

Appendix 5 - Movement Plan Stakeholder responses detailed summary

Results and analysis

April 2019

Introduction

About the consultation

As the online Consultation Hub survey was targeted at people who, live, work and study in the borough, stakeholders were encouraged to submit their responses via email. Hence, these were analysed and summarised separate to the other consultation responses. We received response from 8 stakeholders, these were:

- Better Bankside
- Historic England
- Living Streets
- Mums for Lungs
- Team London Bridge
- Southwark Cyclists
- Southwark Pensioners Centre
- Dulwich & Herne Hill Safe Routes to School Group

The Movement Plan consultation ran from November 2018 to February 2019.

Please contact transport@southwark.gov.uk with any questions regarding the data and findings presented in this report.

Consultation report appendices

The consultation results are presented in one summary report and each activity is analysed in depth in each appendix. See below for full list of appendices.

Movement Plan Consultation Report – Summary Report

Appendix 1 – Consultation Hub Analysis

Appendix 2 – Street Surveys Analysis

Appendix 3 – Young Advisors Analysis

Appendix 4 – Over 65s Workshop Report

Appendix 5 – Stakeholder Responses Detailed Summary

Appendix 6 – Surveys Questionnaires

Summary of stakeholders responses

Better Bankside

Key points

- Would like to see stronger emphasise on collaboration and partnership with local residents and business groups, including Business Improvement Districts, as to how to deliver the aims and objectives of the plan.
- Suggests a strategic board or similar to share knowledge and experience relating to transport and placemaking. The Living Lab could provide such a function.
- Would like green infrastructure to be included in the criteria for connected routes.
- Using time to manage streets can be effective, this section should also reference delivery and servicing requirements of businesses.
- Would like to see greater recognition of the Low Line as an opportunity to open up a pedestrian walkway that will support the economic rejuvenation of many derelict and underused arch spaces.
- Would like to see proposals for more sophisticated methods of waste collection.
- Suggests building a network of Low Exposure Routes.
- Would like greater clarity of how projects will be prioritised and funded, and what the core targets and measures of success will be.

Historic England

Key points

- Encourage a contextual approach to ensure that works to improve quality of place will respond to local character and the range of individual heritage assets within the borough.

Living Streets

Key points

- Would like to see more parklets to create more space for non-car users on the street.
- Would like to see rest points every 50m. This is critical for older, pregnant and disabled people to be able to walk outdoors and visit shops and amenities.

- Would like to see creation of a Green Walking Network to promote and encourage walking.
- Would like to see a borough-wide network of Low Traffic Neighbourhoods, where for the most part, through traffic is not permitted through residential areas but it encourages to stick to the main roads and safe crossings of main roads.
- Preference for long term street closures rather than time based.
- Would like to see more speed reduction enforcement and introduction of mandatory Intelligent Speed Adaption (ISA).
- Would like to see more segregated cycle lanes on main roads.
- Concerned that behavioural change programmes will not have a long-lasting impact unless they are associated with physical changes to the street environment that alter the existing balance between motor vehicles and people.
- Would like to see more practical proposals to reduce road traffic volumes to provide streets for people rather than cars.
- Would like to see emission-based parking charges sooner than 2025. Other boroughs already have this in place. Needs for development of road user charging, the coverage of and price of residential parking and the cost of on-street commercial parking.
- Would like to see safe street environment and crossings for pedestrians. Many footways are too narrow to walk on.

Mums for lungs

Key points

- The Movement Plan approach is not ambitious enough and do not demonstrate specific measures and targets and actions or demonstration of how targets will be achieved. Would like to see better link between aspiration presented in the actions and the budget programme.
- Would like to see Controlled Parking Zones implemented in the whole borough by 2025 at the very latest. Additionally, would like to see an annual increase of parking costs and parking space should be

reduced and repurposed for bike storage and green space starting in 2019.

- Would like to see introduction of emissions-based parking charges as soon as possible and introduce workplace parking levies.
- Suggests reduced car ownership and trips by 5% over the next 3 years and by 10% by 2028.
- Suggests introducing time-based road closures around schools at a rate of at least 5 a year, starting with schools that would benefit the most from an air pollution perspective.
- Suggest that the council implement at least one Low-Traffic-Neighbourhood per year. Rat-running can be prevented easily and cost-effectively through big planters on the middle of roads, enabling all residents to still be able to access their house by car.
- Would like to see council and all its subcontractors to operative low-emission as possible, starting in 2019.
- Would like to see new developments, especially in the well-connected north of the borough, completely car free (bar disabled access) but provide for bike storage for every resident.
- Would like to see increased speed of rolling out EV charging points.
- Push for urgent implementation of delivery hubs and pre-specified times that retailers are deliverable to. Ensuring they do not add to traffic and congestion during rush hour.
- Suggest working with delivery companies to ensure that all delivery vehicles are fully packed when entering the borough and drive the shortest route in low-emission-vehicles.
- Would like to see segregated cycle lanes across all main and bigger roads to provide a safe cycling environment and increase speed and efficiency of 24/7 hour bus routes.

Team London Bridge

Key points

- Would like greater emphasis on Healthy Streets approach and outcomes to link work with TfL and GLA more closely.
- Suggest referencing TfL's London Bridge Outcome Plan (2017) in the Lip document with proposals to extend Healthy Streets Assessments to borough-owned streets.

- Would like to see support for the Low Line as a new walking destination in London.
- Would like a Liveable Neighbourhood in London Bridge covering all borough-owned streets and spaces, potentially covering neighbouring areas as well.
- Would like to see people-oriented place where motor traffic is no longer dominant. Calm traffic and reduce road danger. Reduce rat running and the number of short car trips including filtered permeability where appropriate.
- Would like to see de-cluttering and simplification of spaces, particularly for pedestrians and cyclists with disabilities. Improved focus on accessible walking, cycling and public transport. Given the number of pedestrians, continuous crossings should become the default option.
- Would like to see measures to create a walking environment that is safe, accessible, distinctive and engaging, including: wider and better footways; decluttering; quality spaces and supportive street furniture; wayfinding; lighting; urban greening; public art; and formal and informal crossings that reduce pedestrian wait times and increase comfort levels
- Would like to see investment in cycling infrastructure, including dedicated routes, completion of CS4, contraflow cycling and more cycle parking.
- Suggests low impact logistics solutions including a mode shift to cargo-bikes and wider consolidation strategies.
- Improve air quality and reduce noise and promote tranquil, low-exposure routes.
- The proposed budget distribution is too heavily weighted in favour of 'encouragement' activities and studies with relatively little allocated to infrastructure.
- Suggest establishing a network of parks, green spaces and gardens including trees and other planting in the public realm.
- Strongly support filtered permeability as a tool to improve the public realm, sense of safety, and promote active travel. This provided that it remains possible for businesses to maintain operational access for deliveries and other essential activities.
- Would like to see real-time management of parking charges to allocate kerbside space efficiently with variable charges depending on vehicle emissions, in order to support the uptake of electric vehicles
- Supports encouragement of employers to understand challenges faced by those who drive / ride to work. Team London Bridge can assist with stakeholder engagement and provide information they have already collected.

Southwark Cyclists

Key points

- Southwark Cyclists oppose the Movement Plan and Third Local Implementation Plan. They are not bold enough to enable Southwark to achieve the outcomes within the Mayor's Transport Strategy (MTS). The plans fail to set ambitious targets or to commit to proven actions that will reduce motor traffic and enable active travel.
- Would like to see more liveable neighbourhoods' bids and a long term plan for filtering of residential streets with a clear and rapid delivery timetable.
- Finish delivering the committed cycle routes from the 2015 cycle network and commit to 30km of future route delivery. Provide a timetable for their delivery and ensure protected tracks on main roads are a political priority.
- Suggests addressing all "Cycling Level of Service" critical issues on existing, planned and new routes
- Would like to see reduced on street parking, complete Controlled Parking Zone (CPZ) coverage, increase CPZ hours and peak hour loading ban.
- Suggests rebranding CPZ in a more positive way such as Greener Kerbside Zone or Street Greening Zone to encourage non-car owners to respond to consultations and make it relevant to more.
- Improve and increase green spaces.
- Would like to see targets to reduce traffic in the short term and improve air quality. No proposals are included to tackle freight emissions.
- Would like to see improved cycle parking e.g. near shops and cycle storage for residential units.
- Suggests that Movement Plan should focus and spend funding on proven measures.
- Suggest improving legibility and more informative signage on cycle routes and key connections.
- Would like to see targeted support and cycle loans for disadvantaged communities.
- Would like to see improved accessibility and accessible stations.

Southwark Pensioners Centre

Key points

- Would like to see a timed detailed programme to prioritise money and space for walking.

- Would like to see improved wayfinding and legible signs and maps.
- Would like better lightning when dark and improved maintenance of broken lampposts.
- Suggest more accessible streets and dropped kerbs.
- Would like wider pavements, less clutter and cleaner streets.
- Highlights cyclists behaviour on shared space as an issue to tackle and cycle lanes in shared spaces should be distinct with different colours.
- Would like to see separate lanes at shared crossings.
- Suggests that there should be greater responsibility by developers for public realm improvement included in planning obligations.

Dulwich & Herne Hill Safe Routes to School Group

Key points

- Would like to see the needs of children placed at the heart of decision making.
- Would like to see actions taken to enable children and parents to travel actively by creating healthy streets, low traffic neighbourhoods and safe routes to school for children.
- Support Vision Zero to end road deaths.
- Would like to see traffic reduction, speed reduction and road closures around schools.
- Improve air quality which has a life threatening impact on the physical health and a negative impact on the mental health of children.
- Improve the physical health and activity of children to reduce obesity, improve mental health and reduce health inequality.

