Appendices

Sustainable Transport Strategy*
Consultation Report
June 2023

*Now known as Streets for People

Southwark
Council
southwark.gov.uk

Contents

Appendix A
Consultation Hub Survey Results

The survey ran from 6 December 2022 to 5 February 2023 with a total of 870 responses.

Sustainable Transport Strategy Vision

Our vision is for Southwark to be a sustainable borough, with zero emissions from transport, and where no one is prevented from accessing healthy travel options.

By 2030, streets will be quieter, cleaner, and safer, with reduced speeds and volume of private motor vehicles. Our town centres, high streets and places where you change from one type of transport to another will be more spacious, prosperous and enjoyable places to spend more time in.

Walking, cycling, scooting, and wheeling will be how more people choose to travel locally. The borough will be better prepared for the impacts of climate change.

Q2.To what extent do you agree with this vision?
(867 responses)

Response	Count
strongly disagree	118
disagree	79
neutral	80
agree	183
strongly agree	407
Not Answered	3
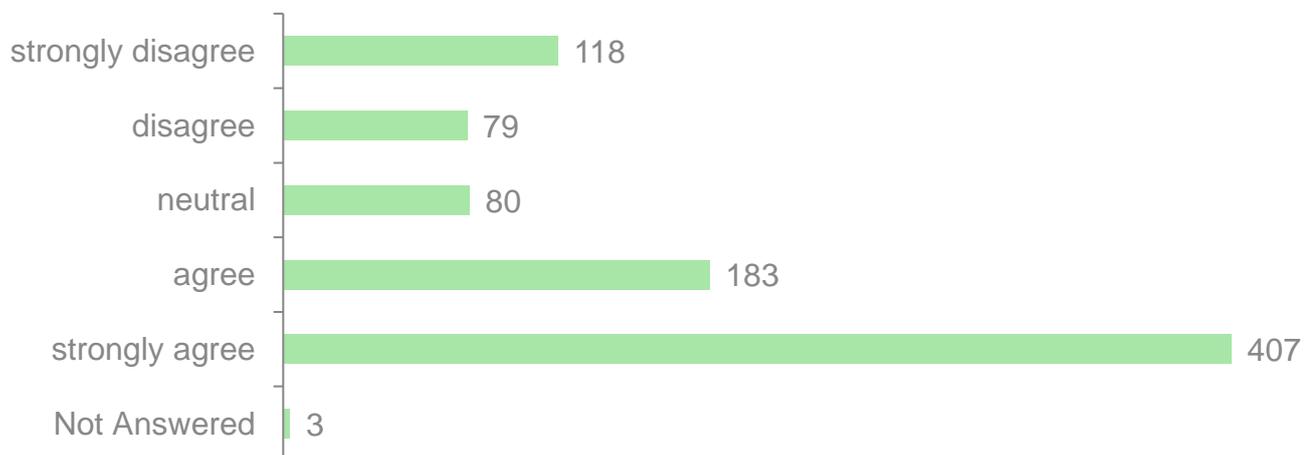
Q3. It is important to reduce traffic in Southwark
(867 responses)

strongly disagree	60
disagree	78
neutral	90
agree	201
strongly agree	438
Not Answered	3
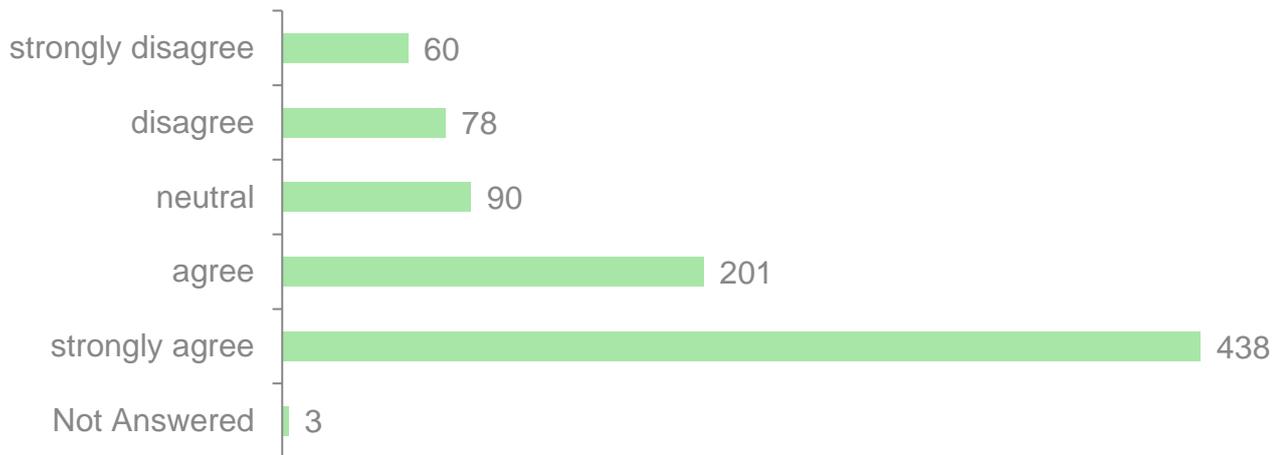
Q4. I feel worried about the impact of poor air quality on my health
(866 responses)

strongly disagree	55
disagree	68
neutral	121
agree	230
strongly agree	392
Not Answered	4
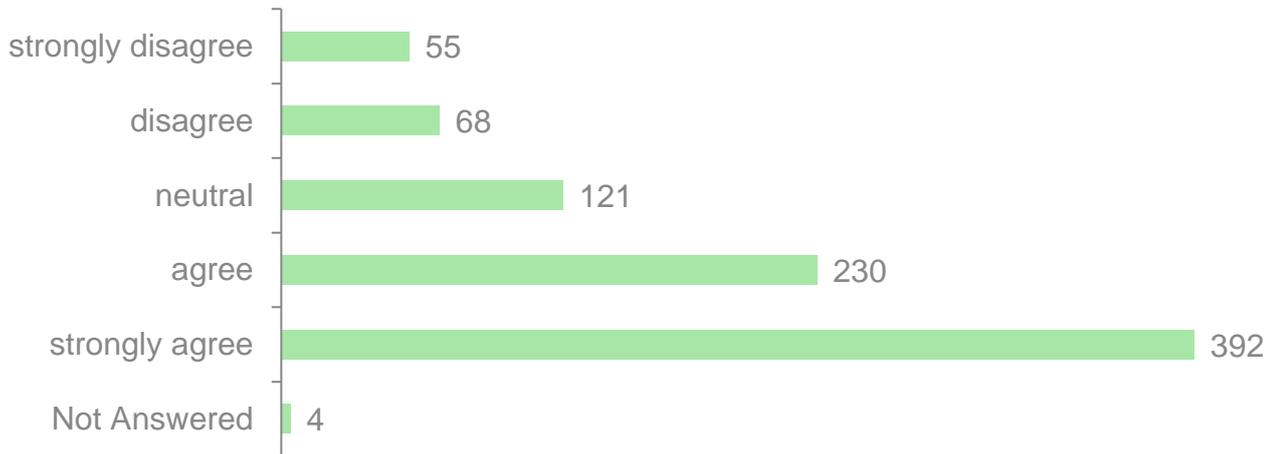
Q5. To address climate change we need to change our behaviours
(868 responses)

strongly disagree	45
disagree	33
neutral	67
agree	237
strongly agree	486
Not Answered	2

Q6. Thinking about transport, movement and personal mobility, what issues or work areas would you like to see prioritised?

Issue	Value
Cycling to be made easier and more enjoyable	0.73
Fewer cars	0.73
Feeling safe from injury and accidents	0.66
More trees and green space	0.56
Feeling safe from harassment and harm	0.54
Cleaner air	0.54
Wide, clean and well-maintained pavements	0.52
Easier for children to walk, cycle and scoot to school	0.45
Easier ways to travel to local town centres and high streets	0.36
Other	0.28
Quieter (less noisy) streets and public spaces	0.23
More deliveries to be made by cargo bikes, click and collect etc.	0.11
More share and hire options i.e. e-bikes, e-scooters and Santander bikes	0.06

If you choose 'other', please specify here (131 responses)
Most common themes raised were:

- Cheaper public transport
- Accessible transport (for disabled and elderly)
- Better traffic flows
- Integrated travel - free to use all modes including cars
- Enforcement of regulations/behaviour (including cyclists)
- Bakerloo line extension
- Cleanliness (streets & public transport)
- Removal of road closures as they cause more traffic, inequalities and air pollution/want freedom to use car everywhere
- EV vehicles and chargers
- Delivery consolidation
- No restrictions for commercial vehicles
- Safety
- Cycle parking

Q7. Please explain your reasons for choosing these priorities (653 responses)

A lot of the reasons given were quite straight forward. People who wanted wider pavements did so because crowded and cluttered pavements made going outside harder. People's explanations for other priorities gave a little more insight and explained how things interconnected.

People who identified easier and more enjoyable cycling as a priority highlighted that the lack of cycling infrastructure made riding a bike unsafe and that this was a major barrier to more people taking up cycling.

A common theme amongst those who wanted fewer cars was the idea that doing so was important because it was key to delivering the other priorities. That is to say, they wanted quieter, safer and greener streets, they wanted to see more cycling and walking, and the way to achieve all these things was to reduce the number of, and space dedicated to, cars.

People that prioritised safety echoed these result, seeing a lack of infrastructure for cycling and walking, and the presence of cars as key causes of harm. Rule-breaking behaviour was identified as a further cause of danger, however. This included cars, but 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.

One priority that forced its way out, despite us deliberately not asking about it, was how the poor quality of public transport. Public transport also emerged as something that was seen as critical to delivering on the other priorities, i.e. fewer cars requires better public transport option to exist, especially for east–west journeys in the south of the borough.

Q8. Select the statement that comes closer to your view (833 responses)
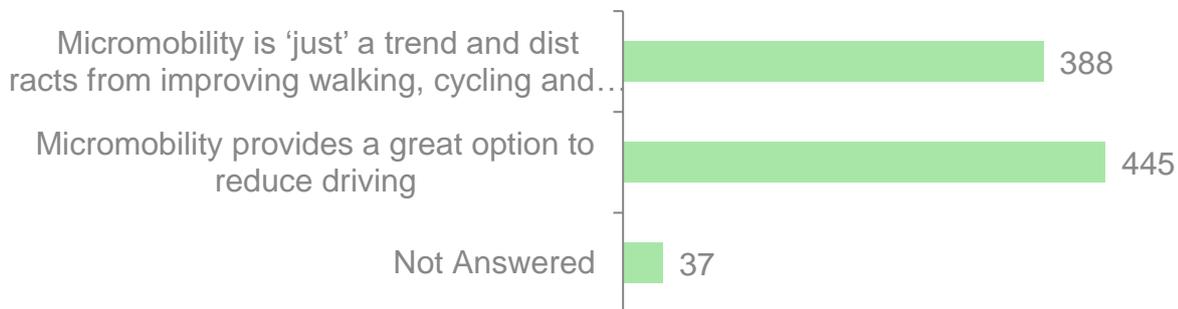
Micromobility is 'just' a trend and distracts from improving walking, cycling and…	388
Micromobility provides a great option to reduce driving	445
Not Answered	37

Q9. Select the statement that comes closer to your view (762 reponses)

If we build more cycle lanes more people will cycle	409
If we reduce the number of cars on our roads more people will cycle	353
Not Answered	108

Q10. Select the statement that comes closer to your view (815 responses)
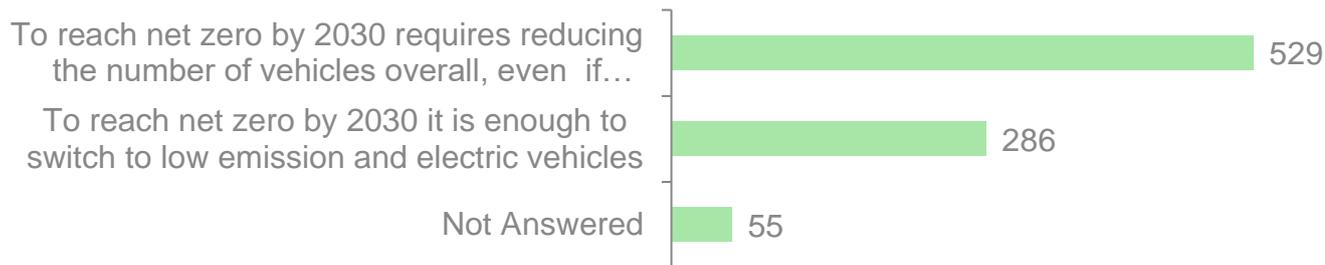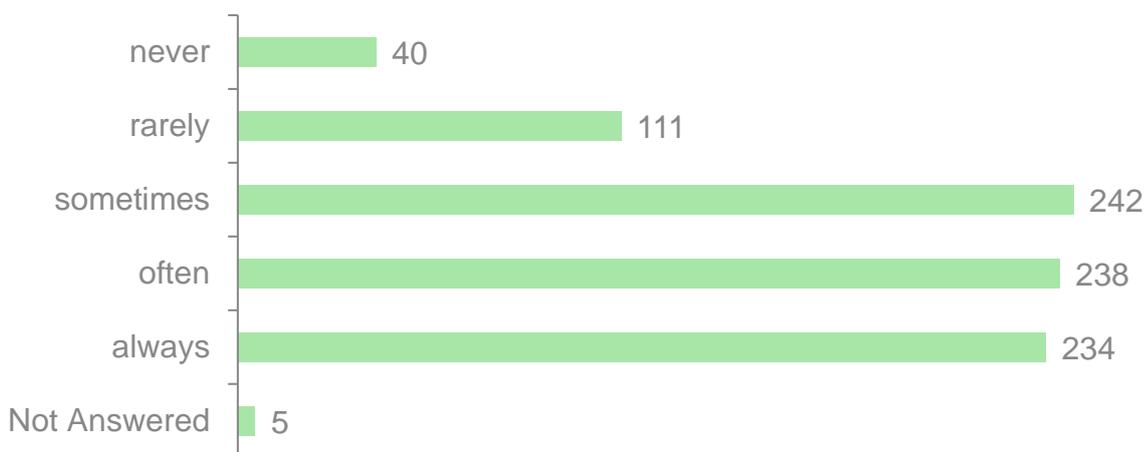
Statement	Value
To reach net zero by 2030 requires reducing the number of vehicles overall, even if…	529
To reach net zero by 2030 it is enough to switch to low emission and electric vehicles	286
Not Answered	55

Q11. Do you consider safety when choosing how you travel? (865 responses)

| Response	Value
never	40
rarely	111
sometimes	242
often	238
always	234
Not Answered	5

Q12. Do you consider the cost when choosing how to travel, even if a cheaper journey can be longer? (865 responses)

| Response	Value
never	53
rarely	161
sometimes	298
often	224
always	129
Not Answered	5
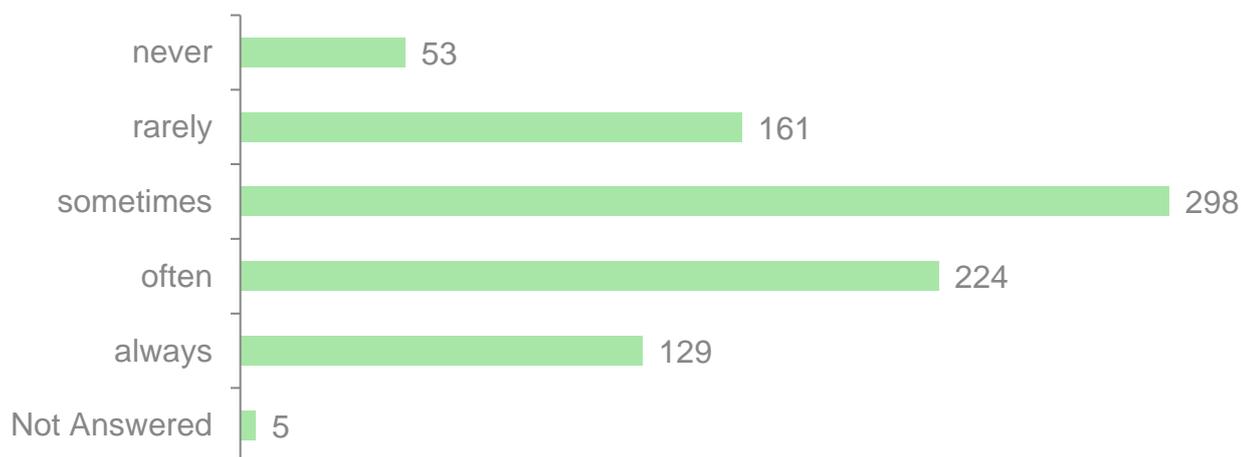
Q13. Do you consider your fitness/physical health when choosing how you travel? (864 responses)

Response	Count
never	66
rarely	74
sometimes	274
often	318
always	132
Not Answered	6
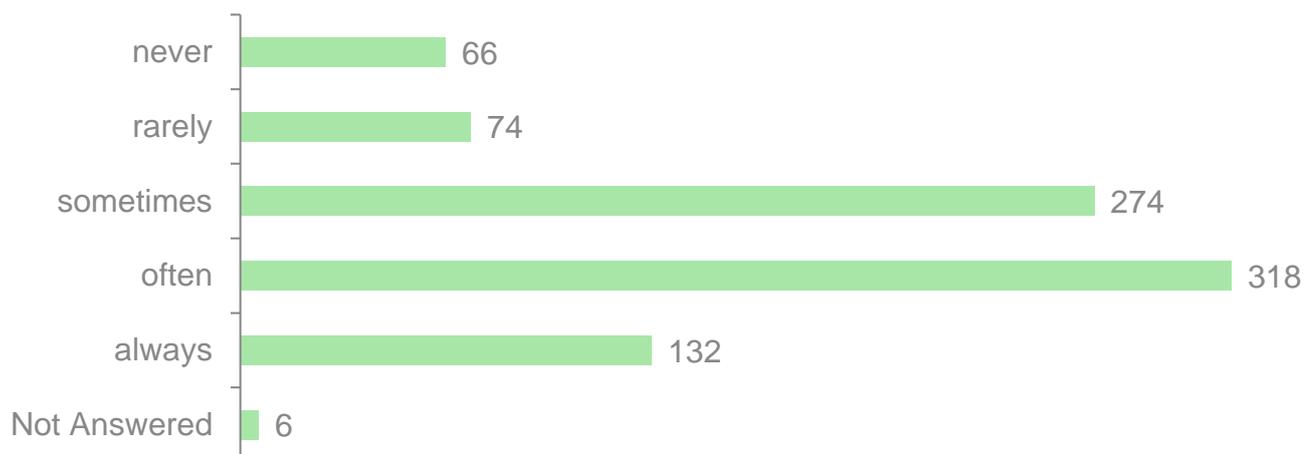
Q14. Do you consider your mental wellbeing when choosing how you travel? (866 responses)
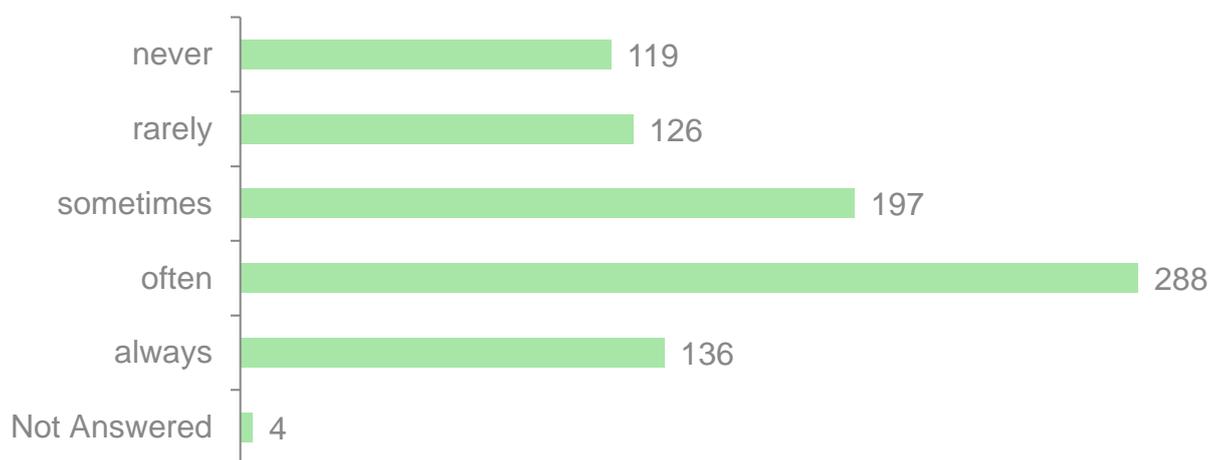
Response	Count
never	119
rarely	126
sometimes	197
often	288
always	136
Not Answered	4

## Q15. Do you consider the environment and climate change when choosing how you travel? (865 responses)

Response	Count
never	61
rarely	100
sometimes	229
often	312
always	163
Not Answered	5
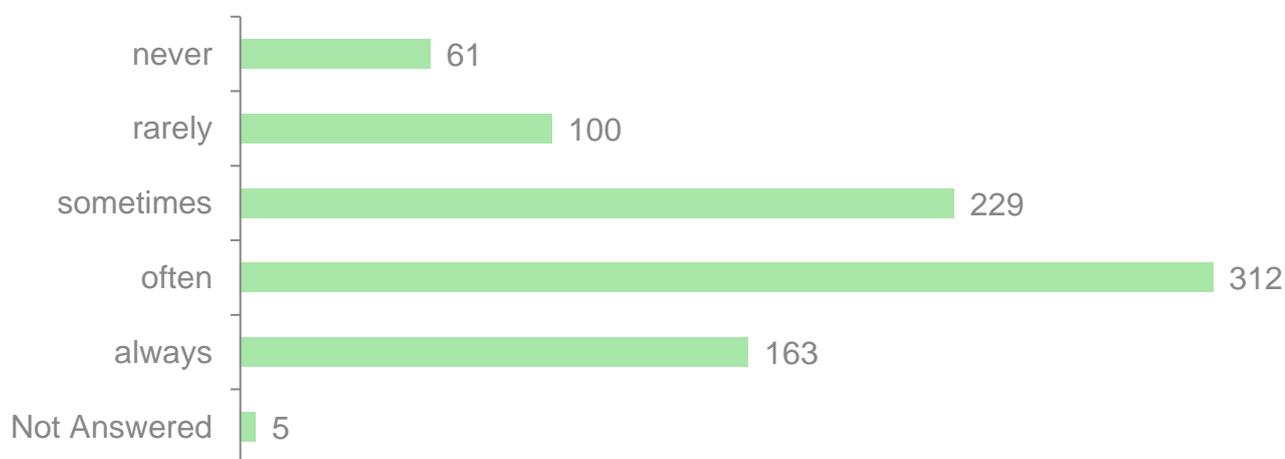
Q16. Do you own a car? (868 responses)

Response	Count
Yes	409
No	459
Not Answered	2
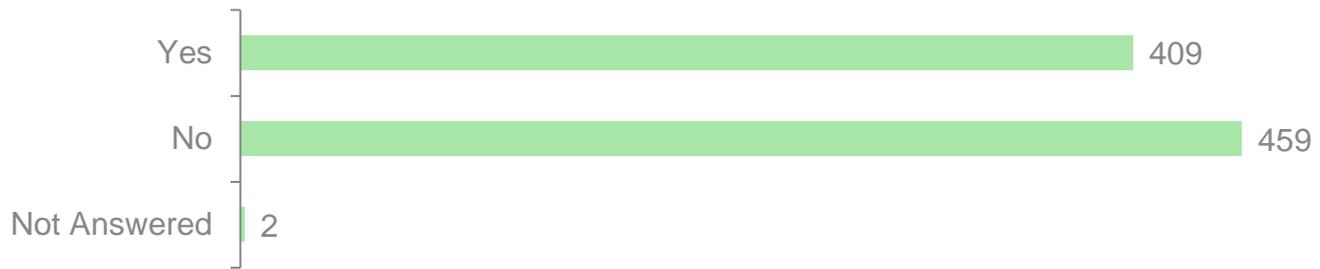
Q17. (If Yes) What are the reasons for owning a car? (406 responses)

Reason	Count
I mainly use it at weekends/holidays for leisure trips or visiting family/friend…	273
It's the quickest way to get to places	130
I can be comfortable in bad weather or when it's too hot or cold	126
I drive other people around (e.g. children to school, people with mobility constraints)	120
I feel safer in my own car	84
I enjoy cars and driving	77
It's the cheapest way to get to places	62
I prefer to travel privately	54
I have a physical and/or mental condition that limits how I can get around	50
I drive as part of my job	48
I don't feel comfortable on public transport	39
Other (please specify)	90
Not Answered	3

Note: People were directed to Q17 only if they answered "YES" to Q16.

If you choose 'other', please specify here (114 responses)

Most common reasons among "other" are:

- carrying heavy stuff/shopping/take things to skip

- Public transport not reliable, doesn't go where I need to go/ too expensive for families (especially for long journeys)

- Start work outside public transport times

- Feel safer in my car

- It's a choice/freedom/human right

- multiple destinations at once, multiple kids activities

- volunteering

- Can't take dogs on some public transport

Q18. (If no) What are the reasons for not owning a car? (457 responses)

| Reason	Count
I prefer to use public transport, walk or cycle	332
It is inconvenient to drive in London	246
I don't want to drive because of environmental considerations	240
It is too expensive to drive in London	188
I used to own one but don't anymore	145
I don't have a driver licence	88
I am considering getting a car	20
I have a physical and/or mental condition that limits my ability to drive	14
Other reason (please specify)	75
Not Answered	2

Note: People were directed to Q18 only if they answered "NO" to Q16.

If you choose 'other', please specify here (90 responses)

Most common reasons among "other" are:

- No parking/hard to park/ car free development
- Use car sharing
- Not justify the cost/not worth owning, better to rent when needed
- Don't need one in London/lots of alternatives
- Priced out of having one/ can't afford
- Mental wellbeing/Stress/don't like/don't want to endanger other road users

- Walking & cycling is quicker/easier
- Depends on the stage of life

Q19 Do you have a membership to a car club (car sharing)?
(867 response)

Yes	162
No	705
Not Answered	3
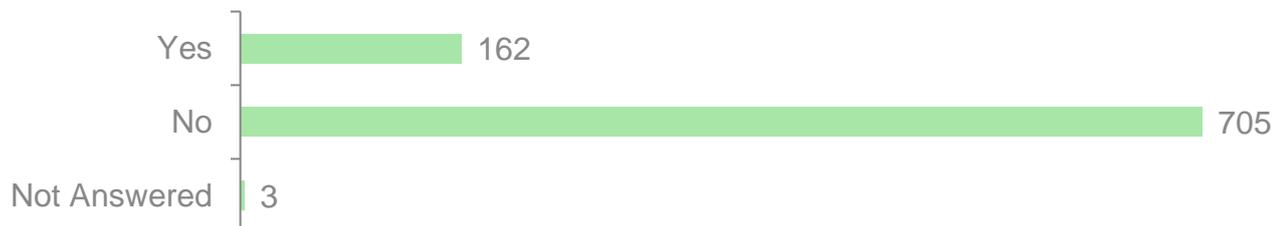
Q20. What are the reasons for having a car club membership?
(157 responses)

Only need it occasionally	138
Don't want the hassle of owning a car	78
It is more environmentally friendly than owning a car	78
Save money	34
Too expensive to buy and own my own car	32
There is no parking available to me	11
Other (please specify)	18
Not Answered	5
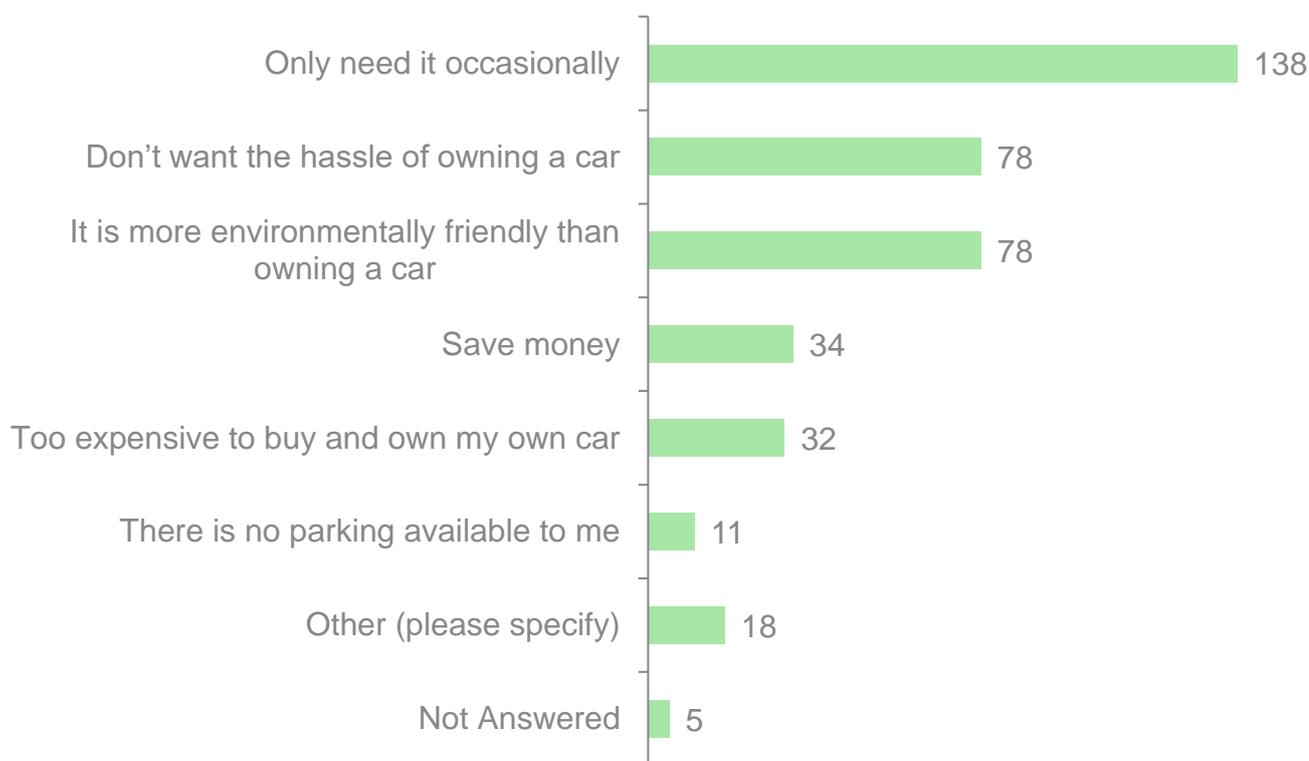
Note: People were directed to Q20 only if they answered "YES" to Q19

If you choose 'other', please specify here (27 responses)
Most common reasons among "other" are:

- Provide access to larger vehicles to move stuff (e.g. vans)
- Public transport unreliable
- Because membership is free (wouldn't have if you need to pay)
- Flexible options
- Occasional use of cars only
- Sharing own car with others
- Use as second car when needed
- Cheaper than Uber/Taxis

Q21. (If no) What are the reasons for not having a car club membership? (680 responses)

Reason	Count
I have no need for it	306
I prefer to drive my own car	147
Too expensive	98
I don't have a driver licence	83
I used to have one but don't anymore	54
There are no car club bays close to where I live	54
I am considering it	52
Other (please specify)	141
Not Answered	25

Note: People were directed to Q21 only if they answered "NO" to Q19

If you choose 'other', please specify here (164 responses)

Most common reasons among "other" are:

- No guarantee you will have a car available/need car available all time for emergencies
- Disability - need special car or need car to the door
- Difficult to be spontaneous
- Can't take dog
- Difficult with kids/can't get seats for kids
- Not aware/don't know enough
- Don't offer all types of vehicles (e.g. too small, no campervan)
- Nervous about the technology to use it/ terms and conditions
- Don't drive/ Have licence for less than a year and can't use it
- Personal choice
- Not practical for longer/rural journeys/can't use overnight/expensive for long hires

Q22. Do you cycle (at least once a month)? (866 responses)

Yes	525
No	341
Not Answered	4

Q23. (If yes) What do you use to cycle? (525 responses)

Have my own bike (or other cycle)	488
Use shared bikes (Santander bike, dockless e-bikes etc.)	179
Borrow a family member's or friend's	12
Rent my own bike (monthly subscription)	2
Other (please specify)	5
Not Answered	0
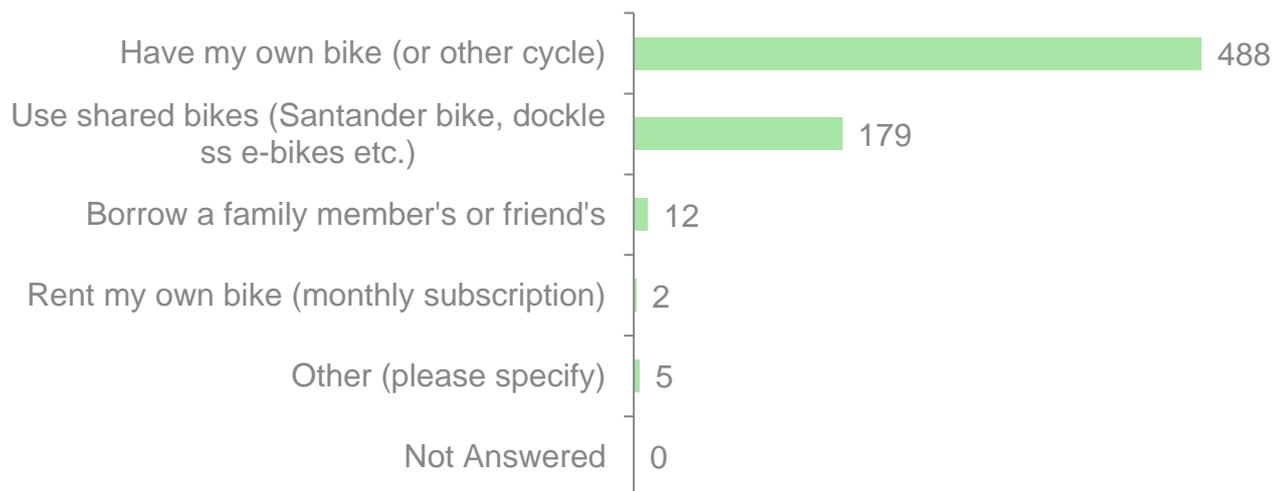
Note: People were directed to Q23 only if they answered "YES" to Q22.

Analysis of "other" responses (8 responses)
Most common reasons among "other" are:

- cargo bike rental scheme
- alternate between own bikes and rental e-bikes depending on the journey
- bike sharing schemes like Lime or Santander.
- cargo bikes for school run and normal bikes for personal use
- injuries preventing cycling

Q24. (If no) What are barriers to you taking up cycling? (338 responses)

Barrier	Count
I don't feel safe to do so	173
Cycling is not for me	110
I need to carry things with me that don't fit on the bike	77
I don't have space to safely store a bike at home	67
I can't find safe spaces to leave my bike at my destinations	48
I don't have showers and changing facilities at work	35
I can't afford a bike at the moment	23
I need to take my children to school	20
There are no shared bikes (e.g. Santander) accessible to me	19
I need an electric bike as the area near me has e.g. too many hills	19
I can't find a bike that meets my accessibility needs	12
Other (please specify)	109
Not Answered	3

Note: People were directed to Q24 only if they answered "NO" to Q22.

If you choose 'other', please specify here (132 responses)

Most common reasons among "other" are:

- Medical reasons/disabilities/health/too old
- Journey is too long for a bike
- Don't fit on cycle hire options
- Don't want to cycle/ prefer other modes
- Too dangerous/safety/many near misses
- Other cyclists/other road users behaviours
- Local topography
- Can't cycle/never learnt
- Have a baby/kids/dogs/need to take other people with me
- Work with vehicle/carry heavy things/taxi
- Air pollution/breathing
- Can't afford a bike or bike storage (e.g. hangars)
- weather/only in summer/good weather
- Bike theft

Q25. Did you know the council provides free cycle training for all ages and abilities? (865 responses)

Response	Count
Yes	435
No	368
Not sure	62
Not Answered	5

Q26. What area do you live in (postcode)?

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.

Legend

Consultation Responses by Postcode Sector

- 1 - 9
- 9 - 17
- 17 - 25
- 25 - 33
- 33 - 41
- Southwark Boundary

Sustainable Transport Strategy Consultation
Responses by Postcode Sector

© Crown copyright and database rights 2023 Ordnance Survey (0)100019252   Scale: 1:45,000
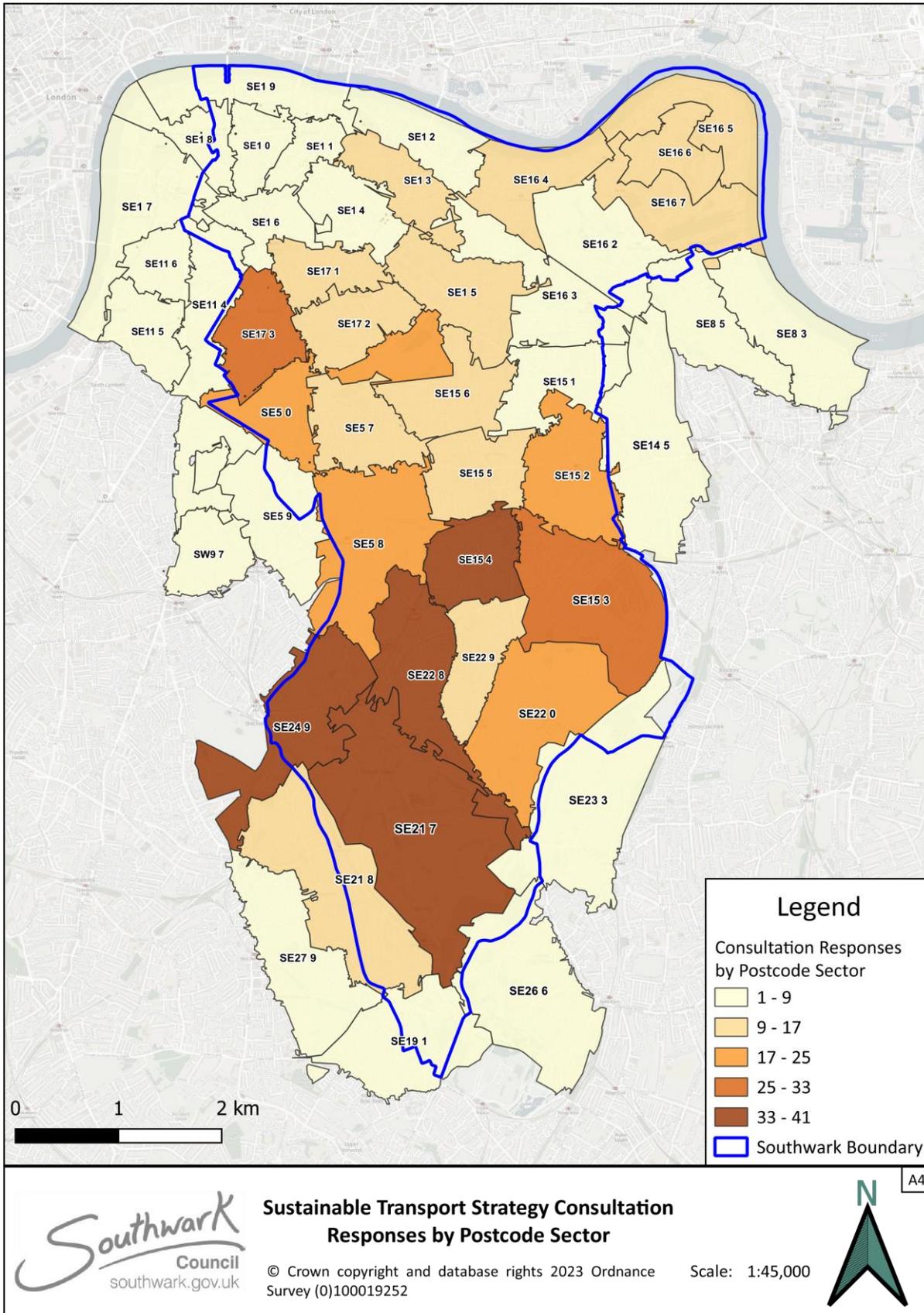
Q27a. Since the pandemic, my neighbourhood has become more important to me. (858 responses)

Response	Count
strongly disagree	57
disagree	49
neutral	273
agree	305
strongly agree	174
Not Answered	12
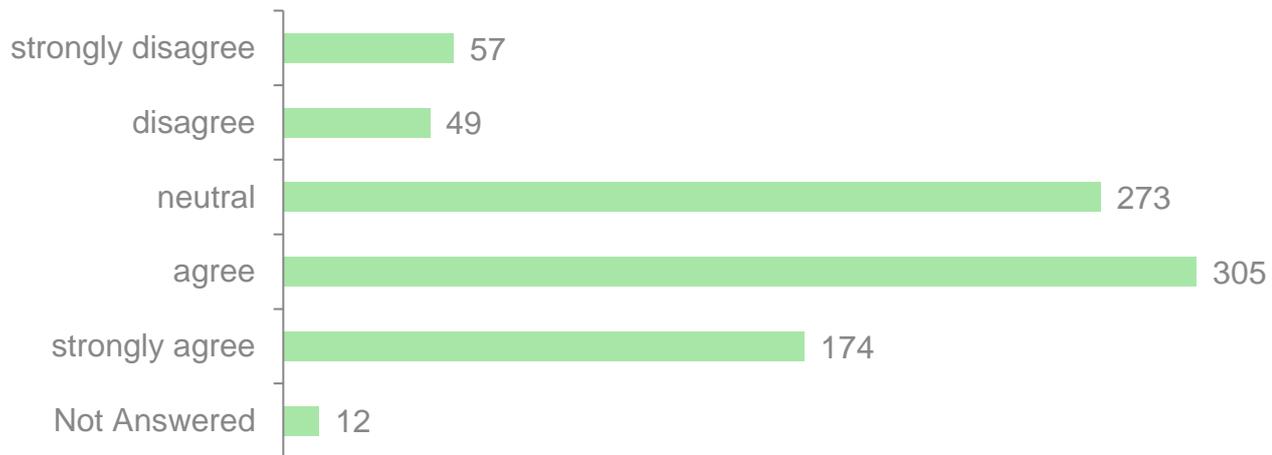
Q27b. Please explain your answer (544 responses)

Amongst the people that agreed that their neighbourhood had become more important to them, 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.

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

Q28a. Since the pandemic, what I need from my neighbourhood (about 15 min by foot from my home) has changed. (854 response)

Response	Count
strongly disagree	95
disagree	155
neutral	298
agree	230
strongly agree	76
Not Answered	16
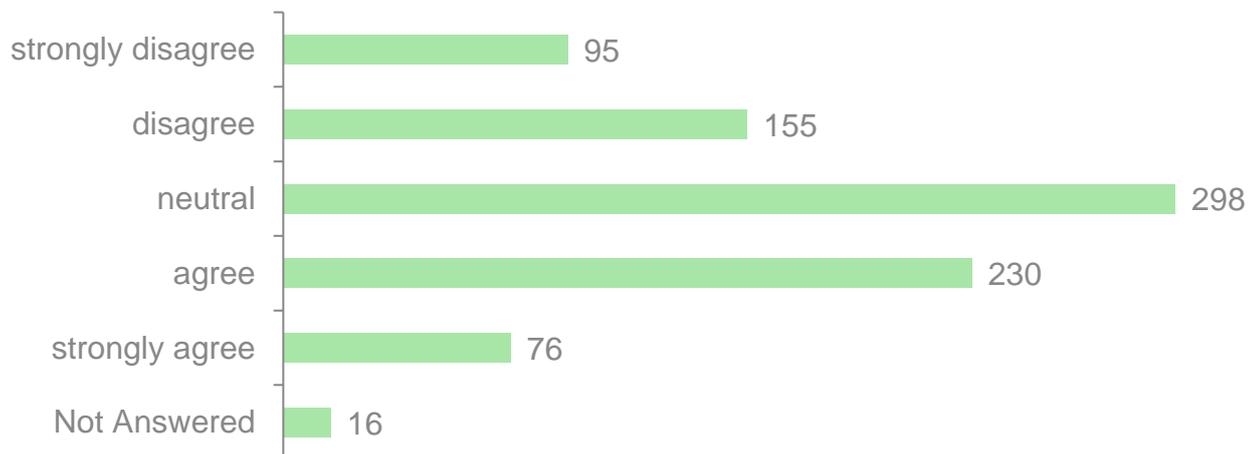
Q28b. Please explain your answer (456 responses)

People that said their needs from local neighbourhood has changed mostly identified that being able to access important shops and services nearby was important, as well as green spaces. Most people were able to fulfil these needs, but some were not.

Similarly to Q27, a lot of people who said that what they needed from their neighbourhood has not changed, said so because their needs where already being satisfied locally before the pandemic.

Q29. The Cleaner Greener Safer programme funds local people's ideas for permanent improvements and physical items. Are you aware of this programme? (859 responses)

Response	Count
Yes	287
No	514
Not sure	58
Not Answered	11
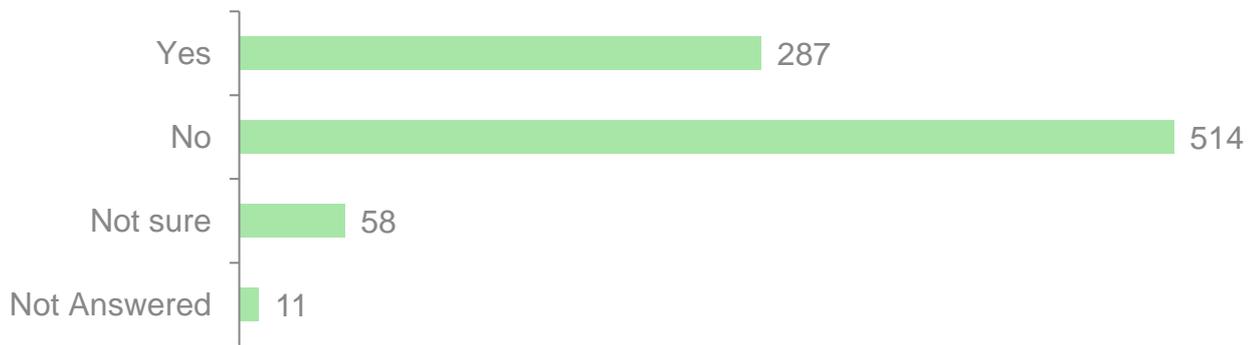
Q30. If you live in Southwark, which community area do you live in? (799 responses)

Area	Count
Dulwich	232
Peckham	120
Walworth	93
Bermondsey	85
Camberwell	83
Rotherhithe	71
Nunhead	45
Borough & Bankside	41
Elephant and Castle	29
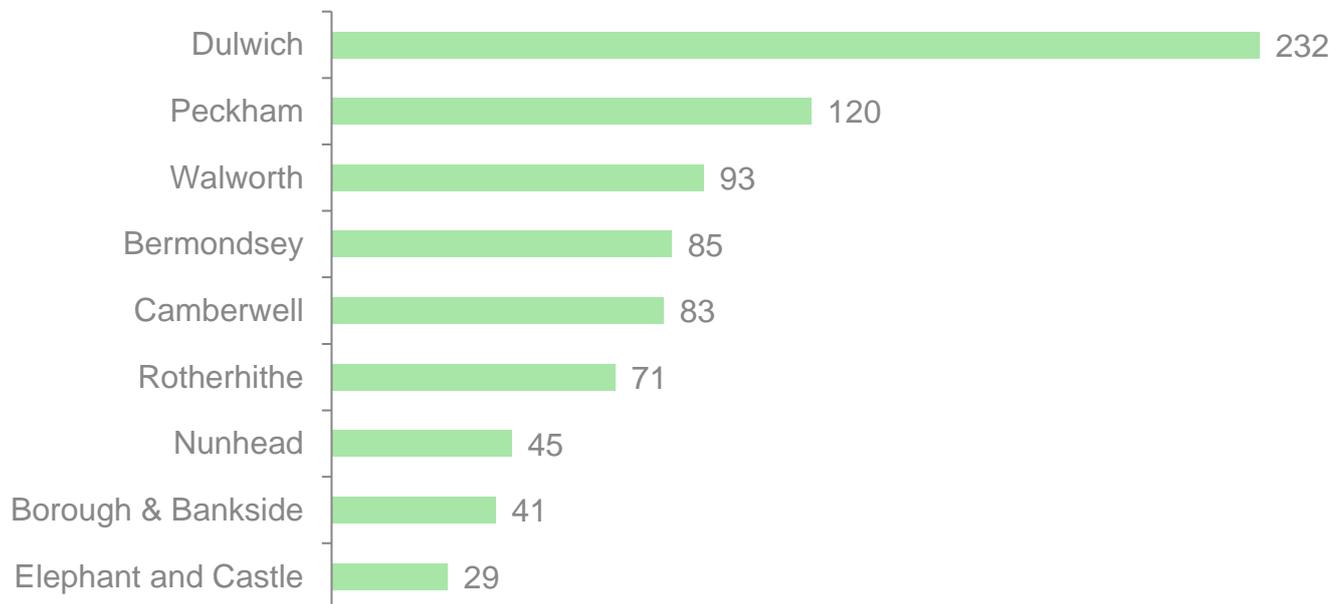
Q31. Equalities questions

Age (776 responses)

Age	Count
Under 16	1
16 - 17	3
18 - 24	15
25 - 34	132
35 - 44	197
45 - 54	158
55 - 64	140
65 - 74	92
75 - 84	34
85 - 94	3
95+	1
Not Answered	94
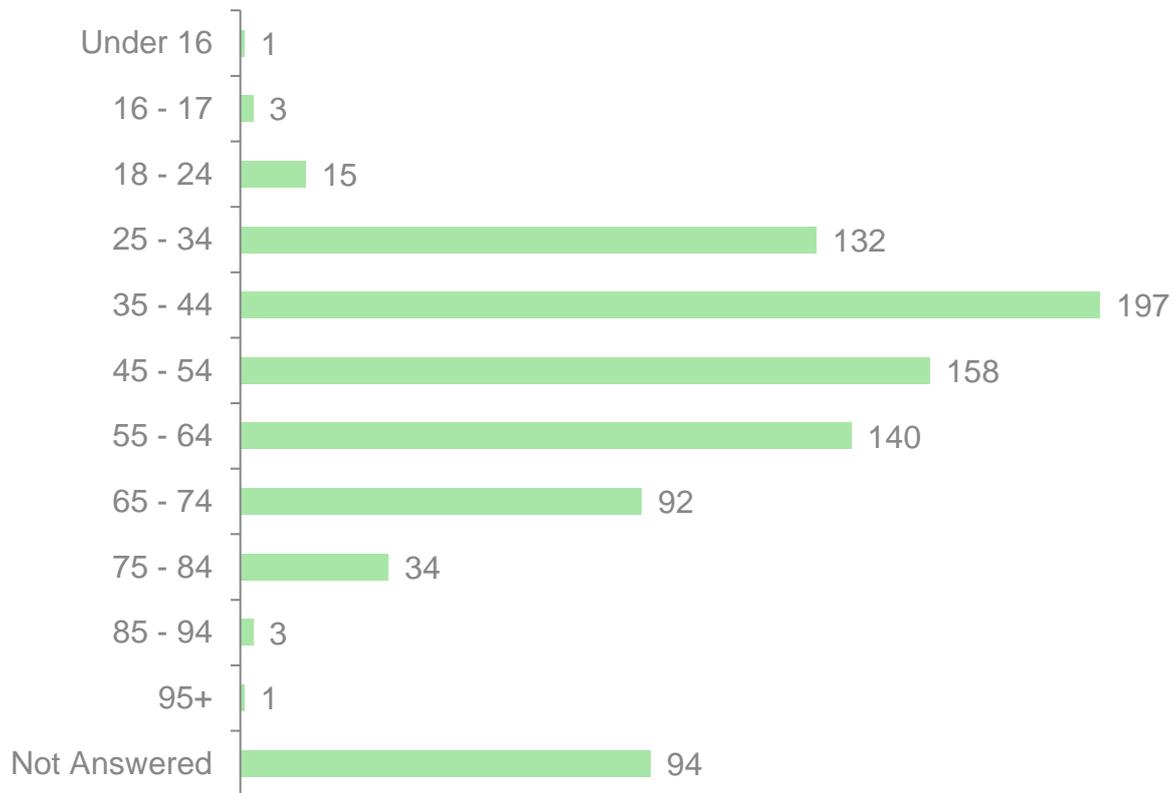
What is your ethnic background (full breakdown)? (752 responses)

Ethnic background	Count
(White) British	306
(White) English	127
(White) Other European	95
(White) Other (please specify if you wis…	57
(White) Irish	32
(Black) British	18
Mixed Other background (please specify i…	13
(White) Scottish	13
(Black) Nigerian	11
(Asian) Chinese	9
Mixed White/Asian	9
(White) Welsh	9
(Black) Caribbean	7
Arab	4
(Asian) British	4
Latin American	4
(Asian) Indian	3
(Asian) Other (please specify if you wis…	3
Mixed White Black African	3
(Asian) Filipino	2
(Asian) Pakistani	2
(Black) Other African	2
(Black) Other (please specify if you wis…	2
Mixed White/Black Caribbean	2
(Asian) Vietnamese	1
(Black) Ghanaian	1
(Black) Somali	1
(White) Northern Irish	1

Please specify further if you wish (63 responses)

Are you disabled? (758 responses)

Response	Count
Yes	85
No	644
Prefer not to say	29
Not Answered	112

Please state the nature of your impairments (134 responses)

Impairment	Count
Hearing / Vision (e.g. deaf, partially deaf or hard of hearing; blind or partial sight)	34
Physical / Mobility (e.g. wheelchair user, arthritis, multiple sclerosis etc.)	37
Mental health (lasting more than a year. e.g. severe depression, schizophrenia etc.)	21
Learning disability (e.g. dyslexia, dyspraxia etc.)	22
Long-term illness or health condition (e.g. Cancer, HIV, Diabetes, Chronic Heart disease, Rheumatoid Arthritis, Chronic…	43
Other	6
Prefer not to say	15
Not Answered	36

Please specify further if you wish (13 responses)

What is your sex as recorded at birth? What is your sex as recorded at birth? (740 responses)

Male	355
Female	362
Other (please specify if you wish)	2
Prefer not to say	21
Not Answered	130
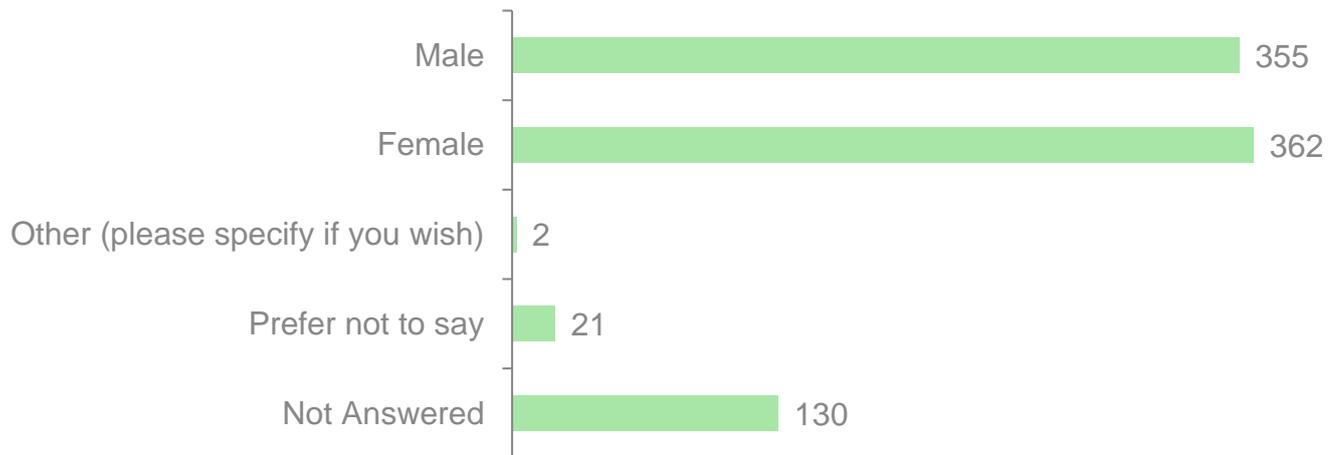
Please specify further if you wish (13 responses)

Is the Gender you identify with the same as the sex you were recorded at birth? (711 responses)

Yes	676
No	9
Prefer not to say	26
Not Answered	159
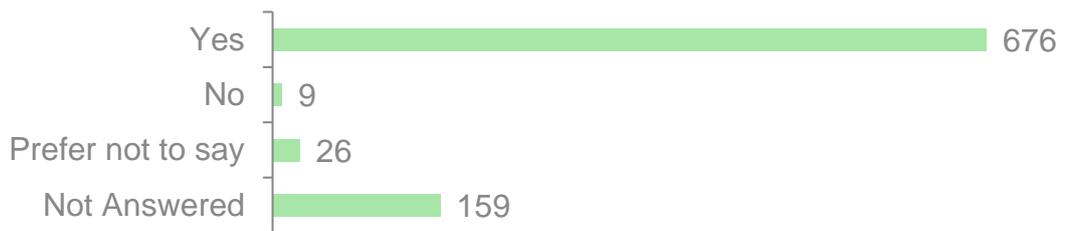
If no, how would you define your gender identity? Please specify if you wish (14 responses)

Which of the following best describes your sexual orientation? (695 responses)

Heterosexual/straight	518
Lesbian/Gay woman	8
Gay man	58
Bisexual	30
Other (please specify if you wish)	10
Prefer not to say	71
Not Answered	175
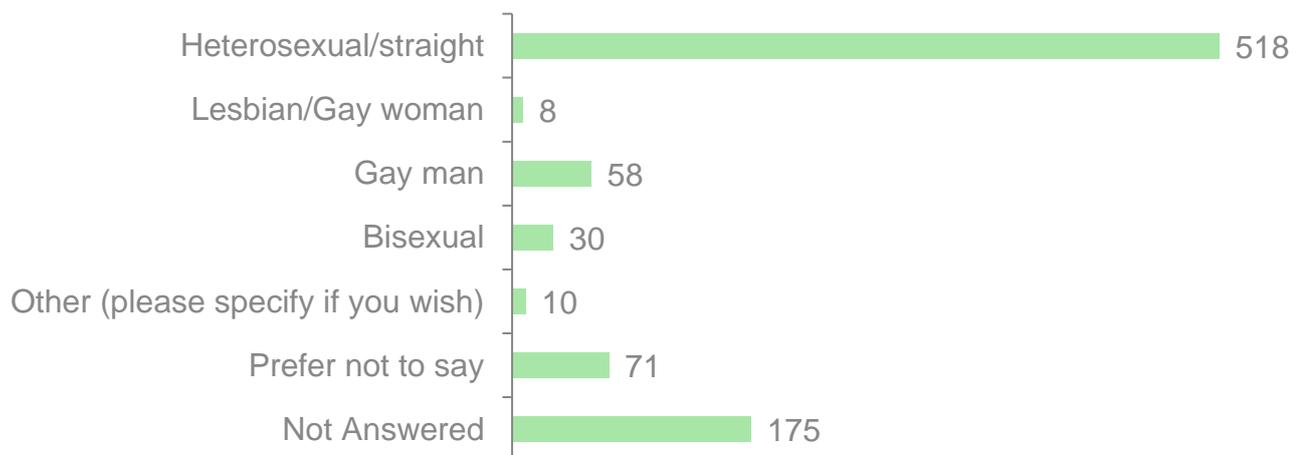
Please specify further if you wish (13 responses)

What is your religion or belief? (690 responses)

Religion or belief	Responses
Christian	218
Hindu	1
Muslim	11
Jewish	10
Buddhist	6
No religion	409
Other (please specify if you wish)	35
Not Answered	180
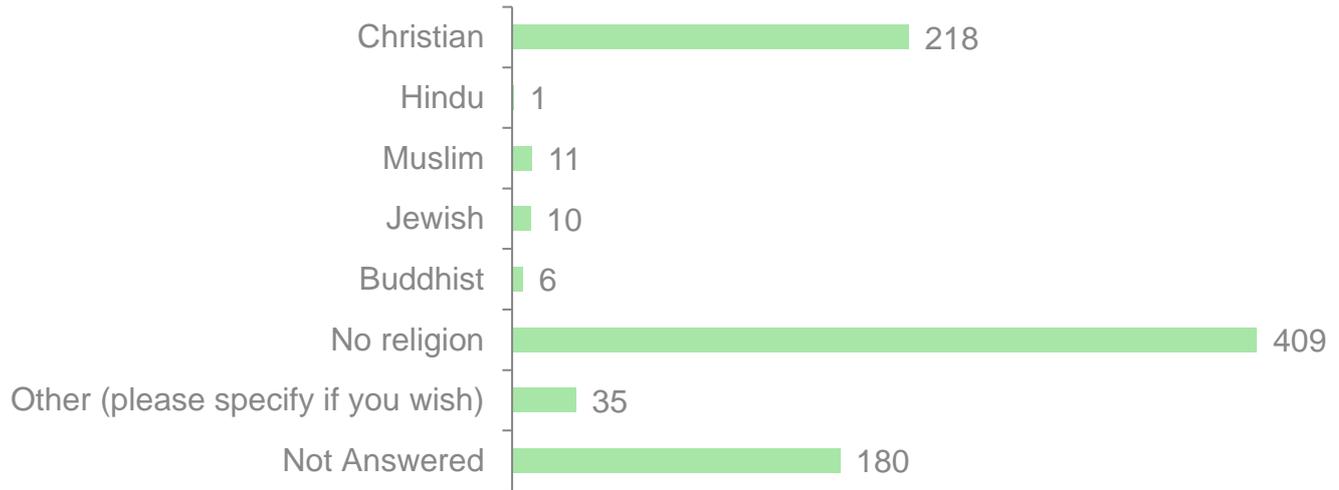
Please specify further if you wish (34 responses)

Appendix B
Youth Survey Results (responses from under 25)

The survey ran from 6 December 2022 to 5 February 2023. 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. The 12 people who did not provide their age have been included in the under 25 group. The 46 over 25 have been analysed separately and this data can be found in Appendix C.

Q2. How do you normally get around Southwark?

Choose the two most used ways you move and travel around the borough

Mode	Count
walking	145
public transport (bus, train, overground, tube)	144
car (as passenger)	71
cycling (own)	45
shared modes (dockless bikes, e-scooter hire,…	4
car (as driver)	2
e-scooter (own)	2
Other	16
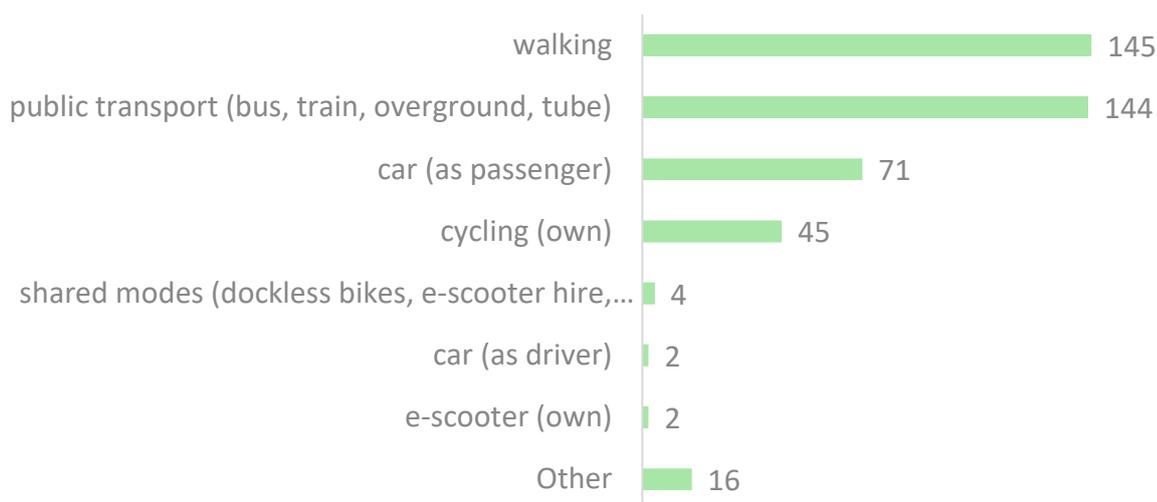
Q3. It takes courage to cycle in Southwark (242 responses)

Response	Count
Strongly agree	24
Agree	69
Neutral	90
Disagree	38
Strongly Disagree	21
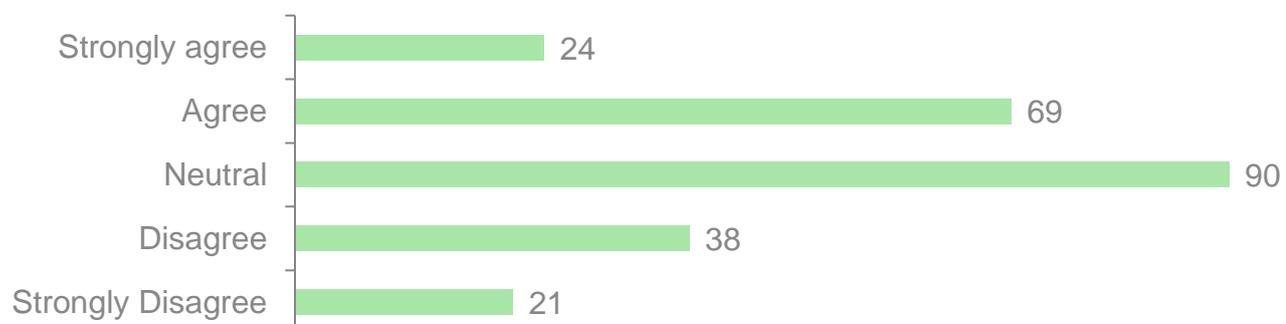
Q4. It is important to reduce traffic in Southwark (239 responses)

Response	Count
Strongly agree	100
Agree	75
Neutral	48
Disagree	9
Strongly Disagree	7
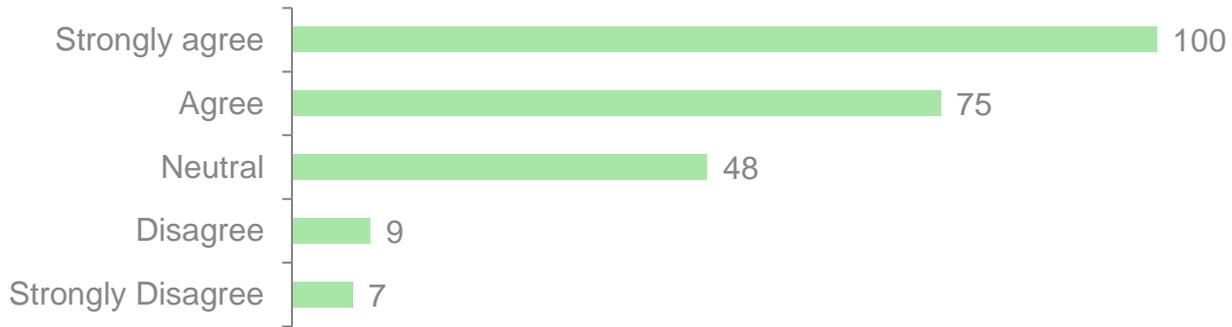
Q5. I feel worried about the impact of climate change on my future (240 responses)

Response	Count
Strongly agree	114
Agree	70
Neutral	39
Disagree	7
Strongly Disagree	10
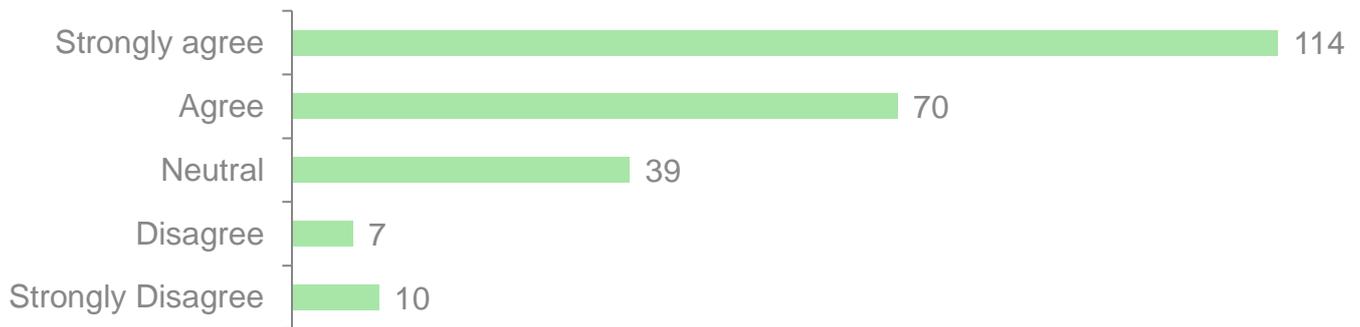
Q6. I feel worried about the impact of poor air quality on my health (241 responses)

Response	Count
Strongly agree	79
Agree	85
Neutral	54
Disagree	11
Strongly Disagree	12

Q7. I feel my voice is heard in issues impacting my future (243 responses)

Response	Count
Strongly agree	14
Agree	19
Neutral	87
Disagree	79
Strongly Disagree	44
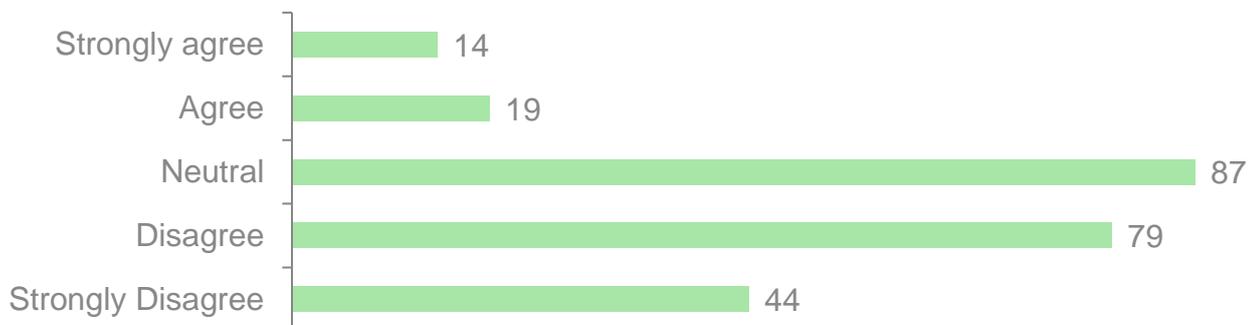
Q8. To act on climate change we need to change our behaviour (241 responses)

Response	Count
Strongly agree	136
Agree	78
Neutral	21
Disagree	0
Strongly Disagree	6

Q9. Which of these are priorities for transport and mobility in Southwark according to you? Pick the 3 things you think are most important.

Priority	Count
Feeling safe from harassment and harm	121
More Trees	104
Cleaner air	99
Easier for children to walk, cycle and scoot to school	90
Fewer cars	63
Feeling Safe from injury and accidents	52
Wide, clean and well-maintained pavements	49
Cycling to be made easier and more enjoyable	45
Quieter (less noisy) streets and public spaces	31
Easier ways to travel to local town centres and high streets	31
More share and hire options i.e. e-bikes, e-scooters and Santander bikes	9
More deliveries to be made by cargo bikes, click and collect etc.	7
Other	8

Q10. Why did you pick these 3? (221 responses)

Theme	More about theme	Selected quote
Feeling safe	Safety is by far the most mentioned reason for choosing these priorities. This includes feeling safe from crime, traffic, and air pollution. People want to be able to travel on their own, play outside, cycle and go to school without worry or fear for their safety and health. It is also highlighted that fear influence decisions around travel option for example acting as a deterrent from cycling. It is further expressed that if you felt safe travel in an 'eco-friendly way' would be more feasible. Feeling safe as a women; moving freely, by yourself, and at all times of the day without feeling worried and scared is particularly highlighted.	"Because I want to feel safer as a young girl in Southwark and currently I am worried walking around by myself." 14 – 15, Female, White English "It is important to feel safe because it makes more people want to travel in an eco-friendly way." 12 – 13, Female, White English "I think safety comes first, then the climate." 10 – 11, Female, Chinese "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, Sierra Leonean
Positive impact on health and wellbeing	Seeking change that will have a positive impact on mental and physical wellbeing. Such as a reduction of air pollution which might also increase willingness to travel sustainably.	"Because I feel that children should be able to get exercise and fresh air on the way to school, everyone's physical and mental health is helped by trees and green spaces, and somewhere safe from harassment and harm is a space where people will feel happy and relaxed." 12 – 13, Female "I felt they would make the most impact to improve people's fitness, willingness to travel sustainably, and help make being in public spaces more enjoyable." 12 - 13 , Male, White English
Improving conditions for cycling and walking	There is a pronounced desire to cycle more. However, due to traffic and air pollution it is experienced as less safe to do so. They also highlight the conflict that exists between cars and people walking, noting that walking can feel intimidating.	"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, Mixed White/Asian "I would cycle around more if there were more cycle paths and emptier roads and I think it could have large impacts on mental health and the environment if people felt safer and more able to cycle around. I think green spaces are important for mental health and physical health." 16 – 17, Female, White English

		"I cycle a lot and it's sometimes very difficult in the morning when there are a lot of cars and traffic, which is definitely a factor preventing me from cycling more often." 14 – 15, Female, White English
Clean and enjoyable environment	Would like a clean and enjoyable environment free from litter, with clean and clear pavements.	
Help climate change	Would like to see positive impact for climate change and the environment prioritised. If we do not take action on climate issues we will have no future to speak of.	"The focus has to be on reducing climate change, and actually reducing them instead of focusing them into different areas" 14 – 15, Prefer not to say, White Welsh "Because without these changes the world will be not a great place to live in and we have to put the environment in front of ourselves" 10 – 11, Female, Other European
For Southwark's communities now and in the future.	Make Southwark a nice place to live in, considering present and future generations.	
Less traffic	Would like less traffic and cars to make streets calmer and for it to be easier to cycle. Reduction of traffic is linked to cleaner air and less air pollution.	
Clean air	Would like for it to be less polluted in Southwark with cleaner air. It impacts everyone and is important for our health.	"Because I have asthma and I want clean air, and for it to be more peaceful and trees will make that happen." Under 10, Male, White English
Greening	Would like to see more green spaces for a healthy environment in which nature can thrive that cleans the air.	"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. Nice pavements help with safety and a nice area." 12 – 13, Female, Other mixed background "Because they would create more oxygen and absorb the CO2." 10 – 11, Male, Mixed White/Asian

Q11. Do you consider your safety when choosing how to travel? (240 responses)
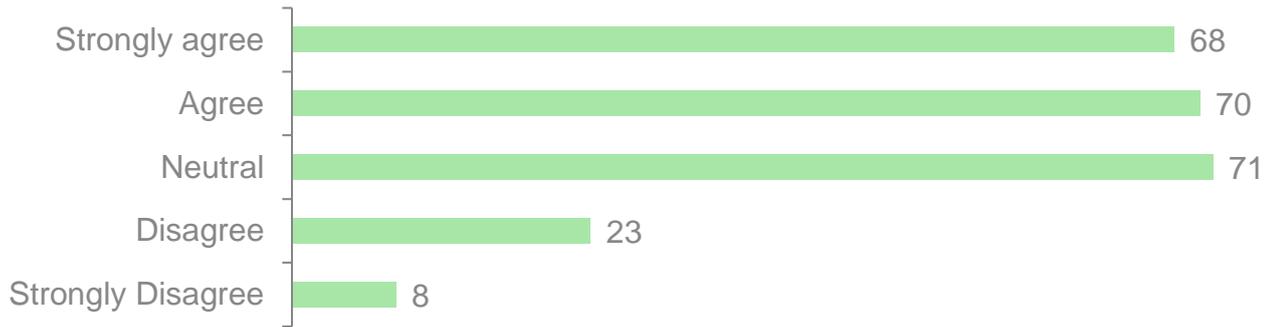
Response	Count
Strongly agree	68
Agree	70
Neutral	71
Disagree	23
Strongly Disagree	8

Q12. Do you consider your mental wellbeing when choosing how to travel? (240 responses)

Response	Count
Strongly agree	33
Agree	39
Neutral	77
Disagree	49
Strongly Disagree	42
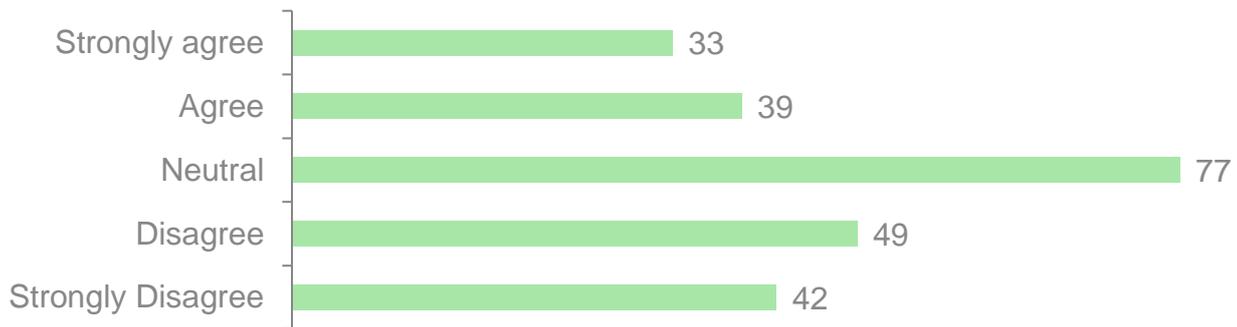
Q13. Do you consider your fitness/physical health when choosing how you travel? (244 responses)

Response	Count
Strongly agree	47
Agree	74
Neutral	79
Disagree	24
Strongly Disagree	20
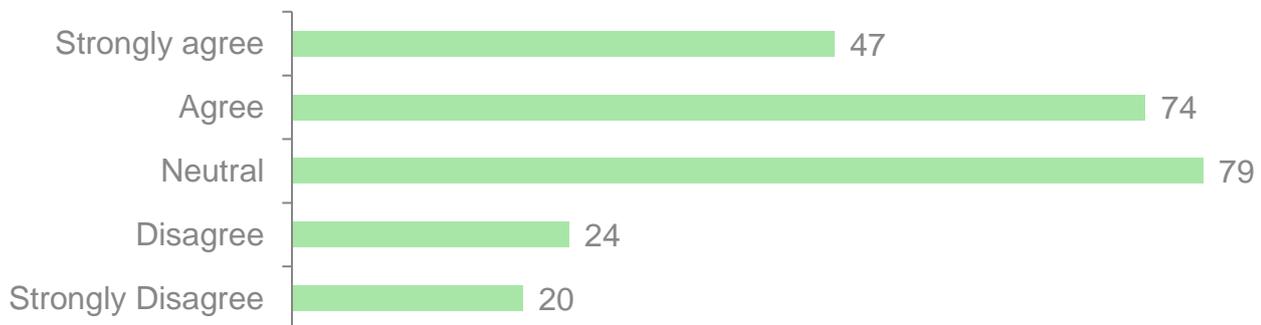
Q14. Do you consider the environment and climate change when choosing how you travel? (246 responses)
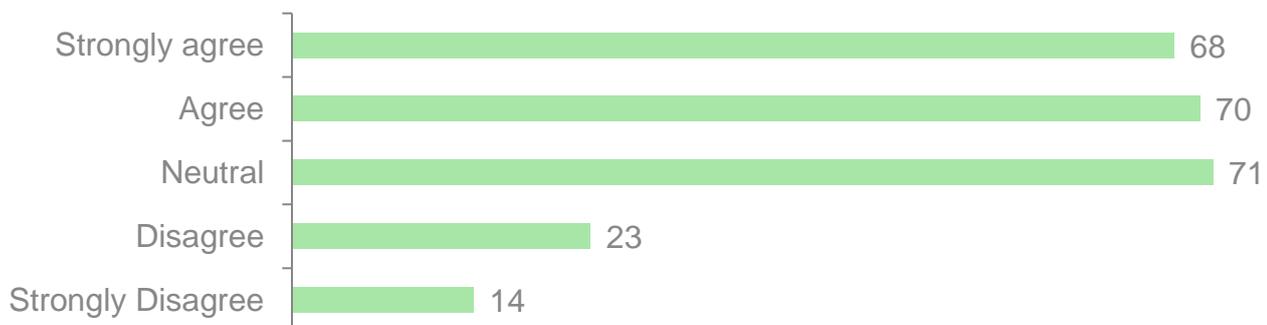
Response	Count
Strongly agree	68
Agree	70
Neutral	71
Disagree	23
Strongly Disagree	14

Q15. Write a message to the leaders of Southwark. What would you like to tell them about transport, climate change and the future? What is important for them to hear? (197 responses)

Theme	About the theme	Selected Quotes
Show leadership and take action on climate change issues	• There is a strong call to action from young people to help our planet and future. They ask leaders to be bold, brave and do the right thing by planet and people. • They are looking for drastic and ambitious change, to do more than bare minimum, and to do it now. The future will be bleak if action is not taken. • They assert that climate change is not a problem for young people, or 'other' people. Don't leave it to future generations to sort out.	"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, White English "Don't just speak about it [climate change] take action for our planed and future" 10 – 11, Female, Asian British "Leaders you are put in your positions as leaders to influence outcomes for our communities. Please, act fast to improve the climate, cut emissions, plant more trees, especially in deprived areas and schools." 12 – 13, Male, Prefer not to say
Feeling safe while getting to and from the places you need	• Young people want to be able to travel on their own without fear and worry. • Feeling safe is highlighted in situations such as travel to and from school, crossing roads and when it's dark outside. Feeling safe from negative impact of air pollution on your health is also highlighted. • When cycling feeling protected is raised, and mention cycle lanes as a way to address this. • Feeling and being safe is paramount to young people when using public transport, walking and cycling.	"People of all ages should be able to travel anywhere and feel safe. the future is not ok if someone can't walk down the road at 6pm and feel safe" 12-14, prefer not to say, White English
Cycling, walking and scooting is climate action	• Public transport, walking and cycling are seen as way to address and take action on climate change. They would like for it to be easier and more enjoyable to walk, cycle and scoot in Southwark.	"Cycling is very important and enjoyable to me, but often there are hazards such as wandering pedestrians and delivery bikes which can make me feel that cycling would be unsafe." 12 – 13, Female,

	• They would like to see less busy roads for cycling, more and connected cycle lanes. • Car free streets and pedestrianised areas are also desirable.	"If we have less cars and more people cycle we will have cleaner air and fitter people." Under 10, Male, White English "I think you should encourage students to use transports that are good for the climate change as bicycle or public transport, with this I want to say that it should be a safe space for saving bicycles or something because many people do not come by bicycle to avoid it getting stole." 16-17, Female, Other European
Less traffic on Southwark roads	• Young people would like to see less cars, pollution and traffic on Southwark roads. This would lead to cleaner air, safer crossings, encourage cycling and healthier people.	"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, White British "There are too many cars and the drivers can be so nasty. They sometimes drive at my mum and dad and it can be very scary. I want there to be no cars." Under 10, Female, White English "Please can we have more electric buses and encourage people to use their cars and vans less frequently. You should plant more trees and encourage people to walk and cycle more." 10-11, Male , Asian British
Reduce air pollution and cleaner air	• There is a strong support for clean air and reducing air pollution motivated by stopping global warming, improving people's health and bright future. To achieve this they would like to see more climate friendly transport, electrification of modes, and more shared scooters and cycles.	"Reduce/change the types of engines/vehicles to minimise air pollution and traffic. Make more green nature spaces for better air quality, community support and animals habitats. More zebra crossings please." Under 10, Female, Black British
Young people's voices to be heard	• They would like to have their voice listen to, respected and considered. It is their future at risk and they want to be involved and part of decision making about it.	"Make young people's voices heard, please. Thanks to this survey, we are able to have a bit of input. However, we are the next generation and this is the area we will grow up in. Thank you!" 16-17, Female, Black British

		"First of all I would like to thank you for taking a step in the right direction and giving us a voice to change our future. I hope that with our help you can give us access to more environmentally friendly transport and help us feel safer in our communities so that we can become more involved and make a difference in the nature of our area." 14-15, Female, Sierra Leonean
More greenery and trees	• More green spaces and trees are desirable. • Green spaces are seen ways to clean air, contribute to healthy environment, and space for the natural world to thrive. • Green space is also seen as to have positive impact on mental and physical wellbeing.	"I would like more trees to help people with asthma like me." Under 10, Male, White English "I think many more green fields and areas are very important to maintain a healthy environment with fresh air and not as much pollution in the air." 12-13. Female, Other mixed background
Busses are an important way to get places and to reduce climate impact	• Buses are seen by many as the easiest and cheapest way to get to school. They would like to see improved frequency, reliability, consistency and cleanliness of buses. • Busses are seen as a key component to reducing cars on our roads and to travel sustainably. • The need for busses and public transport was noted as all cannot cycle.	
Contradictory feelings about road closures	• Road closures has both strong support and opposition from young people. • On the one hand, road closures are seen as increasing and worsening traffic as well as worsening the air quality on roads where 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 instead build more cycle lanes in its place, make cycling	"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, White English. "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, Prefer not to say

	easier and plant more trees. Closing roads and using the space differently is linked to having a positive climate impact.	

Equality questions
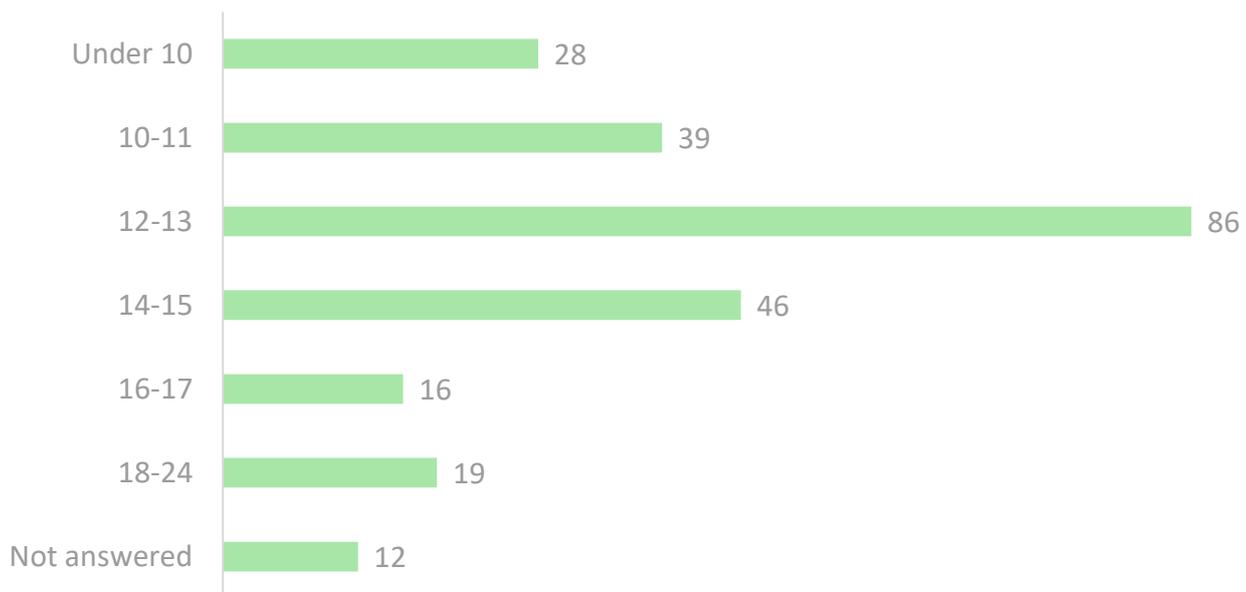
Q18. How old are you?

Under 10	28
10-11	39
12-13	86
14-15	46
16-17	16
18-24	19
Not answered	12

Q19. What is your gender?

Female	113
Male	98
Non-binary	9
Prefer not to say	13
Not answered	13

Q20. What do you consider to be your ethnicity?

Ethnicity	Count
White	134
Black	27
Mixed ethnicity	23
Asian	20
Other ethnic background	5
Prefer not to say	7
Not answered	30

Q21. What is your relationship to Southwark?

People could choose more than one option.

Relationship	Count
I live here	129
I study here	150
I was born in Southwark	51
I have no relationship to Southwark	12
I work here	8
Other	6
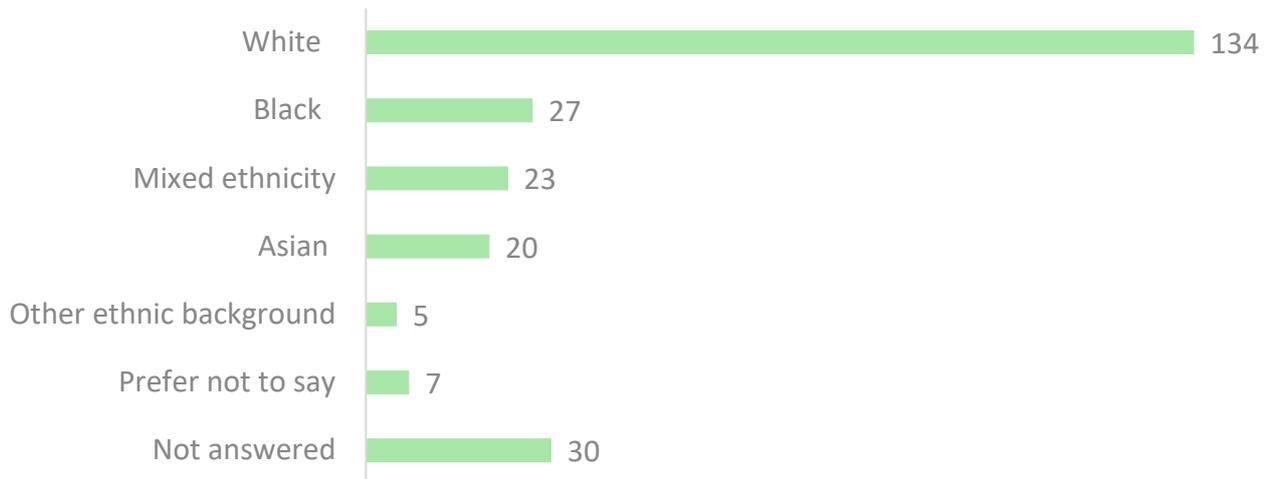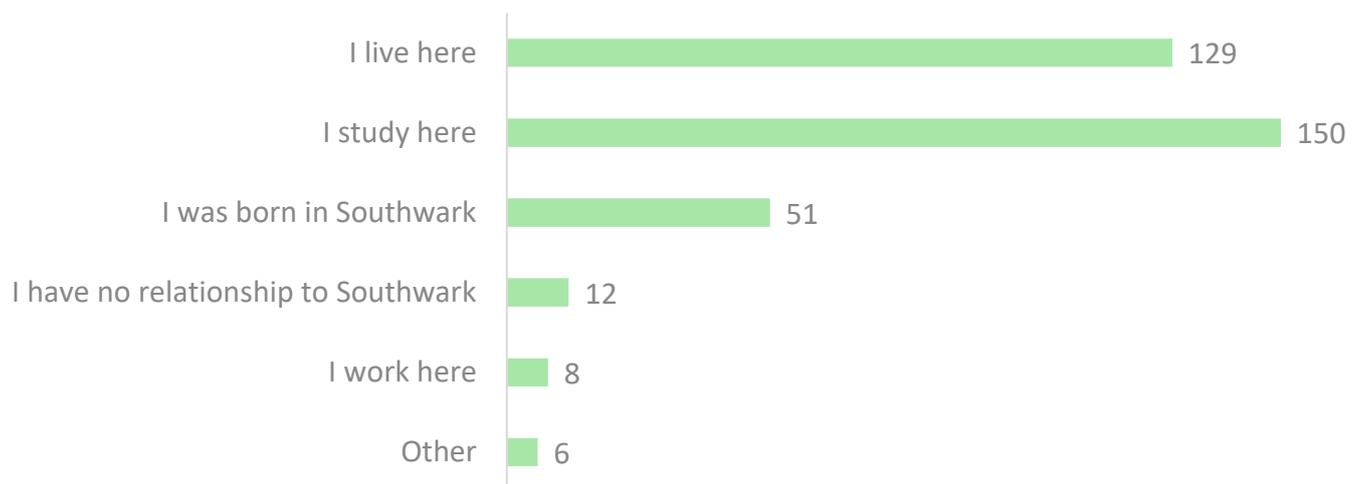
Appendix C
Youth Survey Results (responses from 25+)

The survey ran from 6 December 2022 to 5 February 2023. 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. The 12 people who did not provide their age have been included in the under 25 group. The 46 over 25 have been analysed separately. The results from the under 25 responses can be found in Appendix B.

Q2. How do you normally get around Southwark?

Choose the two most used ways you move and travel around the borough

Mode	Count
walking	26
public transport (bus, train, overground, tube)	18
cycling (own)	14
car (as driver)	8
car (as passenger)	5
shared modes (dockless bikes, e-scooter hire,…	5
e-scooter (own)	0
Other	0

Q3. It takes courage to cycle in Southwark (46 responses)

Response	Count
strongly agree	14
agree	13
neutral	9
disagree	4
strongly disagree	6

Q4. It is important to reduce traffic in Southwark (46 responses)

Response	Count
strongly agree	18
agree	4
neutral	12
disagree	1
strongly disagree	11
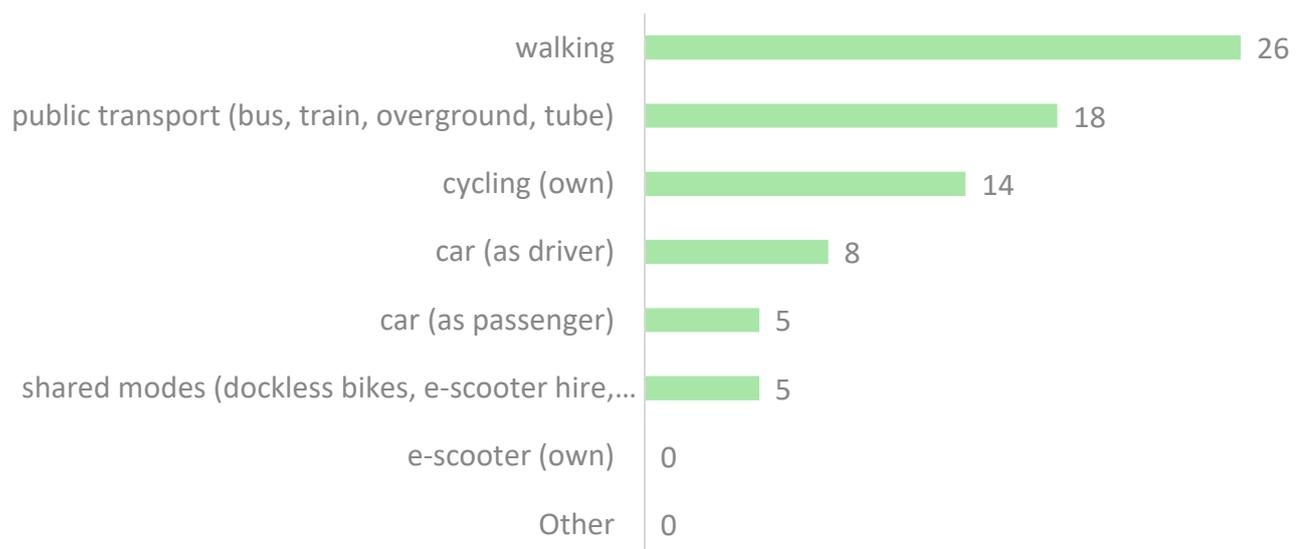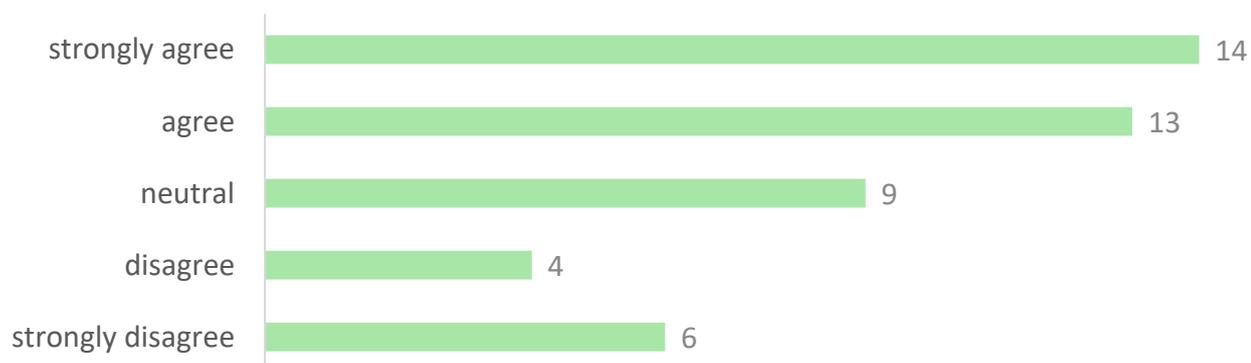
Q5. I feel worried about the impact of climate change on my future (46 responses)

Response	Count
strongly agree	21
agree	7
neutral	6
disagree	3
strongly disagree	9
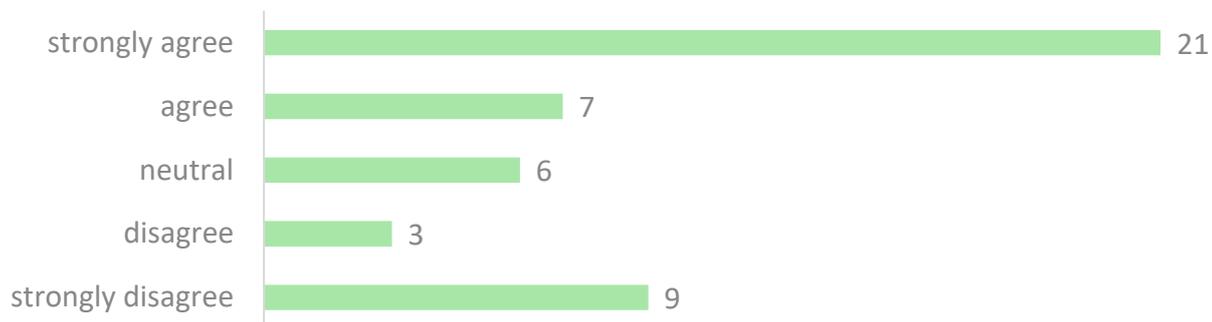
Q6. I feel worried about the impact of poor air quality on my health (45 responses)

Response	Count
strongly agree	18
agree	12
neutral	7
disagree	0
strongly disagree	8
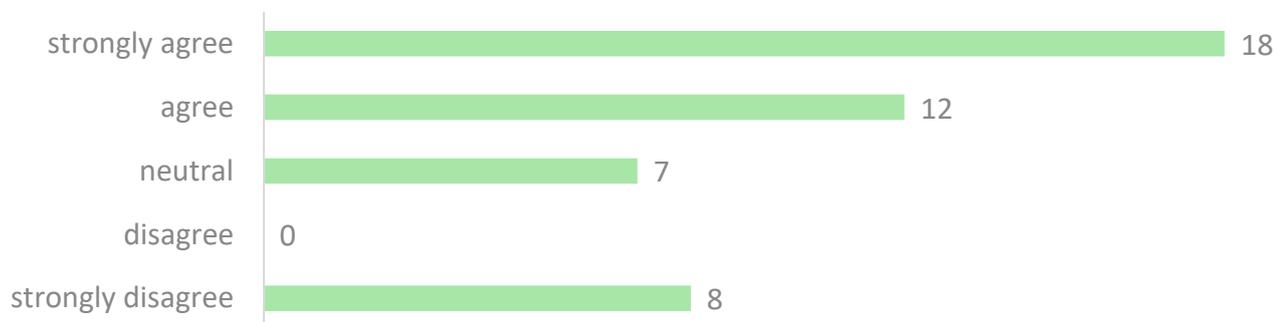
Q7. I feel my voice is heard in issues impacting my future (45 responses)

Response	Count
strongly agree	5
agree	1
neutral	9
disagree	11
strongly disagree	19
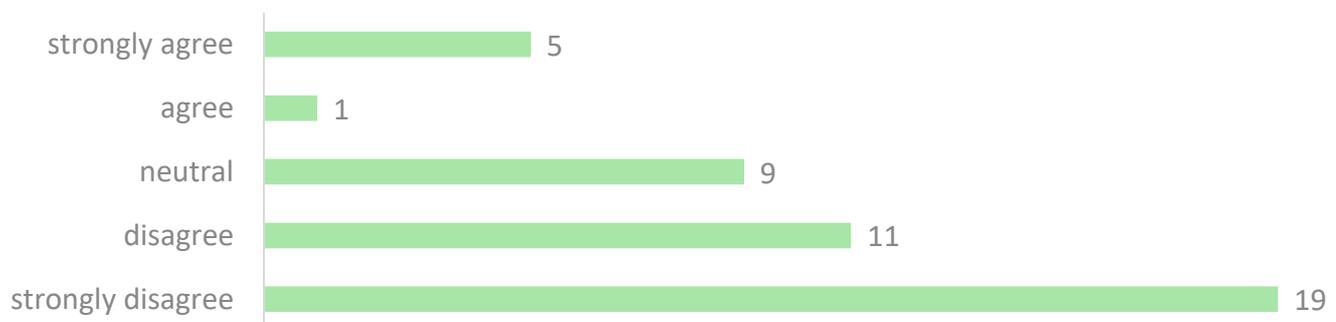
Q8. To act on climate change we need to change our behaviour (45 responses)

Response	Count
strongly agree	23
agree	11
neutral	4
disagree	3
strongly disagree	4

Q9. Which of these are priorities for transport and mobility in Southwark according to you? Pick the 3 things you think are most important.

Priority	Count
Feeling safe from harassment and harm	17
More trees and green space	14
Cycling to be made easier and more enjoyable	13
Easier ways to travel to local town centres and high streets	13
Fewer cars	12
Cleaner air	11
Feeling safe from injury and accidents	11
Quieter (less noisy) streets and public spaces	9
Easier for children to walk, cycle and scoot to school	8
Wide, clean and well-maintained pavements	7
More share and hire options i.e. e-bikes, e-scooters and Santander bikes	3
More deliveries to be made by cargo bikes, click and collect etc.	2
Other	4

Q10. Why did you pick these 3? (38 responses)

Amongst the reasons for choosing these priorities the most common ones where:

- **Safety** including feeling safe when cycling, from poor air quality, from crime, and from road accidents while using public space.

- Improving conditions for cycling and walking by having more cycle lanes, safe cycle parking, and generally more space to walk, cycle and scoot. Further, create an environment that contribute to increased cycling confidence.

- **Less traffic and reducing traffic**, which would open up for opportunities for better cycling environments, improved air quality, freeing up space and improving safety.

Q11. Do you consider your safety when choosing how to travel? (46 responses)
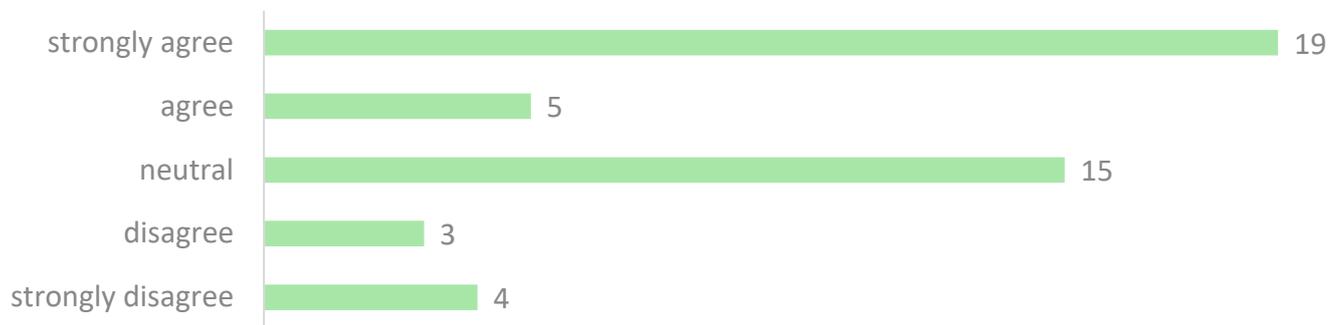
strongly agree	19
agree	5
neutral	15
disagree	3
strongly disagree	4

Q12. Do you consider your mental wellbeing when choosing how to travel? (46 responses)

strongly agree	14
agree	11
neutral	9
disagree	4
strongly disagree	8
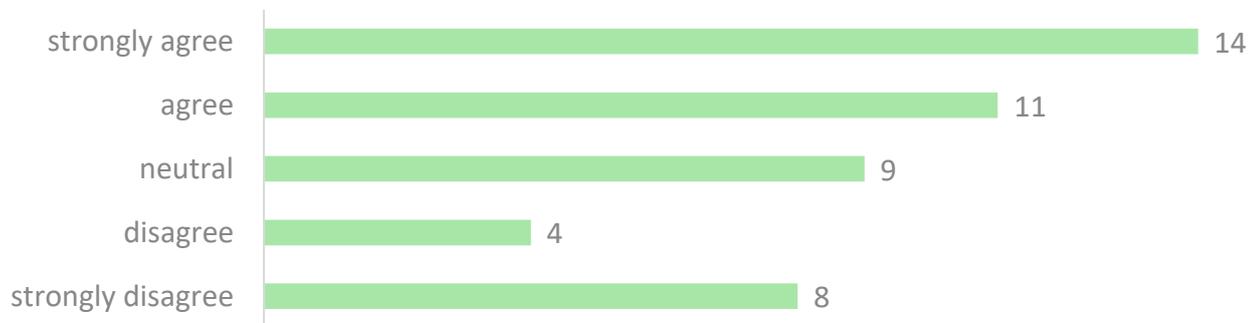
Q13. Do you consider your fitness/physical health when choosing how you travel? (45 responses)

strongly agree	14
agree	15
neutral	8
disagree	2
strongly disagree	6
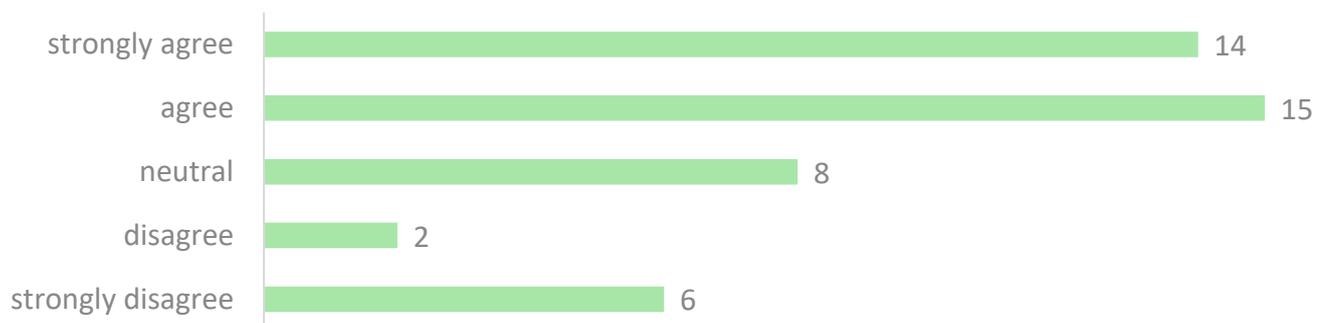
Q14. Do you consider the environment and climate change when choosing how you travel? (46 responses)
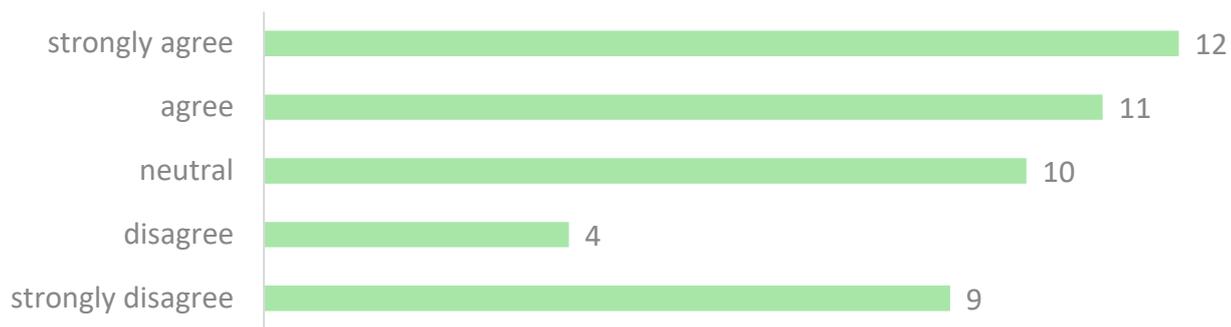
Response	Count
strongly agree	12
agree	11
neutral	10
disagree	4
strongly disagree	9

Q15. Write a message to the leaders of Southwark. What would you like to tell them about transport, climate change and the future? What is important for them to hear? (39 responses)

Amongst the messages three main themes emerged they were; **cycling, walking and scooting**, **public transport** and **safety**.

Cycling, walking and scooting:

- These modes are seen as key in shifting from "fossil fuels" and driving less to cleaner and sustainable transport.

- People want to feel safe when cycling, walking and scooting, this includes addressing the tension and conflict that exists between these modes and cars.

- To be able to safely store your bike is also highlighted. In addition, reducing traffic is mentioned to improve circumstances for cycling.

Safety

- Overall, for it to be safe for children and adults to walk, cycle and use public transport in Southwark.
- In addition, feel safe from poor air pollution and its negative impact on health, noise pollution, and crime such as bike theft.

Public Transport

- It is important for public transport to be reliable, affordable and accessible for all needs and abilities. Not everyone is able to get around on foot or on bicycles as such public transport is essential.

Equality questions

Q18. How old are you?

46 people responded they are over 25 years old

Q19. What is your gender?
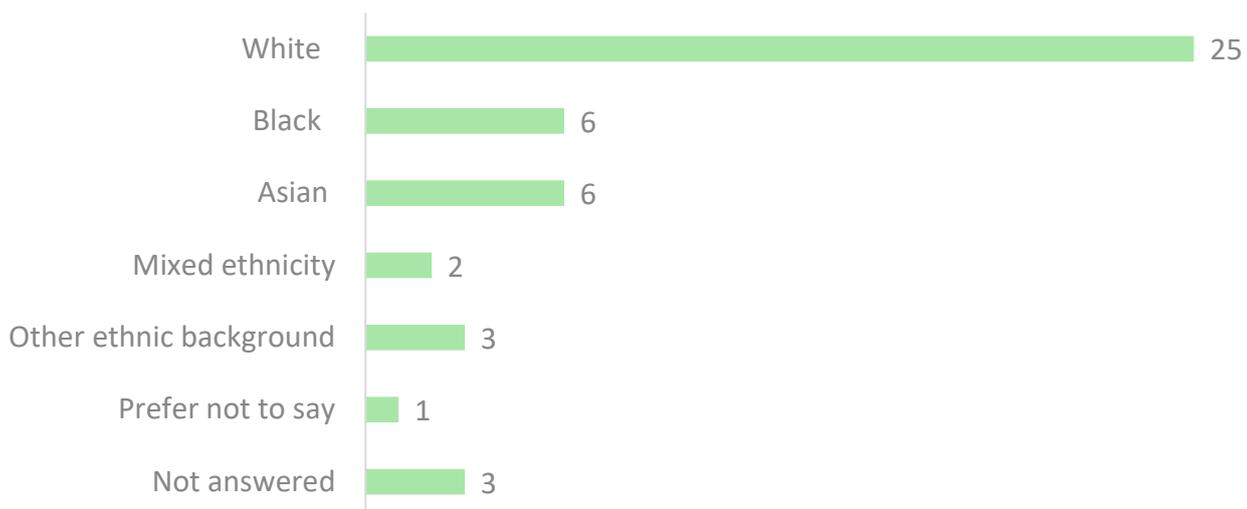
Female	26
Male	17
Non-binary	1
Prefer not to say	2
Not answered	0

Q20. What do you consider to be your ethnicity?

White	25
Black	6
Asian	6
Mixed ethnicity	2
Other ethnic background	3
Prefer not to say	1
Not answered	3

Q21. What is your relationship to Southwark?

People could choose more than one option.

I live here	33
I study here	4
I work here	8
I have no relationship to Southwark	2
I was born in Southwark	4
Other	3
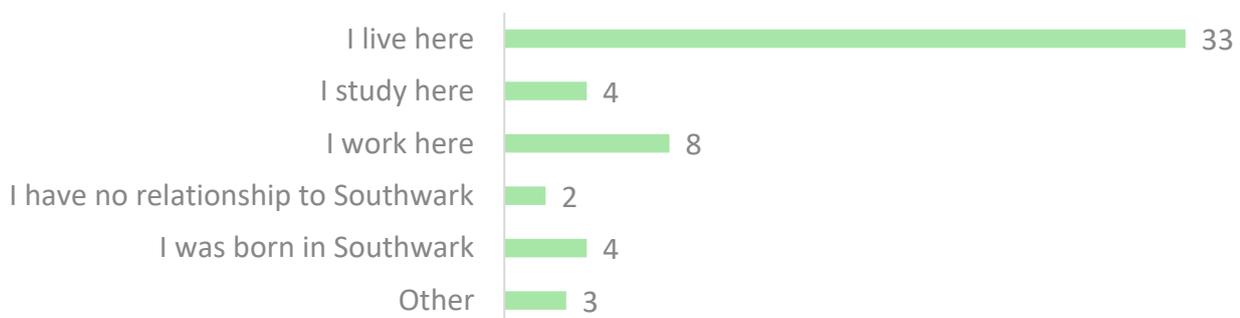
Appendix D
Group Responses

We received group responses via email from the following organisations:

- Action Vision Zero

- Croxted Road Residents Association

- Extinction Rebellion Southwark

- Friends of Dulwich Square

- Mums for Lungs

- SE5 Forum

- Southwark Cyclists

- Southwark Living Streets

- Team London Bridge

- Tram Forward

Action Vision Zero

Name of group or organisation	Action Vision Zero
Purpose of your organisation (a brief description of what you do)	Action Vision Zero CIC supports campaigners across the UK (but with a focus on London) who are demanding safe streets based on Vision Zero and Road Danger Reduction.
Number of members	2
Number of members consulted in preparing this response	2
Briefly describe how this response was compiled. Did you host a group session, contacted people in other ways to let them know how to input etc.	Apologies – there is only two people who are the core team in Southwark.

(1)The vision

Our vision is for Southwark to be a sustainable borough, with zero emissions from transport, and where no one is prevented from accessing healthy travel options.

By 2030, streets will be quieter, cleaner, and safer, with reduced speeds and volume of private motor vehicles. Our town centres, high streets and places where you change from one type of transport to another will be more spacious, prosperous and enjoyable places to spend more time in.

Walking, cycling, scooting, and wheeling will be how more people choose to travel locally. The borough will be better prepared for the impacts of climate change.

Q1.1 To what extent do you disagree/agree with this vision?

☐ Strongly Disagree   ☐ Disagree   ☐ Neutral   **YES☐ Agree**   ☐ Strongly Agree

Q 1.2 Please explain your reasons?

These principles are fine and if delivered would create a better, more economically prosperous and far fairer borough. Missing are targets and an action plan of how this will be delivered but as principles this is good.

Suggest add after the second sentence in the second paragraph wording along the lines of "Our neighbourhood streets will strongly support community and wellbeing with through traffic removed and large volumes of parking repurposed for sustainable uses such as greening and parklets, shared mobility hubs and children's play."

(2) Priorities and objectives

Q 2.1 Looking at the list of 22 objectives at the end of this document, which three objectives would you highlight as your priorities and why?

13. Deliver Vision Zero: Zero people killed or seriously injured on our streets

4. Design our streets to enable everyone to use the space actively, efficiently and safely

6. Expand vehicle-free space and the wider pedestrian realm

Q 2.2 What change would you hope these achieve?

Your description of M4 (Reducing traffic will reduce congestion, improve road safety and air quality, and create calmer, healthier streets with more space for people) is really significant in recognising the fact there is a trade-off between the presence of motor traffic (and its speed and volumes) and the success of the urban environment as a place for people. We have got where we are by giving primacy to the movement of motor vehicles and cities and London in particular are now challenging that primacy overtly. The upside of delivering objectives 4/6/13 in combination with each other and of course many of the other 22 STS objectives is a huge leap in the key ingredients of successful urban living such as feeling and being safe, community cohesion, the presence of people and most especially children and young people outside their homes and a rise in physical and mental wellbeing as people walk and cycle more and are generally more active as they default to public transport usage.

Q 2.3 What practical suggestions would you have for delivering these objectives?

Double down on delivery of StreetSpace schemes across the borough with target of 100% neighbourhood streets coverage no later than 2028 and delivering the high need (less affluent) areas first.

Focus on parking policy, pricing car ownership at a premium (to cycle parking) and exchanging on-street parking for sustainable uses.

Support the move to London-wide road user charging.

Double down on ensuring compliance with 20mph limits (as a maximum) in terms of design of streets and roads (especially in the borough's town centres), enforcement and the introduction and use of mandatory ISA.

Ensure that TLRN roads focus on place as well as movement and that compliance with speed limits becomes universal.

(3) Other

Q 3. From reading the 'Sustainable Transport Strategy Consultation Draft', is there anything else we could include in the Sustainable Transport Strategy?

The M7 section should acknowledge far more the importance of a) speed management and the goal of (near) universal compliance with Southwark's 20mph speed limit and b) (as well as the Safe System elements on page 31) should include reducing traffic volumes as a core goal (with targets).

This maybe for the subsequent Action Plan and be less appropriate for the strategy – although it would be good to reference to them – but Southwark's Vision Zero strategies should include/outline the following:

1. Speed Compliance.

a). Understand the high-risk roads in Southwark where there are high pedestrian and cycling movements and higher average vehicle speeds continue. Over time ensure high compliance with speed limits (see the measures from the TfL Lower Speeds Toolkit).

b) Ensure that Southwark is putting forward locations for enforcement in response to Action 18 of the VZAP Progress Report[1] and that an appropriate amount of enforcement using the new mobile safety cameras is occurring in Southwark.

2. Reducing traffic.

a) Support London-wide SMART Road User Charging.

b) Adopt fairer parking charges to reflect the impact of on street/on-estate vehicle storage. Set a target for other "greener" uses for this space.

c) With planning policy, agree car-free development in new developments.

d) Develop and deliver a sustainable freight strategy.

3. Reduce casualties on neighbourhood streets.

In the past 5 years (2016-2020) on average more than a fifth (22.4%) of all road casualties in Southwark have occurred on roads that are either "C" or Unclassified. Recent research[2] has indicated that LTNs have the potential to halve casualty numbers inside the LTN (and in the case of pedestrians reduce casualties by more) without their increasing on adjacent roads. In the light of this develop a borough-wide programme for the roll-out of StreetSpace schemes across Southwark initially prioritising areas with higher levels of deprivation in order to address the lack of equity amongst communities in relation to their exposure to road danger.

4. Safe Cycling. The number of people killed or seriously injured in Southwark for the past 5 years (2016-2020) averages 46 compared to the 2005-09 baseline of 23. A total of 70% of these casualties (2016-20) occurred on A roads and, of these, two-thirds (63%) occurred on the TLRN and a third (37%) on borough managed main roads. In conjunction with the programme of StreetSpace roll-out across neighbourhood streets:

a). Deliver the TfL Cycleway network across on the roads Southwark controls using appropriate on-street segregated routes on main roads.
b). Work with TfL to make the TLRN safe for cycling.
c). Borough-managed town centres and high streets. Cycling casualties are particularly high on corridors such as Walworth Road/Camberwell Road and Rye Lane. Could these be made active travel only (at certain times)?

5. Safe Vehicles. (Retro-)fit Southwark and (through procurement contracts) require contractor vehicles (inc. Car Club cars and vans) to be fitted with mandatory ISA. Recent TfL research has highlighted the impact that ISA (in this case over-rideable ISA) can have on speed compliance in working vehicles[3].

Croxted Road Residents Association

Name of group or organisation	Croxted Road Residents Association
Purpose of your organisation (a brief description of what you do)	To protect the interests of residents of Croxted Road and bring the community together.
Number of members	138 households/members
Number of members consulted in preparing this response	138 households/members
Briefly describe how this response was compiled. Did you host a group session, contacted people in other ways to let them know how to input etc.	The entire RA reviewed the Missions and Objectives, unanimously approving a subset chosen by the 15-strong Committee.

(1)The vision

Our vision is for Southwark to be a sustainable borough, with zero emissions from transport, and where no one is prevented from accessing healthy travel options.

By 2030, streets will be quieter, cleaner, and safer, with reduced speeds and volume of private motor vehicles. Our town centres, high streets and places where you change from one type of transport to another will be more spacious, prosperous and enjoyable places to spend more time in.

Walking, cycling, scooting, and wheeling will be how more people choose to travel locally. The borough will be better prepared for the impacts of climate change.

Q1.1 To what extent do you disagree/agree with this vision?

Strongly Disagree   Disagree   x. Neutral   Agree   Strongly Agree

Q1.2 Please explain your reasons?

We are neutral on these options for these reasons:

- Some of the missions and objectives are commendable aspirations.

- Some of them go without saying and seem unnecessary.

Some are inappropriate:

- It is not for the council to decide what kind of places people will find "enjoyable"; everyone enjoys different things. Busy working parents rarely have the opportunity to choose the scenic route to work.

- Our members have widely varying transport needs and should be allowed to make their own choices as regards mode of travel. Many already walk and cycle.

- Croxted Road was quieter, cleaner and safer BEFORE the Council started to implement measures, apparently intended to fulfil this vision, by closing nearby roads and forcing traffic onto Croxted Road, which is STILL congested and polluted at peak times.

(2) Priorities and objectives

Q2.1 Looking at the list of 22 objectives at the end of this document, which three objectives would you highlight as your priorities and why?

1,16,22

Q2.2 What change would you hope these achieve?

Improve public transport by improving the flow of traffic; more effective solutions coming from greater collaboration; restore trust in the Council by providing credible statistics.

Q2.3 What practical suggestions would you have for delivering these objectives?

Reduce traffic congestion and speeding in and around Dulwich.

Work effectively with TfL AND with neighbouring councils with regular meetings that the public can attend via zoom.

Assemble a team of technicians and statisticians who are independent from the Council's visions, missions and objectives.

Provide escorted walking and cycling crocodiles for school children.

Make safe-cycling lessons as ubiquitous as swimming lessons so that children can learn to use all roads safely. Extend this to adult community so that everyone uses a cycle helmet, hi vis clothing and non-flashing cycle lights.

(3) Other

Q3. From reading the 'Sustainable Transport Strategy Consultation Draft', is there anything else we could include in the Sustainable Transport Strategy?

More consideration to those residential roads that are considered 'main' roads.

Reduce the number of electric hire bikes left in the middle of the pavement and the number of adults cycling on the pavement.

More communication from councils around the dangers of air pollution.

Extinction Rebellion Southwark

Name of group or organisation	Extinction Rebellion Southwark (XRS)
Purpose of your organisation **(a brief description of what you do)**	XRS is a local branch of Extinction Rebellion, an international movement that uses non-violent civil disobedience in an attempt to halt mass extinction and minimise the risk of social collapse. XRS's lobbying group engages local political leaders and emitters on climate adaptation and mitigation solutions
Number of members	XRS Lobbying - 39 XRS - 137
Number of members consulted in preparing this response	39, in addition to members of Southwark Living Streets, Southwark Nature Action Volunteers, Southwark Cyclists, Mums for Lungs, and others who attended a community session we hosted on 24 January 2023 to discuss the STS and consultation response.
Briefly describe how this response was compiled. Did you host a group session, contacted people in other ways to let them know how to input etc.	XRS hosted a group session for input, and shared documents with the wider XRS lobbying group to collate feedback online.

(1) The vision

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By 2030, streets will be quieter, cleaner, and safer, with reduced speeds and volume of private motor vehicles. Our town centres, high streets and places where you change from one type of transport to another will be more spacious, prosperous and enjoyable places to spend more time in.

Walking, cycling, scooting, and wheeling will be how more people choose to travel locally. The borough will be better prepared for the impacts of climate change.

Q 1.1 To what extent do you disagree/agree with this vision?

We agree, in that this is a totally fine set of words. We propose adding potentially after the first sentence of paragraph 2: Trees, parklets and play areas will have replaced large amounts of car parking.

Q 1.2 Please explain your reasons?

While we agree with the vision statement, the draft Sustainable Transport Strategy (STS) is wholly insufficient to deliver it.

You have failed as a council to capitalise on your political mandate for action following the local elections. The STS is a vague set of aspirations, with no SMART targets or action plan. Community engagement on it is close to meaningless, as there are no specifics to engage on. We are disappointed that the so-called consultation is little more than a survey on transport preferences.

Southwark Council should:

1. Produce a credible plan to deliver the [London-wide objectives](#) set by TfL and the Mayor of London in the Mayor's Transport Strategy. Other boroughs are making progress on this; e.g. [Camden](#), [Hackney](#) and [Islington](#). Southwark has instead published a vague strategy with no clarity on how it connects to the London-wide plan.

2. Capitalise on the political mandate following the local election. Other councils have acted quickly; e.g. Lambeth published their [Kerbside strategy](#). We're in a climate and ecological emergency - the council needs to start acting like it.

3. Improve the consultation process. The current individual "consultation" barely asks for feedback on the STS, and is instead a survey on how people experience or prioritise mobility. It poses false dichotomies in either/or questions to which the answer is often both, such as: 'If we build more cycle lanes more people will cycle' vs 'If we reduce the number of cars on our roads more people will cycle'. It's unclear what value this has for those running the consultation, or what bearing it has on the STS.

(2) Priorities and objectives

Q 2.1 Looking at the list of 22 objectives at the end of this document, which three objectives would you highlight as your priorities and why?

The 22 objectives listed in the STS are vague and often overlapping. For example, reducing ownership of private cars could enable the expansion of vehicle-free spaces.

Our top three priorities are:

1. **Fairness.** Most Southwark residents are not car owners. In many parts of the borough, the 2021 Census shows that fewer than one in three households have access to a car. The council should reprioritise the road network, with space and priority for active travel and public transport. For example, Southwark should commit to fair and proportionate parking charges informed by vehicle emissions, vehicle size, and pollutants, enforced via an effective, borough-wide CPZ. Lambeth has done this; why not Southwark?

2. **Clear targets for repurposing kerbside spaces.** This includes depaving to create parklets and natural drainage, as well as installing sufficient cycle hanger capacity to eliminate the waiting list and de-prioritise car parking. Action on kerbside spaces is within the council's remit, creates visible change, and delivers co-benefits (e.g. natural drainage helps mitigate flood risk). Lambeth has done this; why not Southwark?

3. **Collect and act on regular feedback**. Examples include **[Fix My Street](#)** and the **['see it, say it, sorted'](#)** campaign on public transport. A similar initiative for transport in Southwark would provide an easy, one-stop service for reporting issues, whether a loose paving slab, bins blocking wheelchair access, or a myriad of other issues that people struggle with every day. Feedback should inform both council and TfL decisions (e.g. on bus routes).

Q 2.2 What change would you hope these achieve?

We want to see zero greenhouse gas emissions and significantly reduced air pollution from transport, alongside better health and wellbeing.

Q 2.3 What practical suggestions would you have for delivering these objectives?

1. Align Southwark's delivery plan to the Mayor of London's ten [Healthy Streets](#) indicators. Southwark doesn't need to reinvent the wheel by defining local targets. Data and measurement already align to Healthy Streets (e.g. the [Healthy Streets Scorecard](#)).

Southwark should focus on improving scores in the borough and learn from top performing boroughs like Camden, Islington and Hackney.

2. Deliver and enforce parking and road rules effectively, including via a borough-wide controlled parking zone (CPZ). The CPZ should be measured not only on the percentage of the borough covered, but also hours of operation. Most CPZs only operate Monday to Friday for limited hours (e.g. Herne Hill operates for two hours per day). The ambition should be for 24-hour operation, seven days per week as a genuine disincentive to private car ownership. Technology (like ANPR-enabled CCTV) can help to scale up enforcement. Rigorously enforcing 20mph speed limits and car parking rules will help to keep streets safe.

3. Install sufficient cycle hanger capacity to eliminate the waiting list and ensure that cycle parking charges are fair and proportionate. It should be much, much cheaper to park a bike than a car.

4. Roll out lessons from freight delivery hubs (e.g. in Better Bankside and Team London Bridge) to the rest of the borough. These will help to reduce the number of delivery vans on the road. In addition, secure parcel storage boxes at key locations could reduce missed deliveries and multiple delivery attempts.

5. Use data from road collisions to inform design changes. Assess what interventions could minimise collisions in a particular area. The impact of reducing traffic volumes on the number of road casualties is now well known (e.g. through LTN research). Reducing traffic should be added to the Safe System priorities. The TfL-controlled Red Route network should be a particular focus for action to reduce road danger.

(3) Other

Q 3. From reading the 'Sustainable Transport Strategy Consultation Draft', is there anything else we could include in the Sustainable Transport Strategy?

This section captures feedback from a community discussion we hosted on 24 January 2023. The points below are lightly edited for clarity and to avoid duplication.

General comments:

- Southwark's stated objective is to "allow people to move sustainably and safely". This is generally a good narrative, but best sectoral practice focuses the language on allowing people to meet their needs and wants - which better encompasses land use planning and management, as it emphasises avoiding the need for long trips (there is a section on this, but is somewhat limited in ambition). Shifting the focus to meeting mobility needs includes allowing people to avoid the need for mobility. In other words, an approach to planning and urban design that ensures homes and services are better located, close together, as seen in the **15 minute city** concept.

- Emphasising the link between planning and mobility creates opportunities for more green spaces. For example there are significant greening opportunities in the Old Kent Road redevelopment plan. Southwark should capitalise on these. We reject the STS's claim that there are "limited opportunities to provide green infrastructure". We note the issues with trees on pavements. Lambeth's kerbside strategy commits to 5000 additional street trees by 2026, many planted in depaved kerbside space to avoid blocking pavements.

- More broadly, depaving would allow for more green space throughout the borough. Lambeth's Kerbside strategy notes that 57% of Lambeth is impermeable surface and commits

to removing impermeable surfaces to improve drainage and tackle flooding risk associated with climate change.

- The STS is light on how the council will work with businesses and neighbouring boroughs - but transport does not stop at the border. The Council has more allies to support delivery than it acknowledges!

- The STS refers throughout to other documents, statistics, and plans. It would be useful for the council to provide hyperlinks or point to the relevant section of the referenced document. This would make it easier to review the STS, particularly for groups not familiar with navigating council processes.

People

- Southwark should set clear and ambitious targets for active travel. For example, Lambeth targets 85% of all trips by active travel or public transport by 2030. See page 17 of their Kerbside Strategy. Southwark should adopt a similar target, either for all trips or for all short trips (e.g. under 2 miles).

- M1 - Equity framework: Connectivity. Southwark should focus on connectivity for services such as schools, hospitals, and other core services. These services are disproportionately used by those who are disadvantaged.

- M1 - Equity framework: Accessibility. We welcome the focus on mobility scooters; it is also worth noting that many existing cycle lanes throughout London don't even cater to many potential able-bodied cyclists currently.

- M1 - Equity framework: Accessibility. This section states that 'public transport is not accessible to all'. However, neither is private car ownership. TfL's London Transport Demand survey shows that car ownership varies with ethnicity. Car ownership in the 'black', 'mixed' or 'other' ethnic groups is around one third lower than among the 'white' ethnic group. Rates of car ownership also vary by gender and age. Women and older people are less likely to own a car.

- M1 - Equity framework: Accessibility. Trailing charging cables for electric vehicles and irresponsibly parked e-scooters/bikes can often block pavements and make them inaccessible for people with mobility issues. Southwark should tackle this issue. Could the council work with scooter hire companies to report and fine people who park irresponsibly?

- M1 - Equity framework: Safety. Southwark should make a clear distinction between 'security' and 'safety'. In a transport context, safety typically refers to traffic collisions and similar accidents.

- M1 - Equity framework: Southwark should prioritise spending and interventions to focus on areas of the greatest need and deprivation.

- M3 - says 'provide infrastructure to support active travel' - AND have to add remove infrastructure that impedes it (i.e. car parking spaces)

- M3.5 - cycle parking/storage - Install sufficient capacity to clear the waiting list. Work with employers to provide storage and facilities (e.g. for changing) and at work. Extend the cycle to work scheme.

- M3.4 - Implement car-free days so that people, particularly children, can experience safe cycling. This could start with one-off car-free days (e.g. on London Car Free Day), and progress to regular days of the week (Cycling Sunday), as is already happening in many cities.

- E-scooters and bikes, while great, can encourage a modal shift away from active travel and are not necessarily solutions to the health risks identified for sedentary lifestyles. Using privately owned e-scooters irresponsibly (e.g. at high speeds, on pavements) can be dangerous for pedestrians.

- Southwark should campaign for and strongly support London-wide road user pricing.

- Stop saying 'encourage' a modal shift - the council has to take responsibility for enabling the shift.

- Toilets - this should go beyond mapping existing toilets, and to actively placing or facilitating them in areas where there are significant gaps

- Southwark needs a network of safe routes around schools. Use DfT's reported road casualty statistics to measure success. For example, in the period 2018 - 2021 there were 213 casualties (0 fatalities, 25 serious and 188 slight) reported in the 0-15 age group.

Place

- Where is charging for parking in this strategy, by vehicle type and size, with a higher charge for ownership of multiple vehicles? The Lambeth strategy states that "we will regulate parking boroughwide, and that fair and proportionate fees and charges are set that are informed by the impact of car use in terms of emissions, pollutants, and vehicle size".

- Effective parking enforcement is crucial!

- Where is the target of "Implement borough-wide controlled parking zones (CPZ) coverage", with a target of 94% by 2025 that Southwark Council has committed to in the Climate Action Plan?

- Develop a programme for delivery by 2030 of borough-wide coverage of StreetSpace schemes that remove through motor traffic from neighbourhood streets.

- Link to planning policy -

  o New developments must be car-free, with trees contributing to borough canopy targets, SUDS, cycle lanes, safe walking routes between green spaces, parklets, play areas, etc

  o Ensure that new dropped kerbs/crossovers for driveways are not permitted.

  o Green walkways like Peckham Coal Line and cycling routes across the borough (stop using parks as de facto cycle routes, when they are not safe at night and pose danger to pedestrians)

- 'Reduce car ownership' - how does the council propose to do this? Be specific. The target in the Lambeth strategy is to reduce vehicle kilometres driven by 27% by 2030. This matched the Mayor of London's 2022 targets for London.

- Any final motorised transport (taxis, HGVs, car clubs) must be zero emission.

- Can we start being specific by naming places for possible pedestrianised zones?

- Calculate the kerbside space used by cars. The Lambeth strategy includes totals for kerbside space (both area and linear figures are quoted) and a breakdown for how that space is currently used (94% for parking). See page 9 of the Lambeth strategy.

- Cycle parking cost must be less than ⅙ of car permit cost, even on council estates.

Experience

- In the 'impacts of climate change' section, include Southwark-specific risks, not just global, such as the Thames flood zone or heat waves.

- Don't just change speed limits - design roads to mitigate speed (narrow roads and junctions). Remove through-traffic from neighbourhood streets.

- In M8 - Places to be adaptable and resilient to climate change - only the following are identified: '17. Mitigate flood risk'; and '18. Use available space to introduce new greenery and opportunities for biodiversity':

  o This is a very narrow view of adaptation and resilience in transport. While flooding is a considerable risk, it's by no means the only major one. Other risks include heat waves and cold snaps, which affect both the services and user experience on the service - people can overheat or become dangerously cold whether they are walking, cycling, on buses, etc. We have to make our services resilient.

  o In addition, services need to be flexible - in weather shocks, people won't walk or cycle, and food supplies can be impacted, while workers are expected to deliver food and supplies in all weather (a workers' rights issue). Fuel costs also affect car use.

  o Pollution is a risk for vulnerable groups - could we offer free public transport on high pollution days?

  o Can we build in shade in pedestrian zones? To date this is not being built-in to Southwark's StreetSpace schemes.

  o Wildlife/biodiversity corridors.

Questions

Will the Council publish a separate freight strategy?

Friends of Dulwich Square

Name of group or organisation	Friends of Dulwich Square
Purpose of your organisation **(a brief description of what you do)**	To encourage the use of a new pedestrian square as a natural place for local people to meet, play, shop and have entertainment and grow as a community.
Number of members	87
Number of members consulted in preparing this response	6
Briefly describe how this response was compiled. Did you host a group session, contacted people in other ways to let them know how to input etc.	We sent a draft copy to all members to check that they supported our response

(1) The vision

Our vision is for Southwark to be a sustainable borough, with zero emissions from transport, and where no one is prevented from accessing healthy travel options.

By 2030, streets will be quieter, cleaner, and safer, with reduced speeds and volume of private motor vehicles. Our town centres, high streets and places where you change from one type of transport to another will be more spacious, prosperous and enjoyable places to spend more time in.

Walking, cycling, scooting, and wheeling will be how more people choose to travel locally. The borough will be better prepared for the impacts of climate change.

Q 1.1 To what extent do you disagree/agree with this vision?

• Strongly Disagree   • Disagree   • Neutral   x Agree   • Strongly Agree

Q 1.2 Please explain your reasons?

We agree with this vision but are disappointed that this 'strategy' is not more concrete and precise in its proposals. This is not really a strategy; it's just a vision.

(2) Priorities and objectives

Q 2.1 Looking at the list of 22 objectives at the end of this document, which three objectives would you highlight as your priorities and why?

1, 8 and 10.

These 3 objectives stress fairness and positive action which will be essential to carry the public with you when in some respects they will be required to accept limitations on what they may perceive to be their 'rights'.

Q 2.2 What change would you hope these achieve?

M1: the majority of Southwark residents do not have cars, but those who do have cars usually have the loudest voices and a misplaced sense of entitlement. It needs to be remembered that putting pedestrians first benefits everybody, since we are nearly all pedestrians at some point. CPZs ration parking which is fairer for all.

M8. It is important, for example, that public transport is well-planned and affordable; Bus lanes and cycle lanes help shared mobility and the kerbside may be used for cycle hangars, scooter/bike parks, or places to sit, as well as for car-parking.

M10 Pedestrianised areas and 'parklets' provide shared space and facilitate social contact and a sense of belonging.

Q 2.3 What practical suggestions would you have for delivering these objectives?

In addition to those mentioned above ….

(3) Other

Q 3. From reading the 'Sustainable Transport Strategy Consultation Draft', is there anything else we could include in the Sustainable Transport Strategy?

You might be interested to look at Lambeth's 'Kerbside Strategy'.

It has simple illustrations, charts and examples and quite clearly sets out not only what it hopes to achieve but also how it intends to do it.

Mums for Lungs

Name of group or organisation	Mums for Lungs
Purpose of your organisation **(a brief description of what you do)**	Mums for Lungs is a grassroots organisation based in South London, with many members living in Southwark. The unincorporated organisations campaigns against air pollution due to its huge harmful impact on children.
Number of members	5 members of staff (all part-time), 40 core members supported by a network of 100s of people across London and beyond
Number of members consulted in preparing this response	We consulted on Twitter, with our 12k followers; and via WhatsApp with 40 closely involved volunteers.
Briefly describe how this response was compiled. Did you host a group session, contacted people in other ways to let them know how to input etc.	We tweeted about the consultation repeatedly asking Southwark residents to let us know what they thought. Using our active Mums for Lungs WhatsApp-group we asked members for their thoughts on the consultation and are compiling the responses from both channels here.

(1) The vision

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Walking, cycling, scooting, and wheeling will be how more people choose to travel locally. The borough will be better prepared for the impacts of climate change.

Q 1.1 To what extent do you disagree/agree with this vision?

X Strongly Disagree   ☐ Disagree   ☐ Neutral   ☐ Agree   ☐ Strongly Agree

Q 1.2 Please explain your reasons?

Air pollution across Southwark and Londoners is killing thousands people prematurely and causing ill-health in many more people, especially children. Children are growing up with asthma, stunted lung growth and cognitive issues due to the toxic poison they are breathing all day every day, which is significantly contributed to by road traffic, especially diesel cars. This situation is hugely unfair and unacceptable.

(2) Priorities and objectives

Q 2.1 Looking at the list of 22 objectives at the end of this document, which three objectives would you highlight as your priorities and why?

One of the main objectives that should be a priority and driver for this strategy is missing: the public health crisis of air pollution caused by the emissions of road transport as well as their tyre, brake and road wear.

Q 2.2 What change would you hope these achieve?

Less pollution can only (sustainably) be delivered by reducing cars, replacing them with cleaner option modes of transport (bikes etc) and with the miles driven by vehicles being reduced too. However, this is also a vicious circle – many people will only feel safe cycling or even walking (especially if traveling with young children) if there are significantly less vehicles on the roads. The huge number of many (especially speeding and irresponsible) vehicles in itself is forcing more people to drive due to cycling etc not being a safe option.

Less pollution will mean a healthier population of Southwark, less costs of ill-health on the NHS and social care.

Q 2.3 What practical suggestions would you have for delivering these objectives?

Effective CPZ across the borough. Currently many areas area don't have CPZ and those in place, are completely ineffective in many places as they only restrict parking between 12-2pm. However, not even during these times are the CPZ effectively enforced in many areas of the borough. While delivering a full-borough CPZ plan, parking should be not only made significantly more costly (also taking emissions and vehicle size into account) but also be really reduced. Lambeth is delivering a kerbside strategy which will reduce the availability of parking spaces significantly, and Southwark should at least match this. However, considering that in Southwark too less than 50% of households own a car, it seems unfair that more than 50% of kerbside should remain available to cars. Other modes of transport must be prioritised and we urge the council to interlink the different issues when devising policies – eg. more people are paving front gardens for parking which reduces risks of flooding – so while parking must be reduced, in order to reduce driving, the paving of front gardens too must be prohibited or at least strongly discouraged.

School Streets for all schools, where this is feasible.

Phasing out of diesel vehicles in the borough by limiting the time for issuing new permits for new diesel cars applying.

Cycle lanes. Prioritising cycling and walking in all road considerations over driving. Ensuring that pedestrians are no longer stuck on the unsafe and toxic traffic islands on crossings. Providing for sufficient and safe bike parking across the borough etc.

(3) Other

Q 3. From reading the 'Sustainable Transport Strategy Consultation Draft', is there anything else we could include in the Sustainable Transport Strategy?

The biggest short-coming of this strategy is the lack of any measurable and transparent goals to ensure progress and accountability. At least it should be linked to reducing car miles by 27% by 2030 (as per the Mayor's Transport Strategy) or achieving WHO-levels (2005) across the borough on air pollution by the end of this decade. Without any baseline and real targets, it will be

impossible to ensure that the council is implementing this (or any other) strategy effectively or making any progress with regards to reducing emissions and in fact, changing transport across the borough.

SE5 Forum

Name of group or organisation	SE5 Forum for Camberwell
Purpose of your organisation (a brief description of what you do)	SE5 Forum for Camberwell works to improve Camberwell for the benefit of all members of our diverse community. We are a voluntary group of board members working closely with our supporters and the community www.se5forum.org.uk
Number of members	1,600
Number of members consulted in preparing this response	Reviewed by our Board, informed by drawing on consultations, open events held with our membership on topics related to transport
Briefly describe how this response was compiled. Did you host a group session, contacted people in other ways to let them know how to input etc.	See Above

(1) The vision

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By 2030, streets will be quieter, cleaner, and safer, with reduced speeds and volume of private motor vehicles. Our town centres, high streets and places where you change from one type of transport to another will be more spacious, prosperous and enjoyable places to spend more time in.

Walking, cycling, scooting, and wheeling will be how more people choose to travel locally. The borough will be better prepared for the impacts of climate change.

Q1.1 To what extent do you disagree/agree with this vision?

☐ Strongly Disagree   ☐ Disagree   ☐ Neutral   ☐ Agree   X Strongly Agree

Q1.2 Please explain your reasons?

Camberwell Green junction, at the heart of our local area is a key example of a situation where through traffic, and motor vehicles have been prioritised over other modes of transport. The Forum has campaigned for many years to improve the immediate area, including Denmark Hill, and Church St. Establishing and applying the principles in this document would be very helpful in making Camberwell a better place

(2) Priorities and objectives

Q2.1 Looking at the list of 22 objectives at the end of this document, which three objectives would you highlight as your priorities and why?

We would like to comment on three priorities, which are particularly informed by our previous consultations, events, and campaigns. These were activities informed by the priorities highlighted by our members. Those priorities are 11,16, and 18

Q2.2 What change would you hope these achieve?

In relation to the targets listed above

11. That Camberwell town centre is increasingly a place where residents choose to spend retail and dwell time, encouraged by an environment that is designed around people not cars.

16. To work with Network Rail/ TfL in re-opening Camberwell Station, increasing the transport options for residents. Our major hospitals are significantly less accessible when compared to other sites such as Guys and Thomas. This is definitely an area for improvement, both for the sake of patient and visitors, but also to attract and retain staff for our largest employers.

18. To introduce green corridors in the area linking parks, and providing attractive walking routes that support active travel to local schools.

Q2.3 What practical suggestions would you have for delivering these objectives?

11. We have the following suggestions:

- Integrate transport into other planning As shared with Council Leader Kieron Williams, Camberwell needs a town centre manager. We have made proposals drawing on co-funding, in order to make this happen. A locality-based approach, will result in a more integrated, coherent set of local objectives and plans.

- Reduce bus idling Continuing to work with council, following our campaigns against bus idling, and pollution will help further.

- Cycle stands Designing traffic flow, with TfL, on our main routes to genuinely support public transport options is needed. Careful thought to integrating cycle stands to encourage shopper to cycle would be an easy step to take. Camberwell has been promised a Santander stand south of Burgess Park, and this would be a key step in linking the area into a London-wide network

- Pavement quality And for all pavements users, a continued focus on street cleanliness, and reduction of street clutter (our Six to Fix Campaign), working with the Council can help deliver short term improvements.

- Disabled transport users We would also like a specific commitment to consider the needs of wheelchair users. Dropped kerbs are important, and particularly the need to locate so that access to bus stops is facilitated. Equally, we recognise that some disabled individuals, and their carers are going to continue to need access to the Town centre by car, so disabled parking bays will help ensure that everyone is able to participate in Town centre activities

16. The Strategic Outline case for the Camberwell train station needs updating. Collaborative work is needed with London Borough of Lambeth, to achieve the headline metrics. We have been told that there is funding available, but it needs to be assigned. Also, the Forum has supported the idea of trams, as a transport option. We are keen to highlight the benefits for our community, and others,

that could be delivered by the Southwark Supertram project. We would ask the council to continue constructive dialogue with this group, and any others, where a beneficial project could be delivered through private investment. Both these projects would provide significant access improvements for Kings and SLAM.

18. The Forum, together with the Camberwell Society, has a trees and green spaces group. We have sought to promote Green Corridors, and note that SNAV has some well-developed ideas that are ready for funding. Relatively small amounts of staged funding, could help to pump-prime local projects. Thinking about green corridors, and walking routes for schools is a good way of delivery equity for the community, and engaging young people in good habits of active travel.

(3) Other

Q3. From reading the 'Sustainable Transport Strategy Consultation Draft', is there anything else we could include in the Sustainable Transport Strategy?

Some consideration of local residents versus through traffic would be helpful in setting priorities.

Southwark Cyclists

Name of group or organisation	Southwark Cyclists
Purpose of your organisation **(a brief description of what you do)**	We are a volunteer-led group working for safer, better, and more inclusive cycling conditions in the borough. We are a local group of the London Cycling Campaign, a charity with more than 11,000 paid-up members. We speak up on behalf of everyone who cycles or wants to cycle in Southwark. https://southwarkcyclists.org.uk/
Number of members	Over 500 living in Southwark. LCC has over 11,000 across London
Number of members consulted in preparing this response	All members in Southwark by newsletter
Briefly describe how this response was compiled. Did you host a group session, contacted people in other ways to let them know how to input etc.	Newsletter, personal contacts, face-to-face workshop

(1) The vision

Our vision is for Southwark to be a sustainable borough, with zero emissions from transport, and where no one is prevented from accessing healthy travel options.

By 2030, streets will be quieter, cleaner, and safer, with reduced speeds and volume of private motor vehicles. Our town centres, high streets and places where you change from one type of transport to another will be more spacious, prosperous and enjoyable places to spend more time in.

Walking, cycling, scooting, and wheeling will be how more people choose to travel locally. The borough will be better prepared for the impacts of climate change.

Q1.1 To what extent do you disagree/agree with this vision?

Disagree with wording, agree with sentiment.

Q1.2 Please explain your reasons?

- The vision is vague and is open to interpretation. It uses a series of comparatives but doesn't make clear what these compare to.

- Before it is signed off, the strategy needs to be immediately updated and/or supplemented with a delivery plan detailing specific steps the council will take to achieve the SMART outcomes.

(2) Priorities and objectives

Q2.1 Looking at the list of 22 objectives at the end of this document, which three objectives would you highlight as your priorities and why?

- **Reduce Traffic** is the critical factor and this objective should recognise the Mayor of London's January 2022 target (that revised the original MTS traffic reduction targets) of a

27% reduction in motor vehicle traffic by 2030 (from the 2018 base). Obviously TfL/GLA has a huge role to play in delivering this target but this is the target that Southwark is also working to.

Then Objectives #4, 5, and 7, see below

(4) Design our streets to enable everyone to use the space actively, efficiently and safely

- "Enabling" is critical. We know people want to be active and walk and cycle more, and use cars less, but they are prevented from doing so. Streets need to be designed to enable people to act sustainably.

(5) Provide infrastructure and facilities that support active travel

- Unless we have the infrastructure and facilities, the change in behaviour and associated outcomes won't occur. This is absolutely critical to the success of everything else.

(7) Reduce ownership of private cars

- Ownership of private cars encourages people to use them more and causes them to defend the status quo. Reducing car ownership means people are more likely to use sustainable options.

Q2.2 What change would you hope these achieve?

[no answer]

Q2.3 What practical suggestions would you have for delivering these objectives?

(4) Design our streets to enable everyone to use the space actively, efficiently and safely

- Ensure all streets comply with LTN 1/20 design guidance
- Ensure all schemes meet high standard on healthy streets score

(5) Provide infrastructure and facilities that support active travel

- Deliver X (we propose 5) Low Traffic Neighbourhoods / StreetsSpace schemes each year with a target that by 2026 through motor traffic will have been removed from all neighbourhood streets across Southwark.

- Deliver X km of cycle tracks per year (To calculate X: identify how many km of cycle tracks would be required in total were Southwark's cycling network complete, and calculate how many a year this would require to be installed.)

(7) Reduce ownership of private cars

- Set targets for car ownership reduction

- Use rollout of borough-wide controlled parking coverage and other measures to reduce car parking spaces by a defined target per year.

(3) Other

Q3. From reading the 'Sustainable Transport Strategy Consultation Draft', is there anything else we could include in the Sustainable Transport Strategy?

While the STS sets a reasonable direction, it is lacking detail.

First, objectives are disappointing overall as they are not SMART. The strategy should be updated and/or supplemented to include Specific, Measurable, Achievable, Relevant and Time-Bound outcomes for each objective. This is critical to ensure accountability and commitment from all officers, councillors, and other stakeholders.

- Only with specific measures and a timeline can a strategy document be more than "fluff" and gain some teeth. A vision without a method could (being constructively critical) form empty aspirations that can easily be de-prioritised ("we aspired to this, but it didn't happen"). The STS's purpose should be something that can be pointed back to, provide guidance to officers and councillors, ensure accountability, and spur further action. In its current form, it does not do achieve this function

For example Hackney's Transport Strategy 2015-2025 is less pretty, is shorter but has much more substance. It says (page 7) that, by 2025

- 15% of ALL journeys by Hackney residents (7 days a week) are by bicycle

- Traffic volumes on Hackney roads will be lower than 2014 levels

- All Hackney households to be no further than 500 metres from their nearest electric vehicle charging point by 2018

Some SMART outcomes that should be in the Southwark Transport Strategy include

- 100% of the Borough covered by Low Traffic Neighbourhoods / Streetspace schemes by 2026

- 100% of the Borough covered by Controlled Parking by 2026

- Volume of motor traffic in Southwark declines by at least 27% by 2026

- 8,000 Secure Cycling parking places installed by 2026, to address waiting list

Second, before it is signed off, the strategy needs to be immediately updated with a delivery plan detailing specific steps the council will take to achieve the SMART outcomes.

- The strategy needs to build on recent Southwark success and centre Low Traffic Neighbourhoods (Streetspace schemes) as well as protected cycle tracks on main roads as the primary way to achieve the objectives of the strategy.

Specific steps the council should commit to undertake as part of the STS include:

- Rollout 5x LTN / StreetSpace schemes per year

    - Year 1

        o Expanding West Walworth LTN to include John Ruskin St and North Camberwell

        o Expanding East Walworth LTN to Old Kent Road Bellenden Village to South East Camberwell

- - Expanding North Peckham LTN north and east to Old Kent Road Burgess Park to Peckham Road
- Year 2
  - East Dulwich
  - Dulwich Hill
  - North Dulwich
  - Nunhead to Queens Road
  - Nunhead Cemetery and Peckham Rye

- By 2028, deliver 3-5 major segregated cycle routes on main road that Southwark controls:
  - A3 (Newington Causeway)
  - A215 from Elephant and Castle to Herne Hill (Walworth Road, Camberwell Road, Denmark Hill)
  - A2214 between Herne Hill and New Cross (Half Moon Lane, East Dulwich Grove, East Dulwich Road)
  - A2216 (Lordship Lane, Dog Kennel Hill)

- By 2028, work with TfL to deliver 3 to 5 major segregated cycle routes on TfL-controlled roads:
  - A2 (Old Kent Road, Great Dover St) A201 (New Kent Road)
  - A202 from Kennington to New Cross (Camberwell New Road, Peckham Road, Queens Road Peckham)
  - A3 (Borough High St)

- Ensure all large developments including Old Kent Road, Canada Water, Aylesbury, Aylesham are car-free, include protected cycle routes on main roads, and prevent through traffic through side streets

- By 2026, close (or significantly scale down and repurpose) all council-owned car parks
  - Choumert Road,
  - Peckham Town Centre
  - Belair Park
  - Burgess Park
  - Dulwich Park
  - Peckham Rye
  - Southwark Park

Southwark Living Streets

Name of group or organisation	Southwark Living Streets
Purpose of your organisation (a brief description of what you do)	SLS campaigns for a safe, attractive and accessible walking and wheeling environment in Southwark
Number of members	70
Number of members consulted in preparing this response	70 plus 350 London Living Streets members
Briefly describe how this response was compiled. Did you host a group session, contacted people in other ways to let them know how to input etc.	email to LLS members and online meeting; email to SLS members and in person meeting; follow-up email to SLS member asking for views

(1)The vision

Our vision is for Southwark to be a sustainable borough, with zero emissions from transport, and where no one is prevented from accessing healthy travel options.

By 2030, streets will be quieter, cleaner, and safer, with reduced speeds and volume of private motor vehicles. Our town centres, high streets and places where you change from one type of transport to another will be more spacious, prosperous and enjoyable places to spend more time in.

Walking, cycling, scooting, and wheeling will be how more people choose to travel locally. The borough will be better prepared for the impacts of climate change.

Q1.1 To what extent do you disagree/agree with this vision?

☐ Strongly Disagree ☐ Disagree ☐ Neutral ☐**Agree** ☐ Strongly Agree

Q1.2 Please explain your reasons?

We agree that people should be able to move in a healthy and sustainable way, although we would add "**safe**". We agree that transport policy should be people-centred and take into account environmental impact.

We agree that the need for sustainable transport objectives is necessary - we would say urgent - given the deteriorating physical and mental health of the population (especially children) and the climate emergency.

Q2.1 Looking at the list of 22 objectives at the end of this document, which three objectives would you highlight as your priorities and why?

Reduce Traffic, Equity, Physical and Mental Wellbeing (these two are inextricably linked). The other objectives will flow from these three.

Q2.2 What change would you hope these achieve?

We would like to see:

- people able to walk and wheel safely and easily in a pleasant environment;

- a network of safe and pleasant walking routes throughout the borough;

- private car journeys substantially reduced (at the very least by the Mayor's target of 27% by 2030);

- road danger reduced/road safety prioritised so that the public realm is no longer hostile to those walking and wheeling;

- the removal of through traffic from neighbourhood streets;

- an agreed proportion of the kerbside dedicated to sustainable travel;

- Vision Zero targets on track;

- climate resilience prioritised.

Q2.3 What practical suggestions would you have for delivering these objectives?

Please see list attached below, compiled after hearing from our members. We would like to see a delivery timetable for these objectives.

(3) Other

Q3 From reading the 'Sustainable Transport Strategy Consultation Draft' is there anything else we could include in the Sustainable Transport Strategy?

We understand that this is a policy document with action to follow but we would like to see more data: an evidence base that makes the problems and challenges clear, and base line numbers to measure progress.

We would like more clarity on the goals and how Southwark intends broadly to achieve those goals. For example:

What are the solutions to the problems and challenges that have been identified? (One solution is safe, active travel.)

What can Southwark do to enable those solutions? (Build infrastructure; Streetspace schemes borough-wide; controlled parking across the borough.)

How will Southwark work with other decision makers when aspects of the decision are out of borough control? (Approach to TfL controlled roads; working with developers.)

We would like more clarity on how specifically this Strategy will work with the other Council policy and strategy documents referenced.

PEOPLE:	PLACE:	EXPERIENCE:
M1 - Equity: everyone has access to safe, reliable, sustainable, efficient transport	M4 - Reduce Traffic	M7 - Safe and Convenient Journeys
M2 - Mental Wellbeing: transport modes do not degrade the environment in which people travel	M5 - Streets for People	M8 - Climate Resilience
M3 - Physical Wellbeing: transport modes are safe and healthy	M6 - Thriving High Streets	M9 - Working Together

Reduce Traffic

- Develop and deliver a borough-wide programme of Streetspace schemes with initial focus on high need areas (eg/ie areas with high levels of deprivation and health challenges)

- Favour physical filters over ANPR (especially on minor neighbourhood roads)

- Deliver a borough-wide programme of controlled on-street parking

- Charge for car parking by emissions and size of vehicle; charge for parking on estates

- Allocate 25% of Southwark's kerbside towards sustainable uses such as cycle parking, trees, parklets and mobility hubs

- Deliver residential and on-street cycle parking based on need/demand

- Ensure cycle parking cost is below that for resident car parking

- Presume car-free development (planning policy)

- Amend Streetscape Design Manual (SSDM) to include removing through traffic from new developments; design new streets to recognise climate change objectives (reduce motor vehicle capacity, slow streets (design speed max 10mph?), continuous tree canopy, wildlife corridors, SUDS)

- Report progress towards the Mayor of London's target of 27% reduction in traffic volumes (from 2018 levels) by 2030

- Confirm support for London-wide SMART road user charging

- Develop and deliver a sustainable freight framework (that the private sector can largely deliver) with focus on regeneration projects

- Report Southwark MTS 2041 Sustainable Modeshare target (87%) and progress towards it

Create Active Travel Networks - Walking and Cycling

- Develop a network of safe, accessible walking routes throughout the borough

- Develop a network of safe routes to school – supported by School Streets roll-out borough-wide

- Commit to a programme of safe junctions: safe and direct crossings with sufficient time to cross; lowered wait to cross times; no missing pedestrian crossings on any arms (in conjunction with TfL)

- Build protected cycling infrastructure on borough main roads and TLRN (TfL managed roads)

- Green streets: appropriate trees; biodiversity corridors; parklets; noise reduction; SUDS

Focus on Road Safety/Vision Zero

- State Southwark's VZ targets and current progress towards them

- Include traffic reduction in addition to the five main VZ themes (fig 6 p29)

- Report compliance with borough-wide 20mph speed limit

- Develop programme of improving compliance with 20mph limits on borough and TfL roads (ref TfL Lowering Speeds Toolkit)

- (Retro-)fit Southwark and (through procurement contracts) contractor vehicles (inc Car Club cars and vans) with mandatory ISA

Expand Pedestrianisation

- Identify streets/locations for car-free/car-lite/pedestrianisation across Southwark (prioritising congested locations/high levels of deprivation/higher levels of use by disabled people)

- Deliver Equal Pavement Pledge (with initial focus on high streets, public transport stops and schools): focus on personal safety; places to rest; cutting clutter; wide, even pavements; provision of toilets; accessibility needs of disabled people (eg through consistent drop kerbs)

Background

Team London Bridge (TLB) is a business improvement district with almost 400 member businesses. We cover an area between London Bridge and Tower Bridge, including More London, The Shard, London Bridge Station and Guy's hospital.

As part of the vision set out in our 2021 ballot and supported by 97% of our members, our vision is to be one of the most sustainable, culturally innovate and compelling places for business and tourism in the world. One of key commitments is to be a London exemplar for walking and cycling.

Our Cycling Action Plan was launched by TfL Cycling and Walking Commissioner, Dr Will Norman in 2018 and sets out a vision that "Cycling will play a major part in the ongoing transformation of London Bridge as a globally significant place of modern commerce, enterprise and creativity".

We have delivered many projects that promote walking and cycling, and to reduce the impact of traffic in London Bridge, reduce pollution and support sustainable projects like the uptake of cargo bikes.

Response

Overall, we support the aims and objectives of the Sustainable Transport Strategy. While the Movement Strategy was a step in the right direction, it did not fully address the urgency of the climate emergency that Southwark Council has since declared. We have since delivered our own London Bridge business district Routemap to support the 2030 carbon neutral target in the borough.

Broader comments:

1. Having a target of zero emissions from transport where no one is prevented from healthy travel options is a bold ambition (or indicator of success). It is not clear if the document is bold enough, or specific in the detail, to deliver this outcome.

2. It is difficult to assess the Strategy without any performance measures or targets, for example those set out in the Mayor's Transport Strategy. We understand this will come as part of the Action Plan, but it would have been clearer to have some key targets set out in this document.

3. The traffic reduction objective is critical to the success of most other elements of the report, however it feels slightly buried (M4). In London Bridge over the last 5 years, we have seen a significant reduction in traffic, partly through our own work to support businesses to consolidate deliveries and remode to cargo bikes, and partly through working with TfL and Southwark to reduce through-traffic in the area. Traffic reduction is possible, and requires concerted effort and work with partners to deliver. We can share our traffic data which illustrates the change in traffic over this period.

4. The Strategy indicates the need to work with partners and communities. TLB delivers work on many aspects of the strategy, often working with Southwark: walking and cycling stakeholder groups, cleaning streets, funding police on the street, promoting cargo bike use, the Low Line, SuDS and supportive strategies and projects. The document should state more clearly the need to work in a joined up way with business and the business improvement districts to achieve its objectives.

5. The format of the document covers several areas, split across people, place and experience. It is not immediately obvious why some aspects fit in one area, but not

another. Low Traffic Neighbourhoods, one of the key areas of council delivery since Covid19, does not seem to be mentioned at all – nor is it clear where it fits.

Introduction

6. TLB has a vision to make London Bridge one of the most compelling places for business and tourism in the world. Other parts of the borough are equally 'global' in their appeal. The street environment is key to supporting this vision, and this should be set out in the document. Southwark streets need to be world class places that attract people from across the world, not just places local people go.

M2 Streets that support mental wellbeing

7. Many of the issues raised appear to be about noise and licensing. This has come up in the London Bridge related to the night time economy, skate boarding and night time deliveries and waste collections. This does need to be managed, but does it merit a whole chapter in the transport strategy? It seems this needs to be dealt with by wider Council teams than transport.

M3 Streets that support physical wellbeing

8. Active travel has a very important role in keeping people healthy. Decluttering is not sufficient to make people active, all built environment measures need to work towards this over time. It seems that the design and infrastructure to support active lives will also support mental wellbeing in M2, so perhaps these can be joined up.

M4 Reduce Traffic

9. There seems to be a lot of overlap between Objective 6, to reduce the number of vehicles, and objective 8, to reduce ownership of private cars. It is not very clear how either objective will be achieved.

10. The objective to expand vehicle free space and the pedestrian realm seems nebulous. Is this widening pavements? It appears not to relate to a policy of LTNs, which the borough has implemented to reduce traffic with some success (according to the traffic data we have recorded in London Bridge).

11. In the hierarchy, we need to be careful about putting scooting at the top, when this remains mainly illegal and untested. In Paris we have seen how the success of this has come into conflict with people walking.

12. We welcome the recognition that while EVs have some benefits, there are also environmental costs. This conflict is not really tackled, so it is unclear if EV is being promoted or not. TLB has strongly promoted the move to e-cargo bikes over electric vans for this reason. This was shown in the [Delivering Value](#) report we commissioned comparing the true cost of deliveries by diesel van, electric van and cargo bike.

M5 Transform our streets

13. We welcome the mention of the Low Line in this section, and look forward to seeing the commitment to this in the Action Plan.

14. Objective 11, to make town centres attractive, should also mention attractive to visitors from across the world. The measures here, drawn from across the strategy, will be critical: reduce traffic, manage parking, improve the public realm, add greenery, engage business, etc.

M6 Support sustainable freight and servicing

15. When we delivered delivery and servicing plans with businesses in London Bridge, we followed an approach to Reduce, Remode and Retime. This approach could be used to good effect here.

16. We welcome the use of the Bikes for Business case study. Please use this text "Bikes for business supports businesses making the switch to zero emission cargo bikes for deliveries. It is led by Team London Bridge, has been funded by TfL and Impact on Urban Health, and works with multiple partners including the Council to reach out to businesses across SE1 and beyond. It uses advice and subsidies to enable switches and bike purchases, making cargo bikes part of the mainstream for logistics in the area, with over 100 different services delivered by bike.

17. The Guy's and St Thomas' Trust consolidation centre should be used as an example here, particularly in relation to new large developers in the borough being encouraged to use it to minimise future journeys

M8 Places to be resilient to climate change

18. Under placemaking, the strategy should indicate how greenery can create attractive streets for active travel. We would welcome the use of the London Bridge SuDS case study here.

M9 Working together

19. Please make it clear that it is important to work with business and business improvement districts to help deliver the strategy, as part of the community.

20. It is welcome that the council wants to engage with communities to deliver the strategy. But it should be more clearly stated (as in the introduction) that this will be balanced with a need to deliver the strategy ambition and in combination with use of data. Many of the decisions to deliver the strategy will be difficult, but working with communities can ensure that the benefits are based on need and shared widely, and any disbenefits mitigated.

Tram Forward - the campaigning arm of the Light Rail Transit Association LRTA

Name of group or organisation	Tram Forward -the campaigning arm of the Light Rail Transit Association LRTA https://www.lrta.org/
Purpose of your organisation (a brief description of what you do)	The LRTA is a not–for–profit UK based organisation and has members throughout the world. Free of any trade or political affiliation; it is the world's leading organisation concerned with the achievement of better public transport through light rail, tramway and metro systems in towns and cities world–wide.
Number of members	400 +
Number of members consulted in preparing this response	70 responses
Briefly describe how this response was compiled. Did you host a group session, contacted people in other ways to let them know how to input etc.	Membership surveys in the monthly magazine Tramways & Urban Transit Monthly meetings in person & online. Online polls via the LRTA Development & Campaigning Groups email group.

(1)The vision

Our vision is for Southwark to be a sustainable borough, with zero emissions from transport, and where no one is prevented from accessing healthy travel options.

By 2030, streets will be quieter, cleaner, and safer, with reduced speeds and volume of private motor vehicles. Our town centres, high streets and places where you change from one type of transport to another will be more spacious, prosperous and enjoyable places to spend more time in.

Walking, cycling, scooting, and wheeling will be how more people choose to travel locally. The borough will be better prepared for the impacts of climate change.

Q1.1 To what extent do you disagree/agree with this vision?

☐ Strongly Disagree   ☐ Disagree   ☐ Neutral   ☐ Agree   **√ Strongly Agree**

Q1.2 Please explain your reasons?

Safe, affordable, reliable, public transport must be sustainable with zero carbon emissions taking residents of all ages to work, school, shopping, places of entertainment, doctor & hospital appointments.

(2) Priorities and objectives

Q2.1 Looking at the list of 22 objectives at the end of this document, which three objectives would you highlight as your priorities and why?

Objectives numbers 6, 11, 21

Q2.2 What change would you hope these achieve?

- Reducing the number of car journeys on the A2 & A3 in the Borough Reducing congestion on all roads in Southwark, thereby giving more room for sustainable travel method, cycling, e-scooters and public transport – each bus can take up to 40 private cars off the road; trams can take up to 100.

- Drastically reducing CO2, NOX and other tail pipe emissions and therefore giving cleaner air to the residents of Southwark

- Improving transport connectivity for residents

Q2.3 What practical suggestions would you have for delivering these objectives?

- Introduce with the GLA and TfL collaboration, more bus lanes.

- Introduce a policy of only having electrically powered public transport in Southwark. Restrict private vehicle traffic on roads adjacent to schools & educational establishments to specific periods of the day.

- Expand shared travel facilities & car clubs. Make streets safe environments.

- Expand the public transport system in Southwark by designing and commissioning a Light Rail/Tramway supported by electric feeder buses on the key roads in the Borough.

(3) Other

Q3. From reading the 'Sustainable Transport Strategy Consultation Draft', is there anything else we could include in the Sustainable Transport Strategy?

Improve public transport connectivity for residents who don't have access to a car:

a. Places of work
b. Railway & underground stations
c. Hospitals, Health Centres, GP practises and Dentists
d. Schools and colleges
e. Housing Estates
f. Shopping Centres
g. Community Centres
h. Care Homes
i. Places of Worship
j. Cemetery's
k. Green Spaces
l. Leisure Facilities
m. Art Gallery's & Museums

Appendix E
List of stakeholders contacted

Internal consultees (departments/teams)

Department	Division	
Chief Executive	Planning & Growth	Development management
		Strategic development
		Policy, Building control, historic environment
		Sustainable growth
	External affairs	Communications
	Response and Renewal	Local economy team
		Emergency planning & resilience
		Strategy & change
		Equality diversity & inclusion
Children's and Adults Services	Adult social care	
	Children & families	
	Public health	
Environment & Leisure	Climate change	
	Communities division	
	Environment	Waste & cleansing
		Traded services
		Regulatory Services
		Highways
	Leisure	Culture
		Parks & leisure
Housing & modernisation		

Statutory Consultees (organisation)

- Transport for London
- Metropolitan Police
- London ambulances
- London fire
- Lewisham Council
- Lambeth Council

Other stakeholders

- Southwark Living Streets
- Action Vision Zero
- Thriving Streets local group (including residents and businesses of Lower Road area)
- Threesheperd
- Better Bankside
- Team London bridge
- LCC
- Impact on Urban Health
- Mums for Lungs
- Southwark Pensioners
- Safe Routes to School
- London Travel Watch
- RHA – Road Haulage Association
- BMF – British Motorcyclists Federation
- Transport for All
- Revealing Reality
- LTDA – Licensed Taxi Driver's Association
- Sustrans
- SDAIL – SDA Independent living
- NHS
- Guy's and St Thomas Trust
- APCOA – Parking management company
- Wheels for Wellbeing

Appendix F
Stakeholder workshop and other activities

Stakeholder Workshop – 23 January 2023

Attendees

- 20's Plenty for Us
- Team London Bridge
- Action Vision Zero
- Southwark Living Streets
- Southwark Cyclists
- Better Bankside
- Cross River Partnership
- Guy's and St Thomas' NHS Foundation Trust

Findings and items discussed

- There was a frustration and sadness about the inaction since the election in May 2022. In addition, there was a sense that progress had stalled after Covid-19 projects such as low traffic neighborhoods and streets space schemes.

- Reducing traffic should be given significant focus. This should also include reducing and monitoring speed.

- The group would like to see work that link LTNs, walking networks and other networks that support modal shift and improve the environment for people.

- Freight and servicing are important to reduce traffic and they would like to see this developed on further. They would like to see Southwark taking leadership on for example cargo bikes and other last mile delivery options. It was suggested working with business to enable switching to other deliver and servicing option including micro hubs and consolidations centres. Further, traffic as results of construction should also be considered.

- Make clearer and more direct what actions the council take to address climate change and showing links between transport and other teams. Show connection between climate change air quality, biodiversity and impact on health and wellbeing.

- Create a strong narrative for change. There is a need for a narrative around what and why we are addressing with this plan, this should be backed with data and evidence.

- Lack of targets, KPIs and milestones, what is the end goal? Overall, a consensus was held that the policy itself is good, but the group don't see how this will be delivered. Be clear about what the council actually have in their powers to do and when we have reached it.

- Diversity and representation. The challenge of diversity and equal representation was mentioned. Consider how to ensure equity in the delivery of the plan. Continued focus on young people and enable them to be part of change.

- See business and BIDs as an individual stakeholder. How can business support the strategy? Include working with partners such as NHS and GSTTS. Business can be partners for testing and trialing new ideas.

Coffee Morning 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. By bringing together officers from across the council, working on projects in the same area, we create one engagement touchpoint for parents and carers to share their views and experiences of bringing their children to school. The sessions were open-ended and it did not followed a defined structure instead it built on the topics and issues raised by participants.

Schools visited

- Camelot Primary School, 8 November 2022

- St. Francis Catholic Primary School, 8 December 2022

Findings and items discussed

- Safety is the key concern for parents. That their children are safe traveling to and from school, and feeling free to enjoy parks and play areas around schools.

- To safely get to school, people would like to see more convenient and safe crossing points for large roads such as Old Kent Road.

- Parents raised safety concerns regarding cyclist and electric scooters speeding on streets close to the school.

- 'School Streets' are seen as mainly positive and there are wishes for it to be extended further around the school gate to increase safety and decrease conflict amongst drivers and people walking.

- The school drop off space and time of day is seen as very high pressure. Many people need to access limited space at the same time. High volumes of traffic creates an unsafe environment for people walking to school as they have to navigate cars reversing and driving in.

- Some parents park further away and walk to school to make the school run more calm and enjoyable. However, it was added that parents who are travelling with more than one child this might be an issue for.

- There are concerns that parking restrictions will impact parent's ability to drive to schools.

- One of the schools has seen a significant shift in their student's living further away from the school as a result of more displaced communities. This mean that more families and students have to travel further than they used to and this impact their travel choices.

- Would like to see parks and open spaces close to the schools improved and made more enjoyable and safe. Parents are noting antisocial behaviours in nearby parks that are

impacting on the ability to comfortably use the space. Some expressed that they avoid certain parks and routes as they feel unsafe.

- There is concern from parents and the school for children playing on their own in the nearby parks as they are vulnerable and subjected to antisocial behaviours.

Appendix G
Pre engagement

Citizens' Jury on Climate Change February 2022

The Citizen Jury was asked to identify ideas, strategies and actions needed to answer the question: 'What needs to change in Southwark to tackle the emergency of climate change fairly and effectively for people and nature?'

The output of their deliberative process was a statement and set of recommendations. 'Transport' was one of three key themes for the jury's recommendations, the recommendations for transport were:

- Make walking great again by removing barriers to walking.

- Affordable, accessible and appealing public transport, this should be the backbone for a low carbon Southwark.

- Significant reduction in cars.

- More people cycling.

- Haulage and Freight, introduce cargo bike infrastructure to encourage, facilitate and expand cargo bike deliveries across the borough.

Full report available at: https://www.southwark.gov.uk/assets/attach/93860/Southwark-Report-FINAL-EDITS-v0.5.pdf

Young People on Climate Change and Transport January 2022

A qualitative research project that set out to understand young people in Southwark's values, attitudes, behaviours and relationship to transport, traffic reduction and climate change. Contextual interviews were conducted at an afterschool club in Canada Water and a workshop was held with young people in Walworth.

It became evident that we are educating young people about climate change and its impact. However, we do not empower, nor do we provide opportunities for them to act. Instead, they are disempowered and left anxious about their futures. The key insights were group into three themes: attitudes, values and behaviours. The findings for these three themes were:

Attitudes

- Traffic has strong negative connotations for young people

- Air pollution is a sensorial experience

- Climate change is emotive, personal and causes anxiety in young people

- Young people believe that people in power are not taking responsibility

- Anxious for their future

Values

- Young people enjoy social, explorative, independent and playful journeys to school

- Values greenery on their journeys and sees it as climate action

- Ban diesel cars in favour of electric vehicles and less traffic

Behaviours

- Young people are already taking daily climate actions and influencing others

- Joining a protest march is a way of expressing yourself as a young person about climate change

- School and role models are important in raising climate awareness and inspiring action

Movement and Disability: Research into barriers to movement across Southwark May 2022

Insight and innovation agency 'Revealing Reality' was commissioned by Southwark to explore and document barriers that people with accessibility requirements experience when moving through Southwark.

The research took place between January and May 2022 and included the following activities:

- A session to consolidate and document known barriers to moving in Southwark

- Conducted a short survey to recruit residents for the in-depth interviews

- 8 in-depth interviews with Southwark residents who have different accessibility requirements

- Observation in 4 geographical areas within Southwark

Toplines from the survey (=93)

- Over a quarter of people said they experience and encounter barriers 'all of the time'

- Nearly half of the sample said they experienced barriers 'all the time' or 'most of the time'

- 25 people strongly disagreed or disagreed with the statement "I feel confident traveling through Southwark"

- 34 people strongly agreed or agreed with the statement ""I struggle to access the services/destinations I need in Southwark"

- 36 people strongly disagreed or disagreed with the statement "I can use the forms of transport that I want to in Southwark"

- 88 people reported that they experienced barriers relating to 'preparing and planning to travel to/through Southwark'

- 49 of these people reported they experienced these 'all of the time' or 'most of the time'

- 91 people reported that they experienced barriers relating to 'physical barriers'

- 54 of these people reported they experienced these 'all of the time' or 'most of the time'

- 84 people reported that they experienced barriers relating to 'information and communication infrastructure'

- 31 of these people reported they experienced these 'all of the time' or 'most of the time'

- 81 people reported that they experienced barriers relating to 'communication and interaction with others'

- 41 of these people reported they experienced these 'all of the time' or 'most of the time

After conducting the fieldwork, Revealing Reality grouped barriers to travelling through Southwark into 6 main opportunity areas.

- Opportunity 1: Implementing new and/or improving existing physical facilities

- Opportunity 2: Ensuring consistency of facilities, services or guidelines

- Opportunity 3: Connecting people with information and resources

- Opportunity 4: Facilitating a culture of learning and continuous improvement & proactivity

- Opportunity 5: Encouraging feedback and enabling people to feel heard

- Opportunity 6: Encouraging positive attitudes and behaviour among other road users

Appendix H
Consultation Hub Survey Questionnaire

Privacy Statement

Southwark Council will collect and record your answers to this form. We will collect and securely store your data electronically and only give access to people who are authorised to use it. The survey information will be collated for statistical purposes to inform our decision. We will keep this data for the reasons given above and destroy it securely after four years.

If you have any questions about how we will use your personal information, please contact our Data Protection Officer by email dpo@southwark.gov.uk or telephone 0207 525 5000. More detailed information is available on our website https://www.southwark.gov.uk/council-and-democracy/freedom-of-information-and-data-protection/corporate-data-privacy-notice and from the Information Commissioner's Office at https://ico.org.uk/.

Q1. Please confirm your consent for us to collect and use your data in the ways described above (without your consent, we are unable to use any information that you provide).

o   I consent for you to collect and use my data as described above. (Required)

Vision

Our vision is for Southwark to be a sustainable borough, with zero emissions from transport, and where no one is prevented from accessing healthy travel options.

By 2030, streets will be quieter, cleaner, and safer, with reduced speeds and volume of private motor vehicles. Our town centres, high streets and places where you change from one type of transport to another will be more spacious, prosperous and enjoyable places to spend more time in.

Walking, cycling, scooting, and wheeling will be how more people choose to travel locally. The borough will be better prepared for the impacts of climate change.

Q2. To what extent do you agree with this vision?

Please select only one item

o   strongly disagree
o   disagree
o   neutral
o   agree
o   strongly agree

Q3. It is important to reduce traffic in Southwark.

Please select only one item

- o strongly disagree
- o disagree
- o neutral
- o agree
- o strongly agree

Q4. I feel worried about the impact of poor air quality on my health

Please select only one item

- o strongly disagree
- o disagree
- o neutral
- o agree
- o strongly agree

Q5. To address climate change we need to change our behaviours

Please select only one item

- o strongly disagree
- o disagree
- o neutral
- o agree
- o strongly agree

Q6. Thinking about transport, movement and personal mobility, what issues or work areas would you like to see prioritised?

Please select your top three priorities.
Only select 3 issues and rank them in importance to you 1 to 3.

	1	2	3
Feeling safe from injury and accidents			
Feeling safe from harassment and harm			
Cycling to be made easier and more enjoyable			
Easier for children to walk, cycle and scoot to school			
Wide, clean and well-maintained pavements			
Quieter (less noisy) streets and public spaces			
Cleaner air			
Fewer cars			
More share and hire options i.e. e-bikes, e-scooters and Santander bikes			
More deliveries to be made by cargo bikes, click and collect etc.			
Easier ways to travel to local town centres and high streets			
More trees and green space			
Other			
If you choose 'other', please specify here:			

Q7. Please explain your reasons for choosing these.

[Free text answer]

Micromobility definition
Micromobility is transportation over short distances provided by lightweight, usually single-person vehicles such as bicycles and scooters. For example a Santander bikes being used for the last section of a commute, or hiring an e-scooter to get somewhere locally.

Q8. Select the statement that comes closer to your view

Please select only one item

o   Micromobility is 'just' a trend and distracts from improving walking, cycling and public transport
o   Micromobility provides a great option to reduce driving

Q9. Select the statement that comes closer to your view

Please select only one item

o   If we build more cycle lanes more people will cycle
o   If we reduce the number of cars on our roads more people will cycle

Q10. Select the statement that comes closer to your view

Please select only one item

o   To reach net zero by 2030 requires reducing the number of vehicles overall, even if electric
o   To reach net zero by 2030 it is enough to switch to low emission and electric vehicles

Q11. Do you consider safety when choosing how you travel?

Please select only one item

o   never
o   rarely
o   sometimes
o   often
o   always

Q12. Do you consider the cost when choosing how to travel, even if a cheaper journey can be longer?

Please select only one item

o   never
o   rarely
o   sometimes
o   often
o   always

Q13. Do you consider your <u>fitness/physical health</u> when choosing how you travel?

Please select only one item

o never
o rarely
o sometimes
o often
o always

Q14. Do you consider your <u>mental wellbeing</u> when choosing how you travel?

Please select only one item

o never
o rarely
o sometimes
o often
o always

Q15. Do you consider the <u>environment and climate change</u> when choosing how you travel?

Please select only one item

o never
o rarely
o sometimes
o often
o always

Q16. Do you own a car?

Please select only one item

o Yes (if YES, go to Question 17)
o No (if NO, go to Question 18)

Q17. What are the reasons for owning a car?

Please select all that apply

o I have a physical and/or mental condition that limits how I can get around
o I drive other people around (e.g. children to school, people with mobility constraints)I drive as part of my job
o I don't feel comfortable on public transport
o I prefer to travel privately
o It's the quickest way to get to places

o It's the cheapest way to get to places
o I can be comfortable in bad weather or when it's too hot or cold
o I enjoy cars and driving
o I feel safer in my own car
o I mainly use it at weekends/holidays for leisure trips or visiting family/friends outside London
o Other (please specify)
o If you choose 'other', please specify here _____

Q18. What are the reasons for not owning a car?

Please select all that apply

o I don't have a driver licence
o I used to own one but don't anymore
o I prefer to use public transport, walk or cycle
o I don't want to drive because of environmental considerations
o I am considering getting a car
o It is inconvenient to drive in London
o It is too expensive to drive in London
o I have a physical and/or mental condition that limits my ability to drive
o Other reason (please specify)
o If you choose 'other', please specify here: _____

Q19. Do you have a membership to a car club (car sharing)?

Please select only one item

o Yes (if YES, go to Question 20)
o No (if NO, go to Question 21)

Q20. What are the reasons for having a car club membership?

Please select all that apply

o Too expensive to buy and own my own car
o Save money
o Only need it occasionally
o Don't want the hassle of owning a car
o It is more environmentally friendly than owning a car
o There is no parking available to me
o Other (please specify)
o If you choose 'other', please specify here: _____

Q21. What are the reasons for not having a car club membership?

Please select all that apply

- o I don't have a driver licence
- o I have no need for it
- o I used to have one but don't anymore
- o I am considering it
- o I prefer to drive my own car
- o There are no car club bays close to where I live
- o Too expensive
- o Other (please specify)
- o If you choose 'other', please specify here: _____

Q22. Do you cycle (at least once a month)?

Please select only one item

- o Yes (if YES, go to Question 23)
- o No (if NO, go to Question 24)

Q23. What do you use to cycle?

Please select all that apply

- o Have my own bike (or other cycle)
- o Use shared bikes (Santander bike, dockless e-bikes etc.)
- o Rent my own bike (monthly subscription)
- o Borrow a family member's or friend's
- o Other (please specify)
- o If you choose 'other', please specify here: _____

Q24. What are barriers to you taking up cycling?

Please select the ones that are most significant to you

- o There are no shared bikes (e.g. Santander) accessible to me
- o I need an electric bike as the area near me has e.g. too many hills
- o I can't find a bike that meets my accessibility needs
- o I need to carry things with me that don't fit on the bike
- o I need to take my children to school
- o I don't have showers and changing facilities at work
- o I don't have space to safely store a bike at home
- o I can't find safe spaces to leave my bike at my destinations
- o I don't feel safe to do so
- o I can't afford a bike at the moment
- o Cycling is not for me
- o Other (please specify)
- o If you choose 'other', please specify here: _____

Q25. Did you know the council provides free cycle training for all ages and abilities?

Please select only one item

o Yes
o No
o Not sure

Your Neighbourhood
During the lockdowns many people stated they did not want to return to how society had been organised. This is most clearly seen in the uptake of home and flexible working. This is a fundamental change in people's location and lifestyle coupled with a greater appreciation of their local environment and facilities. There was a noticeable increase in internet shopping and home deliveries.

Q26. What area do you live in?

Postcode: _____

Q27. Since the pandemic, my neighbourhood has become more important to me. Do you agree with this statement?

Please select only one item

o strongly disagree
o disagree
o neutral
o agree
o strongly agree

Please explain your answer:

[Free text answer]

Q 28. Since the pandemic, what I need from my neighbourhood (about 15 min by foot from my home) has changed.

Do you agree with this statement?

Please select only one item

o   strongly disagree
o   disagree
o   neutral
o   agree
o   strongly agree

Please explain your answer:

[Free text answer]

Q29. The Cleaner Greener Safer programme funds local people's ideas for permanent improvements and physical items. Are you aware of this programme?

Please select only one item

o   Yes
o   No
o   Not sure

Q30. If you live in Southwark, which community area do you live in?

Please select only one item

o   Bermondsey
o   Borough & Bankside
o   Camberwell
o   Dulwich
o   Elephant and Castle
o   Nunhead
o   Peckham
o   Rotherhithe
o   Walworth

Q31. Equalities questions

To make sure we are providing fair services to all of Southwark's diverse communities, it is important that we ask you a few questions about yourself. You are under no obligation to provide the information requested, but it would help us greatly if you did. The information will be used to help us plan services that meet the needs of all users. Your responses will be kept confidential and

any information published will be made anonymous. The information will be used in a statistical format only.

Age

Please select only one item

o   Under 16
o   16 – 17
o   18 – 24
o   25 – 34
o   35 – 44
o   45 – 54
o   55 – 64
o   65 – 74
o   75 – 84
o   85 – 94
o   95+

What is your ethnic background?

Please select only one item

o   Arab
o   (Asian) Bengali
o   (Asian) British
o   (Asian) Chinese
o   (Asian) Filipino
o   (Asian) Indian
o   (Asian) Pakistani
o   (Asian) Vietnamese
o   (Asian) Other (please specify if you wish)
o   (Black) British
o   (Black) Caribbean
o   (Black) Ghanaian
o   (Black) Nigerian
o   (Black) Sierra Leonean
o   (Black) Somali
o   (Black) Other African(Black) Other (please specify if you wish)
o   Gypsy, Roma or Irish Traveller
o   Latin American
o   Mixed White/Asian
o   Mixed White Black African
o   Mixed White/Black Caribbean
o   Mixed Other background (please specify if you wish)
o   (White) British
o   (White) English
o   (White) Irish
o   (White) Northern Irish

- o (White) Scottish
- o (White) Welsh
- o (White) Other European(White)
- o Other (please specify if you wish)
- o Other ethnic background (please specify if you wish)
- o Please specify further if you wish: _____

Are you disabled?

Please select only one item

- o Yes
- o No
- o Prefer not to say

Please tick the box or boxes below that best describe your disability:

Please select all that apply

- o Hearing / Vision (e.g. deaf, partially deaf or hard of hearing; blind or partial sight)
- o Physical / Mobility (e.g. wheelchair user, arthritis, multiple sclerosis etc.)
- o Mental health (lasting more than a year. e.g. severe depression, schizophrenia etc.)Learning disability (e.g. dyslexia, dyspraxia etc.)
- o Long-term illness or health condition (e.g. Cancer, HIV, Diabetes, Chronic Heart disease, Rheumatoid Arthritis, Chronic Asthma)
- o Other (please specify if you wish):
- o Prefer not to say

Please specify further if you wish: _____

What is your sex as recorded at birth? (a question about Gender Identity will follow)

Please select only one item

- o Male
- o Female
- o Other (please specify if you wish)
- o Prefer not to say

Please specify further if you wish: _____

Is the Gender you identify with the same as the sex you were recorded at birth?

Please select only one item

- o Yes
- o No

o Prefer not to say
o If no, how would you define your gender identity?
  Please specify if you wish: _____

Which of the following best describes your sexual orientation?

Please select only one item

o Heterosexual/straight
o Lesbian/Gay woman
o Gay man
o Bisexual
o Other (please specify if you wish)
o Prefer not to say

Please specify further if you wish: _____

What is your religion or belief?

Please select only one item

o Christian
o Sikh
o Hindu
o Muslim
o Jewish
o Buddhist
o No religion
o Other (please specify if you wish)

Please specify further if you wish: _____

Appendix I
Youth Survey Questionnaire

Privacy Statement

Southwark Council will collect and record your answers to this survey. We will collect and securely store your data electronically and only give access to people who are authorised to use it. The survey information will be collated for statistical purposes to inform our decision. We will keep this data for the reasons given above and destroy it securely after four years.

Q1. We need your consent to include your answers. Do you consent to the above?

o Yes
o No

Q2. How do you normally get around Southwark?

Choose the two most used ways you move around the borough with

o walking
o cycling (own)
o e-scooter (own)
o shared modes (dockless bikes, e-scooter hire, Santander bikes)
o car (as passenger)
o car (as driver)
o public transport (bus, train, overground, tube)
o Other

Q3. It takes courage to cycle in Southwark

o strongly disagree
o disagree
o neutral
o agree
o strongly agree

Q4. It is important to reduce traffic in Southwark

o strongly disagree
o disagree
o neutral
o agree
o strongly agree

Q5. I feel worried about the impact of climate change on my future

o strongly disagree
o disagree
o neutral
o agree
o strongly agree

Q6. I feel worried about the impact of poor air quality on my health

o strongly disagree
o disagree
o neutral
o agree
o strongly agree

Q7. I feel my voice is heard in issues impacting my future

o strongly disagree
o disagree
o neutral
o agree
o strongly agree

Q8. To act on climate change we need to change our behaviours

o strongly disagree
o disagree
o neutral
o agree
o strongly agree

Q9. Which of these are priorities for transport and mobility in Southwark according to you?

Pick the 3 things you think are most important.

o Feeling safe from injury and accidents
o Feeling safe from harassment and harm
o Cleaner air
o Fewer cars
o Walking to be made easier and more enjoyable
o Cycling to be made easier and more enjoyable
o More trees and green space
o Reduce negative impact of construction work

- Deliveries to be made more sustainable such as cargo bikes and click and collect
- More shared mobility such as e-bikes, e-scooters and Santander bikes
- Easier for children to walk, cycle and scoot to school
- Quieter (less noisy) streets and public spaces
- Wide, clean and well-maintained pavements
- More car club parking spaces
- More community involvement in the design of local streets
- More cycle parking (racks outside shops and other community resources)
- More cycle storage (bike hangars outside homes)
- Better access to local town centres and high streets
- Other

Q10. Why did you pick these 3?

[free text answer]

Q11. Do you consider safety when choosing how you travel?

- never
- rarely
- sometimes
- often
- always

Q12. Do you consider your mental wellbeing when choosing how you travel?

- never
- rarely
- sometimes
- often
- always

Q13. Do you consider your fitness/physical health when choosing how you travel?

- never
- rarely
- sometimes
- often
- always

Q14. Do you consider the environment and climate change when choosing how you travel?

- never
- rarely
- sometimes

o often
o always

Q15. Finally, write a message to the leaders of Southwark. **What would you like to tell them about transport, climate change and the future? What is important for them to hear?**

[Free text answer]

Q16 Want a chance to win £20 voucher? Please leave your email.

Q17. Are you happy to be contacted by Southwark Council in relation to any of the information you have given in this survey?

o Yes
o No

About you

Q18. How old are you?

o Under 10
o 10-11
o 12-13
o 14-15
o 16-17
o 18-24
o 25+

Q19. What is your gender?

o Female
o Male
o Non-binary
o Prefer not to say

Q20. What do you consider to be your ethnicity?

- Arab
- (Asian) Bengali
- (Asian) British
- (Asian) Chinese
- (Asian) Filipino
- (Asian) Indian
- (Asian) Pakistani

- (Asian) Vietnamese
- (Asian) Other (please specify if you wish)
- (Black) British
- (Black) Caribbean
- (Black) Ghanaian
- (Black) Nigerian
- (Black) Sierra Leonean
- (Black) Somali
- (Black) Other African(Black) Other (please specify if you wish)
- Gypsy, Roma or Irish Traveller
- Latin American
- Mixed White/Asian
- Mixed White Black African
- Mixed White/Black Caribbean
- Mixed Other background (please specify if you wish)
- (White) British
- (White) English
- (White) Irish
- (White) Northern Irish
- (White) Scottish
- (White) Welsh
- (White) Other European(White)
- Other (please specify if you wish)
- Other ethnic background (please specify if you wish)

Q21. What is your relationship to Southwark? Select all that apply

- I live here
- I study here
- I work here
- I have no relationship to Southwark
- I was born here
- Other