

Our Healthy Walworth Streetspace Review

1. Consultation Summary data

A public consultation exercise was held between 12th July and 19th September 2021. An online consultation form was publicised via two newsletters that were circulated to 19,956 addresses. Paper forms were also made available to people who requested them.

1660 responses were received during the consultation period, of which 1576 were from unique individuals. This was an 8% response rate.

Of these, 1371 identified themselves as living on a street within the consultation zone – 87% of verified respondents.

3 online community meetings were held with residents, at which there were c. 50 attendances in total.

The consultation was publicised through a phone-in session on a local radio station.

A series of 10 pop-up sessions were held in conjunction with Sustrans at locations across the Walworth area and outside local schools, at which staff spoke with residents and parents/carers, publicised the online form and undertook activities to ‘activate the space’.

Staff undertook a series of visits to local businesses, discussing the changes with them and publicising the consultation.

The consultation data has been analysed and commonalities of response identified. These have then been grouped to show the overall views of the respondents towards the scheme in general, as well as individual aspects of the scheme. These have been further sorted to distinguish the strength of feeling within the consultation zone and outside, and in those streets most directly affected by specific measures. The data has also been analysed to identify any differences in approach based on protected characteristics. This forms the core of the quantitative analysis.

2. General Questions

To what extent do you agree with the aims and priorities of the road schemes in the Walworth area?

	Re-purposing the street space for the community to relax, enjoy, socialise and support local business		Tackling the climate emergency by encouraging walking and cycling for those that can		Creating safe spaces for active travel and play by reducing through traffic		Maintaining and improving bus reliability		Improving air quality and creating healthier streets for everyone	
	all	%	all	%	all	%	all	%	all	%
Strongly agree	695	44%	753	48%	715	46%	694	44%	816	52%
Agree	197	13%	279	18%	174	11%	343	22%	261	17%
Not sure	87	6%	78	5%	86	6%	154	10%	92	6%
Disagree	174	11%	153	10%	205	13%	103	7%	103	7%
Strongly disagree	413	26%	301	19%	383	25%	269	17%	293	19%
	1566		1564		1563		1563		1565	

As the above clearly indicates, there was very strong support for the aims and priorities set out in the consultation document. The strongest support was for 'Improving air quality and creating healthier streets for everyone' at c.69%, while there was slightly less support (c.57%) for 'Re-purposing the street space for the community to relax, enjoy, socialise and support local business' and 'Creating safe spaces for active travel and play by reducing through traffic'.

Based on your experience, to what extent do you agree or disagree with the following statements

	More space for safe social distancing has been created on our streets and public spaces		More people/ I will walk and cycle if we create a network of routes that are safe		More people/ I will use public transport if we make it easier to walk and cycle to stations and bus stops safely		More people/ I will use public transport after the pandemic when it is safe to do so again		I have noticed more people cycling and walking in my street / in my area during the past year		I would like other streets to have changes like the ones in the trial areas, such as planters or camera-controlled closures		I would like other streets to have other changes to help reduce traffic and encourage more walking and cycling	
	all	%	all	%	all	%	all	%	all	%	all	%	all	%
Strongly agree	370	24%	665	42%	570	36%	574	37%	478	31%	582	37%	590	38%
Agree	342	22%	210	13%	227	14%	346	22%	258	16%	116	7%	126	8%
Not sure	155	10%	91	6%	141	9%	175	11%	176	11%	110	7%	135	9%
Disagree	211	13%	170	11%	194	12%	145	9%	212	14%	82	5%	115	7%
Strongly disagree	451	29%	406	26%	411	26%	291	19%	402	26%	625	40%	538	35%
Not applicable	38	2%	25	2%	25	2%	35	2%	39	2%	51	3%	54	3%
	1567		1567		1568		1566		1565		1566		1558	

There was overall agreement with most of the statements, and greater agreement than disagreement in all cases except for the statement: 'I would like other streets to have changes like the ones in the trial areas, such as planters or camera-controlled

closures’ – where there was slightly greater disagreement than agreement. The most supported statements were ‘More people/ I will use public transport after the pandemic when it is safe to do so again’ (c.59%) and ‘More people/ I will walk and cycle if we create a network of routes that are safe’ (c.55%). This and the previous questions suggest strong overall support for the aims and objectives of the Streetspace measures, but some uncertainty about the specific measures themselves.

Do you/ your household own..?

	Car or van		Motorbike		Bicycle or scooter	
	all	%	all	%	all	%
One	718	46%	47	3%	399	25%
More than one	121	8%	11	1%	648	41%
None	736	47%	1517	96%	528	34%
	1575		1575		1575	

The table above suggests 53% of respondents lived in households with access to a car or van – this compares with official government data which indicates car ownership at around 34% in the Walworth area. On the other hand, the data also suggests 66% respondents lived in households with a bicycle or scooter, which also seems quite high. In both cases, this suggests a degree of polarisation in who responds to the survey, and care should be taken before suggesting that the results are fully indicative of the views of people in Walworth.

To what extent have you or your household changed the way you travel, particularly for local journeys, including taking children to school – compared with how you travelled in 2019 or earlier?

	I/ we use a car		I/ we walk		I/ we cycle or scoot		I/ we use public transport		I/ we take a taxi/ car club/ car share	
	all	%	all	%	all	%	all	%	all	%
Much more	184	12%	370	24%	371	24%	64	4%	95	6%
Slightly more	86	6%	307	20%	210	14%	98	6%	165	11%
About the same	432	28%	656	43%	401	26%	559	36%	469	30%

Slightly less	107	7%	44	3%	30	2%	285	18%	144	9%
Much less	151	10%	100	6%	67	4%	435	28%	252	16%
Not applicable	586	38%	64	4%	464	30%	102	7%	414	27%
	1546		1541		1543		1543		1539	

The table above suggests very positive outcomes against one of the key aims of the scheme: 'Tackling the climate emergency by encouraging walking and cycling for those that can'. The figures indicate c.38% of respondents saying that they now cycle or scoot more than in 2019 or earlier, and 44% saying that they walk more. Only c.17% say that they are using a car more.

How has travelling in these different ways changed as a result of the measures?

	Car use		Walking		Cycling/scooting		Bus/train travel	
	all	%	all	%	all	%	all	%
Easier	18	1%	560	36%	589	38%	165	11%
About the same	228	15%	776	50%	429	28%	907	59%
More difficult	846	54%	138	9%	96	6%	287	19%
Not applicable	467	30%	79	5%	430	28%	186	12%
	1559		1553		1544		1545	

In line with the above, this table suggests walking and cycling/scooting have become significantly easier, whereas car use has become more difficult. Perhaps more importantly, relatively small numbers of people indicated that walking or cycling/scooting had become more difficult (i.e. even those who dislike the Streetspace measures mostly did not report an adverse impact on walking or cycling).

Southwark Council aims to reduce the number of journeys made by motor vehicles, particularly petrol and diesel vehicles. What measures would help you use a car less often? What would you like to see more of?

Safe, dedicated cycle	Cycle parking and/ or	Improved pavements and	More streets prioritised	Car club schemes / more	Controlled	Better public transport. Bus	Measures such as bike	Other (please specify)
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	lanes and pedestrian routes		cycle training and help to buy		crossings for people walking		for walking and cycling with planters and benches		electric charge points		parking schemes		routes/more regular buses and train services for the area		deliveries from local shops to encourage fewer delivery vans			
	all	%	all	%	all	%	all	%	all	%	all	%	all	%	all	%	all	%
Yes	917	59%	864	56%	1054	68%	756	49%	814	53%	508	33%	990	64%	832	54%	24	31%
Not sure	138	9%	191	12%	131	8%	102	7%	388	25%	474	31%	300	19%	278	18%	27	35%
No	494	32%	487	32%	357	23%	686	44%	342	22%	554	36%	253	16%	432	28%	26	34%
	1549		1542		1542		1544		1544		1536		1543		1542		779	

There was broad support for most of the suggestions, and especially for ‘Improved pavements and crossings for people walking’ and ‘Better public transport. Bus routes/more regular buses and train services for the area’. The exceptions were ‘controlled parking schemes’ and ‘More streets prioritised for walking and cycling with planters and benches’ where views were much more divided.

3. Street-by-Street analysis

In this section, we look at the data for each separate section of the Streetspace scheme. As part of this, we look at the responses overall, the responses from within the consultation zone, and the responses for streets adjacent to each intervention, where one would expect the impacts and awareness to be the greatest. We also include a summary for each section of the free text comments – to note, in each case ‘remove the closures’ appears prominently as a comment, as people who have already indicated this in their tick-box answer take the opportunity of a free text box to repeat the point.

Alberta Street

Everyone:

Options	Number	%	Zone only	%
a. Return it to how it was before the changes	464	49%	430	52%
b. Keep the changes, with improvements to transform the streetspace like those shown above	431	45%	344	42%
c. Modify the current measures at this location (please describe below)	59	6%	54	7%
	954		828	

Local residents:

Options	Local streets						Grand Total	
	ALBERTA STREET	AMBERG ATE STREET	BERRYFIELD ROAD	BRAGANZA STREET	DE LAUNE STREET	PENTON PLACE		
a. Return it to how it was before the changes	18	4	9	4	6	14	55	48%
b. Keep the changes, with improvements to transform the streetspace like those shown above	14	9	5	2	7	6	43	38%
c. Modify the current measures at this location (please describe below)	8	4	1			3	16	14%
	40	17	15	6	13	23	114	

Overall, slightly more respondents expressed a preference for the changes to be removed. However, on Alberta Street itself and adjacent streets, a small majority preferred to see the measures retained or amended.

Main free text comments:

Comment/suggestion	No.
Remove closures	24
Resident access	10
Increased journey times	9
Maintain planters and greenery	8
Traffic displaced to other roads	7
Access for emergency services	6
Antisocial behaviors	6
Increase greenery	6
Cycle hangar	4
Timed closure	3
Walking feels safer	3
Increase security	2
More benches	2
Pedestrianise roads	2
Traffic calming	2
Access for Electric vehicles	1
Introduce one way	1
More bins	1
Taxi access	1

Amelia Street

Everyone:

Options	Number	%	Zone only	%
a. Return it to how it was before the changes	435	48%	405	51%
b. Keep the changes, with improvements to transform the streetspace like those shown above	426	47%	345	44%
c. Modify the current measures at this location (please describe below)	44	5%	40	5%
	905		790	

Local streets:

Options	Local streets				Grand Total	
	AMELIA STREET	CRAMPTON STREET	MANOR PLACE	PENTON PLACE		
a. Return it to how it was before the changes	8	12	8	14	42	44%
b. Keep the changes, with improvements to transform the streetspace like those shown above	19	14	5	9	47	49%
c. Modify the current measures at this location (please describe below)	4			3	7	7%
	31	26	13	26	96	

Overall, slightly more respondents expressed a preference for the changes to be removed. However, on Amelia Street itself there was a strong preference to keep the changes.

Free text comments:

Comment/suggestion	No.
Remove closures	25
Creating anti-social environment	7
Increased traffic and/or journey times	6
Increase planting and/or greenery	4
Resident access	4
Timed closures	4
Access for emergency vehicles	2
Camera controlled access	2
Pedestrian crossing	2
Clear signage	1
Cycle hangars	1
EV charging points	1
improve pavements	1
Increase maintenance and/or cleanliness	1
More benches	1
Noise pollution	1
Parking restrictions	1

Blackwood Street and Walworth Place

Everyone

Options	Number	%	Zone only	%
a. Return it to how it was before the changes	382	51%	353	55%
b. Keep the changes, with improvements to transform the streetspace like those shown above	330	44%	255	40%
c. Modify the current measures at this location (please describe below)	38	5%	34	5%
	750		642	

Local Streets

Options	Local streets						Grand Total	
	BLACKWOOD STREET	BRONTI CLOSE	CADIZ STREET	DATE STREET	EAST STREET	WALWORTH PLACE		
a. Return it to how it was before the changes		3		2	9		14	56%
b. Keep the changes, with improvements to transform the streetspace like those shown above		1	3	2	1	1	8	32%
c. Modify the current measures at this location (please describe below)	1			1		1	3	12%
	1	4	3	5	10	2	25	

Overall, slightly more respondents expressed a preference for the changes to be removed – though the response rate was very low for this section.

Free text comments

Comment/suggestion	No.
Remove closures	13
Increase cleanliness	5
Increase planting/greenery	3
Cycle hangars	2
More benches	2
More traffic	2
Resident access	2
Creates antisocial behaviors	1
Traffic displaced to other roads	1

Browning Street

Everyone

Options	Number	%	Zone only	%
a. Return it to how it was before the changes	455	48%	420	51%
b. Keep the changes, with improvements to transform the streetspace like those shown above	431	46%	350	43%
c. Modify the current measures at this location (please describe below)	53	6%	48	6%
	939		818	

Local Streets

Local streets

Options	BRAND ON STREET	BROWN ING STREET	COTHA M STREET	KING AND QUEEN STREET	MOREC AMBE STREET	STEAD STREET	TURQU AND STREET	WALCO RDE AVENU E	Grand Total	
a. Return it to how it was before the changes	9	11		2	1	1		1	25	27%
b. Keep the changes, with improvements to transform the streetspace like those shown above	7	24	1	1	3	14	2	3	55	59%
c. Modify the current measures at this location (please describe below)	2	9				3			14	15%
	18	44	1	3	4	18	2	4	94	

Overall, slightly more respondents expressed a preference for the changes to be removed. However, on Browning Street itself and adjacent streets there was a very strong preference to retain the measures.

Free text comments

Comment/suggestion	No.
Remove closures	17
Increased traffic	13
Proper seating area	11
Increase Greenery	9
Increased journey times	9
Encourages antisocial behaviors	8
Increased pollution	6
Resident and taxi access	5
better signalling for cyclists	4
Proper segregated cycle route	4
Cameras to stop motorbikes	3
Improve pavements	3
more bins	3
One way	3
Cycle hangars needed	2
Journeys generally harder	2
road markings to indicate cycle path	2
Make it a timed closure	1
More/better bus routes	1
Phased light	1
Too many delivery drivers	1

Unruly cyclists	1
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Carter Street

Everyone

Options	Number	%	Zone only	%
a. Return it to how it was before the changes	429	55%	398	59%
b. Keep the changes, with improvements to transform the streetspace like those shown above	309	39%	236	35%
c. Modify the current measures at this location (please describe below)	45	6%	39	6%
	783		673	

Local Streets

Options	Local streets				Grand Total	
	CARTER STREET	CHAPTER ROAD	LORRIMORE SQUARE	PENROSE STREET		
a. Return it to how it was before the changes	5	7	9	8	29	58%
b. Keep the changes, with improvements to transform the streetspace like those shown above	6	2	2		10	20%
c. Modify the current measures at this location (please describe below)	8	1	2		11	22%
	19	10	13	8	50	

Overall, more respondents expressed a preference for the changes to be removed – the high percentage in this case suggests this measure was particularly disruptive for some motorists. However, on Carter Street itself a majority preferred to see the measures retained or amended.

Free text comments

Comment/suggestion	No.
Remove closures	27
Resident Access	15
Displaced traffic to other roads	9
Resident permit	5
Blue badge access	2
Camera enforcement	2
Clearer signage	2
Increase greenery	2
Timed closures	2
Cycle hangars	1
Improve pavements	1
More bins	1

Chapter Road

Everyone

Options	Number	%	Zone only	%
a. Return it to how it was before the changes	409	54%	378	57%
b. Keep the changes, with improvements to transform the streetspace like those shown above	320	42%	249	38%
c. Modify the current measures at this location (please describe below)	35	5%	31	5%
	764		658	

Local streets

Local streets

Options	CARTER STREET	CHAPTER ROAD	FREDERIC K ROAD	LORRIMOR E ROAD	LORRIMOR E SQUARE	WESTCOT T ROAD	Grand Total

a. Return it to how it was before the changes	3	8	1	14	9	5	40	58 %
b. Keep the changes, with improvements to transform the streetspace like those shown above	4	6		4	2	5	21	30 %
c. Modify the current measures at this location (please describe below)	1	5		1		1	8	12 %
	8	19	1	19	11	11	69	

Overall, respondents expressed a preference for the changes to be removed. However, on Chapter Road itself a small majority preferred to see the measures retained or amended.

Free text comments

Comment/suggestion	No.
Remove closures	11
Resident access	11
Camera enforcement	4
Access for emergency vehicles and blue badge holders	3
Traffic displaced to other roads	3
Cycle hangars	2
Longer journey times	2

Maintain planters	2
More planting and/or greenery	2
Timed closures	2
Widen pavements	2

Cooks Road

Everyone

Options	Number	%	Zone only	%
a. Return it to how it was before the changes	464	53%	434	57%
b. Keep the changes, with improvements to transform the streetspace like those shown above	333	38%	260	34%
c. Modify the current measures at this location (please describe below)	71	8%	64	8%
	868		758	

Local streets

Local streets

Options	COOKS ROAD	DALE ROAD	DODDINGTON PLACE	FLEMING ROAD	FORSYTH GARDENS	KENNINGTON PARK PLACE	LORRI MORE ROAD	OTTO STREET	ST AGNES PLACE	Grand Total	
a. Return it to how it was before the changes	14	2	1	10	2	6	16	7	6	64	62%
b. Keep the changes, with improvements to transform the streetspace like	8	1		5	3	2	5	1		25	24%

those shown above											
c. Modify the current measures at this location (please describe below)	6		1		2	1	2	2		14	14 %
	28	3	2	15	7	9	23	10	6	103	

Overall, respondents expressed a preference for the changes to be removed. However, on Cooks Road itself responses were more evenly divided.

Free text comments

Comment/suggestion	No.
Remove closures	36
Resident access	14
Increased journey times	10
Camera enforcement	7
Clearer signage	6
Timed closure	5
Antisocial behaviour	4
Planters	4
Repurpose the space	4
Access for blue badge holders	3
Access for emergency services	3
Increase cycle hangars	3
waste of money	3
Reduce through traffic further	2
Safer for cyclists	2

Increase cleanliness	1
Increased scooter enforcement	1
Segregated cycle lane	1
Unruly cyclists and/or scooter drivers	1

Iliffe Street

Everyone

Options	Number	%	Zone only	%
a. Return it to how it was before the changes	385	50%	356	54%
b. Keep the changes, with improvements to transform the streetspace like those shown above	348	45%	276	42%
c. Modify the current measures at this location (please describe below)	33	4%	29	4%
	766		661	

Local Streets

Options	Local streets						Grand Total	
	CRAMPTON STREET	ILIFFE STREET	ILIFFE YARD	PEACOCK STREET	PEACOCK YARD	PENTON PLACE		
a. Return it to how it was before the changes	9	2		2		11	24	32%
b. Keep the changes, with improvements to transform the streetspace like those shown above	12	14		5	1	8	40	53%

c. Modify the current measures at this location (please describe below)	2	2		2		5	11	15%
	23	18	0	9	1	24	75	

Overall, slightly more respondents expressed a preference for the changes to be removed. However, on Iliffe Street itself and adjacent streets, a strong majority preferred to see the measures retained or amended.

Free text comments

Comment/suggestion	No.
Remove closures	15
Increase greenery	7
Cycle hangars	3
Increase cleanliness	3
Less traffic	3
Access issues	2
Resident access safer	2
Access for emergency services and/or blue badge holder	1
Clear signage	1
Segregated cycle lane	1

John Ruskin Street

Everyone

To what extent do you agree that traffic reduction and safety improvement measures should be considered on John Ruskin Street?

	zone only	%
Strongly Agree	269 34%	207 30%
Agree	93 12%	84 12%
Not Sure	85 11%	78 11%
Disagree	67 9%	63 9%
Strongly Disagree	271 35%	250 37%
	785	682

Local streets

To what extent do you agree that traffic reduction and safety improvement measures should be considered on John Ruskin Street?

Row Labels	BETHWIN ROAD	COOKS ROAD	DALE ROAD	DARTFORD STREET	GATEWAY	JOHN RUSKIN STREET	Grand Total	
Strongly Agree	5	3			1	34	43	51%
Agree		4				4	8	10%
Not Sure	1	2	1			3	7	8%
Disagree	1	3					4	5%
Strongly Disagree	3	6	2	2		9	22	26%
	10	18	3	2	1	50	84	

Overall respondents were divided on whether additional measures to reduce traffic and improve safety on John Ruskin Street should be considered – however residents of John Ruskin Street itself were strongly in favour. This matches our monitoring data, which indicates traffic has increased on parts of John Ruskin Street.

Free text comments

Comment/suggestion	No.
Remove road closures	73
Increased traffic	69
Traffic displacement	67
Traffic calming needed	62
Increased pollution	30
Prevent cut through traffic	19
Ban HGVs	18
Cycle lane	13
Resident and/or taxi Access	7
Timed closure	7
Increased journey times	4
Camera enforcement	3
Cycle hire	3
More changes needed	3
Safer crossings	3
Cycle hangars	2
Access for blue badge holders	1
Reduce parking	1
Reduce traffic	1
Unruly cyclists	1
Widen pavement	1

Larcom Street

Everyone

Options	Number	%	Zone only	%
a. Return it to how it was before the changes	410	50%	376	53%
b. Keep the changes, with improvements to transform the streetspace like those shown above	370	45%	301	42%
c. Modify the current measures at this location (please describe below)	40	5%	35	5%
	820		712	

Local streets

Options	Local streets				Grand Total	
	BRANDON STREET	LARCOM STREET	WANSEY STREET			
a. Return it to how it was before the changes	6	4	1	11	26%	
b. Keep the changes, with improvements to transform the streetspace like those shown above	5	20	2	27	63%	
c. Modify the current measures at this location (please describe below)	3	2		5	12%	
	14	26	3	43		

Overall, slightly more respondents expressed a preference for the changes to be removed. However, on Larcom Street itself and adjacent streets, a large majority preferred to see the measures retained or amended.

Free text comments

Comment/suggestion	No.
Remove road closures	9
Resident access	7
Access for blue badge and/or emergency vehicles	5
Increased taffic	5
Increase greenery	4
Increased journey times	4
Clearer signage	1
Cycle hangars	1
Improve pavements	1
Increase lighting	1
Reduce on street parking	1
Segregated cycle lanes	1
Walking is easier and safer	1

Manor Place

Everyone

Options	Number	%	Zone only	%
a. Return it to how it was before the changes	487	53%	458	57%
b. Keep the changes, with improvements to transform the streetspace like those shown above	341	37%	263	33%
c. Modify the current measures at this location (please describe below)	83	9%	78	10%
	911		799	

Local streets

Options	Local streets						Grand Total	
	BERRYFIELD ROAD	BRAGANZA STREET	CHAPTE R ROAD	DELVERTO N ROAD	MANO R PLACE	TARVE R ROAD		
a. Return it to how it was before the changes	10	5	8	1	12	1	37	65%
b. Keep the changes, with improvements to transform the streetspace like those shown above	1	1	3	2	4	0	11	19%
c. Modify the current measures at this location (please describe below)	3		2		4		9	16%
	14	6	13	3	20	1	57	

Overall, respondents expressed a preference for the changes to be removed.

Free text comments

Comment/suggestion	No.
Remove road closures	19
Resident permit	18
Resident Access	14
Increased journey times	12
Clear signage	10
Access for emergency services	6
Increased traffic	6
benches	3
Blue badge holder access	3

Pedestrian crossing	3
Better quality roads/pavements	2
Camera enforcement	2
Difficult to navigate	2
Increase greenery	2
Local garden	2
Traffic displaced to other roads	2
Unsafe to walk at night	2
Cycle hangars needed	1
Encourages anti-social behavior	1
Improve pavements	1
Repurpose road space	1

Merrow Street and Phelp Street

Everyone

Options	Number	%	Zone only	%
a. Return it to how it was before the changes	385	54%	354	57%
b. Keep the changes, with improvements to transform the streetspace like those shown above	297	41%	228	37%
c. Modify the current measures at this location (please describe below)	37	5%	35	6%
	719		617	

Local streets

Local streets

Options	LYTHAM STREET	MERROW STREET	PHELP STREET	PORTLAND STREET	QUEENS ROW	SONDES STREET	Grand Total	
a. Return it to how it was before the changes	2	5	6	7	3	1	24	42%
b. Keep the changes, with improvements to transform the streetspace like those shown above	2	13	3	3	2	1	24	42%
c. Modify the current measures at this location (please describe below)		3	2	1	1	2	9	16%
	4	21	11	11	6	4	57	

Overall, respondents expressed a preference for the changes to be removed. However, on Merrow Street a firm majority preferred to see the measures retained or amended.

Free text comments

Comment/suggestion	No.
Remove closures	13
Access for emergency services	4
Increase greenery	3
Dangerous at night	2
Traffic displaced to other roads	2
Widen footways	2
Better Lighting	1
Cycle hangars needed	1
More bins	1
Reduce on street parking	1
Resident access	1

Speeding concerns	1
Traffic cameras	1

Penton Place

Everyone

Options	Number	%	Zone only	%
a. Return it to how it was before the changes	449	54%	417	58%
b. Keep the changes, with improvements to transform the streetspace like those shown above	327	39%	249	35%
c. Modify the current measures at this location (please describe below)	56	7%	51	7%
	832		717	

Local streets

Options	Local streets				Grand Total	
	ALBERTA STREET	ILIFFE STREET	KENNINGTON PARK ROAD	PENTON PLACE		
a. Return it to how it was before the changes	18	2	9	16	45	63%
b. Keep the changes, with improvements to transform the streetspace like those shown above	2	6	1	7	16	23%
c. Modify the current measures at this location (please describe below)	1		1	8	10	14%
	21	8	11	31	71	

Overall, respondents expressed a preference for the changes to be removed.

Free text comments

Comment/suggestion	No.
Remove closures	17
Resident access	13
Clear signage	5
Increased journey times	5
Access for Emergency services	4
Camera enforcement	3
Traffic calming needed	3
Traffic displaced to other roads	3
Antisocial behaviors	2
Invest in roads and pavement	1
Make one way	1
Segregated cycle lane	1

4. Protected Characteristics and Equalities

Age

Responses to this consultation were weighted towards the 25-44 age ranges, somewhat younger than most public consultations we conduct.

Age	%
16 - 17	0%
18 - 24	4%
25 - 34	30%
35 - 44	25%
45 - 54	18%
55 - 64	15%
65 - 74	7%

75 - 84	2%
85 - 94	0%
95+	0%

16-34 age groups:

	Strongly/Agree	Not sure	Strongly/disagree
Re-purposing the street space for the community to relax, enjoy, socialise and support local business	64%	4%	32%
Tackling the climate emergency by encouraging walking and cycling for those that can	71%	4%	25%
Creating safe spaces for active travel and play by reducing through traffic	62%	6%	32%
Maintaining and improving bus reliability	70%	8%	22%
Improving air quality and creating healthier streets for everyone	73%	5%	22%

35-64 age groups:

	Strongly/agree	Not sure	Strongly/disagree
Re-purposing the street space for the community to relax, enjoy, socialise and support local business	57%	6%	37%
Tackling the climate emergency by encouraging walking and cycling for those that can	66%	5%	29%
Creating safe spaces for active travel and play by reducing through traffic	57%	5%	38%
Maintaining and improving bus reliability	64%	11%	25%
Improving air quality and creating healthier streets for everyone	69%	6%	25%

65+ age groups:

	Strongly/Agree	Not sure	Strongly/disagree
Re-purposing the street space for the community to relax, enjoy, socialise and support local business	46%	11%	43%
Tackling the climate emergency by encouraging walking and cycling for those that can	62%	8%	30%
Creating safe spaces for active travel and play by reducing through traffic	52%	8%	39%
Maintaining and improving bus reliability	71%	11%	18%
Improving air quality and creating healthier streets for everyone	65%	9%	26%

As indicated above, support for the aims of the scheme was consistent across age groups, but more pronounced in younger age groups.

16-34 age group			
	More than one	One	None
Car or van	8%	37%	55%
Motorbike	1%	3%	97%
Bicycle or scooter	44%	27%	28%
35-64 age group			
	More than one	One	None
Car or van	7%	51%	43%

Motorbike	1%	3%	96%
Bicycle or scooter	44%	25%	31%
65+ age group			
	More than one	One	None
Car or van	7%	50%	42%
Motorbike	1%	3%	96%
Bicycle or scooter	44%	25%	31%

As the above shows, younger age groups were much more likely to not own a car and to own one or more bicycles as a household.

We asked a specific question about the impact of the measures on older people:

	Strongly/agree	Not sure	Strongly/disagree
Made it easier/ I feel more confident to walk more or to get around on foot locally	27%	15%	58%
It has made me feel more connected to my friends and neighbours in my street	22%	21%	57%
Made it easier to get around by bike or scooter/ mobility scooter	23%	39%	38%
It takes longer to get around by car	76%	14%	10%
It takes longer for my family / carers to visit	63%	25%	12%
Has made me more connected to my friends and neighbours in my street	63%	25%	12%

Streets with benches and resting places help me stay comfortable when making local journeys, shopping or meeting friends	35%	21%	44%
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As the above indicates, many older people had concerns about some of the impacts of the streetspace measures – these are considered in more depth in the Equalities Impact Assessment.

Disability

Are you disabled?	
No	73%
Not Answered	5%
Prefer not to say	10%
Yes	12%

Please specify your disability		
Long-term illness or health condition (e.g. Cancer, HIV, Diabetes, Chronic Heart disease, Rheumatoid Arthrities, Chronic Asthma)	34	16%
Prefer not to say	91	44%
Other	5	2%
Hearing / Vision (e.g. deaf, partially deaf or hard of hearing; blind or partial sight)	13	6%
Learning disability (e.g. dyslexia, dyspraxia etc.)	21	10%
Mental health (lasting more than a year. e.g. severe depression, schizophrenia etc.)	14	7%
Physical / Mobility (e.g. wheelchair user, arthritis, multiple sclerosis etc.)	30	14%

	Strongly/Agree	Not sure	Strongly/Disagree
Re-purposing the street space for the community to relax, enjoy, socialise and support local business	41%	8%	51%

Tackling the climate emergency by encouraging walking and cycling for those that can	54%	6%	40%
Creating safe spaces for active travel and play by reducing through traffic	42%	8%	50%
Maintaining and improving bus reliability	56%	11%	33%
Improving air quality and creating healthier streets for everyone	60%	7%	33%

As the above indicates, people with disabilities were somewhat less likely to support the aims of the streetspace measures – disabled people, particularly those with physical disabilities or long term health conditions, which made up the majority of our disabled respondents, are more likely to rely on motor vehicle travel, and less likely to use a bicycle or scooter. This is discussed in greater depth in the Equalities Impact Assessment.

We asked specific questions about the impact of the changes on people with disabilities:

	Strongly/agree	Not sure	Strongly/disagree
Made it easier/ I feel more confident to walk more or to get around on foot locally	26%	28%	45%
Made it easier to get around by bike or scooter / mobility scooter	27%	28%	45%
Made it easier to get around by wheelchair or meet a wheelchair user	22%	33%	45%
It takes longer to get around by car	78%	11%	11%
It takes longer for my family / carers to visit	63%	20%	16%
Has made me more connected to my friends and neighbours in my street	21%	14%	65%
Streets with benches and resting places help me stay comfortable when making local journeys, shopping or meeting friends	38%	15%	47%

As the above suggests, increased length of car journey for the respondents themselves and/or their families and carers was a major concern.

Respondents were also able to make additional comments, and the major themes that emerged could be grouped as follows:

	Buses slower	Longer car journeys	Traffic displacement	Loss of parking	Difficulty with taxis	Car reliant	Difficulty accessing essential services	Bikes/scooters on pavement	Better walking/cycling routes	Reduced traffic	Better for air quality	Increased crime
<i>Physical/mobility</i>	2	2	1	1	2	3	2	2	3			
<i>Long-term health condition</i>	1	2	5		2			1	5	4	1	
<i>Mental health</i>		3	1		1	1		1	2	2		1
<i>Learning disability</i>		2	3						4	1		
<i>Hearing/vision</i>	1	2	2		1			2				
Total	4	11	12	1	6	4	2	6	14	7	1	1

Again, longer car journeys featured, along with concerns about displaced traffic. However many comments did refer to improved walking and cycling routes.

[Ethnic background](#)

The following ethnic backgrounds were reflected in responses to the consultation:

Ethnic background

Any other Asian (please specify if you wish)	0.2%
Asian British	1.2%
Bengali	1.2%
Black British	5.7%
Black Caribbean	1.6%
Chinese	0.9%
Filipino	0.2%
Ghanaian	0.4%
Gypsy, Roma or Irish Traveller	0.1%
Indian	0.5%
Latin American	1.6%
Mixed White Black African	0.3%
Mixed White/Asian	0.9%
Mixed white/Black Caribbean	0.9%
Nigerian	0.7%
Other African	0.8%
Other Black (please specify if you wish)	0.3%
Other ethnic background (please specify if you wish)	4.0%
Other European	7.9%
Other Mixed background (please specify if you wish)	1.2%
Other White (please specify if you wish)	7.7%
Pakistani	0.1%
Sierra Leonean	0.3%
Somali	0.3%
Vietnamese	0.1%
White British	49.7%
White English	5.8%

White Irish	3.7%
White Northern Irish	0.2%
White Scottish	0.7%
White Welsh	0.7%

White British and other White backgrounds were disproportionately represented in the consultation responses, despite significant efforts in our engagement activities to counter this. However we held a specific focus meeting for Black, Asian and Minority Ethnic residents with a view to gaining more detailed insight into their experiences. This is covered in greater detail in the Equalities Impact Assessment.

Black, Asian and Minority Ethnic respondents were marginally more likely to be car owners, and significantly more likely to express a preference for the roads to be returned to how they were before the changes.

Sex

Gender		
Female	41%	642
Male	48%	751
Not Answered	5%	72
Other (please specify if you wish)	0%	6
Prefer not to say	6%	93

Are you pregnant or do you have a new baby?

Pregnancy/maternity		
No	82%	1287
Not Answered	8%	127
Prefer not to say	7%	117
Yes	2%	33

Religion or belief

Buddhist	1%	17
Christian	30%	422
Hindu	0%	3
Jewish	1%	13
Muslim	4%	57
No religion	54%	768
Other	9%	129
Sikh	0%	1

Sexual orientation

Bi-sexual	4%	51
Gay man	12%	169
Heterosexual/straight	63%	906
Lesbian/Gay woman	2%	24
Other (please specify if you wish)	1%	19
Prefer not to say	18%	265

Housing situation of respondents

I am buying my home with the help of a mortgage	25%	392
I live with family/friends/rent free	4%	56
I own my home outright	15%	234
I rent from a private landlord	18%	278
I rent from the council/housing association	16%	253
Not Answered	5%	85
Other (please specify if you wish)	1%	18
Prefer not to say	13%	210
Shared ownership	2%	38

Highest educational attainment

College/further education	11%	173
Graduate level	31%	482
Not Answered	6%	90
Postgraduate level	33%	523
Prefer not to say	14%	214
Secondary school	5%	82

Employment status

Full-time employed	53%	830
Not Answered	5%	77
Other (please specify)	1%	22
Part-time employed	6%	95
Prefer not to say	10%	158
Retired	7%	103
Self-employed	13%	198
Student	2%	31
Unemployed	3%	50

5. Influence of car ownership:

The tables below cross-reference the responses to the question about access to cars or vans with respondents views on retaining or removing the various measures. In all cases a very clear pattern can be observed – respondents from households with no motor vehicle were overwhelmingly more likely to prefer to retain the measures, those with one or more motor vehicle were overwhelmingly likely to prefer to remove the measures and return the road to how it was before. As indicated previously, official data indicates only 34% of households in Walworth having motor car access.

Overall, what would your preference be for the future of the road changes at this location? – Alberta Street							
How many cars does your household have	a. Return it to how it was before the changes		b. Keep the changes, with improvements to transform the streetspace like those shown above		c. Modify the current measures at this location (please describe below)		
None	72	18%	299	76%	24	6%	395
One	316	67%	124	26%	30	6%	470
More than one	76	85%	8	9%	5	6%	89
Grand Total	464	49%	431	45%	59	6%	954

Overall, what would your preference be for the future of the road changes at this location? – Amelia Street							
How many cars does your household have	a. Return it to how it was before the changes		b. Keep the changes, with improvements to transform the streetspace like those shown above		c. Modify the current measures at this location (please describe below)		
None	73	19%	291	76%	20	5%	384
One	291	67%	124	28%	22	5%	437
More than one	71	85%	11	13%	2	2%	84
Grand Total	435	48%	426	47%	44	5%	905

Overall, what would your preference be for the future of the road changes at this location? – Browning Street							
How many cars does your household have	a. Return it to how it was before the changes		b. Keep the changes, with improvements to transform the streetspace like those shown above		c. Modify the current measures at this location (please describe below)		
None	75	19%	297	74%	29	7%	401
One	309	69%	124	27%	18	4%	451
More than one	71	82%	10	11%	6	7%	87
Grand Total	455	48%	431	46%	53	6%	939

Overall, what would your preference be for the future of the road changes at this location? – **Cooks Road**

How many cars does your household have	a. Return it to how it was before the changes		b. Keep the changes, with improvements to transform the streetspace like those shown above		c. Modify the current measures at this location (please describe below)		
None	72	22%	230	70%	25	8%	327
One	320	70%	96	21%	39	9%	455
More than one	72	84%	7	8%	7	8%	86
Grand Total	464	53%	333	38%	71	8%	868

Overall, what would your preference be for the future of the road changes at this location? – Blackwood St and Walworth PI							
How many cars does your household have	a. Return it to how it was before the changes		b. Keep the changes, with improvements to transform the streetspace like those shown above		c. Modify the current measures at this location (please describe below)		
None	61	20%	224	75%	13	4%	298
One	262	69%	98	26%	19	5%	379
More than one	59	81%	8	11%	6	8%	73
Grand Total	382	51%	330	44%	38	5%	750

Overall, what would your preference be for the future of the road changes at this location? – Carter Street							
How many cars does your household have	a. Return it to how it was before the changes		b. Keep the changes, with improvements to transform the streetspace like those shown above		c. Modify the current measures at this location (please describe below)		
None	70	24%	214	73%	11	4%	295
One	288	71%	87	21%	32	8%	407
More than one	71	88%	8	10%	2	2%	81
Grand Total	429	55%	309	39%	45	6%	783

Overall, what would your preference be for the future of the road changes at this location? – Chapter Road							
How many cars does your household have	a. Return it to how it was before the changes		b. Keep the changes, with improvements to transform the streetspace like those shown above		c. Modify the current measures at this location (please describe below)		

None	67	23%	218	74%	10	3%	295
One	273	70%	95	24%	23	6%	391
More than one	69	88%	7	9%	2	3%	78
Grand Total	409	54%	320	42%	35	5%	764

Overall, what would your preference be for the future of the road changes at this location? – Ilfte Street							
How many cars does your household have	a. Return it to how it was before the changes		b. Keep the changes, with improvements to transform the streetspace like those shown above		c. Modify the current measures at this location (please describe below)		
None	62	20%	238	77%	11	4%	311
One	260	68%	101	27%	20	5%	381
More than one	63	85%	9	12%	2	3%	74
Grand Total	385	50%	348	45%	33	4%	766

Overall, what would your preference be for the future of the road changes at this location? – Larcom Street							
How many cars does your household have	a. Return it to how it was before the changes		b. Keep the changes, with improvements to transform the streetspace like those shown above		c. Modify the current measures at this location (please describe below)		
None	68	20%	264	76%	15	4%	347
One	276	70%	99	25%	20	5%	395
More than one	66	85%	7	9%	5	6%	78
Grand Total	410	50%	370	45%	40	5%	820

Overall, what would your preference be for the future of the road changes at this location? – Manor Place							
How many cars does your household have	a. Return it to how it was before the changes		b. Keep the changes, with improvements to transform the streetspace like those shown above		c. Modify the current measures at this location (please describe below)		
None	89	26%	234	68%	22	6%	345
One	326	68%	101	21%	52	11%	479
More than one	72	83%	6	7%	9	10%	87

Grand Total	487	53%	341	37%	83	9%	911
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Overall, what would your preference be for the future of the road changes at this location? – Merrow Street							
How many cars does your household have	a. Return it to how it was before the changes		b. Keep the changes, with improvements to transform the streetspace like those shown above		c. Modify the current measures at this location (please describe below)		
None	62	22%	202	72%	16	6%	280
One	263	72%	84	23%	18	5%	365
More than one	60	81%	11	15%	3	4%	74
Grand Total	385	54%	297	41%	37	5%	719

Overall, what would your preference be for the future of the road changes at this location? – Penton Place							
How many cars does your household have	a. Return it to how it was before the changes		b. Keep the changes, with improvements to transform the streetspace like those shown above		c. Modify the current measures at this location (please describe below)		
None	80	25%	229	70%	17	5%	326
One	300	71%	92	22%	33	8%	425
More than one	69	85%	6	7%	6	7%	81
Grand Total	449	54%	327	39%	56	7%	832

6. Conclusions and Recommendations

Responses to the consultation overall indicate broad support for the aims of the Our Healthy Walworth measures, but a much more mixed picture in people's attitudes to the measures themselves. Although overall there was a negative response to most of the changes, it is striking that in most cases there was a very positive response from the people living closest to the changes.

What this suggests is that, for example, people living on Browning Street had been negatively affected by levels of traffic on that street in the past, and consider the relative inconvenience of motor vehicle travel a reasonable trade-off for improved living conditions. People living elsewhere in the area may be less aware of or concerned by the previous traffic levels, and largely experience only the inconvenience, particularly if they are car users.

The huge disparity in response between car-owners and non car-owners does suggest that, where the inconvenience related to motor car access is not an issue, people do generally value the quieter and safer streets that come with these measures.

- If the measures are retained, consideration should be given to accessibility for people with disabilities.
- The specific situation of John Ruskin Street should be considered, as it is evident that residents there have experienced a greater burden of traffic.
- Given the holistic nature of the scheme, it may not be viable to remove some elements whilst retaining others (since this will create new through traffic routes). However the exact locations of measures should be kept under careful consideration, to minimise the inconvenience to individual residents who are car users.
- The impacts on older people, people of Black, Asian and Minority Ethnic backgrounds and people with disabilities should be kept under consideration, as all these groups are currently less likely to be supportive of the measures.

Appendix A: Business Survey

We visited businesses on Walworth Road and invited them to complete a bespoke survey that looked at their concerns. We received 14 responses, all from staff (rather than owners or managers) at supermarkets, chain stores and convenience food outlets.

How positive do you feel about your business as we come out of the pandemic?

All 14 responses stated that they were feeling negative.

How can we use highways or transport measures to support local businesses?

Option	Total	Percent
Reduce the hours of parking restrictions	14	100.00%
More customer (short term) parking bays	14	100.00%
More loading bays	2	14.29%
More cycle parking	0	0.00%
Seating and community spaces for customers	0	0.00%
Shop local promotions	14	100.00%
Access to cargo bikes for deliveries	0	0.00%
Better access for pedestrians such as wider pavements and improved crossings	0	0.00%
Measures to reduce traffic, noise and pollution	0	0.00%

Improved public transport links	14	100.00%
Not Answered	0	0.00%

In free text comments, respondents largely called for the removal of road closures, more car parking, and more electric vehicle charging points.

The tone and consistency of the comments suggests that they were largely provided by a small group of people, responding as individuals rather than on behalf of their businesses.

Appendix B: Snapshot Survey

As part of our engagement, we carried out a number of pop-up sessions at locations across the Walworth area, including at school gates. Doing this we hoped to engage with people who might not otherwise complete a consultation, and increase the diversity of our response. We used a short version of the survey for these sessions, wherein respondents were encouraged to respond to the questions in relation to the specific location where they were being interviewed. There was also a slightly amended version of the snapshot survey used outside schools, this survey included a specific question regarding how the journey to school could be improved.

There were 90 responses to the snapshot survey, collected at the following locations

Location	Total	Percent
Alberta Street	11	12.22%
Amelia Street	27	30.00%
Browning Street	35	38.89%
Cooks Road	15	16.67%
Walworth Road	0	0.00%
Other	0	0.00%
Not Answered	2	2.22%

We asked people if they agreed with the aims of the scheme:

Street	Strongly Agree		Agree		Not sure		Disagree		Strongly Disagree		Grand Total
Alberta Street	6	55%	5	45%		0%		0%		0%	11
Amelia Street	9	35%	13	50%	1	4%	1	4%	2	8%	26
Browning Street	15	43%	14	40%		0%	3	9%	3	9%	35
Cooks Road	6	40%	4	27%	2	13%	2	13%	1	7%	15
NA	1	50%	1	50%		0%		0%		0%	2

Grand Total	37	42%	37	42%	3	3%	6	7%	6	7%	89
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We asked people if they felt the current measures supported these aims:

Street	Strongly Agree		Agree		Not sure		Disagree		Strongly Disagree		Grand Total
Alberta Street	2	18%	2	18%	3	27%	4	36%		0%	11
Amelia Street	8	30%	10	37%	3	11%	3	11%	3	11%	27
Browning Street	7	20%	16	46%	3	9%	5	14%	4	11%	35
Cooks Road	1	7%	5	33%	2	13%	3	20%	4	27%	15
NA	2	100%		0%		0%		0%		0%	2
Grand Total	20	22%	33	37%	11	12%	15	17%	11	12%	90

We asked to what extent people had changed the way they travel compared with 2019 or earlier:

	I/we use a car	I/we walk	I/we cycle or scoot	I/we use public transport	I/we use taxi/ car club / car share
Much more	7.78%	32.22%	16.67%	7.78%	3.33%
Slightly more	7.78%	25.56%	8.89%	11.11%	13.33%
About the same	17.78%	35.56%	16.67%	24.44%	15.56%
Slightly less	7.78%	3.33%	2.22%	21.11%	14.44%
Much less	14.44%	2.22%	1.11%	20.00%	7.78%
Not applicable (I don't do this at all)	42.22%	0.00%	51.11%	12.22%	42.22%
Not Answered	2.22%	1.11%	3.33%	3.33%	3.33%

We asked people for their preference on what to do with the measure in the location where they were interviewed:

Street	a. Return it to how it was before the changes		b. Keep the changes, with improvements to transform the streetscape like those shown above		c. Try something different in this space (please describe below)		Grand Total
Alberta Street	1	9%	7	64%	3	27%	11
Amelia Street	2	8%	23	88%	1	4%	26
Browning Street	7	20%	25	71%	3	9%	35
Cooks Road	1	7%	9	60%	5	33%	15
(blank)		0%	2	100%		0%	2
Grand Total	11	12%	66	74%	12	13%	89

Responses captured in this way were significantly more representative of the ethnic diversity of the Walworth area:

Ethnic background	%	
Asian British	1	1.2%
Black British	16	19.5%
Black Caribbean	6	7.3%
Latin American	4	4.9%
Mixed White Black African	1	1.2%
Mixed white/Black Caribbean	5	6.1%
Nigerian	1	1.2%
Other Black (please specify if you wish)	1	1.2%
Other ethnic background (please specify if you wish)	1	1.2%
Other European	7	8.5%

Other Mixed background (please specify if you wish)	1	1.2%
Other White (please specify if you wish)	1	1.2%
Pakistani	1	1.2%
White British	32	39.0%
White English	3	3.7%
White Irish	1	1.2%
Grand Total	82	

Obviously, with only 90 responses, this snapshot survey cannot be taken as representative of the overall views of people in Walworth. It is notable however that opinions on retaining the Streetspace measures were significantly more positive than with the regular online survey – explanations for this could include:- 1) that the snapshot survey spoke mostly to people who were on foot at the time, either passers by or people collecting their children from school, and therefore less likely to be car users, or 2) that people’s attitudes were influenced by having the opportunity to discuss the measures face to face and have the advantages described in person.

The snapshot survey carried out at the school gates had 24 responses, at the following locations:

Location

- John Ruskin Primary School**
- Keyworth Primary School**
- Robert Browning Primary School**
- St Paul’s Primary School**
- Crampton Primary School**

We asked people if they agreed with the aims of the scheme:

Street	Strongly Agree	Agree	Not sure	Disagree	Strongly Disagree	Grand Total
Overall	26%	53%	11%	11%	0%	100%

We asked people if they felt the current measures supported these aims:

Street	Strongly Agree	Agree	Not sure	Disagree	Strongly Disagree	Grand Total
Overall	5%	37%	26%	16%	16%	100%

We asked to what extent people had changed the way they travel compared with 2019 or earlier:

	I/we use a car	I/we walk	I/we cycle or scoot	I/we use public transport	I/we use taxi/ car club / car share
Much more	6%	53%	12%	0%	1%
Slightly more	13%	18%	24%	6%	1%
About the same	31%	18%	12%	12%	1%
Slightly less	0%	18%	0%	24%	1%
Much less	13%	0%	0%	24%	1%
Not applicable (I don't do this at all)	38%	0%	53%	35%	76%
Not Answered					

We asked people for their preference regarding the Walworth Streetspace measures:

	a. Return it to how it was before the changes	b. Keep the changes, with improvements to transform the streetscape like those shown above	c. Try something different in this space (please describe below)	Not answered
Overall	21%	42%	17%	21%

We asked parents/carers what they would like to see improved on the journey to school, in order of priority:

Less traffic	10
More safe crossings	9
More places to play	5
Better pavements	4
More space for walking/cycling/scooting	3
More things to see and do	3
More places to sit	2
Less noise	1

Similarly, with 24 responses, this snapshot survey carried out at school gates cannot be taken as representative of the overall views of people in Walworth or parents/carers at the local schools. The majority of respondents did support the aims of the scheme, more people agreed that the current measures achieved these aims and either wanted to keep the changes or modify them. There was also a clear preference for a reduction in traffic and safer crossings to improve the journey to school.