

# Streets for People

## Walking Plan

Public Consultation November 2023 – January 2024

# Contents

Streets for People.....	1
Walking Plan.....	1
Background.....	3
Streets for People.....	3
Walking Plan.....	3
Walking Plan Online Survey.....	4
Comments on Vision for Walking.....	4
Comments on Objectives .....	6
Comments on Impact of the plan on people’s lives .....	24
Streets for People – Walking Plan Focus Groups .....	<b>Error! Bookmark not defined.</b>
Appendix 1 Context questions .....	25
Appendix 2 Equalities questions .....	27

# Background

## Streets for People

Southwark adopted its Streets for People strategy in July 2023. The Streets for People strategy sets out a bold vision and firm commitment to improve our residents' quality of life, by changing how we all travel and use streets in the borough. It sets out to improve the air we breathe, and make Southwark cleaner, greener and safer.

From August 2023 to March 2024, Southwark Council ran an extensive engagement programme seeking the views of all people in Southwark about what improvements they would like to see in their streets and neighbourhoods.

## Walking Plan

In November 2023 we published and consulted on the draft Walking Plan, the draft Cycling Plan and the draft Electric Vehicle (EV) Plan. These plans built on the direction set out in the Streets for People strategy and gave further details on how to deliver these commitments. We invited people to read the draft plans and comment on the specific measures proposed.

<https://consultations.southwark.gov.uk/environment-leisure/streets-for-people-walking-plan>

From the Consultation Hub, we received 64 responses to the Walking Plan survey. This report summarises the feedback received and identifies themes and additional points to be taking into consideration.

# Walking Plan Online Survey

## Comments on Vision for Walking

### Vision for Walking

“By 2030, Southwark will be well on its way to becoming a borough built for pedestrians. When you step out of your house you are met with a quiet, comfortable and safe environment. There is space to stop and talk to your neighbours. If motor vehicles are passing by, they are infrequent and moving slowly.

“Heading into town to do your shopping or just running some errands will be easy. The route is level, clear and free from obstruction. There is also a scenic route through nearby parks and estates, but even along main roads you know the route is comfortable, safe and spacious. If you need to stop along the way there is always a place to sit. On a hot day there is plenty of shade; if it's raining there is shelter.

“Maybe there's a market or something on when you get to the high street. Either way it's a nice place to hang out. After you've done some shopping maybe you visit the new café that opened up and stop for some refreshment. Maybe just sit there and watch the world go by. There's plenty of seating amongst the trees.

“It is a nice day, a good afternoon to go out and be in nature. There's plenty of nice walks around and between the parks. Or maybe you can send the kids out to play for the afternoon, and sit in the little park near your house, with a good book listening to nothing but the birds.”

### Q3: Do you have any comments about the Vision for Walking?

There were 58 responses to this question.

55% of respondents felt positive about the vision and would like to see the Walking Plan implemented. They really like the idea of widening and decluttering pavements, safer crossings, reduce and slow motor vehicles, a network of routes, the need for rest and shelter and improving cycle facilities to reduce pavement cycling.

*“Much needed. Pedestrian walks need to be wider, clear of bins. Most pedestrian walks are only as wide as one person making it impossible to walk as a family, especially if you have smaller children.”*

*“Strengths include recognising the importance of being able to walk safely, that everyone is a pedestrian, that pedestrians have specific and diverse needs, that*

*pedestrians need rest and shelter, and that pedestrians should have priority at junctions (where they are most at risk)."*

13% either felt negatively towards the visions or found it unrealistic. Respondents felt that people's different needs were not considered or listened to enough, especially those of disabled and elderly. They would like us either to only concentrate on maintaining what is existing and to make car alternatives more attractive rather than car ownership less attractive. Safety at night, hills, uneven surfaces, lack of maintenance and scooters and bikes abandoned in the streets are also issues mentioned by those respondents.

*"This doesn't help getting my children to schools in different places at the same/similar times. My older parents would not be able to help out because they can't walk very far and need to drive when shopping because they can't carry anything heavy"*

28% of respondents identified issues that they think were not considered in the vision. These issues could either be missing or not have been addressed clearly enough. Some might have been addressed in other parts of the plan but do not form part of the vision.

Issues that respondents identified that should be addressed better are:

- Cycling and scooting on pavement and the enforcement of it
- Pavement maintenance is considered a basic and should be a priority
- E-scooters and e-bikes abandoned on the pavements are a hazard that make it difficult to walk and present high risk of trips and falls. Better management of these are needed
- Lack of or inadequate crossings
- Dangerous driving and dangerous behaviour from cyclists are not enforced
- Personal safety, especially when dark and for women, is not considered enough
- Seating, toilets and places to rest are needed for those who can't walk for long
- More consideration of different geographic areas and topography e.g. hills

*"There is nothing about personal safety. walking around in lonely places where there is no through traffic, at night or waiting at bus stops is not safe for women in particular"*

# Comments on Objectives

## Objective 1: Providing a safe and accessible pedestrian environment

Streets for People commits us to providing quality public space that is accessible for all people. Too often, however, our streets are a barrier to movement, isolating people in their homes or encouraging them into cars if they want to get around.

### What we will do:

1.1 Engage with local people and residents groups, especially those representing traditionally excluded groups, to help design our streets.

1.2 In Streets for People, we committed to delivering pedestrian paths of at least 2.4 metres wide, wherever possible. This increases to four metres or at least 2.4 metres wide, wherever possible. This increases to four metres or in more in busy places. This width will be kept free from obstruction, such as street furniture, trees and new crossovers.

1.3 When we add things to the street, such as cycle parking, electric vehicle chargers or new planting, we will not make pavements narrower and will install them on the carriageway instead.

1.4 Ensure that new pedestrian paths are as flat as possible and easy to use, free from trip hazards such as loose paving and tree roots.

1.5 Ensure good drainage to prevent standing water.

1.6 Design pedestrian infrastructure to be usable in all weather and seasons.

1.7 Use tactile surfaces and other guides to make our streets as easy to navigate as possible for blind and partially-sighted people.

1.8 Not allow staggered barriers to be installed on paths on the highway; these reduce access for people in wheelchairs and mobility scooters, or pushing prams.

1.9 Deliver safer facilities for all cyclists with our Cycling Plan. This will help reduce cycling on the pavement.

1.10 Design crossings and junctions to meet the needs of pedestrians. Crossings will be located along desire lines: where people want to cross. They will be designed to prevent parking nearby, giving clear sightlines and allowing people to cross safely. Crossings at junctions will be designed to encourage drivers to give way.

1.11 Allocate space for motor vehicle parking where it is safe to do so. We will use street design and traffic enforcement to prevent parking near junctions, as this makes crossing unsafe, and in front of dropped kerbs, which are essential for accessibility.

1.12 Design roads to encourage drivers to move at safe speeds. Protecting pedestrians from traffic collisions is one of the most important things we can do to improve safety. Reducing speeds will reduce the chance of collisions and of serious injuries.

1.13 Whenever someone is killed or seriously injured on our streets, we will make sure we understand what happened so we can keep making our streets safer.

1.14 Only use signal-controlled crossings where they are necessary, such as where there are high volumes of motor traffic. Crossings will allow pedestrians to cross the road completely, and not to wait halfway.

1.15 Update the Southwark Streetscape Design Manual to reflect these commitments. This will ensure they are delivered as part of all development in the borough, not just projects led by the council.

1.16 Use street lighting effectively to make sure people feel safer going out at night, while limiting the harmful effects of light pollution on humans and animals.

1.17 Make sure waste is collected on time and streets are cleaned frequently so rubbish doesn't block footways.

1.18 Support businesses to keep pavements clear and use our enforcement and licensing powers to ensure this if necessary.

1.19 Factor in utilities access when designing pedestrian spaces, so works don't block all of the pavement. Make sure that pedestrian spaces are restored to the highest quality after highways and utility works.

1.20 Continue to respond to at least 95% of maintenance call-outs on time and ensure at least 93% of our pavements are maintained in good order at any one time.

**Q4: Look at the list of things we have said we will do above. Do you think doing these things will change your local neighbourhood? What kind of change do you think it will make?**

There were 57 responses to this question.

Many respondents (28) are overall supportive of Objective 1 and think these actions will contribute to positive changes in their neighbourhood and make people feel safer to walk and let children explore. It would also increase footfall and local shopping and increase space for buggies and wheelchairs.

*“If the objectives are delivered, walking should be a safe, easy and pleasant choice for everyone. Our streets will be greener and everyone's physical and mental health will improve.”*

*“These changes will make it possible for people to go out and enjoy their neighbourhoods. They should increase footfall and as such increase local shopping. Streets will be livelier with people rather than metal vehicles. All this will send positive signals to our children that walking is healthy and supporting our local community is important if we all want to flourish.”*

However, some others (21), despite being supportive of the objective overall they think that to make the plan work there are some issues that needs to be resolved. These issues are mainly:

- reduced pedestrian waiting times at crossing and shorter crossing distances
- eliminate the issue of cyclists on pavements
- more safety from injuries, especially at junctions
- reducing vehicle speeds.

In addition, maintenance is viewed as an essential and some respondents think it's not currently done enough to maintain existing infrastructures.

*“Where it is necessary to use signal-controlled crossings, there needs to be a sensible balance between the needs of drivers and the needs of pedestrians. The other day I waited more than two minutes after pressing the button before I got a green light. This just encourages pedestrians to take risks and cross the road because they are sick of waiting.”*

Some respondents (8) feel that changes from the plan would make their lives worst as they don't make it easier to switch from cars and do not think some of these changes are necessary or that cars are the problem.

*“All your meddling will make things much worse. Your actions don't make it easier to do away with a car they simply make it more difficult to have a car.”*



Q5: Are there any actions on the list that you would make changes to (Please refer to the action numbers)? Please explain what changes you would make.

There were 43 responses to this question.

Respondents would like to see more greening in the streets with more access to nature and shade. They would also like to have improved access to toilets. Reducing pedestrian crossing time and distance is mentioned somewhat often. Some commented on the need for enforcement rather than “encouragement”, especially referring to drivers' behaviours or cycling on pavements. There were also some comments on assessing road safety based on risk and near misses and not waiting for collisions to happen to analyse. An improvement in post collision care for victims is sought.

*“If there are no negative consequences for speeding and for engine-powered vehicles using the paths meant for pedestrians, then the paths won't be safe for pedestrians.”*

*“Allocating parking space to car users only means non-car owners miss out on the right to occupy the same amount of street space for better purposes. Residents should be able to apply for an average-car-sized space on-street close to their home to use for whatever they want. e.g. planters, bike storage, seating - not just parking a car in”*

Q6: Which of the things that we have said we will do are the most important? Why are they important? (please refer to the numbers)

There were 47 responses to this question.

Respondents mentioned that safety and speed/traffic reduction, safe crossings and wide and decluttered pavements and engaging with residents are the most important things. The below points are the top 5 mentioned as most important. Please note that each respondent might have mentioned more than one point.

1

1.12 Design roads to encourage drivers to move at safe speeds. Protecting pedestrians from traffic collisions is one of the most important things we can do to improve safety. Reducing speeds will reduce the chance of collisions and of serious injuries.

*“I think 1.12 is the most important. Evidence from around the world has shown that reducing speeds to under 20mph (20kph probably more ideal) greatly reduces mortality and injury rates, as well as improves air quality and noise pollution”*

## 2

1.10 Design crossings and junctions to meet the needs of pedestrians. Crossings will be located along desire lines: where people want to cross. They will be designed to prevent parking nearby, giving clear sightlines and allowing people to cross safely. Crossings at junctions will be designed to encourage drivers to give way.

*“to widen pavements and improve junctions are the most important, as this will ensure that all pavement users can safely use the pavement without having to go into the road at constrictions, and to cross the road more easily and safely.”*

## 3

1.2 In Streets for People, we committed to delivering pedestrian paths of at least 2.4 metres wide, wherever possible. This increases to four metres or at least 2.4 metres wide, wherever possible. This increases to four metres or in more in busy places. This width will be kept free from obstruction, such as street furniture, trees and new crossovers.

*“Wide pavements without obstructions are essential to pedestrian users.”*

## 4

1.1 Engage with local people and residents groups, especially those representing traditionally excluded groups, to help design our streets.

*“It's critical to understand the needs of the people you're designing for.”*

## 5

1.4 Ensure that new pedestrian paths are as flat as possible and easy to use, free from trip hazards such as loose paving and tree roots.

*“Accessibility of wheelchairs and prams. Currently it's depressingly haphazard - it should be protected as a basic human right.”*

### Q7: Is there anything else you think we should do?

There were 41 responses to this question.

Respondents would like to see more greening, parklets, less traffic and enforcement on dangerous driving. They would also like to see less obstructions on pavements like abandoned bikes and

scooters, charging cables for EVs, A-signs, bins, rubbish and leaves. Better lighting for when it is dark outside would improve feelings of safety. Respondents would also like to see better synchronised traffic lights.

Some respondents (3) think we need to keep reaching and engaging with vulnerable people, people with disabilities and people in deprived areas and there is too much prejudice against car usage.

Maintenance of pavements and paths is a priority and wind tunnel issues arising from high rise new buildings is also mentioned

*“Create parklets, designated no-traffic streets (or days on streets), and connect existing green spaces with green corridors to extend walking routes.”*

*“Reduce the waiting times for crossing. Reduce crossing distances. Lengthen crossing times. This will assist people who are less physically able or accompanying children, elderly or disabled.”*

*“Consult thoroughly with older and disabled people in ALL parts of the borough including where public transport is very sparse and there are no local shops, amenities or facilities. Older, less able residents in suburban areas needs are ignored. Disability groups give only one perspective on the vast range of need and limitations that residents are challenged by. Similarly, parents of young children who have to be in several different locations within a short timeframe cannot do this on foot or bike. The ideals you are striving for bear little practical relevance to the reality of people's everyday lives.”*

## **Objective 2: Creating a connected network of streets**

Walking and wheeling make up the biggest share of journeys in Southwark. Journeys by public transport – which generally also involve some walking and wheeling – make up the second biggest share of trips.

What we will do:

2.1 Develop a borough-wide Pedestrian Network plan by 2024. This will be used to identify where improvements to comfort and safety, such as new crossings, rest areas and signs and maps, are required.

2.2 Listen to local residents and community groups to develop this Pedestrian Network. This will make sure that the network reflects where people actually walk and wheel. We will give people an opportunity to let us know what improvements are needed to make pedestrian journeys safer, more direct and more comfortable.

2.3 Include the Pedestrian Network in our local plan. This will ensure that new development in the borough helps to deliver the Pedestrian Network, and that new places are always easy to reach for pedestrians.

2.4 Deliver new walk-to-school routes. This will help children become familiar with using the Network and getting around Southwark as a pedestrian.

Q8: Look at the list of things we have said we will do above. Do you think doing these things will change your local neighbourhood? What kind of change do you think it will make?

There were 43 responses to this question.

Many respondents (28) support the proposal about routes to schools and the implementation of walking network as they think it would make streets safer, more pleasant and social. Others (4) felt like it wasn't very well explained what will practically be done and what the walking network means or that people walk everywhere so a network can't be comprehensive enough. Some respondents (7) are worried that this is another war against the motorists and that there will be more restrictions for car users that they don't agree with. Instead, they think we should concentrate on maintaining the existing roads and pavements.

*“Providing more signage, seating and toilets would make areas more accessible for a wider range of people, especially the elderly, people with children and people with reduced mobility.”*

*“It will allow me and my children to get places on foot. Specifically, it will allow my daughters to walk safely between my home and their mum's.”*

Q9: Do you think we should change any of the things we will do? If so, please tell us which ones you would change and why (please refer by number)

There were 25 responses to this question.

Some respondents (4) found that it wasn't clear what a pedestrian network means, or it seems too vague and they would like to see an actual plan of routes to be commented on. Some (3) would also like to see services to help children walk safely to school (and other places) and use the network safely. They also think businesses should support their employees in using the network. Some (3) would like to see local needs taken into consideration and not to treat the whole borough as the same when planning for walking. As previously mentioned, the removal of abandoned e-scooters and e-bikes on pavements and preventing cycling on pavements is essential for safe walking.

*“Walk-to-school routes will only be widely utilised if the speed and volume of traffic on the roads is low. In the LTN where I live I think everybody walks to the local primary school.”*

*“Find a means to engage with local residents who are not able to access online information. These are largely poorer, older or the less able. These are also largely the residents whose needs are being completely disregarded and will become increasingly marginalised by the future plans to exclude cars from critical access to*

*shops, medical facilities etc. The vast majority of residents with health or mobility challenges do not have a Blue Badge”*

Q10: Which of the things that we have said we will do are the most important? Why are they important? (please refer to the numbers)

There were 32 responses to this question.

These are the four points in objective 2 in order of priority based on how many were mentioned by respondents. Please note that each respondent might have mentioned more than one point. Three respondents said they are all important and five that none are important, or no changes should be made.

1

2.4 Deliver new walk-to-school routes. This will help children become familiar with using the Network and getting around Southwark as a pedestrian.

*“New walk to school routes I think are the most important. Too many parents drive their children to school - it's very sad and will embed bad habits in those children who will themselves grow up to think it's normal to drive short distances. The more attractive and fun a walk to school can be, the more likely it is that the children themselves will want to walk.”*

2

2.1 Develop a borough-wide Pedestrian Network plan by 2024. This will be used to identify where improvements to comfort and safety, such as new crossings, rest areas and signs and maps, are required.

*“I think reprioritising pedestrian crossings would be very good. They need to be more balanced so that people don't have to wait ages for a pedestrian phase and then take risks when they get impatient.”*

3

2.2 Listen to local residents and community groups to develop this Pedestrian Network. This will make sure that the network reflects where people actually walk and wheel. We will give people an opportunity to let us know what improvements are needed to make pedestrian journeys safer, more direct and more comfortable.

*“to make sure they actually represent the journeys people take”*

2.3 Include the Pedestrian Network in our local plan. This will ensure that new development in the borough helps to deliver the Pedestrian Network, and that new places are always easy to reach for pedestrians.

*“Including the Pedestrian Network into the local plan would be really important to make sure it is embedded into policy and also ensure that developments prioritise that network.”*

#### Q11: Is there anything else you think we should do?

There were 27 responses to this question.

Respondents to this question made various suggestions, including more LTNs, more green routes connecting parks, and more crossings that follow desire lines. Other respondents say Southwark council should start to maintain what we have and pay attention to the materials used in pavements and paths as some become slippery or easily damaged creating potential trips and falls. The creation of wind tunnels when high rise buildings are erected is also an issue for pedestrians and cyclists. More attention needs to be paid when planning these.

Some other respondents (4) commented that they feel these proposals do not consider the different local areas and do not consider the needs of disabled and young families, demonising cars and being discriminatory for who can't walk or cycle.

*“Reduce traffic and enforce against dangerous driving. Get it done. Set targets and a timetable.”*

*“Accept that travel by car is the only safe option in certain circumstances and that with an ageing population access to the things that provide for day to day necessities should not be limited just to those who can walk or cycle and penalising those less able is clear discrimination”*

### **Objective 3: Designing public spaces around pedestrians**

What we will do:

3.1 Consider opportunities for new social spaces as part of the Pedestrian Network plan.

3.2 Look for opportunities to improve existing, and create new, public spaces when preparing the delivery plan for new projects.

3.3 Reduce traffic on local residential roads, while protecting access. This will make the streets quieter and safer, and provide more opportunities and space for communities to connect.

3.4 Direct traffic away from our town centres wherever possible, and use the space created to provide new social spaces and to support the local economy, through measures such as markets and outdoor dining.

3.5 Maintain motor vehicles access where it is needed for public transport access and to support the operation of local businesses. Use timed loading restrictions and other traffic control measures to keep vehicles away from the busiest times of the day.

3.6 Reduce reliance on motor vehicles for delivering goods and services, including the use of cars for shopping. We will do this by supporting walking and cycling first, and then sustainable freight measures on our streets. This includes expanding our cargo bike hire scheme, and using parcel consolidation, for example in lockers or local shops to reduce the traffic created by home deliveries. All this will allow us to create more space for pedestrians while allowing essential business to continue.

3.7 Deliver School Streets, or, where they are not possible, other safety and public realm enhancements to create social spaces outside schools, allowing students, parents and guardians to interact.



Q12: Look at the list of things we have said we will do above. Do you think doing these things will change your local neighbourhood? What kind of change do you think it will make?

There were 49 responses to this question.

Most respondents (28) think that these measures would be great for neighbourhoods and businesses, and would like to see a reduction of traffic and car dominance with more parklets and school streets. Issues of freight cycles in shared areas should also be resolved.

*“yes everything you say you will do will make a massive difference to my local neighbourhood and enable us to enjoy safe spaces and breathe much cleaner air. It is particularly important to create new social and public spaces as well as parklets - ie taking out spaces which are currently parking spaces and creating seating and planting for people where people can enjoy lingering and chatting with their neighbours. It is also really important to reduce traffic and parking on residential roads so that kids can play safely near their homes.”*

*“Local high streets could be vastly improved by reducing the amount of traffic, and this would encourage more people to spend more time and money at local businesses.”*

Other respondents (7) think that streets are already quiet and fine and that there is no need for intervention. They worry that some proposals would make things worse (e.g. closing roads increased or displaced traffic rather than reducing it). Two believe these measures are not providing valid alternatives to car ownership, just making it more difficult as people need vehicles to transport shopping and goods. Two also believe these proposals do not take into account the demographics of residents and the local characteristics of an area.

*“You would not get my weekly shop on a cargo bike - again an idea aimed at single households - a lot of the road use/and noise in my area is related to takeaway food deliveries- there are very few shops in the area and their size would not be capable of accepting piles of online shopping. Many parcels too large to carry any distance.”*

*“Yes. They will exclude the older or less able residents from access to local shops, services and social spaces. Anyone who cannot walk far will be forced to only shop in supermarkets with car parking. Older and poorer residents are more prone to isolation.”*

Q13: Do you think we should change any of the things we will do? If so, please tell us which ones you would change and why (please refer by number)

There were 26 responses to this question.

Most respondents to this question would like to see walking prioritised over vehicles while trying to avoid any traffic displacement and maintaining access for carers when closing roads. As previously mentioned, three respondents are worried about the tension between providing for walking and cycling as they often have different conflicting requirements. Seven respondents are worried that not everyone can walk and lack of public transport and the need for using a car is not taken into consideration.

*"I think main/high streets should be pedestrianised rather than just trying to divert more traffic away. This does not work from what I've seen. Completely pedestrianised high streets have good foot traffic, are a lot safer, and offer a lot more space for outdoor dining and public rest areas/facilities."*

*"Maintaining access for public transport, pre supposes that it is there in the first place. There is no public transport where I live that goes to local shops or amenities. Without using a car, I cannot access food or other necessities. It appears planners either have no knowledge that large parts of this borough have this problem or they are not concerned by the difficulty they will cause people who have protected characteristics under the Equality Act of 2010. ie age,. disability pregnancy and maternity."*

Q14: Which of the things that we have said we will do are the most important? Why are they important? (please refer to the numbers)

There were 36 responses to this question.

These are the top 5 important points for respondent in order of how many mentioned them. Please note that each respondent might have mentioned more than one point.

1

3.7 Deliver School Streets, or, where they are not possible, other safety and public realm enhancements to create social spaces outside schools, allowing students, parents and guardians to interact.

*"Children do not drive and rarely have a say. Their safety should be of paramount importance."*

2

3.3 Reduce traffic on local residential roads, while protecting access. This will make the streets quieter and safer, and provide more opportunities and space for communities to connect.

*“The most important will be instilling a culture of pedestrians being equal to drivers. At the moment drivers, and driving infrastructure, is undoubtedly given clear priority in Southwark. Attempting to cross any road at a set of traffic lights proves this.”*

3

3.6 Reduce reliance on motor vehicles for delivering goods and services, including the use of cars for shopping. We will do this by supporting walking and cycling first, and then sustainable freight measures on our streets. This includes expanding our cargo bike hire scheme, and using parcel consolidation, for example in lockers or local shops to reduce the traffic created by home deliveries. All this will allow us to create more space for pedestrians while allowing essential business to continue.

*“Deliveries will grow and grow. The Freight Plan must get the vans off the local streets. Have them all deliver their stuff to a big depot and then run one delivery to each property each day. And help with the provision of parcel drop lockers for estates where there is no easy 'safe place' for deliveries to be left when people are out.”*

4

3.4 Direct traffic away from our town centres wherever possible, and use the space created to provide new social spaces and to support the local economy, through measures such as markets and outdoor dining.

*“To divert traffic away from centres and enable access for deliveries only during timed loading periods would make town centres more pleasant for pedestrians during opening hours and would encourage people to spend more time and money at local businesses.”*

5

3.5 Maintain motor vehicles access where it is needed for public transport access and to support the operation of local businesses. Use timed loading restrictions and other traffic control measures to keep vehicles away from the busiest times of the day.

*“It is essential to allow SOME necessary vehicular access. Unrealistic to remove it altogether, so this is good.”*

#### Q15: Is there anything else you think we should do?

There were 28 responses to this question.

Respondents to this question highlighted the need for maintenance, proper planning of cycle freight to not interfere on pedestrian paths, addressing noise, and introduce more traffic calming

*“Consider that a quiet road is not always a safer road. Fewer people around can make a place less safe especially in the dark. Public spaces need a clear purpose- there are some ‘public spaces’ in the borough that were not well planned and are unused and/or unsafe.”*

### **Objective 4: Supporting walking, wheeling and running for leisure**

What we will do:

4.1 Consider the needs of all leisure journeys, including runners and dog walkers in the development of our pedestrian network.

4.2 Look for opportunities to extend existing long-distance leisure routes and connect them with our parks and green spaces. We will link them to our town centres and train stations so they are easy to access.

4.3 Work with neighbouring councils to introduce new, high-quality long-distance routes. We will aim to deliver routes across the borough, so all residents get the opportunity to enjoy them.

4.4 Seek to deliver space and facilities for running and other exercise in places where we can provide wide pedestrian spaces, separated from motor traffic, and on routes connecting people with our parks.

4.5 Coordinate pedestrian routes and our leisure centres, developing programmes that use our streets as an additional exercise space and an easy way for people to improve their fitness.

4.6 Organise events to celebrate our pedestrian network and leisure routes and showcase the borough’s achievements in delivering them. These could include runs and walks through our parks and connected routes, as well as street parties and seasonal markets. We will work with neighbourhoods and other groups to generate ideas and deliver events.

Q16: Look at the list of things we have said we will do above. Do you think doing these things will change your local neighbourhood? What kind of change do you think it will make?

There were 34 responses to this question.

In this question responses were mainly divided in two groups:

- Respondents (24) who think these actions would bring positive change. They like the idea of more long distance walking routes and to link up green spaces to encourage more people to walk. These would also provide more interesting, varied and longer routes rather than limiting people to certain areas for physical activity and leisure time.

*“In theory, it sounds like the actions could bring very positive changes to encourage walking, wheeling, and running in the area, but I'm not sure what will change unless there are some drastic changes to crossings, traffic light priorities, and widening of pavements/footpaths. Currently, it seems like better signage would help link routes and places, but that won't necessarily change the experience of walking/wheeling/running.”*

*“Love this!!! I live in a lovely spot. But walking or cycling around a park multiple times just to get steps or pedals in? Boring!!! Yes, please, join up routes so that we can journey further and safely!!!”*

- Respondents (8) who either think that there is no need for changes or that these actions would make it worse for them. Some think these proposals are just for wealthy time rich people and for the able bodied, and they would feel marginalised by not being able to park at parks and leisure facilities.

*“Yes, they will further marginalise less able a older residents. Failure to enable those who have compromised mobility joining their friends and family at parks or leisure facilities by removing parking availability or making it only available by phone payment is counter productive and discriminatory.”*

*“We already have what we need. Lots of parks - but if you prevent parking many people will not be able to go to them, bring sports equipment etc etc”*

Q17: Do you think we should change any of the things we will do? If so, please tell us which ones you would change and why (please refer by number)

There were 20 responses to this question.

Respondents (8) to this question asked for bolder actions, traffic reduction, more greening and again highlighting the need to prevent cycling on pavements, parks and paths. For some (6), these proposals seem a waste of resources.

*“Please be bolder. Weekly (or even monthly) car-free days in the borough in certain areas where people can go and enjoy the shops and local activities. Paris has been able to achieve this to great success.”*

*“I’m trying to get fitter and have started running. As a woman I can’t run once it gets dark so perhaps you can consider that”*

*“No mention of greening streets/SuDS to make experience better. we need more greening/trees, but on the carriageway, rather than pavement. also need more roads closed off for motor vehicles.”*

**Q18: Which of the things that we have said we will do are the most important? Why are they important? (please refer to the numbers)**

There were 21 responses to this question.

These are the most important points for respondent in order of how many mentioned them. Please note that each respondent might have mentioned more than one point.

1

4.2 Look for opportunities to extend existing long-distance leisure routes and connect them with our parks and green spaces. We will link them to our town centres and train stations so they are easy to access.

*“there are many lovely parks close by but getting between them means crossing lots of very busy roads. Long runs and using running/cycling to travel longer distances is therefore difficult, connecting up these spaces would mean less reliance for me on buses for longer journey’s”*

2

4.3 Work with neighbouring councils to introduce new, high-quality long-distance routes. We will aim to deliver routes across the borough, so all residents get the opportunity to enjoy them.

*“Currently the experience of travelling across boroughs can be jarring, though it is admittedly easier on foot than it is on a bicycle. I’m glad, though that working with*

*neighbouring boroughs is in the plan in order to create a more seamless experience and encourage a continuous good journey for walkers and runners.”*

3

4.4 Seek to deliver space and facilities for running and other exercise in places where we can provide wide pedestrian spaces, separated from motor traffic, and on routes connecting people with our parks.

*“Space for running and cycling is important, but there needs to a network of routes that are wide enough for these faster activities to take place without displacing slower pedestrians.”*

4

4.6 Organise events to celebrate our pedestrian network and leisure routes and showcase the borough’s achievements in delivering them. These could include runs and walks through our parks and connected routes, as well as street parties and seasonal markets. We will work with neighbourhoods and other groups to generate ideas and deliver events.

*“organising events such as street parties and street markets will reinforce the pleasure of taking back some of the public space in Southwark which is currently dominated by traffic and/or parked vehicles.”*

5

4.5 Coordinate pedestrian routes and our leisure centres, developing programmes that use our streets as an additional exercise space and an easy way for people to improve their fitness.

*“I have long thought that people should consider getting to a leisure centre as part of the exercise programme they are following - it makes a lot of sense NOT to get into a car and drive there...”*

#### Q19: Is there anything else you think we should do?

There were only 17 responses to this question. Therefore no specific recurrent themes were identified.

Some respondents (11) would like to see maintenance, more routes developed and provided with signage, remove conflicts with cyclists and declutter. Some (3) would like no limitations of routes for cars.

*“Provide some signage/information boards with suggested running/walking routes and colour code signs for wayfinding. Boards could have maps of the park and the provided colour-coded trails that indicate difficulty and distance.”*

*“Stop limiting car routes and making streets empty and deserted. This makes pedestrians more vulnerable to attack with no passing help available when needed.”*

## Comments on Impact of the plan on people’s lives

Q20: How do you think the proposals in this Plan will change your life? Think about the things you do day-to-day, such as the journeys you make or leisure activities you take part in.

There were 55 responses to this question.

67% of respondents think that implementing the plan will have a positive impact on their lives by improving their safety, health and wellbeing. It would increase their freedom to move around, reducing isolation and increasing their opportunity to be social.

Some people who already walk a lot would see their experience improved while people who currently don’t walk much see it as an opportunity to increase walking, if the changes will make them more confident.

*“The proposals planned will significantly improve my life as a 75yr old woman, and make me feel much more positive about walking and enjoying the public spaces in my area - as well as vastly improving the air I breathe every time I go outside.”*

*“Help me from being shut in my own home and being so dependent on others to move around.”*

*“Walking is our primary means of moving. It brings significant mental and physical health benefits, benefits that if put in a pill would be in high demand. We should all be able to walk out the door without worrying about whether we will be safe, whether we will come home (not end up in hospital or worse), and whether the pollution we are exposed to will make us ill. Hopefully this plan will make walking safe, easy and joyful. Please set targets and a timetable to get it done quickly.”*

16% of respondent think that implementing the plan will have a negative impact and make their lives more difficult. Some think it would increase their feeling of isolation and prevent them to do many things. Others are worried about businesses suffering or not being able to do certain types of jobs that require vans or cars.



*“In my own case I believe they will increase the likelihood of becoming isolated, remove my chance of bumping into friends and spontaneously going for a coffee and mean I will only be able to shop where there is free parking.”*

*“The plans will Spoil my life. I am a van based repair man and I can't arrive at work on my bicycle with a hot water cylinder on my back”*

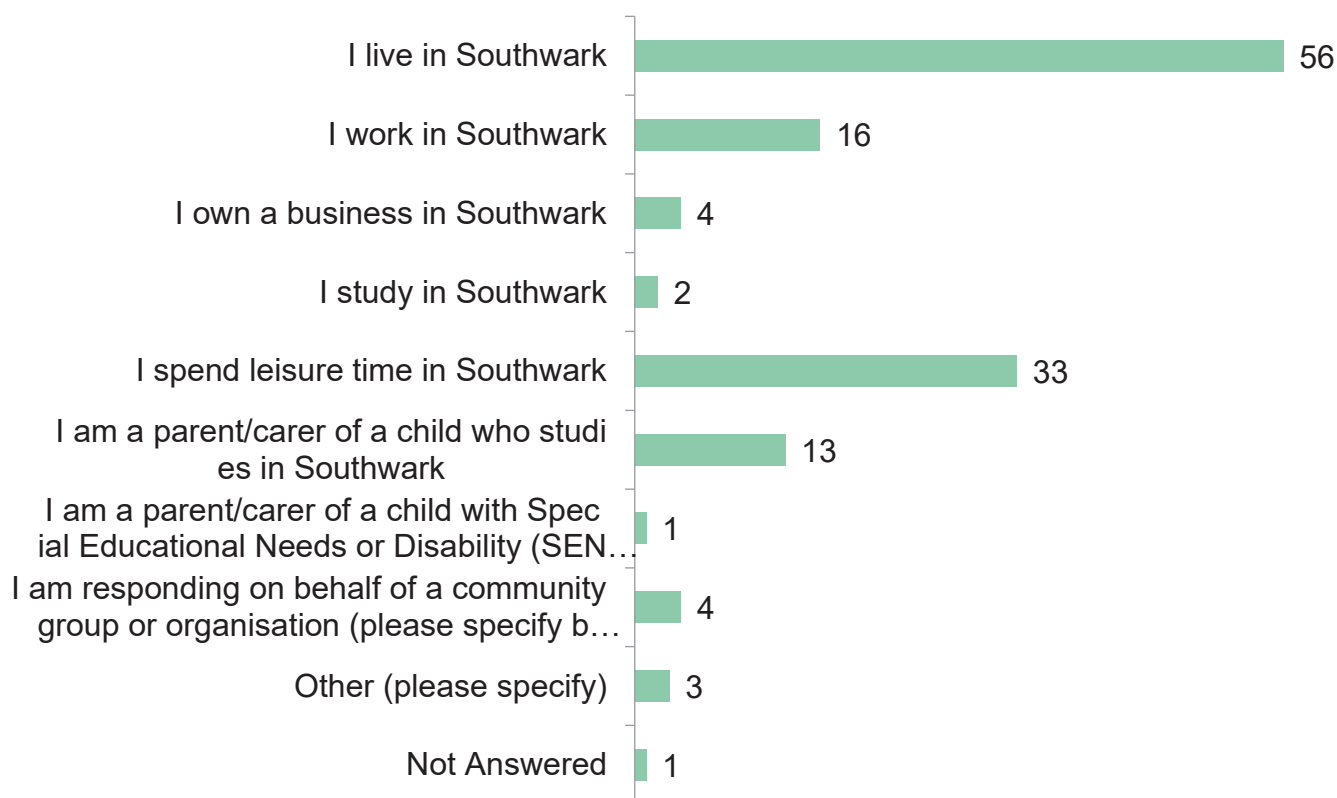
16% of respondents said it wouldn't make much difference or think it might make life more difficult in some ways and better in others.

*“Unless Highway Code is enforced or low traffic neighbourhoods are monitored nothing will change. You really have to have eyes on all the likely violations which makes venturing out more stressful than should be. Mostly caused by takeaway deliveries who want to rush to jobs.”*

## Appendix 1 Context questions

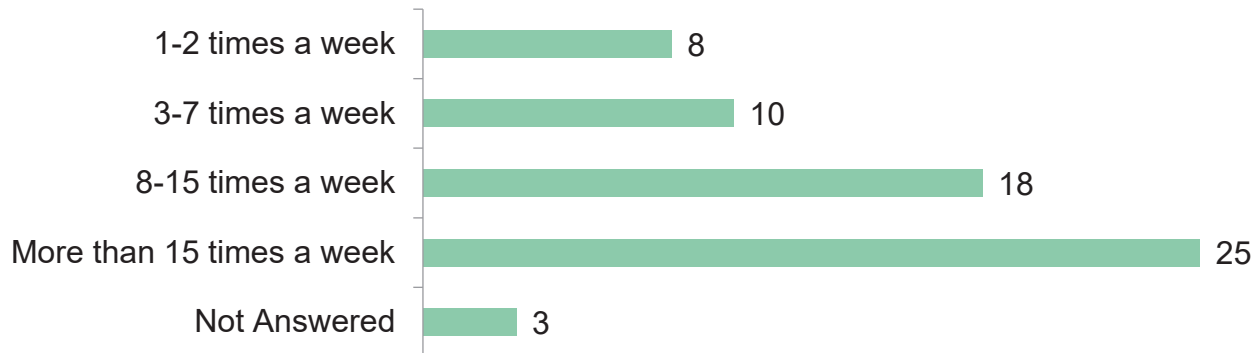
Q22. Which of these describe you? (please select all that apply)

There were 63 responses to this question.



Q23: How many times a week do you walk (for 5 minutes or more) in Southwark?

There were 61 responses to this question.



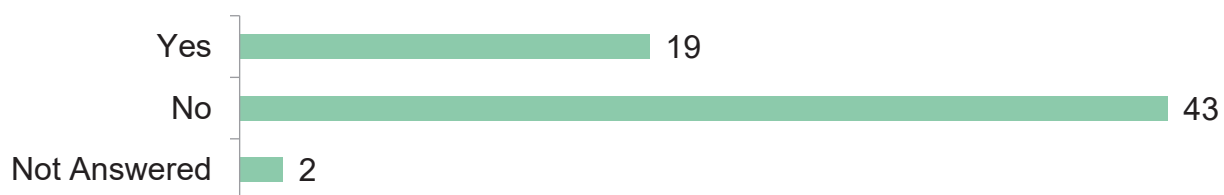
Q24: Do you regularly cycle in Southwark (once a week or more)?

There were 60 responses to this question.



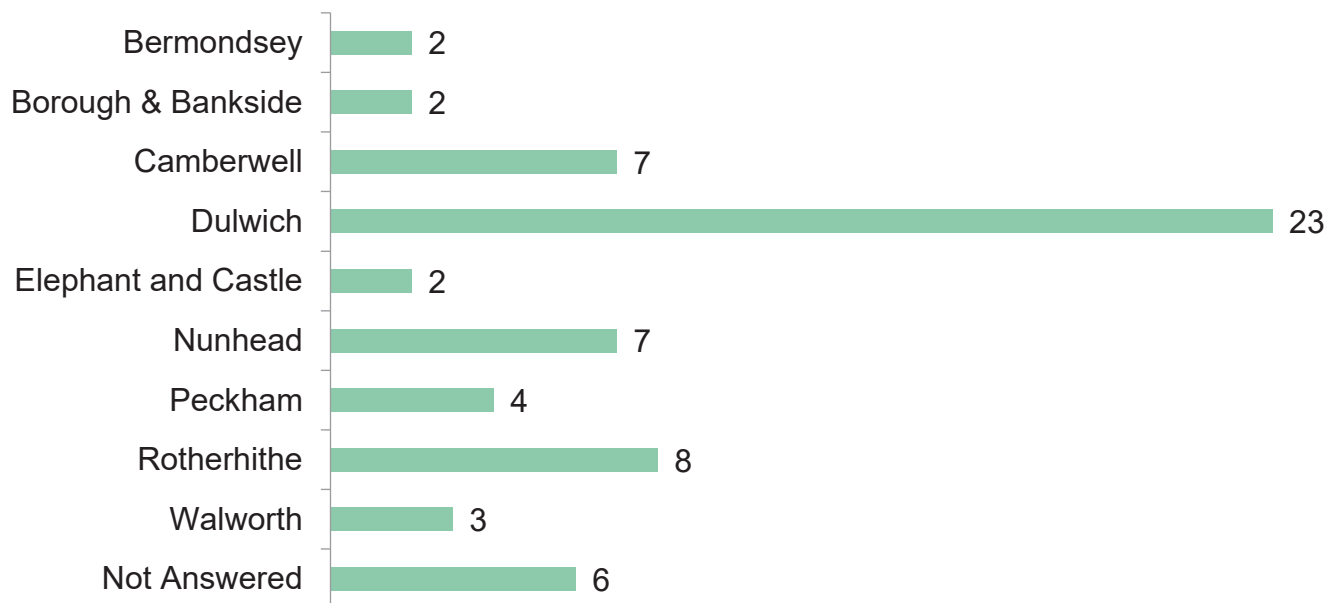
Q25: Do you regularly drive a car or other motor vehicle in Southwark (once a week or more)?

There were 62 responses to this part of the question.



Q26: If you live in Southwark, which community area do you live in?

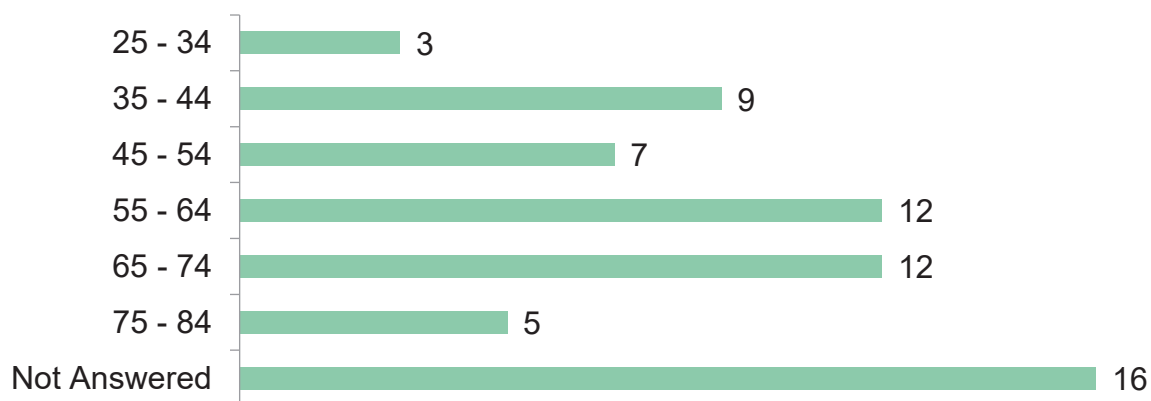
There were 58 responses to this question.



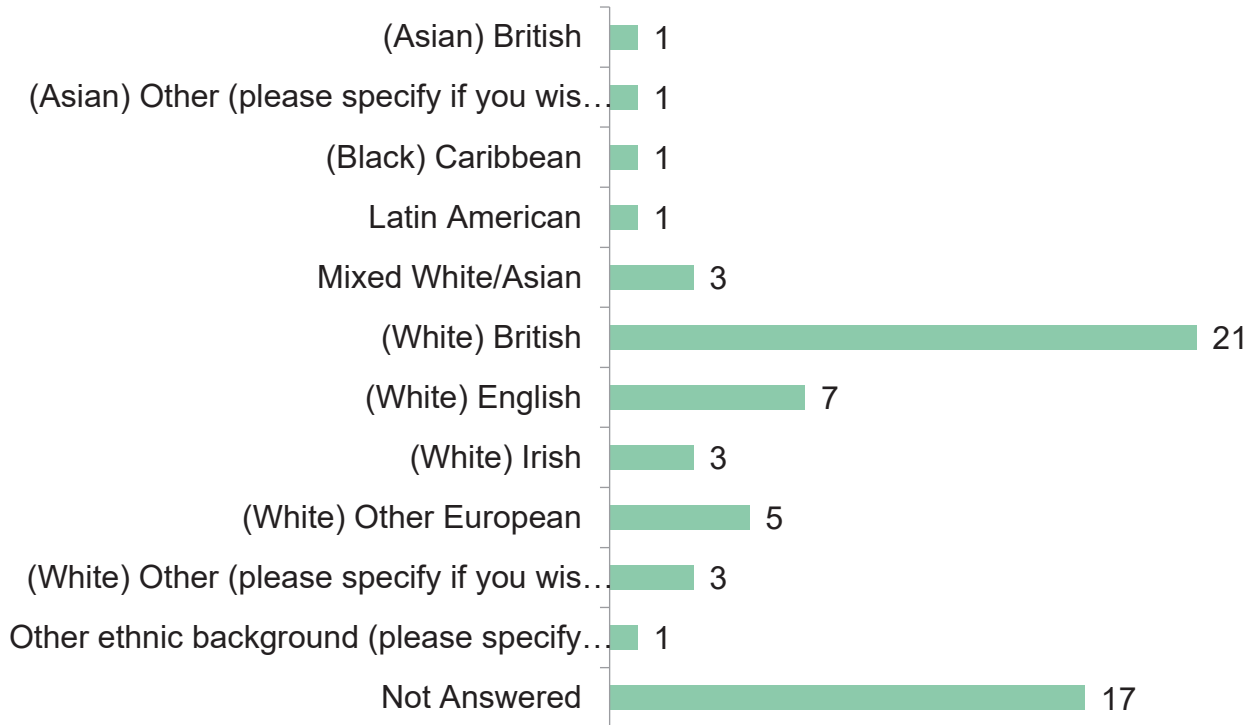
## Appendix 2 Equalities questions

### Age

There were 48 responses to this question.

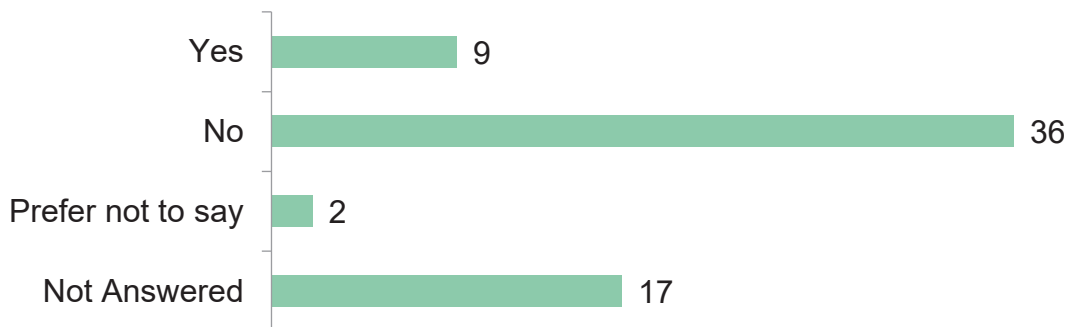


### What is your ethnic background?



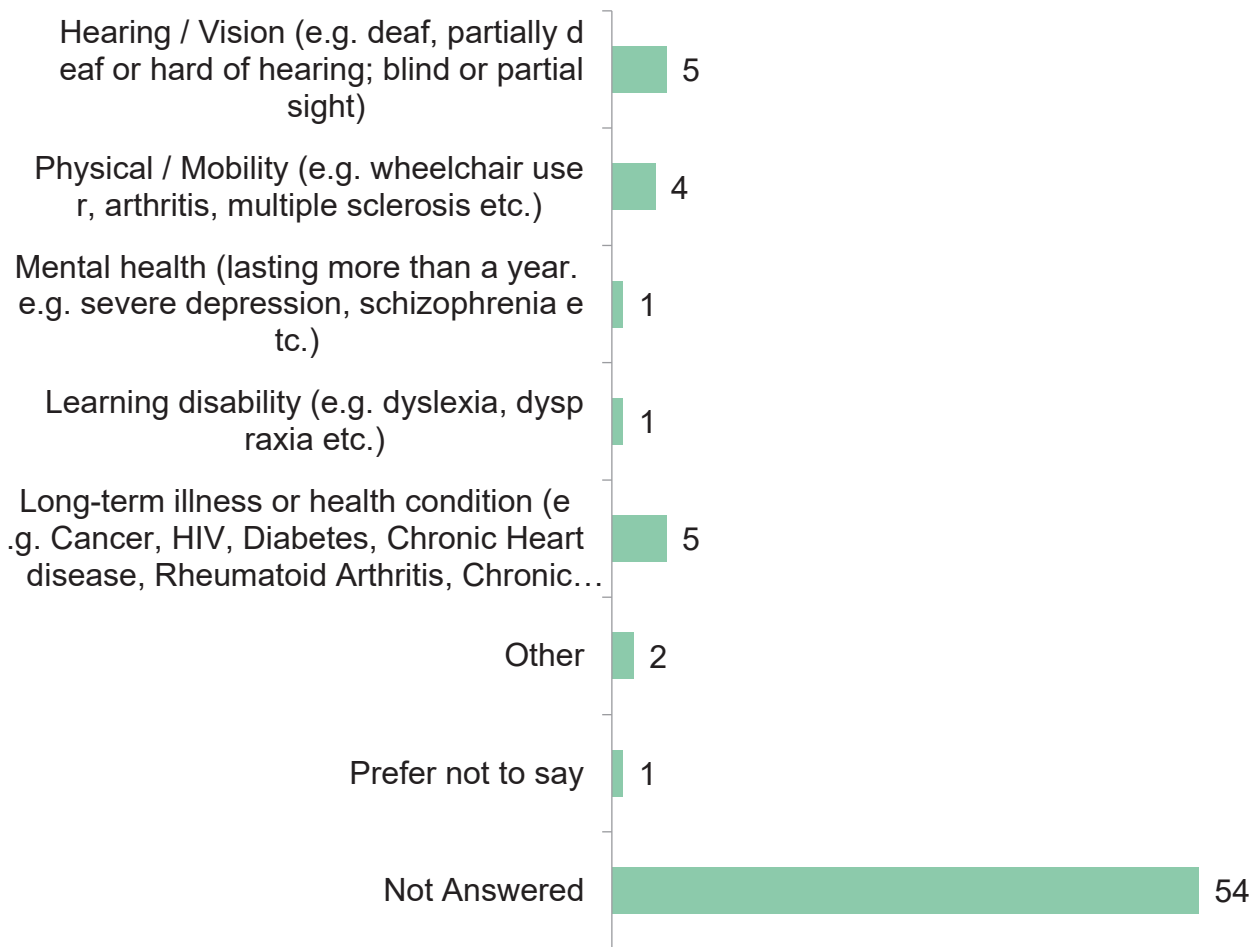
### Are you disabled?

There were 47 responses to this question.



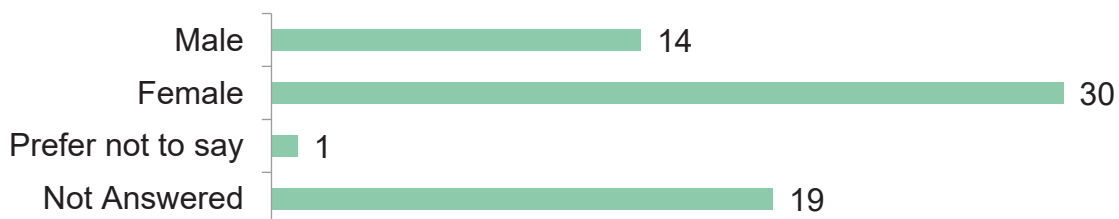
### Please state the nature of your impairments

There were 10 responses to this question.



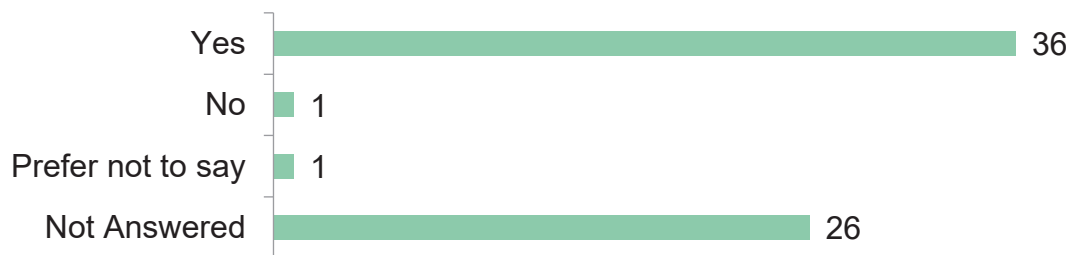
What is your sex as recorded at birth? (a question about Gender Identity will follow)

There were 45 responses to this question.



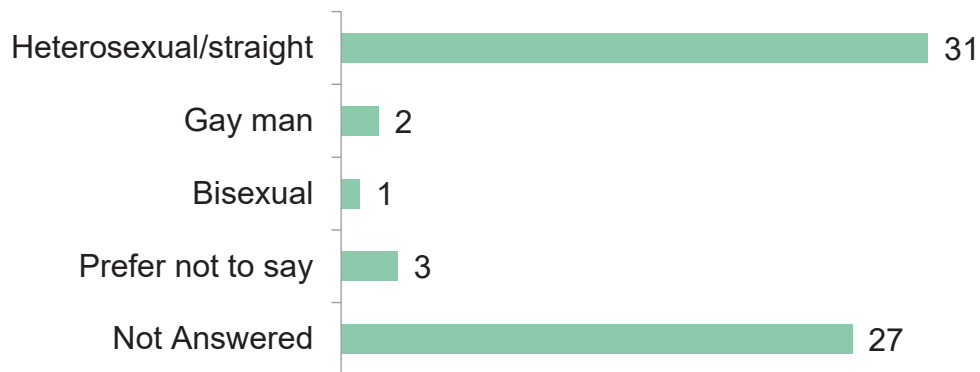
Is the Gender you identify with the same as the sex you were recorded at birth?

There were 38 responses to this question.



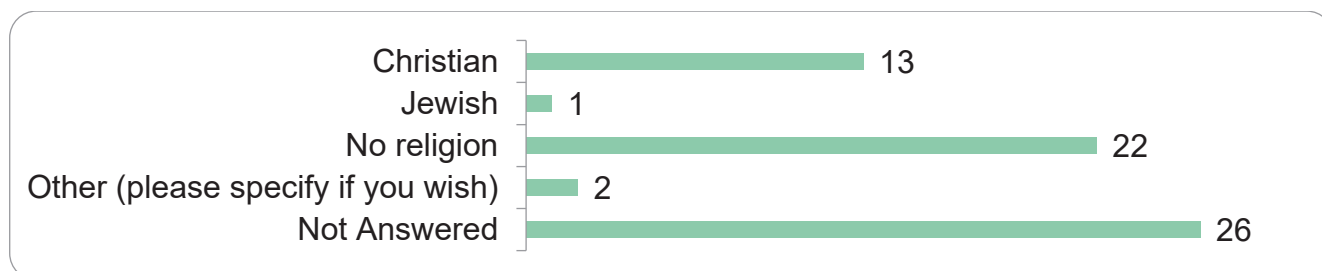
Which of the following best describes your sexual orientation?

There were 37 responses to this question



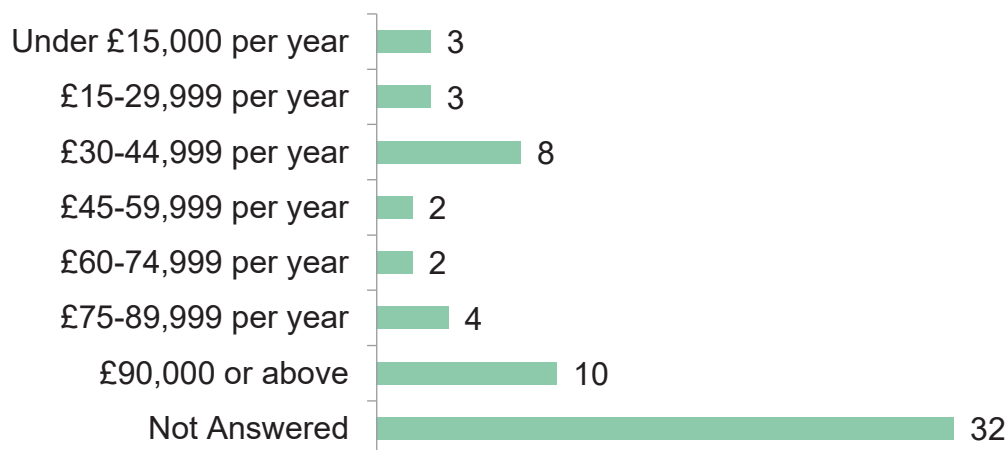
### What is your religion or belief?

There were 38 responses to this question.



### Approximately, what is your household income (the combined income of all the people in your home)?

There were 32 responses to this question.



### What is your current housing situation?

There were 40 responses to this question.

