality information on which above analysis is based
Paragraph 2.2.

Sexual orientation - Whether a person's sexual attraction is towards their own sex, the opposite sex or to both sexes

Potential impacts (positive and negative) of proposed policy/decision/business plan; this also includes needs in relation to each part of the duty.

Potential impact	Potential outcome	Mitigation and/or improvement actions
Members of the LGBTQ+ community are more likely to experience harassment in public and cite feelings of safety as a reason they don't use public transport and don't visit certain areas. This results in missed opportunities, such as being unable to take jobs because of an unsafe journey to work	Positive	Different people's perception of crime and feelings of safety are different, and no single solution will work in all locations. We need to work with the relevant groups to understand what improvements they need to improve their experience.

Equality information on which above analysis is based
Paragraph 2.2

Socio-economic deprivation- This refers to people who are disadvantaged due to socio-economic factors, e.g. unemployment, low income, low academic qualifications, or living in a deprived area, social housing or unstable housing.
Although not a protected characteristic under the equality act, this presents as an opportunity for Southwark to improve services to meet diverse needs, promote equality, tackle inequalities and promote good community relations.

Potential impacts (positive, neutral and negative) of proposed policy/decision/business plan; this also includes needs in relation to each part of the duty.

Potential impact	Potential outcome	Mitigation and/or improvement actions
Only a minority of Southwark's residents own cars. Those from lower income groups are less likely to own a car and drive.	Positive	Reducing the use of private cars within the borough will reduce the spending needed to maintain roads in a usable state. This will allow Southwark to focus on supporting forms of transport a higher proportion of our residents use.
Lower income groups less likely to have access to private outdoor space. Replacing existing hard surfacing with more green space ensures more people have access to space to play and enjoy nature.	Positive	Alongside prioritising protected groups, such schemes should prioritise areas of Southwark with the worst access to parks and other greenspaces, to ensure the greatest benefit.
Involving the community in streetspace design means reaching the whole community. Lower income groups are less able to access information on the internet.	Negative	We will use multiple streams of messaging to ensure as wide a possible audience. This will include online and by post, but also publicity in Southwark's buildings and events designed to encourage active participation.

Lower-income groups are more likely rely on public transport, and more likely to take local and radial journeys to get to work.	Positive	We will focus interventions designed to improve public transport on making radial and local trips across outer London easier. We will campaign for public transport providers to do the same.
A need to travel longer distances to reach essential goods makes it harder for those without access to car or the internet to access them. Such people are more likely to from lower income groups.	Positive	By supporting thriving town centres, more people will be able to access the goods they need within walking and cycling distance
Lower-income households, are more likely to be in areas of high air pollution, and more likely to suffer ill-health as a result.	Positive	We will pursue multiple solutions to reducing air pollution.
Lower income groups are less likely to have access to green space. Access to green space and biodiverse areas has a positive effect on mental health.	Positive	By focusing greening in areas with the least greenspace, we can improve the quality of life for local residents while at the same time creating new habitats for wildlife.

Conclusions

As a result of completing this Equality Impact and Needs Analysis, impacts have been highlighted across the protected characteristics with mitigation and monitoring suggested.

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5. Further actions			
Based on the initial analysis above, please detail the key mitigating and/or improvement actions to promote equality and tackle inequalities; and any areas identified as requiring more detailed analysis.			
Number	**Description of issue**	**Action**	**Timeframe**
1	Mobility issues (disabled or elderly)	Ongoing engagement with groups to assess designs. Recording of and how many places to stop and rest are included as part of this scheme.	Before (Design Stages)
2	On-going monitoring for equality impact: feedback from vulnerable groups.	Examine any feedback/complaints from disabled people and older people in particular	Before, during and after

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