

Consultation Report

Sustainable Transport Strategy*

June 2023

*Now known as Streets for People



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Executive Summary

Background

Since the adoption of Southwark's Movement Plan in 2019 the world and Southwark have experienced significant change. In March 2019 the Council declared Climate Emergency, bringing sustainability to the forefront. The COVID-19 pandemic had a profound impact on everyday life and movement, further revealing inequalities in our society. Southwark's response to Black Lives Matter, Southwark Stands Together, emphasises a continued focus on fairness and equity in all work.

For all these reasons, a full review and update of the Movement Plan was needed. The purpose was to respond to these shifts in society and ensure consistency with the emerging strategies, such as the Climate Change Action Plan, Air Quality Action Plan, Electric Vehicle Strategy, Controlled Parking, Low Traffic Southwark, Vision Zero, and council targets such as carbon reduction.

The Sustainable Transport Strategy has now been renamed the Streets for People Strategy – we will be engaging further on the strategy later in 2023.

Consultation Approach

The Sustainable Transport Strategy consultation was launched December 6 2022 and ran until February 5, 2023.

It asked for residents, communities and stakeholders' views on our vision, and about their priorities for the plan. It gathered insights into people's behaviours, values, and motivations when choosing how to travel and their experiences. It also built on insights from the pre-engagement phase and tested whether these insights applied to a larger sample size.

One of our key objectives was to widen participation, reaching people we normally do not engage with and lower barriers to engagement. We aimed for the responses to reflect borough demographics. To achieve this we attended coffee mornings at primary schools to reach parents in Peckham, conducted in person surveying at Walworth Library and promoted the online survey via partner organisations and their networks.

We particularly wanted to engage with young people and create space for them to feel heard and have a say. Thus we developed a survey for them which received a warm response.

Identifying opportunities for further collaboration and co-delivery with our stakeholders, community groups, and organisations was also important. We hosted an in-depth stakeholder workshop and attended several stakeholder-led meetings as well as welcoming group consultation responses.

Who did we reach?

We received 10 group responses representing about 3,000 members/people with a relationship to and interest in Southwark. Additionally, 8 organisations participated in the stakeholder workshop.

We received 1162 individual responses to our surveys, of which 870 people responded to the Consultation Hub survey and 292 people responded to the youth survey.

Overall we reached people of all ages and the respondents' profile was fairly representative of the Southwark population. People aged 25 – 44 was the largest group to respond comprising of 29.5%. However, this is still less than the 39.5% that make up our population. We saw a great turnout among people aged 10 – 24, a group we normally do not reach, with 20.1% of respondents, which is proportionate to 18.8% in the overall population.

The responses were almost equally balanced between genders with 43% of respondents identifying as female and 40% identifying as male. 16% identified as other or did not provide an answer.

The respondents to our surveys were predominantly of White ethnicity with 69%, meaning that this group was significantly overrepresented compared to the 51% that make up the Southwark population.

This meant that we saw low response rates amongst people of Black, Asian, mixed or multiple, and other ethnic backgrounds. This was particular significant amongst Black ethnicities that comprise of only 6% of responses compared to 25% of the Southwark population. Similarly, only 4% of responses were given by people of Asian ethnicity despite comprising 10% of people in Southwark. Notably, 13% chose not to declare their ethnicity.

The largest proportion of respondents to the Consultation Hub survey (27%) stated that they live in Dulwich, followed by Peckham (14%) and Walworth (11%). The majority of respondents to the youth survey said that they live and/or study in the borough.

Consultation findings

These findings capture the themes and insights from across our consultation activities. They frame the essence of what change our respondents say they would like to see in Southwark and the motivations for it.

1. There **is strong support for the vision and direction of the strategy**. Tackling climate change through transport and improving the wellbeing of people and communities has a high priority. Stakeholders told us we can be more ambitious and act with greater urgency.
2. **Over 70% of respondents want to see traffic reduction in Southwark**. Fewer cars, and streets that are designed for people first, are at the heart of the change people want to see.
3. **Making cycling safer, easier and more enjoyable is a significant priority**. There is a consensus amongst respondents that shifting towards more active travel is important, especially for children and young people travelling to and from school. To support this, improved cycling infrastructure and more space dedicated to cycling is essential.
4. People want to feel and be safe when travelling and on their journeys. Young people and parents in particular highlight **safety as a primary concern** and barrier to more active travel.
5. Over 80% of people who responded to the consultation agree that to act on climate change we need to change our behaviours. **They want to see ambitious and urgent action taken to address climate change**. This is already a significant factor for many of our respondents when choosing how to travel.
6. Respondents told us that they would like more trees, green space and space to play and socialise in. **Greenery is seen as essential to both the wellbeing of people and the planet**. Close to 70% of young people, and over 70% of adults worry about the impact of poor air quality on their health.
7. Our respondents would like to see **more neighbourhood schemes** that reduce traffic and encourage active travel and community belonging.
8. **Young people want to be listened to and involved** in questions that impact their future. 77% of young people who responded to our survey feel worried about impact of climate change on their future. They call for leaders to take **ambitious and urgent action on climate change so that they have a chance for a bright future**.

Next steps

We have listened to the feedback from this consultation and used this, alongside our existing Climate Change and Air Quality Strategy to develop our Streets for People Strategy.

We have taken forward the strong support for the overall direction of the strategy to develop the final version to be presented to Southwark's Cabinet.

We have developed a series of sub-strategies which will include concise and specific pledges in areas such as cycling infrastructure and electric vehicle charging.

We will carry out further engagement on these sub-strategies.

We will carry out an extensive programme of communication and engagement to ensure Southwark residents are aware of the Streets for People strategy and have a chance to contribute to how it is implemented in their neighbourhoods.

Introduction to the Consultation

Pre Engagement

Leading up to the consultation a set of pre-engagement activities and projects were completed. These informed the emerging strategy, consultation design and content. The pre-engagement consisted of three core activities:

- Qualitative research to understand young people in Southwark's values, attitudes, and behaviours to transport, traffic reduction and climate change.
- Citizens' Jury on Climate Change which defined transport as a key theme to tackling climate change in Southwark.
- Research to explore and document barriers to movement that people with accessibility requirements experience when moving in Southwark.

Consultation Activities

Consultation Hub survey

The survey was available online at Southwark's Consultation Hub and paper copies were distributed upon request. The Consultation Hub survey gathered 870 responses (including 37 that was collected during surveying at Walworth Library)

Surveying at Walworth Library

We visited Walworth Library twice during the consultation period to gather feedback. The location was chosen to improve diversity of responses as the surrounding area has historically had some of the lowest response rates to consultations.

Youth survey

The youth survey covered similar themes as the Consultation Hub survey but in a shorter format. It built on insights gained from pre-engagement and sought to validate findings from small scale qualitative research with a larger group. It had a warm welcome and several young people who responded to the survey highlighted how important it was and felt to be included.

The youth survey had 292 responses, of which 246 answered that they were under 25.

Coffee mornings at primary schools

The coffee mornings were drop-in sessions during school drop-off times. The sessions were held at two primary schools in Peckham.

Officers from across the council came together to meet parents and carers, giving them an opportunity to share their views and experiences of bringing their children to school. The sessions were open-ended and did not follow a defined structure, instead it buildt on the topics and issues raised by participants.

Stakeholder workshop

Key stakeholders were invited to an extensive workshop which focused on enabling closer working collaboration, seeking feedback on the strategy's missions and objectives and lastly, to define what was seen as priorities for the strategy. The workshop provided the space and time for stakeholder to share earnest and constructive feedback.

Interest organisations and group responses

Interest organisations and groups were encouraged to submit their responses by filling out the group response template which could be accessed on the Consultation Hub. We received 10 stakeholder responses to the consultation, representing over 3000 people in Southwark.

Internal consultation and collaboration

We consulted with colleagues from across the council to ensure the strategy aligns with existing targets, delivery and ambition. Collaboration continues to be key to developing and deliver an impactful strategy.

Communication

The consultation survey and the youth survey were promoted across Southwark's social media channels over the nine-week period.

Email lists and e-newsletters were used to reach residents and encourage them to get involved, including the Southwark Council resident e-newsletter. We also contacted people who had responded to previous transport consultations and/or expressed an interest in transport and environmental issues; people in our faith group networks and more. Our stakeholders and interest groups also promoted the consultation through their networks.

We reached schools through our Schools Travel Plan network, in turn encouraging their students to fill out the Youth survey. We contacted youth organisations we have previously engaged or worked with and posted information about the survey on the One Hub, the Southwark online youth notice board.

How to read this report

Respondent Profile

The demographic profile of the people who responded to the two surveys.

Consultation Findings

The overall insights and key findings from across activities.

Consultation Hub Findings

The key findings from the Consultation Hub survey.

Youth Survey Findings

The key findings from the youth survey.

Coffee Mornings at Primary Schools Findings

Themes from the coffee mornings with parents at Peckham primary schools.

Stakeholders Findings

Summary of opinions and experiences expressed in the stakeholder workshop, interest organisation meetings and group responses.

Appendices (separate document)

In the appendices you will find data, supporting evidence and other materials linked to the consultation.

- Appendix A Consultation Hub Survey Results
- Appendix B Youth Survey Results (responses from under 25)
- Appendix C Youth Survey Results (responses from 25+)
- Appendix D Group Responses
- Appendix E List of stakeholders contacted
- Appendix F Stakeholder workshop and other activities
- Appendix G Pre engagement
- Appendix H Consultation Hub Survey Questionnaire
- Appendix I Youth Survey Questionnaire

Respondent Profile

The following provides an overview of the demographic profile of people who responded to the Consultation Hub survey and youth survey. This data has been collected to help ensure we are reaching all of Southwark's diverse communities and track our progress in doing so. When applicable, the data is shown in relation to Census 2021 data to provide a point of comparison to the Southwark population profile.

Respondents to the Consultation Hub survey were asked to provide the following, optional, information about themselves:

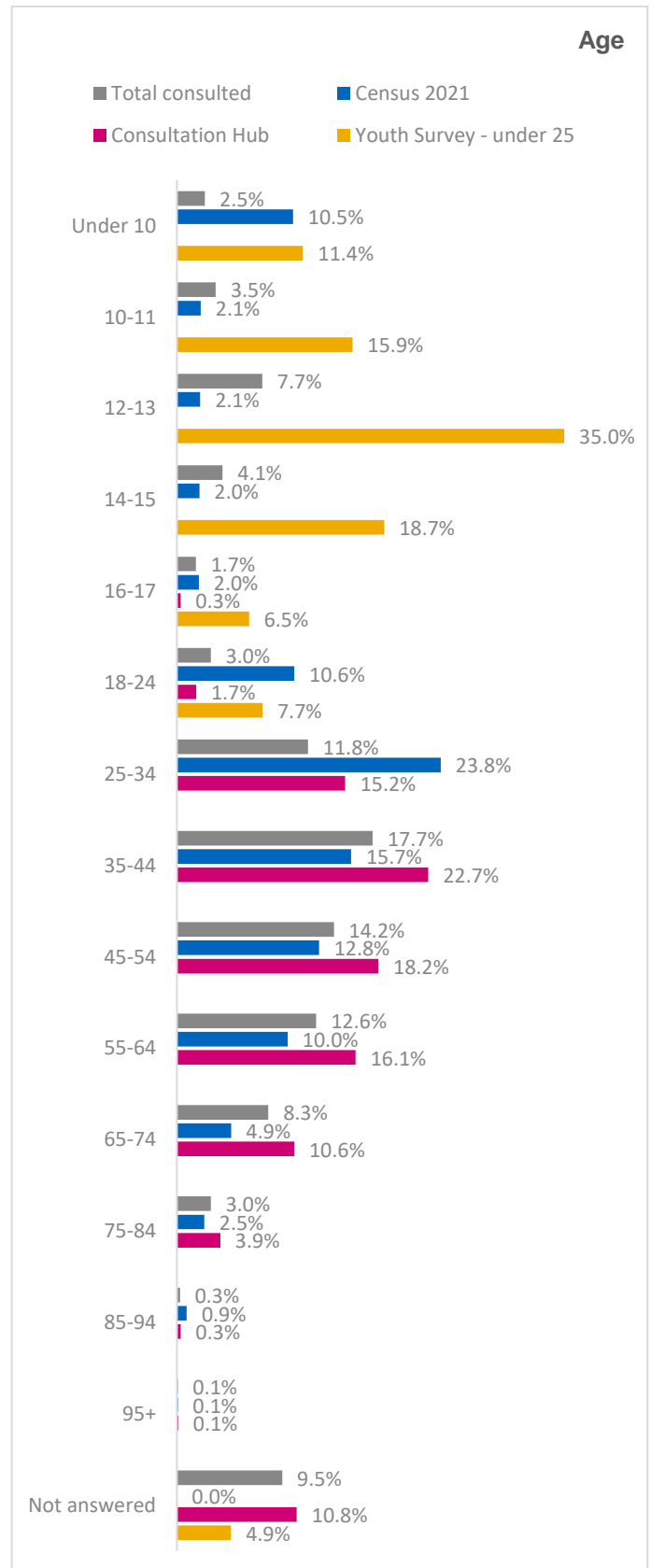
- Community Area
- Age
- Ethnicity
- Disability
- Gender
- Sexual Orientation
- Religion or Belief

Respondents to the youth survey were asked to provide the following, optional, information about themselves:

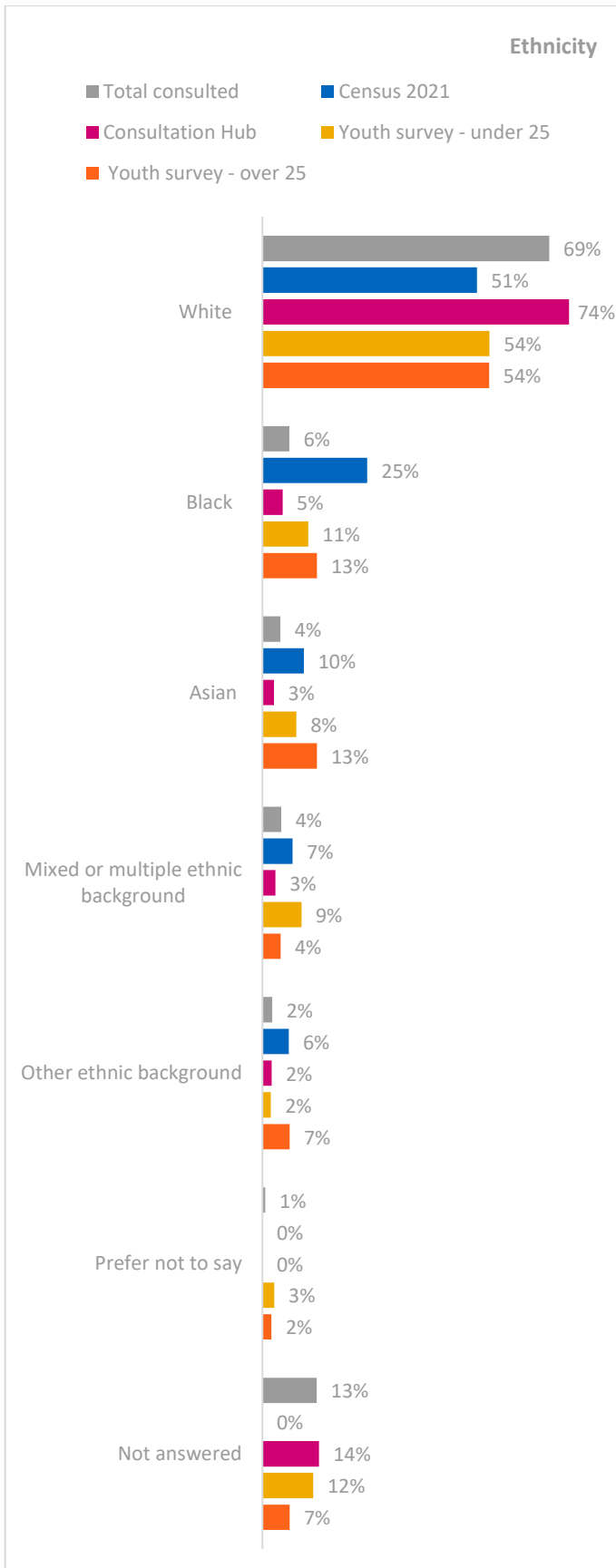
- Age
- Gender
- Ethnicity
- Relationship to Southwark i.e. if you live, work, study and/or were born in Southwark.

Age

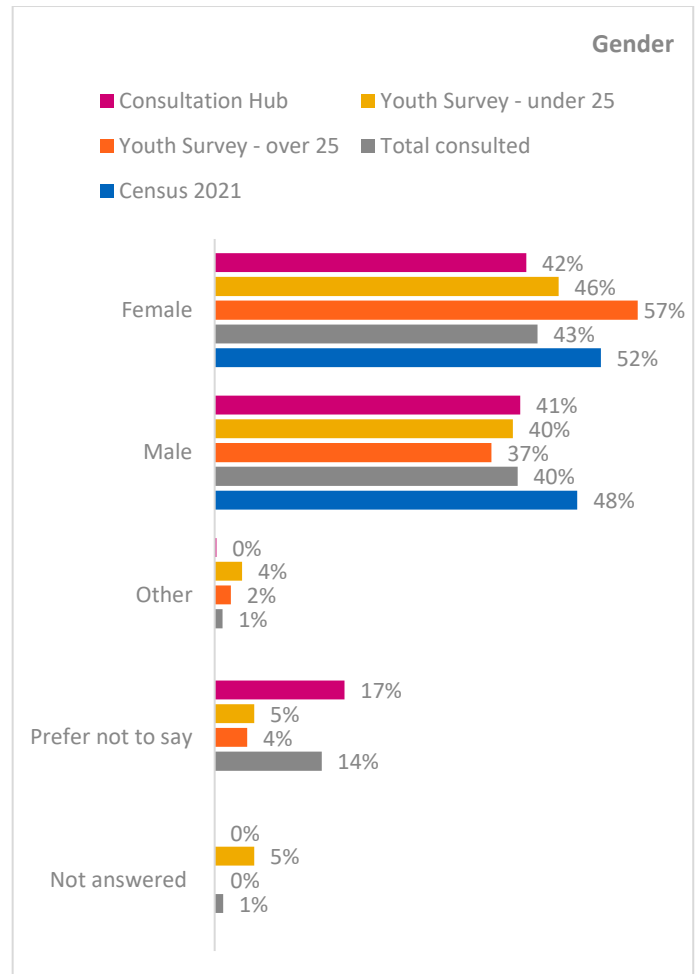
On the Consultation Hub, 1 person said they were under 16, they have not been included in the age graph as they could not fit in to a generic age category. The youth survey had a total of 292 responses, 46 stated that they were over 25, 234 people said that they were under 25 and 12 people did not answer. In the following demographics we have separated the under 25 and over 25 responses from one another to easier show the overall demographic profile of the youth respondents group. The 12 people who did not provide their age have been included in the under 25 group. The 46 people over 25 have not been included in the age graph.



Ethnicity

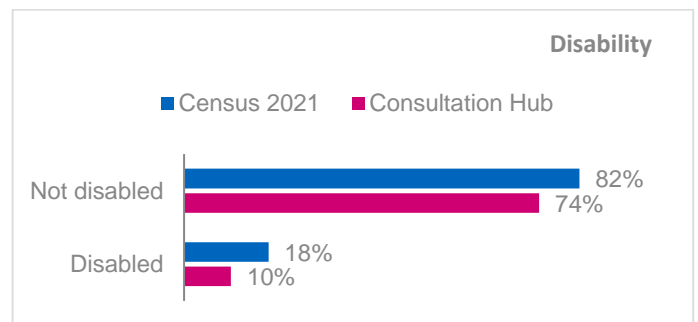


Gender

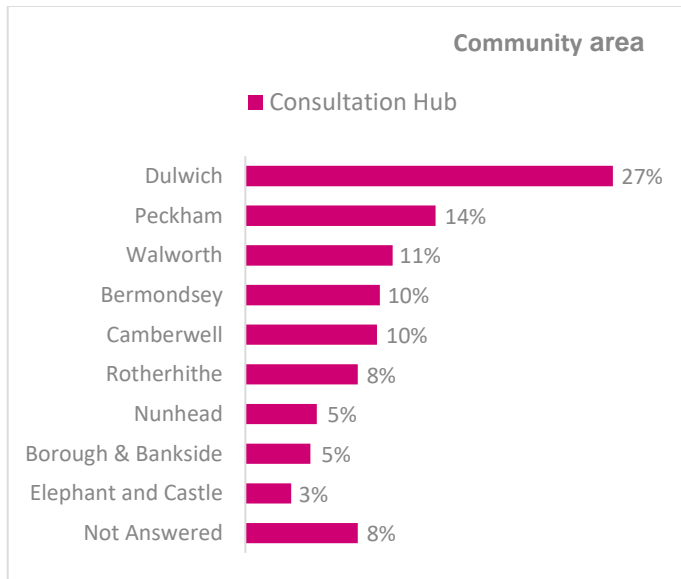


Disability

Of the people who stated that they have a disability, long-term illness or health condition, hearing / vision or physical/mobility impairment were the most common disabilities identified.

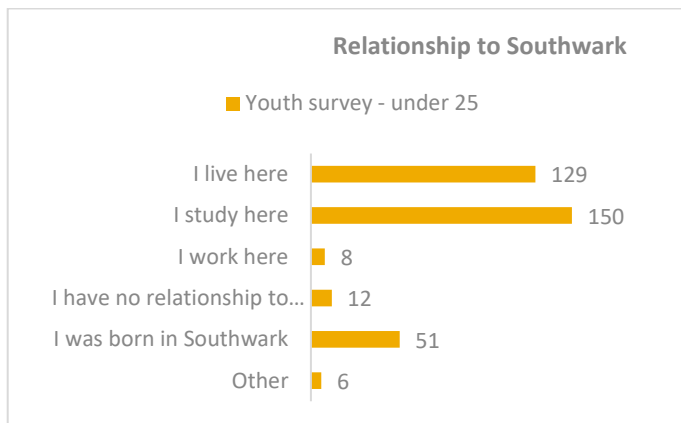


Community area



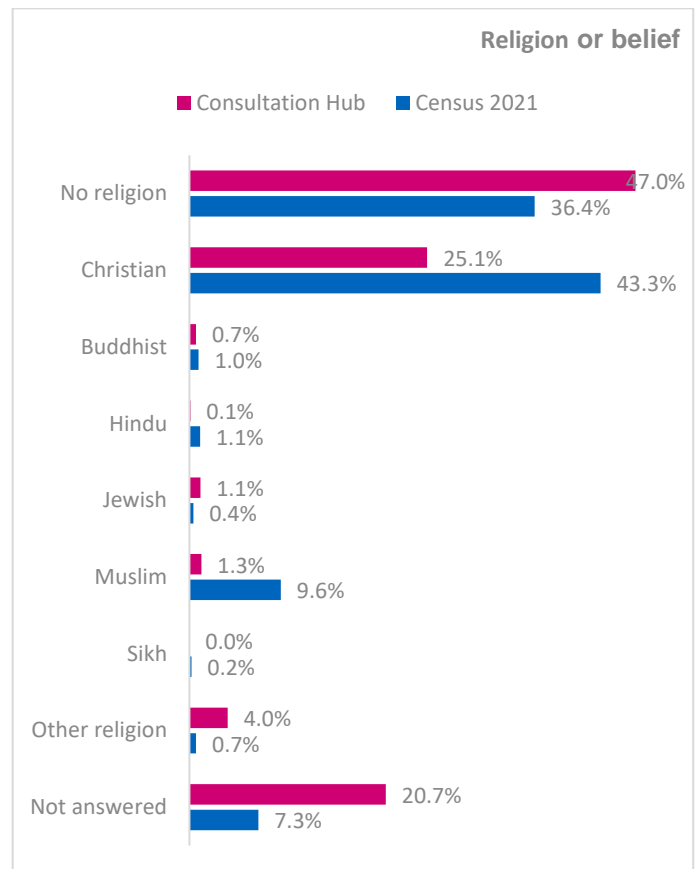
Relationship to Southwark

This question was only asked in the Youth Survey and respondents could pick more than one option.



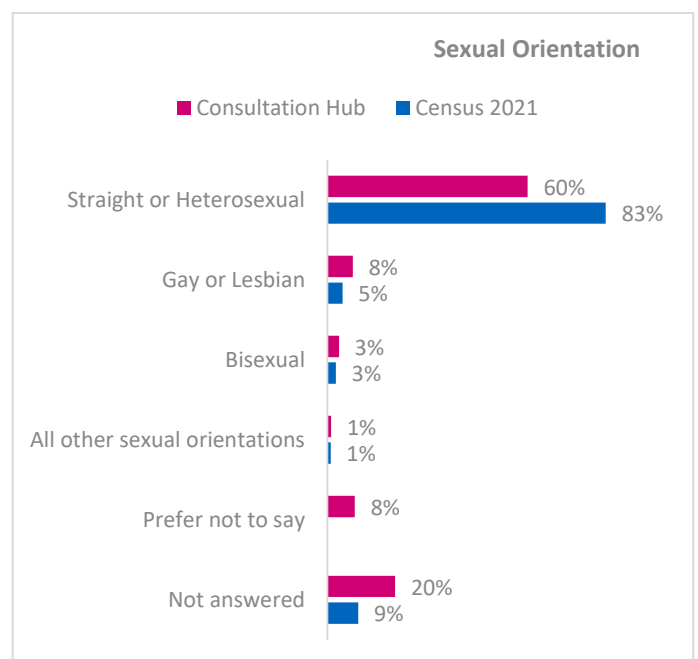
Religion or belief

This question was only asked in the Consultation Hub survey



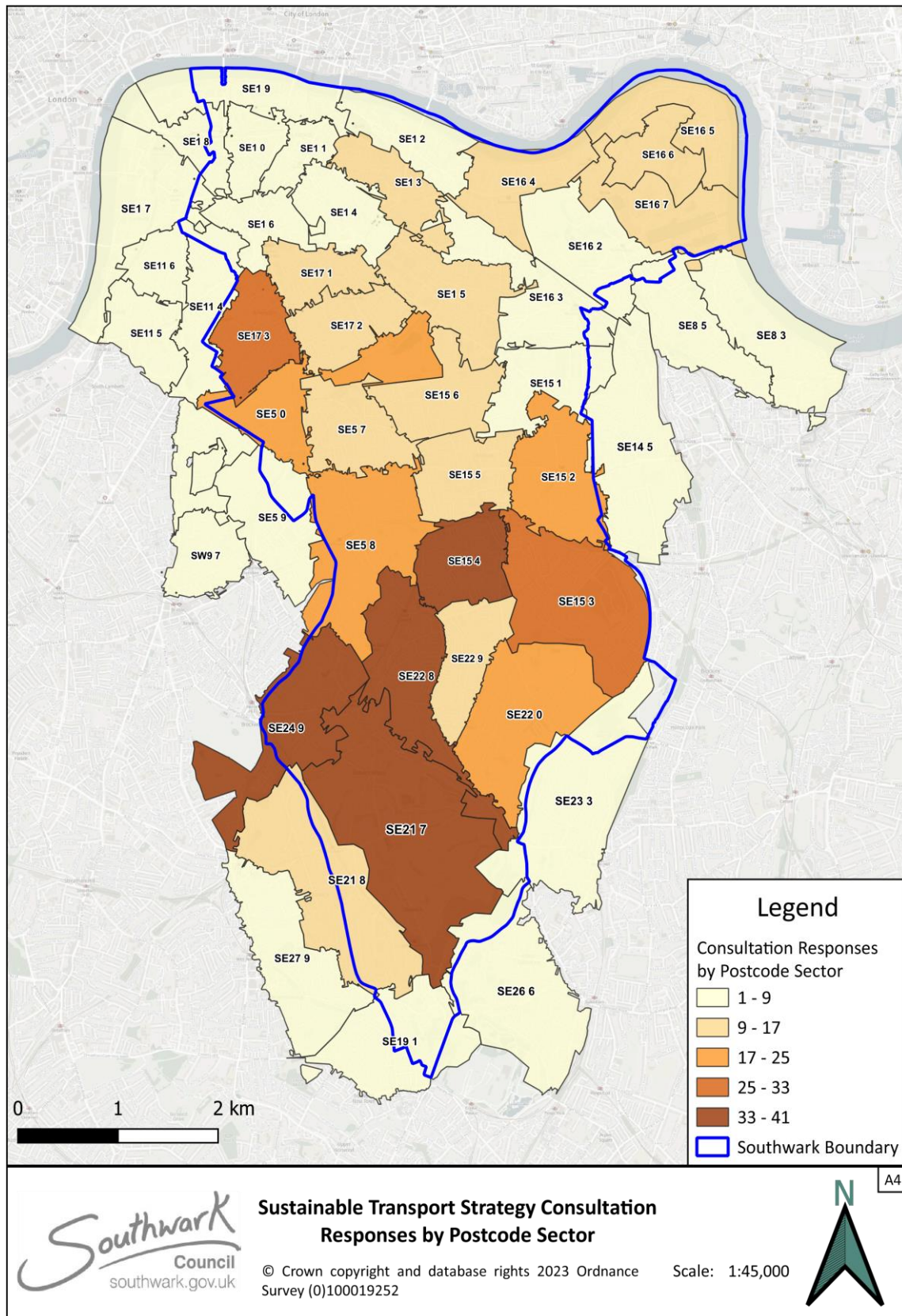
Sexual orientation

This question was only asked in the Consultation Hub survey.



Where people live by postcode sector

The map includes 566 postcode sector responses, 270 responses did not provide postcode information up to the postcode sector and have been excluded from the map. The remaining 34 postcode sector responses were excluded as they were located further away from the Southwark boundary.



Consultation Findings

1.

There is strong support from respondents to the survey and stakeholders for the direction of the strategy. However, they think we can be more ambitious and act with greater urgency than what we set out in the first draft strategy. Tackling climate change through transport and improving the wellbeing of people and communities has a high priority.

2.

Over 70% of respondents want to see traffic reduction in Southwark. Fewer cars, and streets that are designed for people first, are at the heart of the change people want to see. Traffic reduction is seen as a way to achieve other important changes such as greener, safer and cleaner environments in which more people feel able to travel actively and enjoy their space.

3.

Making cycling safer, easier and more enjoyable is a significant priority for people in Southwark. There is a consensus amongst respondents that shifting towards more active travel is important, especially for children and young people travelling to and from school. To support this shift, improved cycling infrastructure and more space dedicated to cycling is essential.

“Because cycling is the easiest way to get exercise whilst travelling and without harming the environment, so it should be made more accessible for everyone.”

12 - 13, Female

4.

People want to feel and be safe when travelling and on their journeys. Safety is seen as an enabling factor to more sustainable travel behaviours. Young people and parents in particular highlight safety as a primary concern and barrier to more active travel. They assert that not feeling safe when moving in Southwark is not acceptable.

“It is important to feel safe because it makes more people want to travel in an eco-friendly way.”

12 – 13, Female

5.

People want to see ambitious and urgent action taken to address climate change - over 80% of people who responded to the consultation agree that to act on climate change we need to change our behaviours. It is already a significant factor when choosing how to travel; in addition, walking, cycling, scooting and public transport are considered climate action.

“Climate change is not a problem for young people, it is a problem for everyone. Please stop telling teenagers that we’re the solution and that you have hope for us, instead of making the real impactful change. You are the adults. You do it.”

12 - 13, Female

6.

People would like to see more trees, green space and space to play and socialise in. Greenery is seen as essential to both the wellbeing of people and the planet. Close to 70% of young people, and over 70% of adults worry about the impact of poor air quality on their health.

7.

People would like to see more neighbourhood schemes that reduce traffic and encourage active travel and community belonging. Over 50% of respondents say that their neighbourhood has become more important to them since the pandemic.

8.

Young people want to be listened to and involved in questions that impact their future. 77% of young people who responded to our survey feel worried about the impact of climate change on their future. They call for leaders to take ambitious and urgent action on climate change so that they have a chance for a bright future.

Consultation Hub Findings

Overview

870 people responded to the survey and shared their views about the change they would like to see, what should be prioritised and why, for sustainable transport in Southwark.

The survey revealed that

- Making cycling easier and more enjoyable is the top priority for respondents, followed by fewer cars and feeling safe from injury and accidents.
- 74% agree or strongly agree with the statement 'It is important to reduce traffic in Southwark'
- 72% agree or strongly agree with the statement 'I feel worried about the impact of poor air quality on my health'
- 83% agree or strongly with the statement 'To act on climate change we need to change our behaviours'
- 55% often or always consider their safety when choosing how to travel.
- 55% often or always consider the environment and climate change when choosing how to travel.

Key themes

1. Make cycling safer and more enjoyable

When asked about the top priority for transport in Southwark, respondents highlighted that making cycling easier and more enjoyable should be prioritised.

Respondents pointed out that the lack of cycling infrastructure made riding a bike unsafe and that this was a barrier to more people taking up cycling. Further, people who are currently not cycling also noted that feeling unsafe was the main barrier to taking up cycling.

“Safety is and should be a priority otherwise people won't take up cycling. It also has to be something that kids can do without fear.”

“Even as an experienced cyclist, I do not feel safe travelling on roads because of dangerous driving, speeding (in 20 mph zones with no controls), on-street parking and aggressive drivers.”

2. Fewer cars and reduced traffic in Southwark

To have fewer cars is ranked as the second highest priority for transport in Southwark. Amongst those who wanted fewer cars the thought was that doing so was important because it was key to delivering the other priorities such as quieter, safer and greener streets and more cycling and walking.

In addition, 74% agree or strongly agree that it is important to reduce traffic in Southwark, of which 51% strongly agree. A further 72% agree or strongly agree that they feel worried about the impact of poor air quality on their health, of which 45% strongly agree.

“Once you have achieved a reduction of the number of motorised vehicles, everything else falls into place nicely. It will be safer to walk or cycle, the air will be cleaner, streets will be quieter and there will be space for more trees.”

3. Climate change is a significant factor when choosing how to travel

It is evident that decision-making surrounding transport and mobility is influenced by a concern for climate change. It is noticeable in why people do not own a car and why they choose to join a car club. The third most common reason for not owning a car is for environmental considerations; similarly, the third most common reasons for joining a car club is because it is seen as more environmentally friendly than owning your own car.

Overall, 55% state that they often or always consider the environment and climate change when choosing how they travel. In addition, 83% agree or strongly agree that we need to change our behaviours to address climate change.

4. Fear and worry about injury and accidents is influencing mobility behaviours and active travel uptake

To feel safe from injury and accidents was the third most prioritised issue for survey respondents. It presents a barrier to people cycling and 55% say that they often or always consider safety when choosing how they travel.

People specifically see a lack of infrastructure for cycling and walking, and the presence of cars as key causes of harm. Further, rule-breaking behaviour was identified as an additional cause of danger. This mostly referred to people cycling and scooting on the pavements. The issue of bikes and scooters on the pavement was echoed by people who identified safety from harassment as a top priority.

“As an older person, personal safety and security is very important to me. Recently there has been a rash of hire bikes and scooters placed on pavements, creating a challenging walking environment for older and disabled people, and mothers with children.”

5. Car ownership and car club membership for occasional use

53% of respondents owned a car, stating that they mainly use it at weekends/holidays for leisure trips or visiting family/friends.

Comparatively, 19% of respondents have a car club membership of which the main reason was that they only need it occasionally, don't want the hassle of owning a

car, or see it as more environmentally friendly than owning a car.

Similarly, the reasons for not using a car, shared or owned, is that people have no need for it, see it as inconvenient to drive in London or prefer to use public transport, walk or cycle.

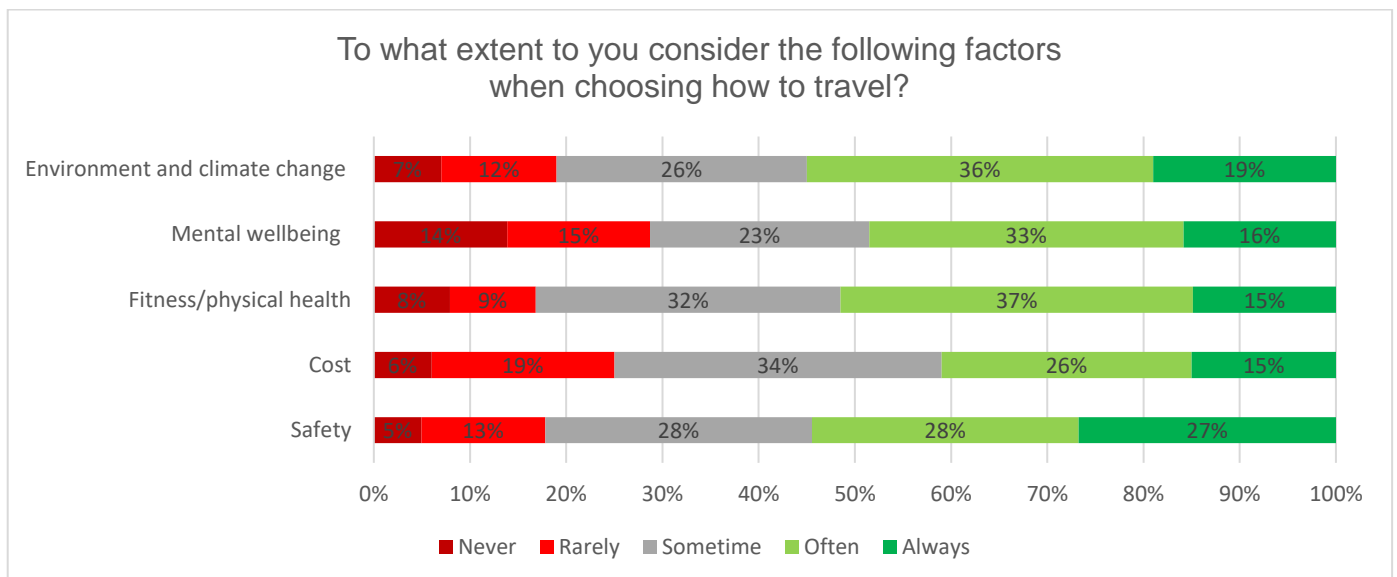
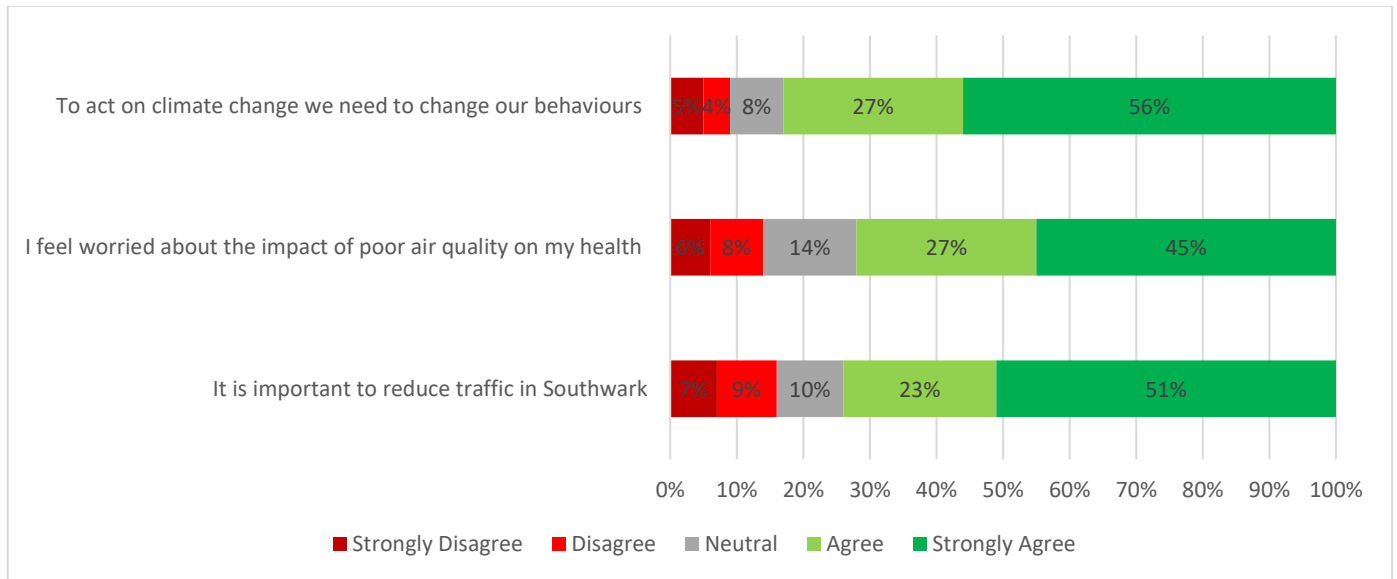
6. Neighbourhoods are becoming more important to people

56% agree or strongly agree that their neighbourhood has become more important to them since the pandemic.

Amongst this group, the leading explanation was quite simple – they were spending more time there. The introduction of lockdowns and working from home meant they spent more time locally, getting to know their neighbours better and becoming more familiar with what was available locally. Most people saw this positively, though some people realised improvements were needed.

To note, a lot of people who said that their neighbourhood had *not* become more important to them said so because it was already important.

Comparison between questions about transport considerations and statements



Youth Survey Findings

Overview

246 young people, under 25, responded to the survey and shared their views about the change they would like to see to, what should be prioritised and why for transport in Southwark.

The survey revealed that

- Feeling safe from harassment and harm is the top priority for young people followed by more trees and greenery, and cleaner air
- Not feeling safe is a barrier to sustainable travel such as walking and cycling
- Climate change is already an influential factor in deciding how to travel.
- 51% disagree or strongly disagree with the statement 'I feel heard in issues impacting my future'
- 73% agree or strongly agree with the statement 'It is important to reduce traffic in Southwark'
- 77% agree or strongly agree with the statement 'I feel I worried about the impact of climate change on my future'
- 89% agree or strongly agree with the statement 'To act on climate change we need to change our behaviours'

Key themes

1. Feeling safe enables sustainable travel behaviours

The young people who responded to the survey clearly express that a fear for their safety and risk of harm influence decision making around journeys.

When asked about the top priority for transport 'feeling safe from harassment and harm' was selected as the primary priority. In addition, 58% states that they often or always consider their safety when choosing how to travel. In addition, 38% agree or strongly agree that it takes courage to cycle in Southwark. This further highlights that feeling unsafe is a barrier to active travel.

"It is important to feel safe because it makes more people want to travel in an eco-friendly way."

12 – 13, Female

"I feel that feeling safe is very important as that gives us youth the courage to take part in local activities which can help make a change for other problems."

14 – 15, Female

2. Young people want to see leaders take action on climate change, and for their voice to be heard

Young people call for the leaders to lead, be bold and ambitious in taking action on climate change. 77% agree or strongly agree that they feel worried about the impact of climate change on their future and would like to see positive impact for climate change and the environment prioritised.

51% disagree or strongly disagree with that their voice is heard in issues impacting their future. They would like to be included and for their voice to be heard in questions that impact their future. They want to positively contribute to change without the pressure of having to solve all problems.

“Climate change is not a problem for young people, it is a problem for everyone. Please stop telling teenagers that we’re the solution, and that you have hope for us, instead of making the real impactful change. You are the adults. You do it.”

16 – 17, Female

3. More greenery and trees to increase wellbeing of people and planet

Young people emphasise the importance of trees and greenery. They highlight the multiple benefits to their mental and physical wellbeing as well as to the planet. Hence, they would like to see more trees planted and for green spaces to be made more welcoming for all.

“It is important to have green spaces and many trees to maintain a healthy environment. We need trees to keep the air clean and healthy.”

12 – 13, Female

4. Cleaner air and fewer cars

73% agree or strongly agree that it is important to reduce traffic in Southwark, expressing a need for fewer cars and cleaner air.

68% agree or strongly agree that they feel worried about the impact of poor air quality on their health, making the connection between traffic reduction and improved health. Further, buses are seen as a key component to reducing cars on our roads and to travel sustainably.

“I would like to see less traffic around the streets of Southwark as I feel that this is having the largest impact on the well-being of everyone who lives there. I would also like the public transport system to be improved as I think that this is the easiest way for us to transition into a greener way of living - particularly for school children.”

14 – 15, Female

5. Walking, cycling, scooting and public transport is considered climate action

Young people see public transport and active travels as means to have a positive impact on the environment.

56% often or always consider the environment and climate change when choosing how to travel along with further 89% that agree or strongly agree that to act on climate change we need to change our behaviours.

Although many want to be able to cycle, it is noted that not all are able, hence buses are seen by many as an easy, cheap and environmentally friendly way to get to school. They would like to see improved frequency, reliability, consistency and cleanliness of buses.

“Because cycling is the easiest way to get exercise whilst travelling and without harming the environment, so it should be made more accessible for everyone.”

12 - 13, Female

6. Contradictory views about road closures

Road closures have both support and opposition from young people. On the one hand, they are seen as increasing and worsening traffic and air quality on roads to which traffic is displaced. In addition, they create delays for buses and increase journey time to school. On the other hand, some want to see more roads closed and for us to build more cycle lanes and plant more trees in their place. Closing roads and using the space differently is linked to having a positive climate impact.

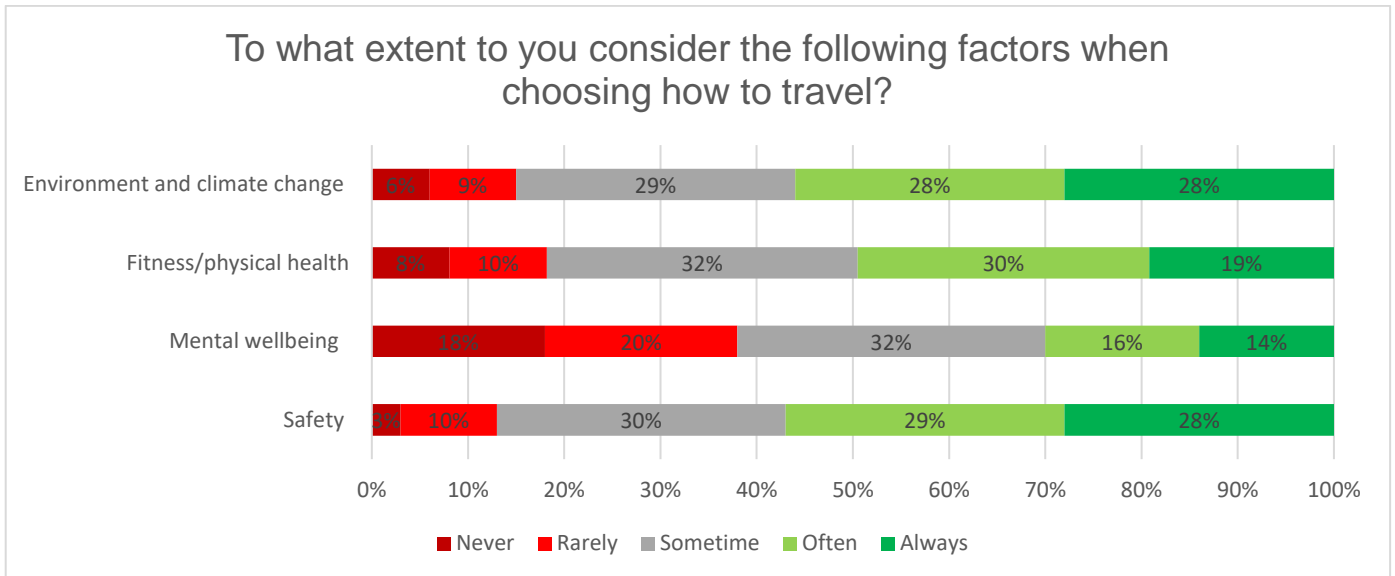
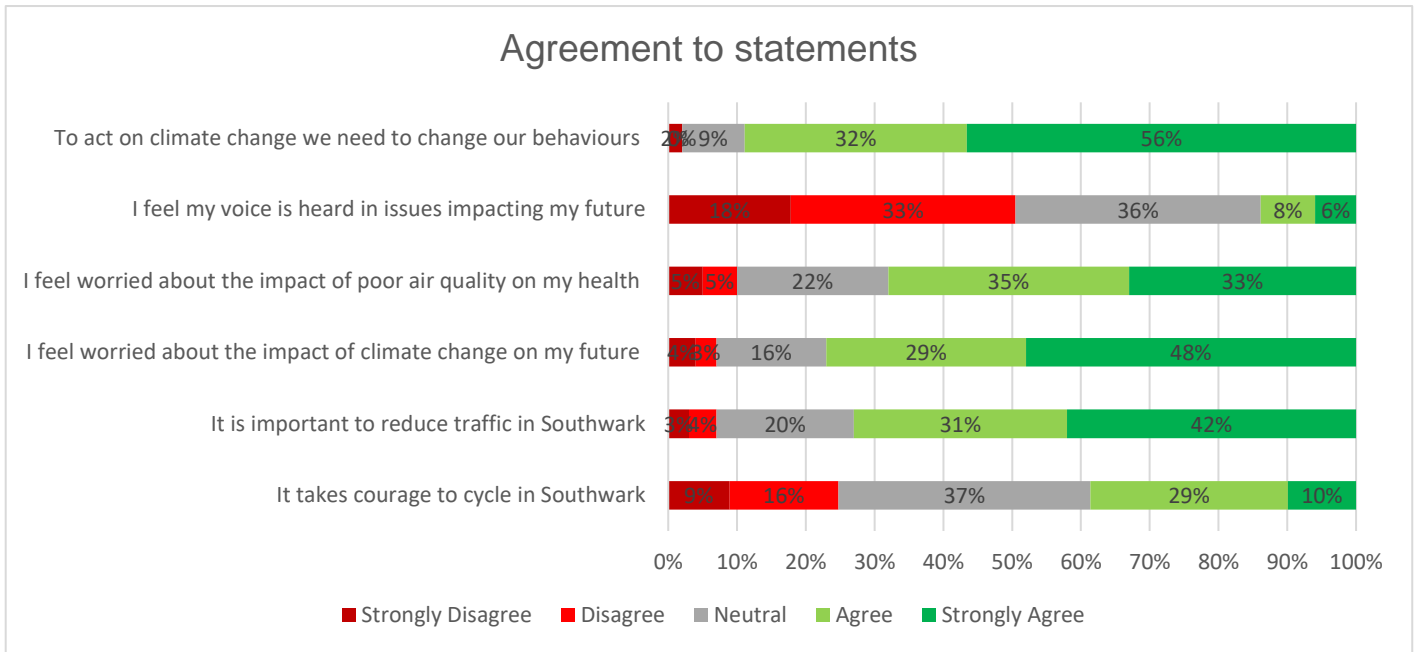
“I like the closed off streets as it feels a lot calmer and enjoyable to walk. I think we could reduce climate impact even more though”

10 – 11, Female

“Congestion is a major issue in the borough; the road works and closures mean traffic is constant; it risks Southwark becoming an unhealthy place to spend time in. Health and environment are very important!”

16-17, Non-binary

Comparison between questions about transport considerations and statements



Coffee Mornings at Primary Schools Findings

Key themes

The safety of children travelling to and from school is paramount

Children should feel and be safe when traveling to and from school. The changes they would like to see include more convenient and safe crossing points for large roads such as Old Kent Road and being safe from speeding cyclists and electric scooters.

Positive attitudes towards school streets

'School Streets', temporary restriction on motorised traffic at school drop-off and pick-up times, are seen as predominantly positive.

There are wishes for them to be extended and cover larger areas around the school to increase safety and decrease conflict amongst drivers and people walking.

High pressure around drop-off and pick up times adds to an unsafe environment for people walking to school

These times of days are pressurised as there are large volumes of activity in a limited space. Parents note that walking to and around the school gates can feel unsafe as they need to navigate cars pulling in and reversing in a narrow space.

Some parents who drive their children park further away and walk the last bit to avoid the stress of the school gate.

The displacement of communities impact journey choices to school

One of the schools has seen a significant shift in their student's living further away as a result of displaced communities. This means that more families and students need to travel farther than they used to and this impacts their travel choices i.e. walking and cycling to school might not be a feasible option.

Would like green play and social spaces to feel safe in

Parents state that they would like to see parks and open spaces close to the schools improved and made more enjoyable and safer. They highlight that they have experienced antisocial behaviours in nearby parks that have made them feel uncomfortable and unsafe leading to avoid using some parks and routes.

Stakeholders Findings

Overview

These findings summarise the opinions and experiences expressed in the stakeholder workshop, interest organisation meetings and group responses.

- Stakeholders overall support the vision of the plan; however, they would like to clearly see how it will be delivered upon and monitored.
- Reducing traffic and car ownership is seen as the key component of the plan to achieving streets for people and a borough with lower emission and more sustainable and active travel. Traffic reduction would contribute to other desired outcomes such as cleaner, greener and safer streets.
- Parking policy that prices car ownership at a premium compared to cycle parking is desired.
- We should place fairness and equity at the centre of allocation of space.
- Repurpose and rebalance kerbside space to support modal shift and improve the environment for all, tackling climate change.
- See BIDs and businesses as a separate stakeholder to work and collaborate with.
- More neighbourhood schemes, similar to streetspace, that reduce traffic and encourage active travel and community belonging are desired.
- Children should be able to travel actively to school and they would like to see more closures around schools, such as school streets.
- Stronger emphasis on health, physical and mental wellbeing - particularly rising awareness and taking action on reducing the harmful impact of poor air quality.

Stakeholders consulted

- 20's Plenty for Us
- Team London Bridge
- Action Vision Zero
- Croxted Road Residents Association
- Extinction Rebellion Southwark
- Friends of Dulwich Square
- Mums for Lungs
- SE5 Forum for Camberwell
- Southwark Living Streets
- Southwark Cyclists
- Better Bankside
- Cross River Partnership
- Guy's and St Thomas' NHS Foundation Trust
- Tram Forward

Key themes

Overall direction of the plan

- Overall support for the aims and objectives of the strategy - however, do not see how these will be delivered. Stakeholders want to see clear and measurable actions with ambitious targets to drive the strategy.
- Create a strong narrative for change. There is a need for a strong narrative around the aims and objectives for the plan and why change is needed. This should be backed up with data and evidence-led.
- Make clearer and more direct what actions the council will take to address climate change through transport. Show how this work links to other relevant council strategies and teams.

Traffic reduction and parking policy

- Reducing traffic and car ownership should be given significant focus, including reducing and monitoring speed. Further, stakeholders strongly emphasise that Southwark's streets should be designed for people first and not for the car as the default.
- Would like to see parking policy that prices car ownership at a premium compared to cycle parking.
- Review CPZ timings and increase the hours in which they operate, especially around schools.

Repurposing space

- Would like to see more neighbourhood schemes, such as streetspace/low traffic schemes, that focus on reducing traffic and shifting modes to more active travel. This work to include connected walking and cycling networks, vehicle-free spaces and pedestrianised areas.
- Continued focus on children's journeys and routes to schools including implementing more school streets. Suggests that safe-cycling lessons should be as ubiquitous as swimming lessons.
- There is an emphasis on repurposing and rebalancing kerbside space to support modal shift and improve the environment for all. They want to see clear targets for repurposing kerbside space, "depaving"¹ and natural drainage.

¹ To undo the act of paving; to remove pavement (especially if it is in the form of asphalt, concrete or the like) so as to restore the land to a more natural state.

Fairness and equity

- Continue to consider and centre fairness, diversity and equal representation in engagement and projects. This includes taking to account that most Southwark residents are not car owners, as such it is encouraged that Southwark should reprioritise space for the majority i.e. the person without a car.
- Show consideration to how people are differently impacted by change, whether they live on residential roads versus on roads that are considered main roads.

Safety and health

- Would like to see stronger emphasis on Vision Zero and how this will be delivered.
- Stronger emphasis on health, physical and mental wellbeing. Particularly rising awareness and taking action on reducing the harmful impact of poor air quality.
- Continue to use the Safe Systems Approach² for road safety.

Freight and servicing

- Management of freight and servicing is important to reducing traffic and they would like to see this developed further, including mentioning construction traffic.
- They would like to see Southwark lead by example, for example on cargo bikes and other last mile delivery options.
- Would like to see a Freight Strategy.

Delivering the plan

- See business and BIDs as an individual stakeholder, and as part of the community. Explore how business can support the delivery of the strategy and be partners for testing and trialling new ideas.

Public Transport

- Ensure public transport is well-planned and affordable and improve connectivity for residents.
- Improve public transport by improving the flow of traffic

² The Safe System is an approach to road safety management, based on the principle that our life and health should not be compromised by our need to travel.

