



London Borough of Southwark

Peckham Low Carbon Zone – Transport Survey

Interviewing Local People About Their Use Of & Perceptions Of Transport

12th July 2010

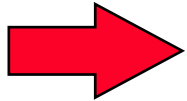
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Research Methodology.

- Southwark Council has been awarded funding to work with local people in Peckham to create a Low Carbon Zone (LCZ) (see Appendix 1 for a map of the area). While the focus is on working to make homes more energy efficient, the promotion of sustainable forms of transport is also of interest. A survey was devised to gain an understanding of transport usage and attitudes to transport in the LCZ area (see Appendix 5 for full survey).
- The intention was to ensure that as many households as possible had the opportunity to take part in the survey and a copy was delivered to every home in the area (see Appendix 2 for full details). A freepost envelope was included with the survey to increase the likelihood that residents would participate and a prize draw was also included (1st prize £50 vouchers; 10 runners-up prizes £10 vouchers).
- In order to ensure that we obtained a robust sample for the analysis, it was agreed that a minimum of 120 completed surveys were required in total. This figure represented just over 10% of the total number of households (1,165) in the LCZ area. The area consists of a number of different types of property and we were keen to ensure that each of these household locations were fully represented in the research. Quotas were set, therefore, to ensure that at least 10% of the completed surveys were received from each of these different household locations.
- Once the flow of surveys posted to the Freepost address had largely ceased, we then assessed how many more surveys were required from each location to reach the agreed quotas. Face-to-face interviews were then conducted until the quotas were achieved. The structure of the responses is outlined below.

Household Location	Total Number of Households	10% target for Completed Surveys	Completed by Post	Resulting Number of F-to-F Surveys	Completed Surveys - Number	Completed Surveys - % of HHs
Oliver Goldsmith Estate	275	29	7	22	29	11%
Bells Garden Estate	507	51	21	30	51	10%
Housing Association	84	9	9	0	9	11%
Street Property	299	31	38	6	44	15%
Total	1,165	120	78	+ 58	136	12%

Research Methodology (continued).

- The timings of the project were as follows:

Delivery of Survey to all Households in LCZ	Tuesday 18 th & Wednesday 19 th May
Targets Set For Face-to-Face Interviews	Tuesday 15 th June
Face-to-Face Interviews	Thursday 17 th June and week commencing 21 st June

- In addition to these responses, we received a further 9 surveys that were completed but no address was supplied. The results of these surveys have been added to the other responses giving a total number of completed surveys of 142.
- We have, wherever this is of value/practical, analysed the results both in terms of the overall findings and also the findings by household location. Great care must be taken most especially with the numbers involved with results for Housing Association properties where we had a total of 9 completed surveys. The sample size is reported for each category (eg n=25) and where conclusions are being drawn, these are backed up by checking whether the findings/differences are statistically significant.
- Levels of interest that people had in receiving more information about schemes associated with the LCZ are outlined in Appendix 3.

Research Methodology (continued). The four different locations.



Oliver Goldsmith
Estate - Hardcastle
House



Bells Garden Estate
- Wilmot Close



Housing Association
- Gaumont House,
Staffordshire St



Street Property -
Marmont Road

Summary. Journeys on foot and by bus are the dominant modes of travel amongst LCZ residents. The proximity of local amenities ensures that almost all local journeys are made on foot. The car is only more widely used for journeys to church, visiting friends and family and the supermarket shop.

- Journeys on foot and travel on buses are by far the most frequently used modes of transport in the LCZ area. Of the 9 modes that were studied, a total of 5 were ever used by at least half of the respondents (less than half ever travelled by bicycle, taxi, motorcycle and coach). Of the 5 modes that were used by more than half, the table below shows the relative dominance of journeys on foot and by bus.

% of residents who use this mode...

	Daily	At Least Once A Week	Ever Use
Walking	55%	72%	75%
Bus	40%	76%	89%
Car/Van	8%	36%	51%
Tube	5%	17%	56%
Train	4%	19%	59%

- Travel by bus and on foot dominated almost all of the different types of journeys that people made in the area. Car usage is only significant for journeys to the supermarket, visits to friends and family and going to church.

Main modes used for these journeys

	Mostly Walk	Mostly Bus	Mix of Modes
% who ever make this kind of journey More than three-quarters of local people ever make this type of journey.	Local shops – 84% walk. Doctor/GP – 72% walk.		Supermarket – 54% walk; 30% car. Friends & Family – 38% bus; 34% car.
Between a half and three-quarters of local people ever make this type of journey.	Park – 67% walk. Library – 91% walk. Leisure facilities – 85% walk.	Central London – 68% bus. Hospital – 80% bus. Work – 57% bus.	
Less than half ever make this type of journey.			Church – 50% walk; 27% bus; 23% car. School/College – 26% walk; 45% bus.

Summary (cont'd). Some 40% of households in the LCZ own a car and 10% say that they mostly use their car to get to the places they visit. Once people own a car they are more likely both to appreciate the convenience of car travel and to see it as a necessity in their lives.

- Levels of car ownership and usage are relatively low in the area. In terms of ownership, 40% of households own a car with just 3% owning more than one vehicle. 10% say that they mostly use the car to get to the places they visit. The remainder of those who use a car say either that they use the car when there is no convenient alternative or that they do not use it very much.
- From an analysis of the attitudes that people have to car usage, it is clear that a majority **likes** the comfort and convenience that owning a car can offer and a small majority thinks that it is quicker to travel by car than to take public transport. At the same time as appreciating these benefits, most do not have a **need** for a car; a clear majority feels that they can manage without a car and even that they do not need a car to do the household shopping.
- When the attitudes of car owners and non-car owners are compared, it appears that once people own a car they appreciate far more the convenience of travel by car and car use also becomes embedded more deeply as a necessity in their lives. Thus a far greater proportion of those who own a car agree that they need a car to do the household shopping and that they could not manage without a car than do those who do not own a car.
- In terms of the different locations in which people lived, those who lived in street properties tended to have both higher levels of car ownership and car usage than those who lived on either the Bells Garden or Oliver Goldsmith Estate. Of note, however, is that a greater proportion of those living in street properties agree that “We have a car but do not use it very much” (21% agreement amongst street property residents compared to the survey average of 11%). This may imply that it is easier to own and park a vehicle on the street than on an estate but that that vehicle does not necessarily get used significantly more frequently.

Summary (cont'd). Most local residents walk regularly in the area. Within the LCZ the greatest problems people face relate to anti-social behaviour and the fear of crime. For local journeys that people want to make on foot, problems arise from the congested pavements and poor crossings.

- Walking is the default mode for local journeys. We have seen that having so many facilities and amenities within walking distance ensures that most people walk regularly in the area. Almost three-quarters (72%) said that they make lots of journeys on foot in and around the local area. Just 13% said that they rarely walk around the local area. These levels of walking did not differ markedly by location.
- In spite of these high levels of walking, local people felt that there were real problems in the area for those on foot. These related both to the **general environment** for walking and to **specific journeys** that they wished to make.
- The **general environment** for walking is marred principally by perceived anti-social behaviour and fear of crime. Issues include bike riding on the pavement, drunk people, spitting, intimidating dogs, dog mess and the presence of gangs. These problems are particularly acute on Peckham Hill Street by the shops. These issues are more significant for those who live on the estates and the Bells Garden Estate in particular than for the residents of the street properties in the area. Fear of crime on the Bells Garden Estate is also amplified by the poor quality of the street lighting on the estate.
- Outside the immediate LCZ area, the **specific journeys** that people want to make on foot gravitate mostly southwards towards the town centre and Rye Lane, Morrison's and the amenities of the cinema and the train station and access to bus services. These journeys on foot are problematic principally owing to the congestion on the pavements that is prevalent throughout the town centre area and the poor quality of the formal crossings which are both congested, numerous and slow to let pedestrians cross.
- Outside the town centre, worries focus more on road safety with concerns (to the north) about high vehicle speeds and safety at junctions (eg Commercial Way).
- Problems with Peckham Hill Street focus less on walking up and down it (although the shops on the eastern side are a source of considerable worry) and more on crossing the road. More than two-fifths (43%) feel either not very or not at all safe crossing Peckham Hill St. Key is the need to create a safe crossing space to the Library and Peckham Square. At present there are insufficient formal crossings and there is danger as people cross amongst all of the buses and other vehicles moving north-south.

Summary (cont'd). Only a small proportion are keen cyclists (10%). There are opportunities to increase levels of cycling amongst currently infrequent cyclists (17%) and those who would like to cycle (23%) if concerns over road safety and a perceived lack of safe cycle routes can be overcome.

- Although levels of cycling are low (10% describe themselves as keen cyclists; 15% cycle more than once a week), opportunities clearly exist for greater levels of cycling if infrastructure improvements are made.
- Overall 10% describe themselves as keen cyclists and 50% say that they would not like to cycle. Between these groups there are 17% who cycle infrequently and 23% who do not own a bike but would like to cycle.
- There are major differences in the perceptions of the problems people face when cycling amongst each of the three groups who currently cycle or who may cycle as the table below shows:

	Keen Cyclists (10%)	Cycle But Not Often (17%)	Do Not Cycle But Would Like To (23%)
% of each group that sees this as a BIG problem	<ul style="list-style-type: none"> • Lack of cycle lanes/ traffic free routes (46%) • Lack of secure parking at the places I go to (33%) • Road safety fears (25%) • Lack of space/secure parking where I live (25%) 	<ul style="list-style-type: none"> • Lack of cycle lanes/ traffic free routes (68%) • Road safety fears (45%) • Making journeys in the dark in the winter months (32%) • Fears for personal security (32%) • Cold and wet weather (30%) 	<ul style="list-style-type: none"> • Road safety fears (70%) • Making journeys in the dark in the winter months (59%) • Lack of cycle lanes/ traffic free routes (52%) • Fears for personal security (46%) • Cold and wet weather (38%)

- Those who currently cycle infrequently lack the safe routes they feel they need in order to make more journeys by bike. They also lack the equipment and the motivation to prolong their cycling season into the winter months. Those who would like to cycle have a far greater repertoire of potential problems and objections but worries over road safety and the threat from motor vehicles are dominant concerns.
- Practical problems relating to cycle ownership are also significant. Whilst only 14% of those who live in street properties say that a lack of secure parking where they live is a big problem, almost half (48%) of those who live on the Oliver Goldsmith Estate find this a big issue. Those who live on the estates also have far greater levels of fear for personal security than those who live in street properties.
- Of real interest from a promotional point of view are the different age profiles amongst the cyclist groups. Keen cyclists sit in a narrow 35 to 54 age band; infrequent cyclists are particularly focused on those aged 25 to 34 and those who would like to cycle are aged between 25 and 54. Activities can be targeted at specific (age) groups.

Summary (cont'd). LCZ residents were generally positive about taking environmental issues into account in relation to transport choices although factors such as cost and time are more important. Awareness of cycle training was low as was interest in joining the car club scheme at this stage.

Attitudes To The Environment.

- Residents had positive attitudes to thinking about the environmental impact of their travel. A large majority (71%) agreed that they think about the environmental impact of how they travel and a majority (52%) agreed that they chose to travel in a way that reduces their carbon footprint. These concerns were inevitably tempered by the reality that factors such as cost and time are more important than the concerns over environmental impact (68% agree).
- A large majority of local people also agreed (73%) that people should make fewer short journeys by car. Of interest here was the fact that a greater proportion of car owners agreed with this statement than did non-car owners (68% compared to 58%).

Cycle Training.

- Local residents had very low levels of awareness of and participation in cycle training schemes run by Southwark Council. Just 14% were aware that that the Council runs free cyclist training and only 6% had ever participated in it. Around a quarter had an interest in cycle training or smarter travel planning. Interest in cycle training rose dramatically, however, amongst those with school age children. Thus, 55% of those with children of primary school age and 41% of those with children at secondary school were **very** interested in cycle training for them.

Car Clubs.

- Residents were also asked about their interest in joining a car club. Awareness of how car clubs worked was low and only a quarter said that they were interested in membership (levels were broadly similar amongst car owners and non-owners). Owing to the uncertainty about how the scheme might work, few felt confident to say that they would give up their existing car if they became members of a scheme.

Summary (cont'd) - The Main Findings.

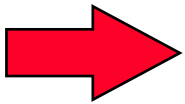
- A summary of the main findings is shown below:

Theme	Main Findings
Households in the Peckham LCZ already have extremely high levels of journeys by sustainable forms of transport and by public transport. The proximity of amenities and facilities means that many can be accessed easily on foot; public transport is widely available for journeys further afield.	<ul style="list-style-type: none"> • 55% make journeys on foot and 40% travel by bus daily while just 8% make journeys by car every day. • Almost all travel on foot to the local shops (84% walk), the doctors (72% walk), the park (67% walk), the library (91% walk) and leisure facilities (85% walk). Most travel by bus to the hospital (80% bus), work (57% bus) and Central London (68% bus). The only journeys where use of the car plays a significant role are to the supermarket (30% drive), church (23% drive) and to visit friends and family (34% drive).
Car ownership and usage is low.	<ul style="list-style-type: none"> • Almost two-thirds of survey respondents (65%) do not own a car or do not drive. A quarter (25%) use their car infrequently and 10% use their car for most of their journeys.
People like travelling by car but they are not a necessity. Once people own a car it is seen as more of a necessity in their lives.	<ul style="list-style-type: none"> • Whilst 66% of respondents agree that they like the comfort and convenience of travelling by car, just 24% agree that they could not manage without a car and 39% agree that they need a car to do the household shopping. • Of those who own a car, 41% agree that they can not manage without a car compared to just 8% of those without a car.
In moving around the local area, the biggest concerns focus on fear of crime and anti-social behaviour. For journeys on foot into Peckham, the biggest problems are congestion on the pavements and difficulties crossing main roads.	<ul style="list-style-type: none"> • 40% feel that anti-social behaviour and 43% feel that fears for personal security are big problems in the local area. • For journeys into the town centre the big issues are pavement congestion and crossings that are congested, numerous and slow to let pedestrians cross. 43% do not feel safe crossing Peckham Hill St.
Levels of cycling are relatively low in the area but there are opportunities to increase cycling amongst those who only cycle infrequently at present and those who would like to take up cycling.	<ul style="list-style-type: none"> • A tenth of local people cycle frequently and a further sixth (17%) cycle less often. Just under a quarter (23%) do not own a bicycle but would like to cycle. The remainder (50%) have no desire to get on a bike.
The problems that cyclists face are dominated by road safety fears and a lack of safe cycle routes. These fears particularly affect those who would like to cycle but do not do so at present.	<ul style="list-style-type: none"> • 63% feel that road safety fears from motor vehicles are a big problem in relation to cycling and 56% feel that a lack of cycle lanes/ traffic free routes are a big problem. • Just 25% of keen cyclists feel that road safety fears are a big problem compared to 45% of infrequent cyclists and 70% of those who would like to cycle.

Summary (cont'd) – Recommendations. Listed below are a number of possible approaches that Southwark Council might consider as arising from this project.

Theme	Recommendation
Keeping walking levels high.	<ul style="list-style-type: none"> • Keep amenities and facilities local – do not let conditions for those on foot get worse. • Sustainable transport is extremely well embedded into the LCZ area at present. The journeys that people need to make as part of their daily lives can all be made on foot and amenities are close at hand. The trick is to keep them close (eg not move nursery facilities further away).
Encouraging journeys on foot – accessing the town centre.	<ul style="list-style-type: none"> • Improve the ease with which people can use and cross Peckham High St and Peckham Hill St. • At present both streets present a barrier to journeys on foot owing to congested pavements and difficulties that people have in crossing them. If efforts could be made to improve the ease with which people can cross Peckham High St, we could realistically expect to see people substituting car based journeys to the OKR Asda and Tesco for journeys on foot to the Morrison's in the town centre.
Encouraging journeys on foot – feeling safer in the LCZ area.	<ul style="list-style-type: none"> • More work is needed to tackle anti-social behaviour and fear of crime on the estates. • Perceptions of personal safety have improved in recent years BUT these fears remain a major deterrent to people venturing out especially after dark within the estates. Key concerns focus on anti-social behaviour, the poor quality of lighting (on the Bells Garden Estates), the behaviour of those who access the shops on the eastern side of Peckham Hill St from 3pm onwards (ie school children and after dark).
Encouraging cycling.	<ul style="list-style-type: none"> • Get those who cycle infrequently (17%) to cycle more often; get those who would like to cycle (23%) on to a bike. • Those who are not already keen cyclists are principally deterred by road safety fears and a sense that there are insufficient cycle lanes. Tackling poor driving in the area (both speeding, dangerous and inconsiderate driving and illegal behaviours (eg running red lights)) could help to improve the general perception of road safety for potential cyclists. Other actions may include: <ul style="list-style-type: none"> - Providing more secure cycle parking in the estates (especially Oliver Goldsmith). - Promotion of cycle routes through TfL maps. - Cycle promotion days based on the estates (eg Dr. Bikes). - Promotion targeted by age. Interest in cycling was clearly delineated by age. Promotional work can be relatively efficient if the ages of the target groups are clear.

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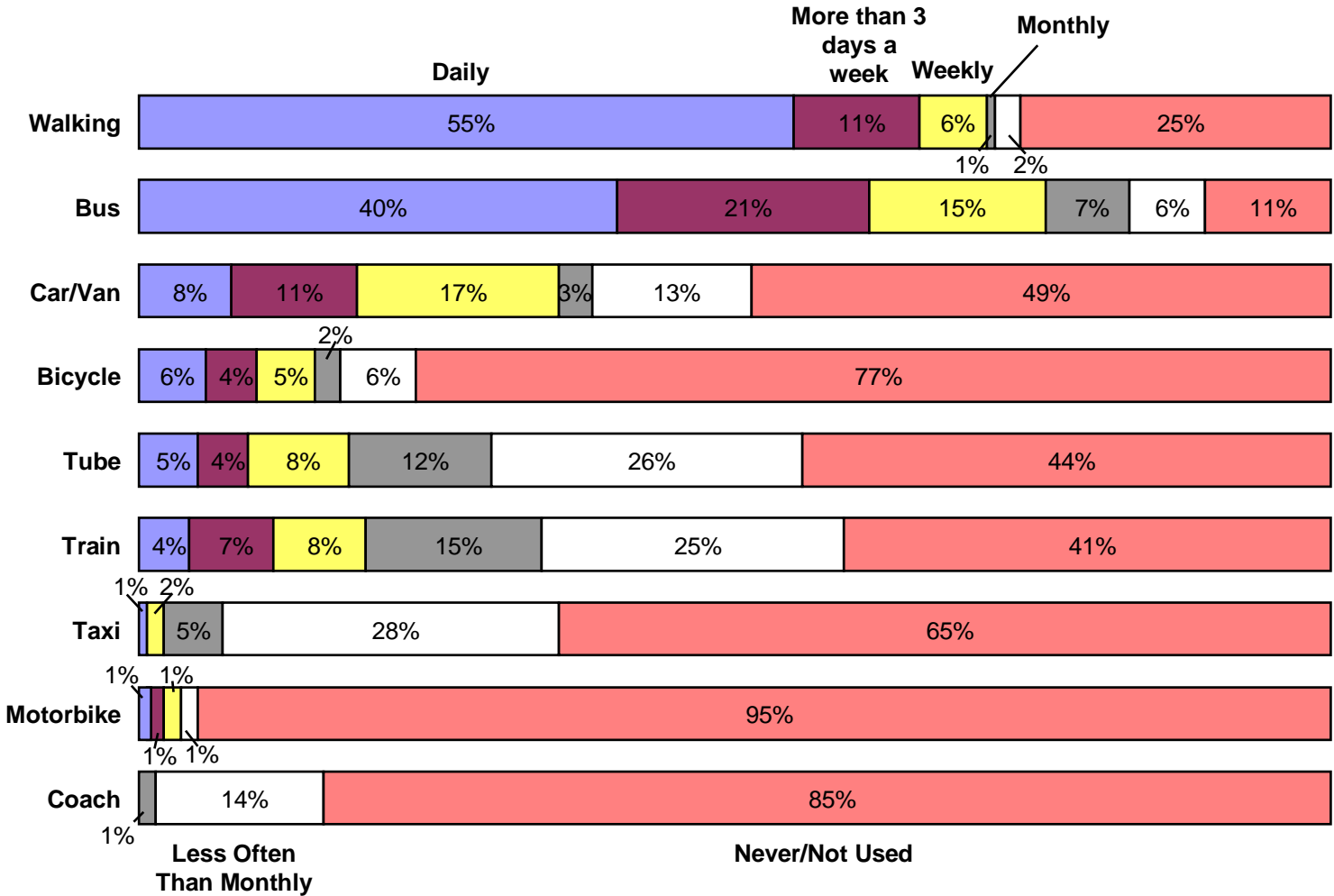
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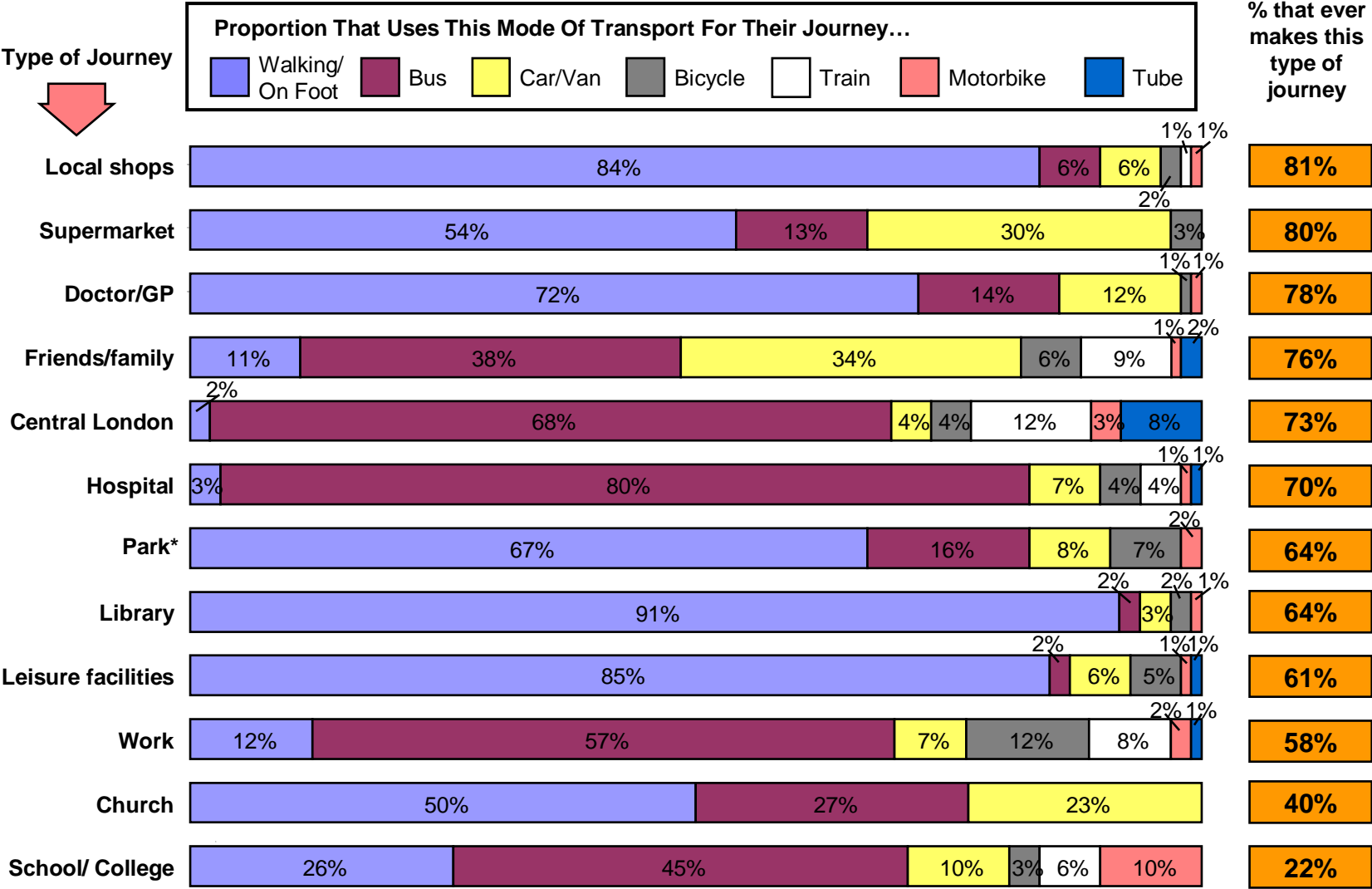
Walking and bus journeys dominate travel in the area. More than a half make journeys on foot and more than a third use the bus every day. Under 10% make journeys daily by car or by bicycle.

Frequency Of Use Of Various Forms Of Transport For Journeys Within Southwark Or Around The Local Area
(BASE – All Respondents (n=142))



Walking is the main mode for journeys to the shops (including the supermarket), the doctors, the library, the park and leisure facilities. The bus dominates trips to the hospital, work and Central London. Car use is highest for trips to the supermarket and friends and family.

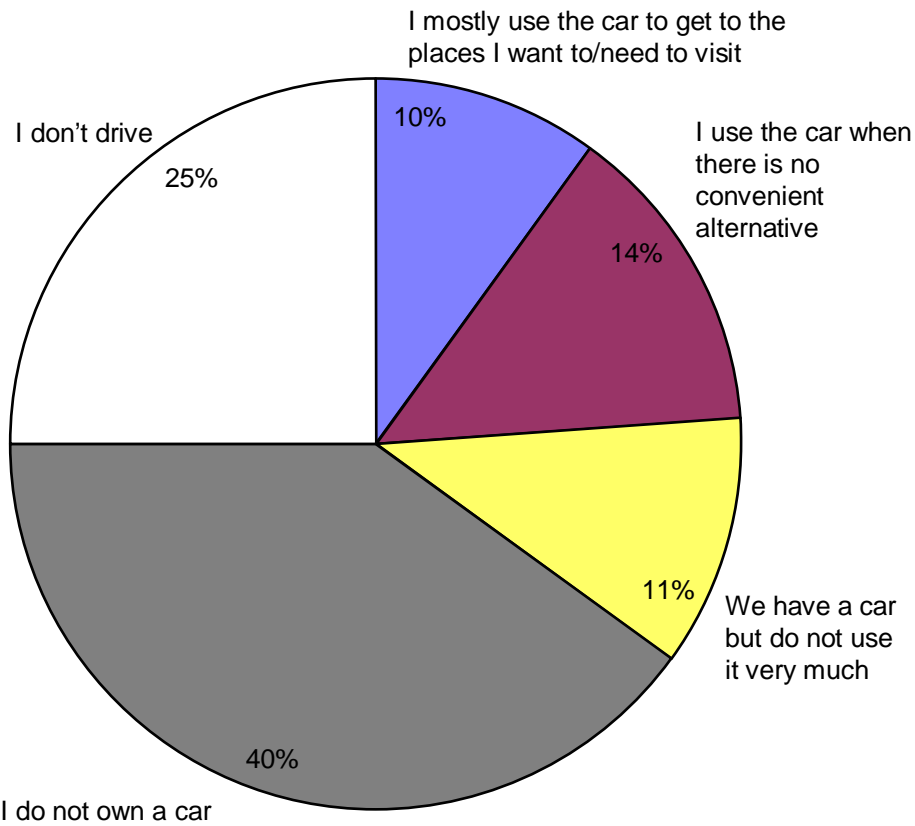
Main Form Of Transport For Each Of The Types Of Journeys Listed (BASE – All Respondents (n=142))



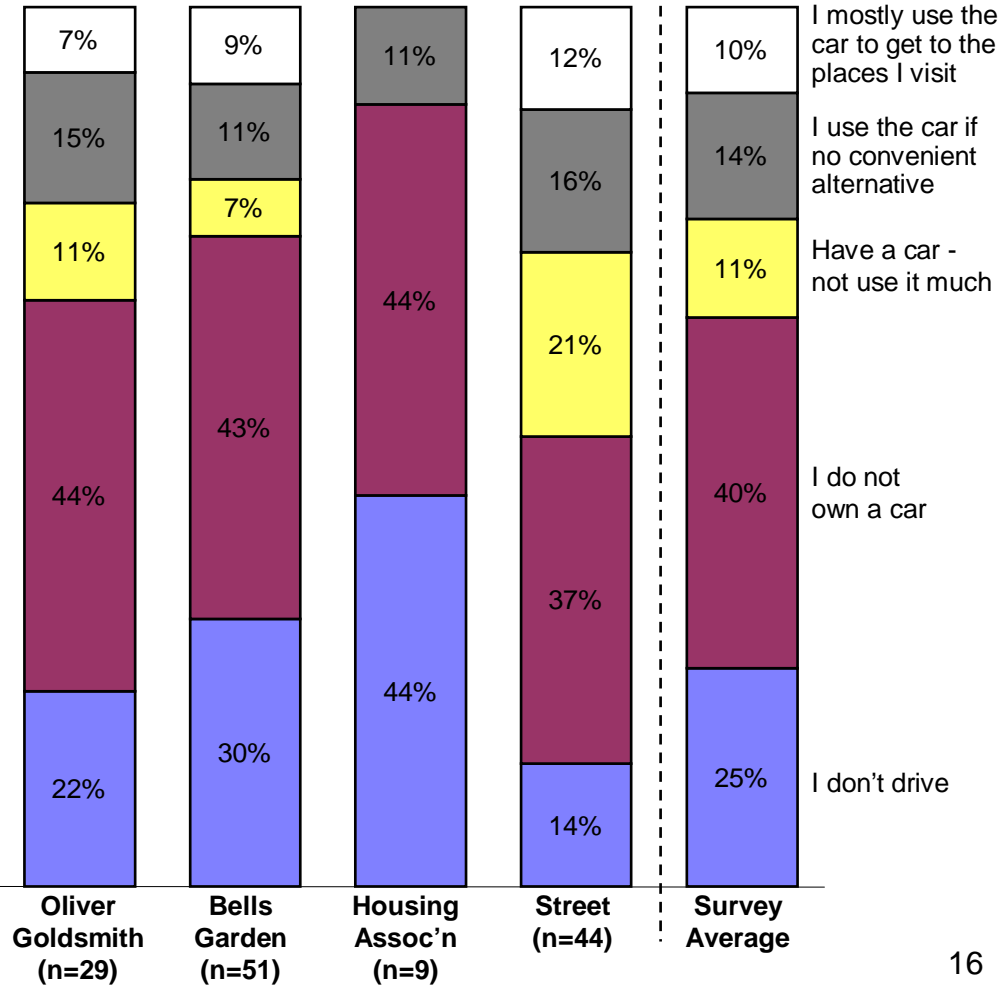
*Most Visited Parks (% of respondents ever visit)
Burgess Park – 22%
Peckham Rye – 18%
Greenwich Park – 3%
Dulwich Park – 2%

Almost two-thirds of survey respondents (65%) do not own a car or do not drive. A quarter (25%) use their car infrequently and a tenth use their car for most of their journeys. Car usage tends to be higher amongst residents of street properties.

Overall Structure Of Car Usage
(BASE – All Respondents (n=133))

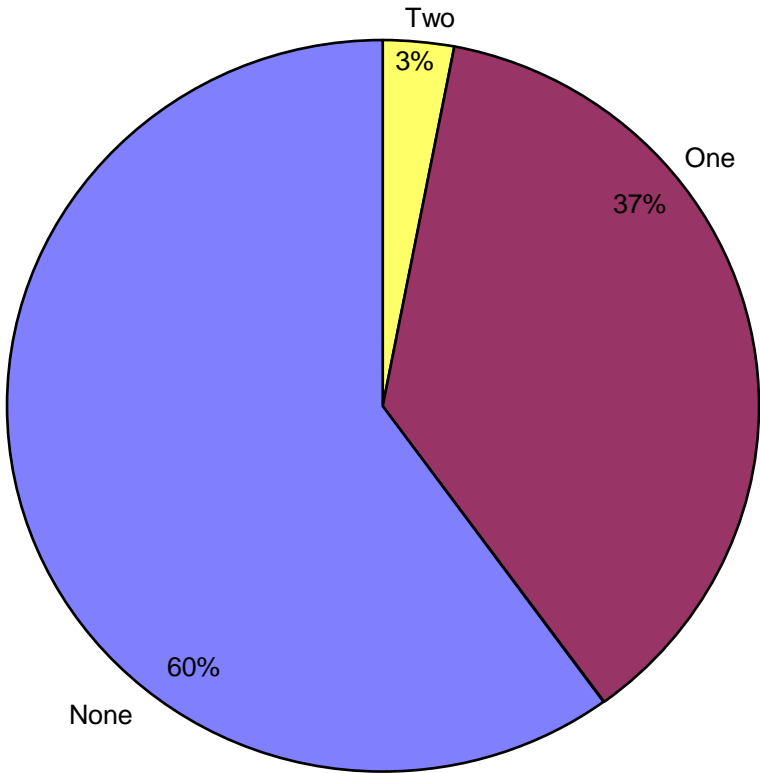


Structure Of Car Usage By Location
(BASE – All Respondents (n=133))

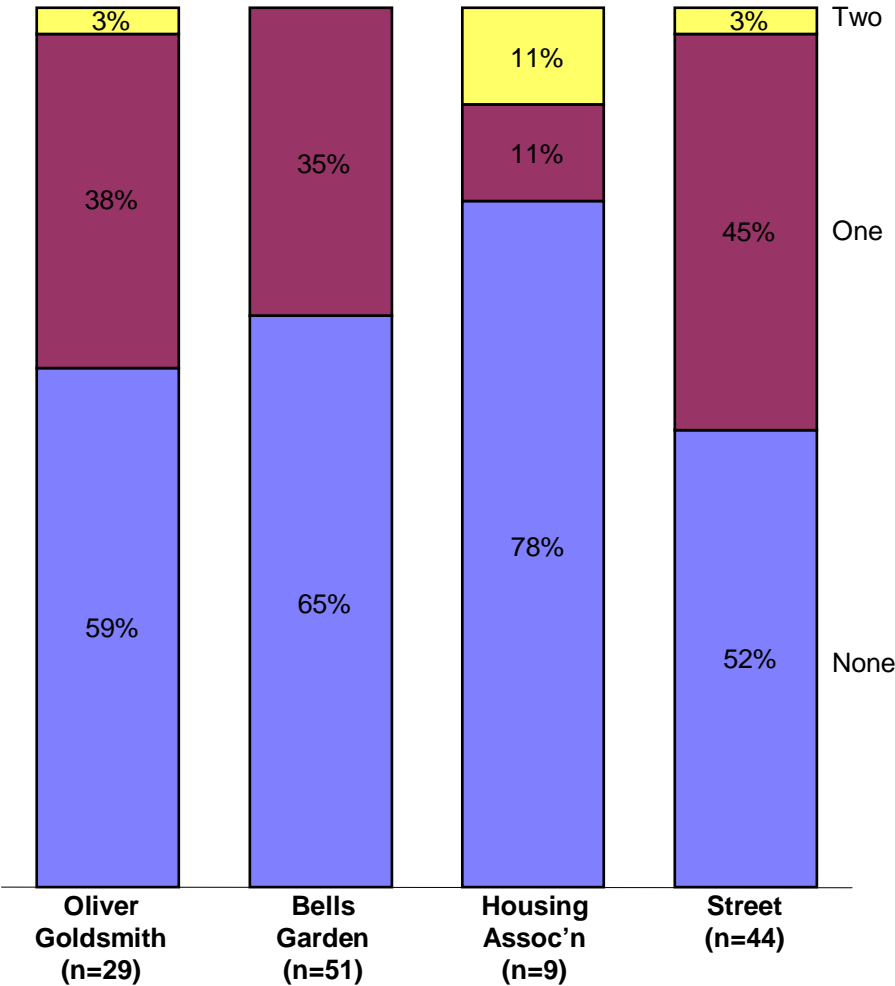


Two-fifths of the households own a car with 3% owning more than one vehicle. Levels of ownership are again slightly higher for residents of street properties and lower amongst those who live on estates.

Car Ownership – Number Of Cars In Household
(BASE – All Respondents (n=142))



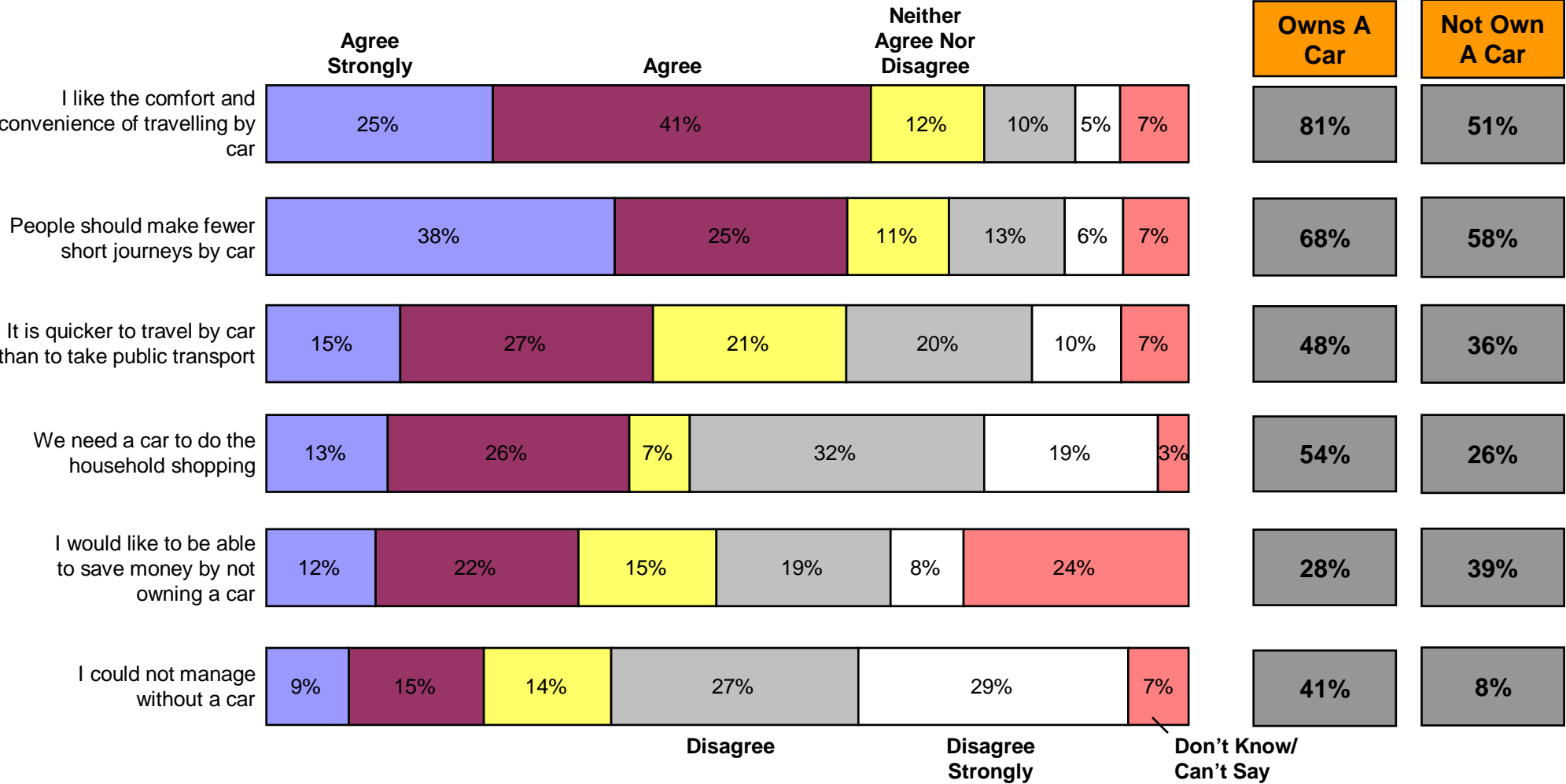
Number Of Cars In Household By Location
(BASE – All Respondents (n=133))



Although most people appreciate the comfort of travelling by car and its convenience over public transport, the low levels of car ownership in the area mean that, for most, a car is not a necessity. Most people can manage without a car even for their household shopping.

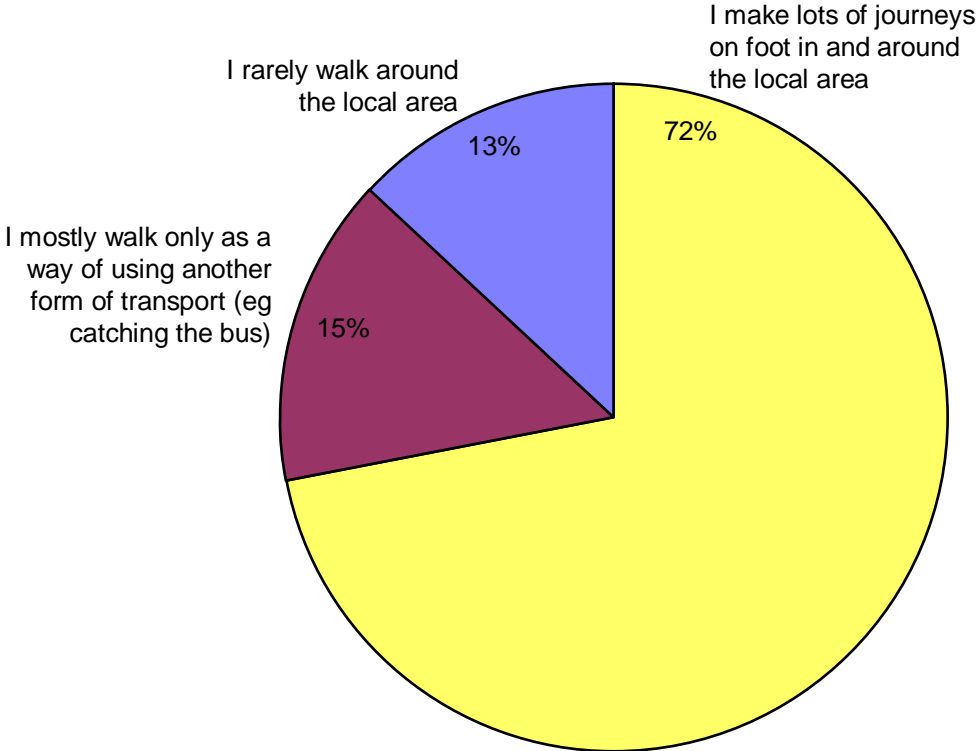
Attitudes To Driving (BASE – All Respondents (n=113))

Variation In Levels of Agreement Based On Car Ownership
 (% of those who do and do not own a car who agree or agree strongly with the statements)

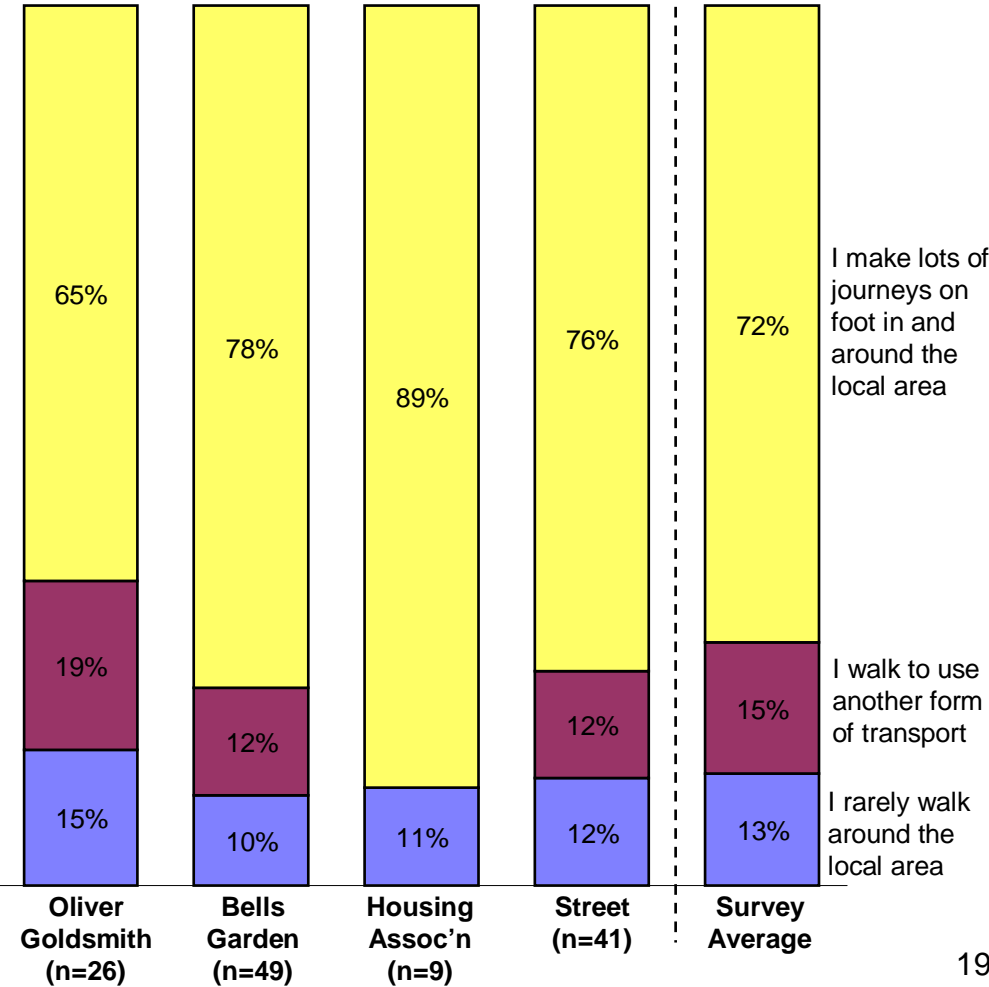


When we look at walking, almost three-quarters (72%) say that they make lots of journeys on foot in the local area. There is little variation based on location although those who live on the Oliver Goldsmith Estate are slightly less likely to walk widely in the area.

Overall Relationship With Walking
(BASE – All Respondents (n=134))



Relationship With Walking By Location
(BASE – All Respondents (n=133))



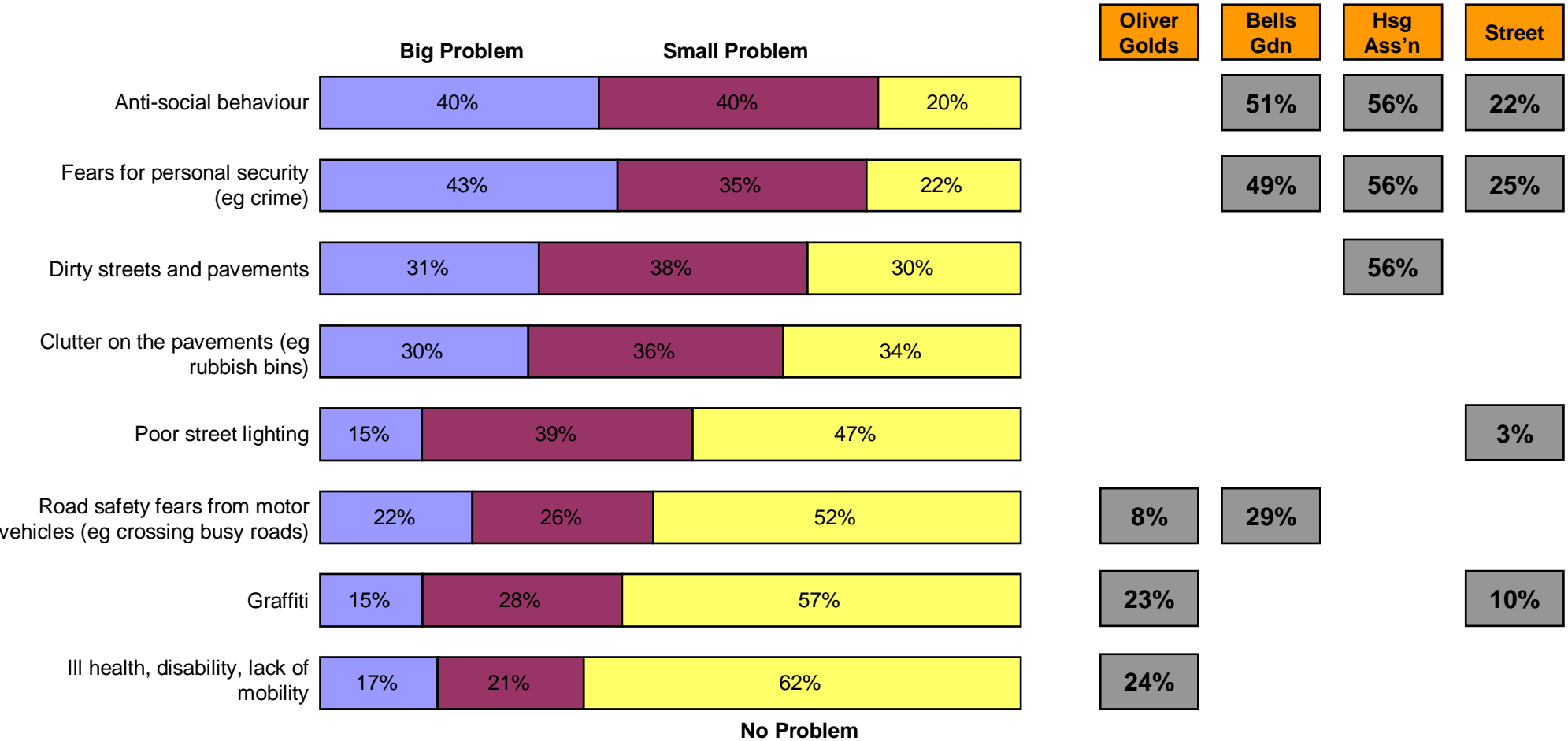
The problems that people face in walking in the local area are greatest in relation to anti-social behaviour and fear of crime. These issues are of most concern for those who live on the Bells Garden Estate. Residents of street properties have significantly fewer problems when on foot.

Problems/Issues People Face With Walking* (BASE – All Respondents (average n=124))

***Question Wording** - How much of a problem are each of the following in preventing you from walking more often or making longer journeys on foot in the local area?

Marked Variations By Locations

(marked variations from the survey average in the % in each location who feels this is a BIG problem)



When it comes to walking in the local area, comments on anti-social behaviour focus on general behaviour in public with concerns about bike riding on pavements, drinking in public, dog mess and spitting and a perceived threat from gangs.

Problems/Issues People Face With Walking In The Local Area - Comments

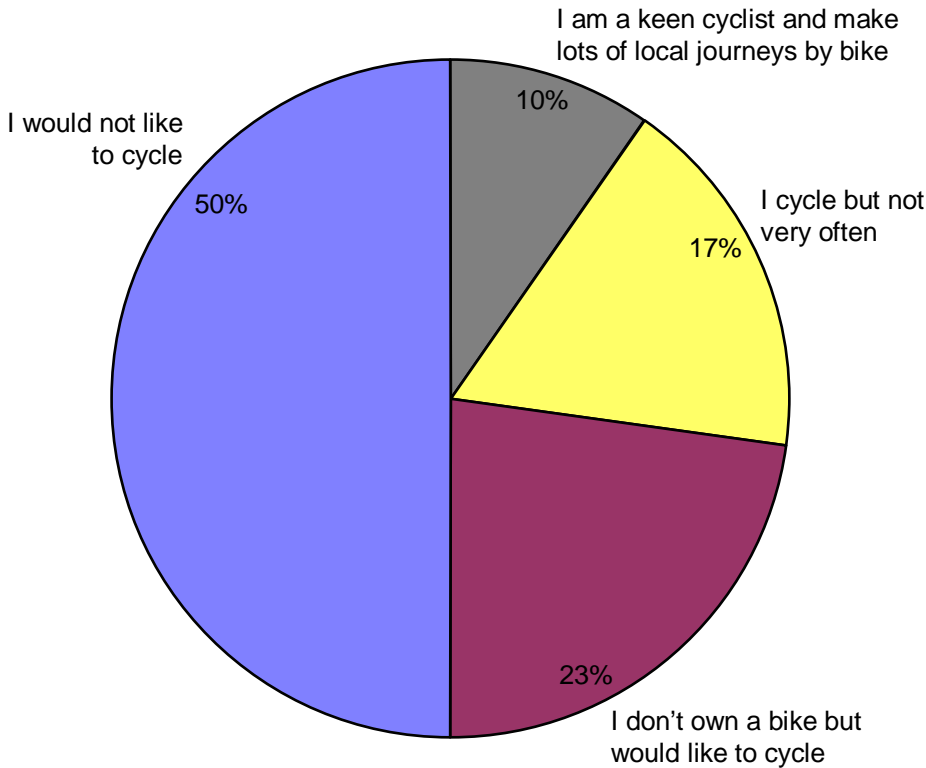
Problem Area	Comments Made
Anti-social behaviour	<p><i>"Bikes riding on pavements."</i></p> <p><i>"Drunk people."</i></p> <p><i>"Drunk people and gangs in the street."</i></p> <p><i>"People spit on pavements, they should be fined."</i></p> <p><i>"Too much dog mess on street."</i></p>
Fears for personal security	<p><i>"Crime of all kinds."</i></p> <p><i>"Quiet/lonely streets."</i></p> <p><i>"Security doors not working."</i></p>
Poor street lighting	<p><i>"Lighting in Estates poor, ie. Bells Garden Estate (Commercial Way end)."</i></p> <p><i>"Poor street lighting in some areas. I avoid them."</i></p> <p><i>"Lighting on Bells Garden Estate big problem."</i></p>
Ill health, disability, lack of mobility	<p><i>"Increased problems if accompanying my daughter who uses a wheelchair."</i></p> <p><i>"Injury to foot very painful."</i></p> <p><i>"Any place I push a wheelchair and even though there are dropped pavements the pavements are not made proper. Dropped pavements are always broken or not dropped enough."</i></p>
Other - Problems with streets	<p><i>"Bus stop people, small pavements, often have to walk in busy roads."</i></p> <p><i>"Crowded pavements by bus stops."</i></p> <p><i>"Pavements being dug up."</i></p> <p><i>"The pavement is filthy with dog pooh everywhere. Dog pooh and spit on the pavement. Makes me feel sick."</i></p>

The problems that people experience with the journeys that they make on foot focus on congestion on the pavements throughout the town centre owing to their inadequate widths and there being too many people. As ever anti-social behaviour and fear of crime are major issues.

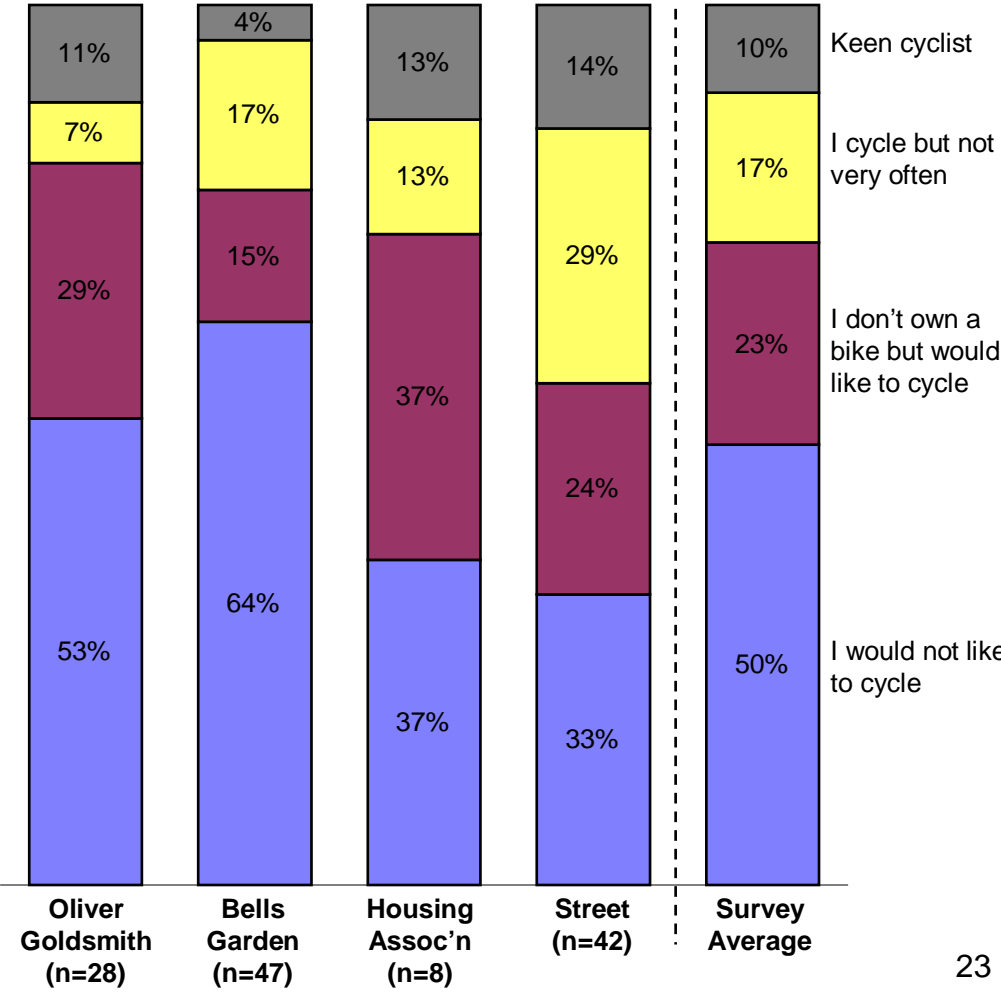
Problem Area	Comments Made
Peckham High Street (inc Bus Station)	<p><i>"The corner between Marmont Rd and Peckham High St is full of drug dealers and drunks. The BT phone booth should be removed and more police should be available."</i></p> <p><i>"Crossing Peckham High St at the lights by Burger King. Congestion usually means the crossing is blocked so motorists do not observe the lights."</i></p> <p><i>"Peckham High Street - overcrowded pavements, boxes, trolleys, too many people."</i></p> <p><i>"I wish to walk on the Peckham Hill St near the Peckham bus station with my kids but there are dirty streets and pavements and fears for my personal security."</i></p>
Peckham Town Centre	<p><i>"Walking from Marmont Rd to Rye Lane. Through the bus station pavements are narrow and congested."</i></p> <p><i>"Walking behind Peckham cinema to go home, the amount of boys wearing hoodies and carrying weapons."</i></p> <p><i>"Using my pushchair on Peckham Rye. It is too over crowded and not enough space."</i></p> <p><i>"Walking to the train station. Too many crossings/traffic lights."</i></p>
Rye Lane	<p><i>"Road works on Rye Lane is causing congestion on the pavement."</i></p> <p><i>"Walking into lower Peckham Rye Lane there is a long waiting time at the pedestrian crossing."</i></p>
Supermarket (Morrison's)	<p><i>"I want to walk to the supermarket with a wheelchair or shopping trolley but there are queues at the bus stop for Peckham Post Office and people going in and out of the off licence."</i></p> <p><i>"I want to walk from Marmont Road to Morrison's but too many people at bus stop on the corner of Marmont Road and Peckham High Street, can't get through."</i></p> <p><i>"Bus Station barriers make the path too narrow."</i></p>
Other Local Destinations	<p><i>Commercial Way – "It is difficult crossing Furley Road and Commercial Way because of a lack of visibility and the cars travel at speed, no road humps."</i></p> <p><i>Furley Rd – "The pavement there are lots of bins, rubbish and bin bags on pavement. You have to walk in the road."</i></p> <p><i>Melon Rd Shops – "I want to access shops between Peckham High St and Melon Road but there are narrow pavements along the route."</i></p> <p><i>Peckham Rye – "I want to walk with my children around Peckham Rye but there are no dropped kerbs around that area."</i></p>
Personal Safety/Anti-social Behaviour	<p><i>"I try to take the bus one stop away to increase walking but there are dogs off leash and anti social looking dogs."</i></p> <p><i>"I like to visit my partner's in Bells Garden Estate on foot and Kirkwood Road but there is insufficient lighting and fear of attack."</i></p> <p><i>"I love walking and go out of my way to walk but it is spoiled by jerks and mean people dumping trash on the street."</i></p> <p><i>"I would love to go to the park near Goldsmith Rd but my mum's friend's son got beaten there and I am terrified."</i></p>

A tenth of local people cycle frequently and a further sixth (17%) cycle less often. Just under a quarter (23%) do not own a bicycle but would like to cycle. The remainder (50%) have no desire to get on a bike. Bicycle usage is markedly higher amongst residents of street properties.

Overall Relationship With Cycling
(BASE – All Respondents (n=132))



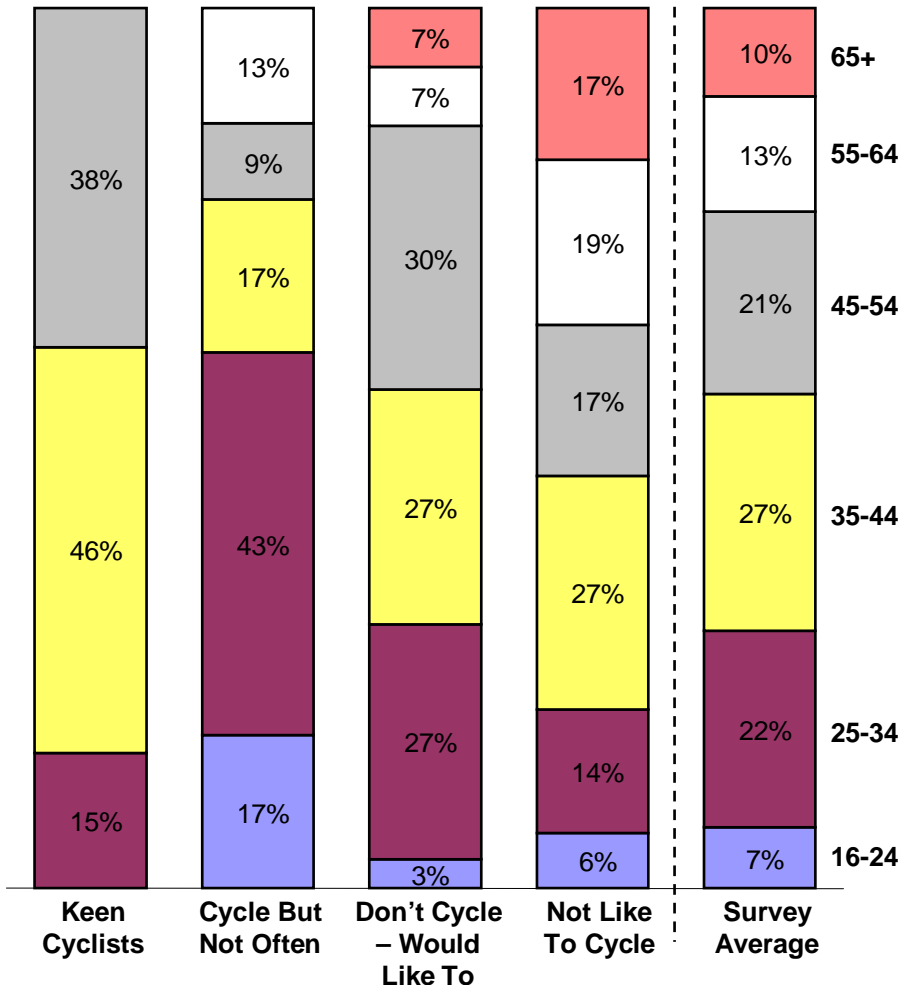
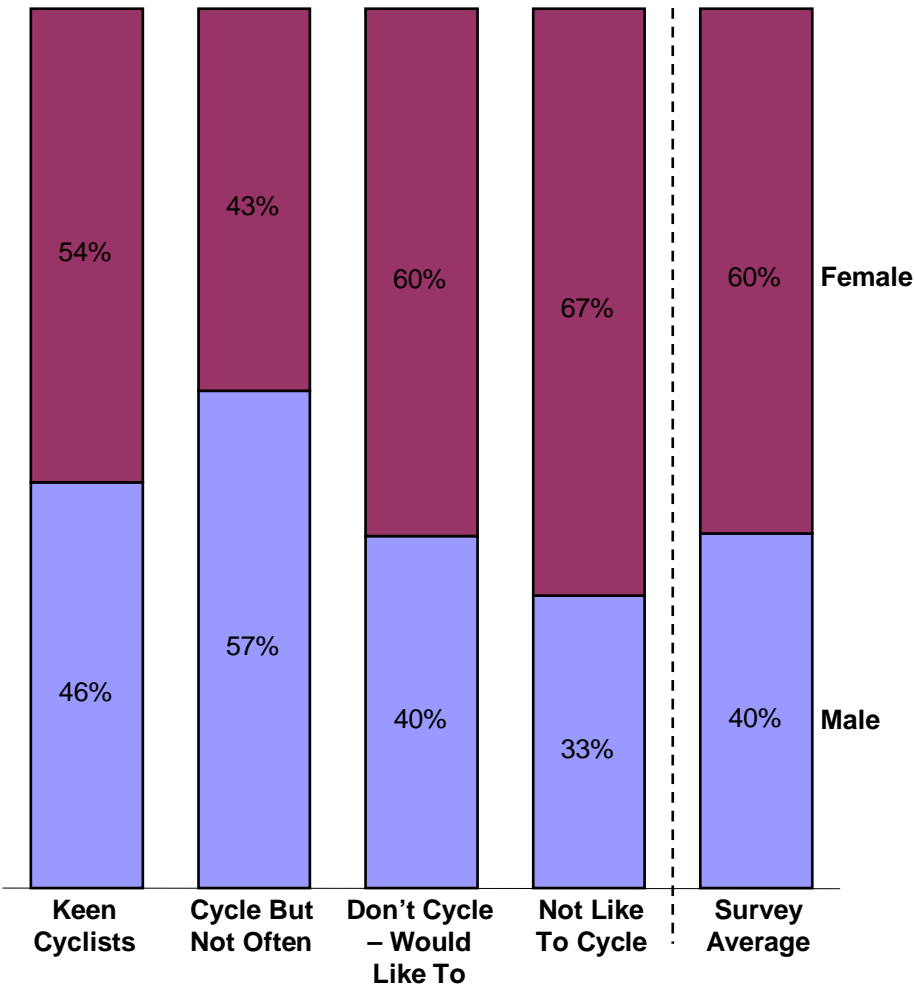
Relationship With Cycling By Location
(BASE – All Respondents (n=125))



While men are slightly more likely to cycle than women, there are far clearer distinctions in relation to age. Keen cyclists are almost all aged 35 to 54; those who cycle infrequently are particularly high amongst the 16 to 34s. Those who do not cycle but would like to are aged between 25 and 54.

Relationship With Cycling By Gender
(BASE – All Respondents (n=129))

Relationship With Cycling By Age Band
(BASE – All Respondents (n=130))

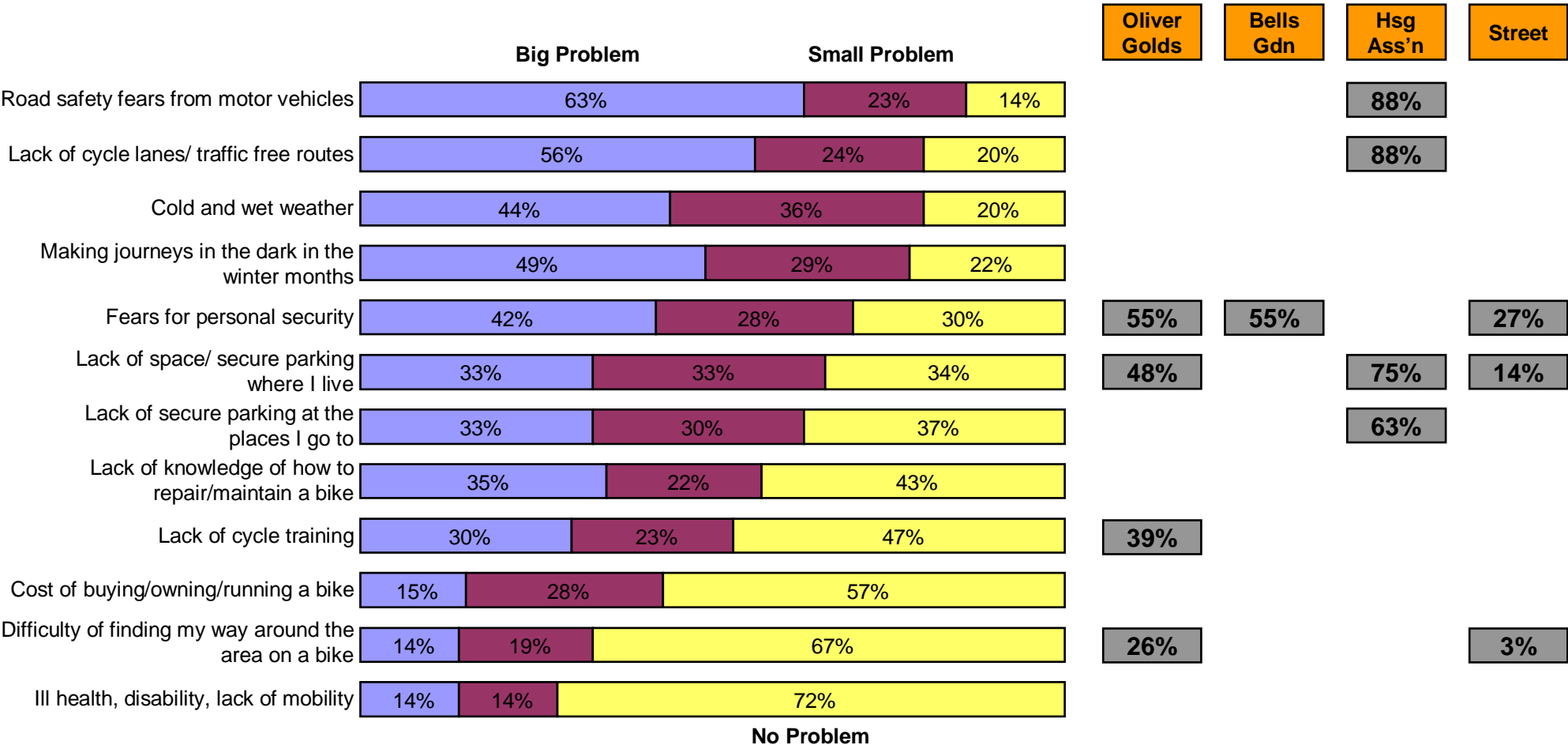


The deterrents for cycling are road safety fears and a lack of safe cycle routes. A shortage of secure parking (especially where people live) is also a significant factor and in particular amongst those who live on the Oliver Goldsmith Estate.

Problems/Issues People Face With Cycling* (BASE – All Respondents (average n=101))

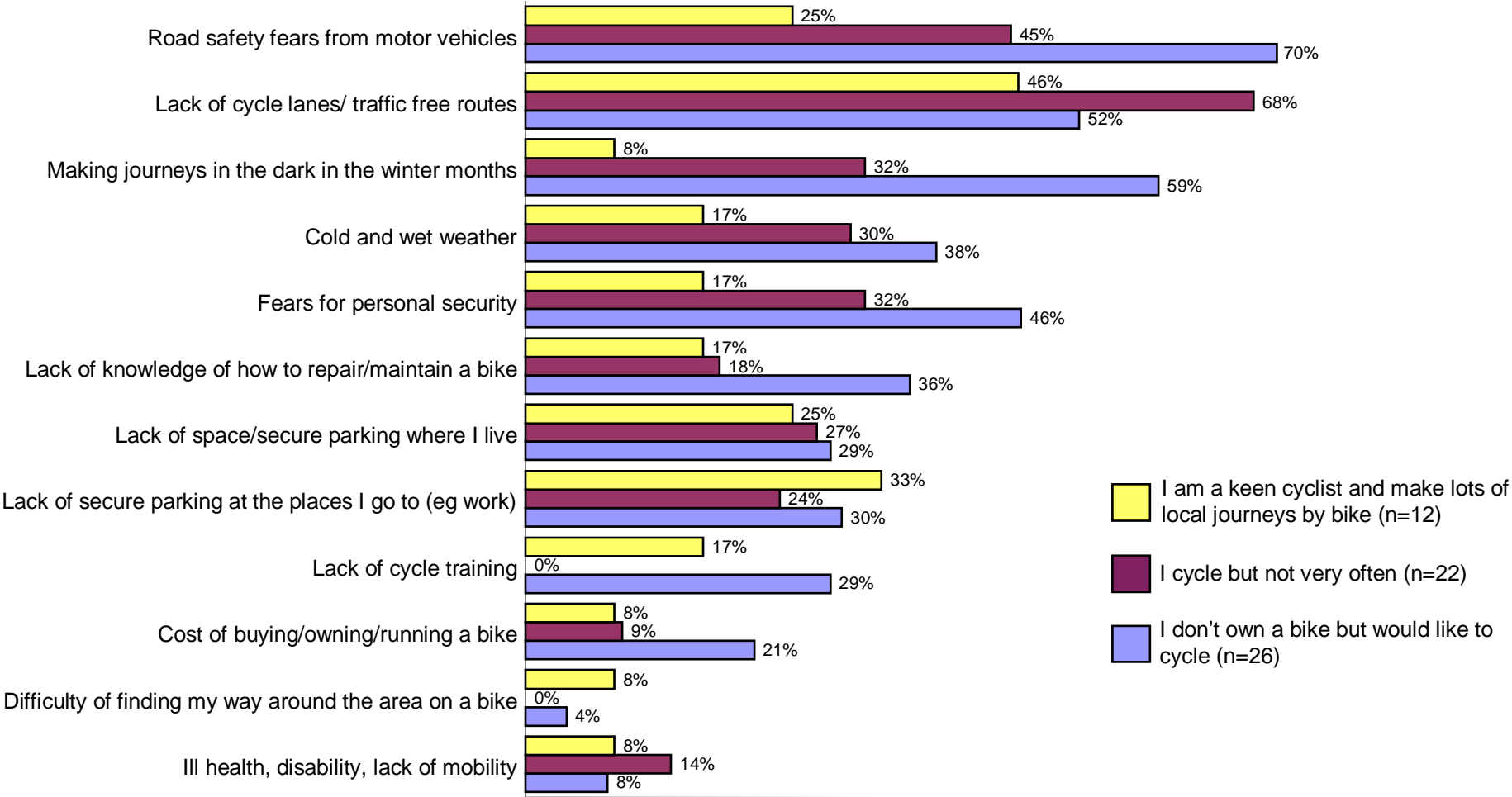
***Question Wording** - How much of a problem are each of the following in preventing you from cycling or making more journeys by bicycle?

Marked Variations By Locations
(marked variations from the survey average in the % in each location who feels this is a BIG problem)



If we look at these deterrents amongst the different categories of cyclist, we see that those who do not currently cycle but who would like to are especially fearful for their safety and the discomfort of bike riding. Infrequent cyclists are hindered by the lack of cycle lanes and traffic free routes.

Problems/Issues People Face With Cycling By Category of Cyclists (BASE – All Respondents (n=100))



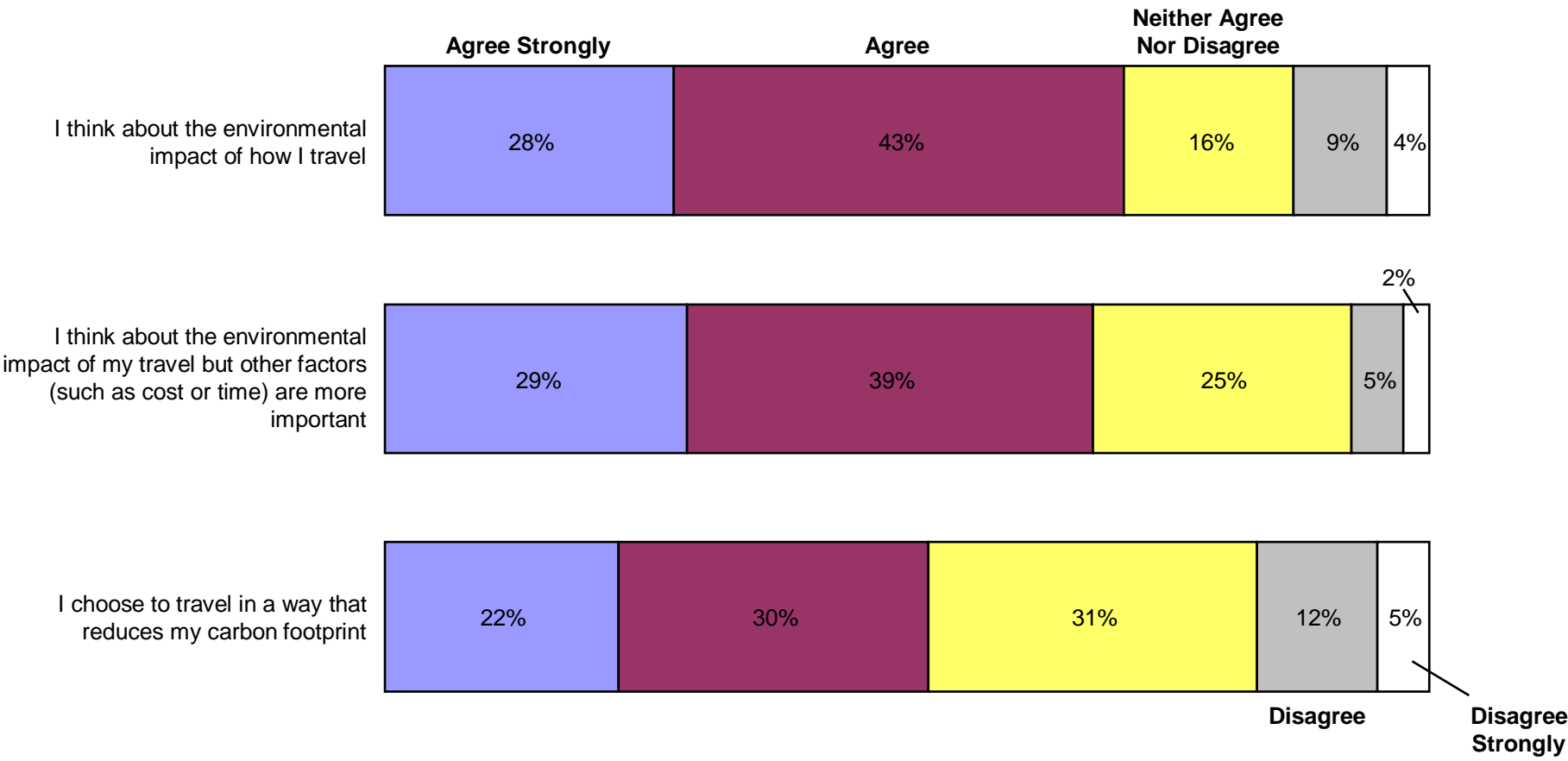
% of each group that says that this is a BIG problem

Those who would like to cycle to work or make journeys with their families are deterred by the lack of safe cycle routes and fears of motor vehicles. On the estates people are fearful of attack and wary of poor lighting. There is a lack of (secure) cycle parking throughout the area.

Problem Area	Comments Made – Problems For Cyclists
<p>Road safety fears from motor vehicles.</p>	<p><i>“Uneven Roads.”</i></p> <p><i>“Cycling from home to shops and/or train station. Dangerous car drivers, too many car drivers speeding or without driving licence.”</i></p>
<p>Lack of safe routes</p>	<p><i>“I would like to cycle on Old Kent Road. Lack of safe cycle lanes.”</i></p> <p><i>“I would like to feel secure cycling to work. There are no cycle lanes along the majority of Southwark streets.”</i></p> <p><i>“I would like to cycle more with my family. The routes do not feel safe for children.”</i></p> <p><i>“Going into the City. Very poor cycle routes and busy main roads and roundabouts.”</i></p> <p><i>“From Burgess Park to the West End. Would have to negotiate the Elephant which is too dangerous by bike.”</i></p> <p><i>“There are no bicycle routes in Peckham.”</i></p>
<p>Fears for personal security</p>	<p><i>“Dogs both dangerous and off leash.”</i></p> <p><i>“Lack of lighting in estates.”</i></p> <p><i>“I want to ride my bike down the canal path after dark. This feels incredibly unsafe due to poorly lit areas.”</i></p>
<p>Lack of space/ secure parking where I live.</p>	<p><i>“Even if a thief can’t steal your bike they will often vandalise it.”</i></p> <p><i>“Lack of lockable parking.”</i></p>
<p>Lack of secure parking at the places I go to.</p>	<p><i>“I bike in most of the area round Peckham. We more parking spaces for bikes.”</i></p> <p><i>“Cycling to Peckham Rye/Burgess Park and shopping for supplies along the way from high street. Lack of bike parking along the high street.”</i></p>
<p>Lack of cycle training.</p>	<p><i>“Don’t know how to ride a bike.”</i></p> <p><i>“Inexperienced cyclist.”</i></p>
<p>Ill health, disability, lack of mobility.</p>	<p><i>“Getting older.”</i></p>

Looking more generally at attitudes to travel, people are in general positive about the thought they give to its impact on the environment. Three-quarters agree that they think about the environmental impact of how they travel although time and cost implications tend to be more important.

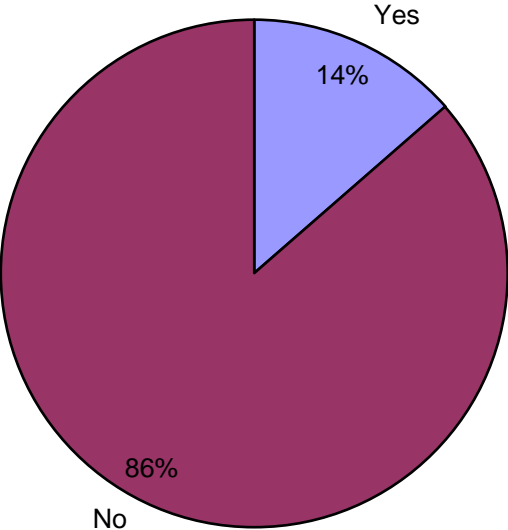
Attitudes To Travel & The Environment (BASE – All Respondents (average n=122))



Awareness of and take up of Southwark Council's free cycle training is low. Some 14% are aware of the free training and just 6% have ever made use of it. Around a third of respondents are interested in cycle training and this rises significantly amongst those with children at school.

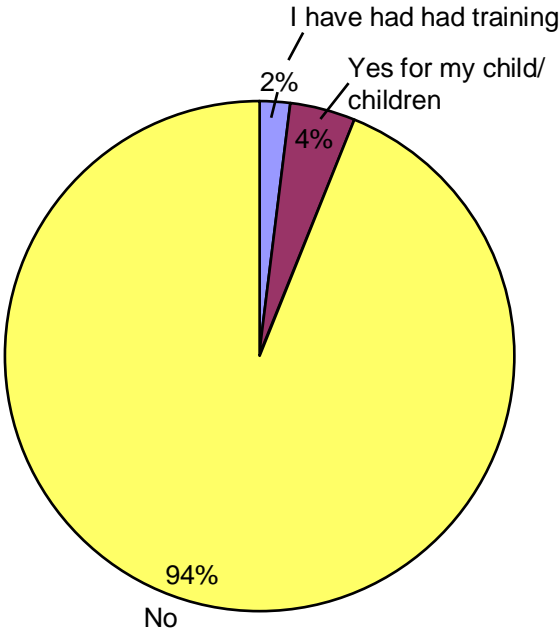
Awareness Of Cyclist Training From Southwark Council*
(BASE – All Respondents (n=139))

***Question Wording** - Are you aware that Southwark Council offers free cyclist training to everyone who lives, works or studies in the borough?



Take-Up Of Cyclist Training From Southwark Council*
(BASE – All Respondents (n=139))

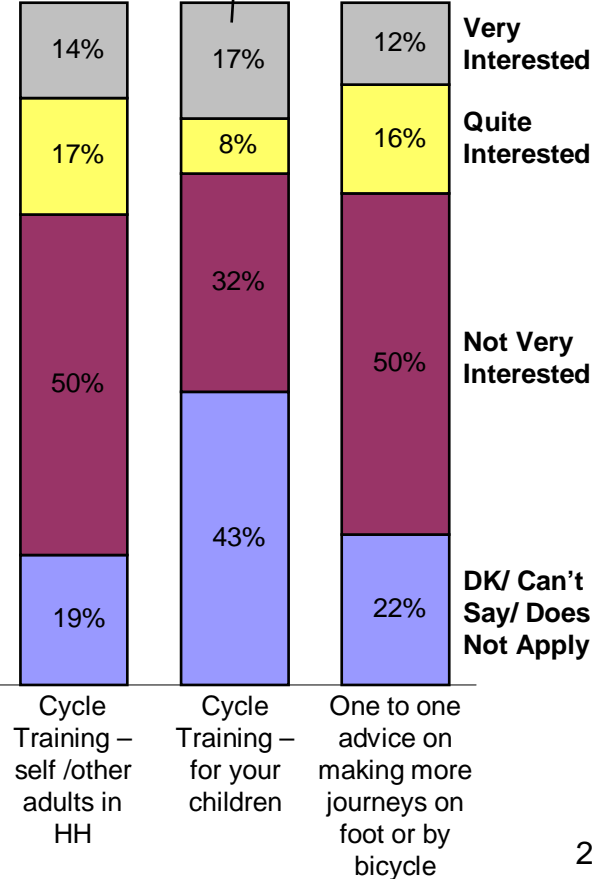
***Question Wording** - Have you or your children taken up this cyclist training from Southwark Council?



Interest In Cycle Training/Smarter Travel
(BASE – All Respondents (n=120))

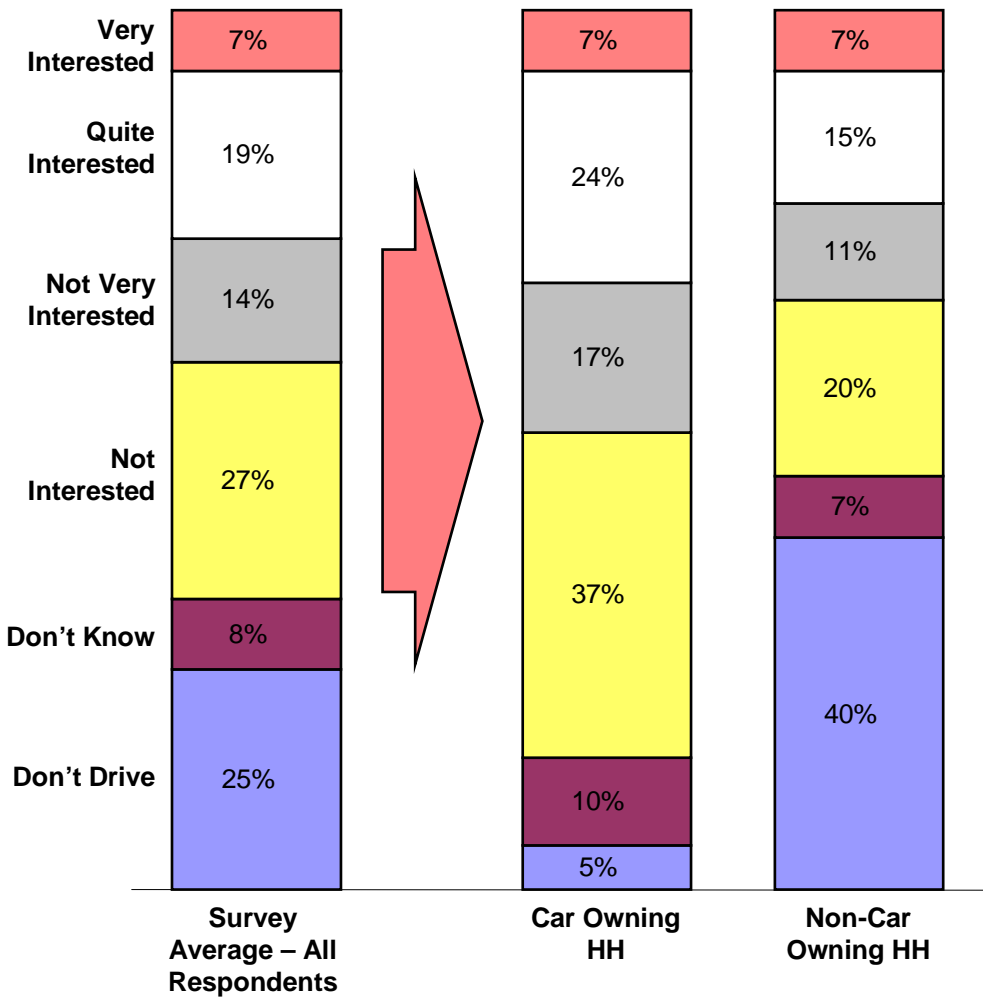
Effect of Having Children in HH
% VERY interested rises to:

- 35% if have children aged 0 to 4
- 55% if have children aged 5 to 11
- 41% if have children aged 11 to 16



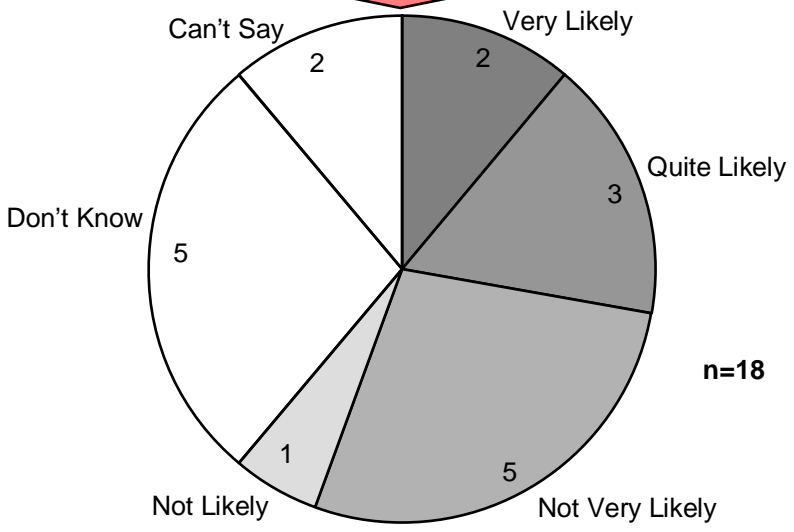
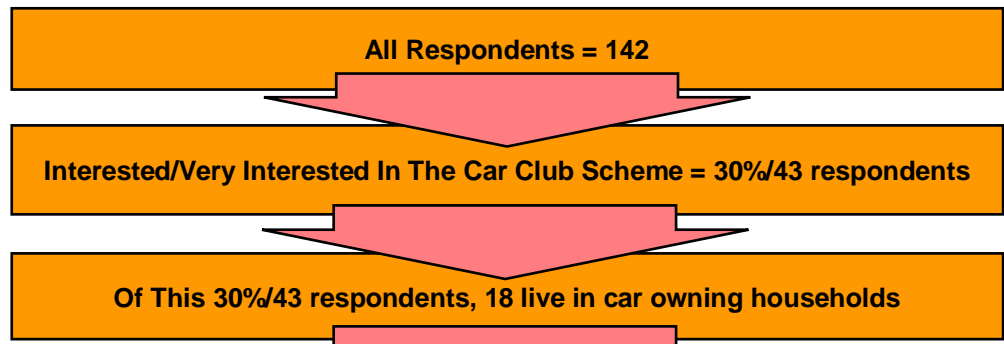
Few respondents had an existing knowledge of Car Clubs. Around a quarter were interested in the idea of the scheme with car owners showing slightly greater levels of interest than non-car owning households. Few envisaged membership inducing them to give up the car they currently owned.

Level Of Interest In Becoming A Member Of A Car Club
(BASE – All Respondents (n=133))



Likelihood Of Giving Up/Selling Existing Car Based On Taking Part In Car Club Scheme

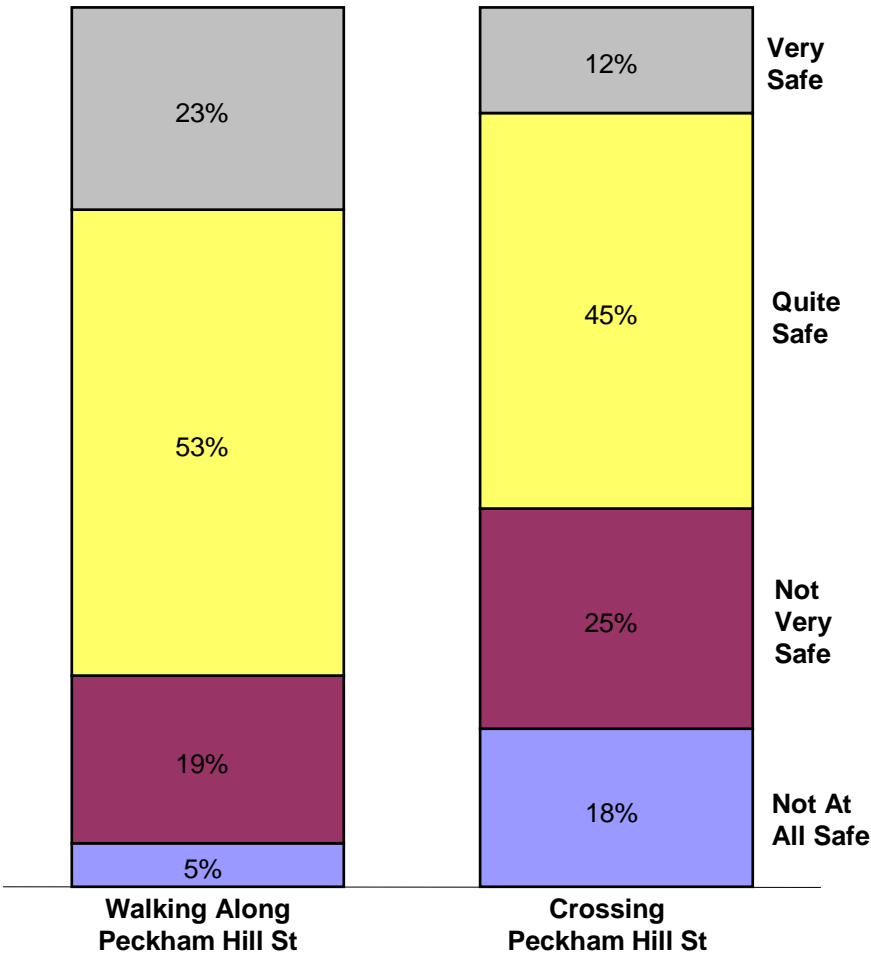
***Question Wording** - If you joined the scheme, how likely would you be to give up/sell your existing car or, if you own more than one vehicle, one of your cars?



Although only small minority (24%) felt unsafe walking along Peckham Hill St, far more (43%) felt unsafe crossing this road. Reflecting this was the large number of comments about crossing PHS which focused on the dangers of crossing to the Square area and at the Goldsmith Rd junction.

Perceptions Of Road Safety On Peckham Hill Street
(BASE – All Respondents (n=132))

***Question Wording** - From a road safety point of view, how safe do you feel as a pedestrian?



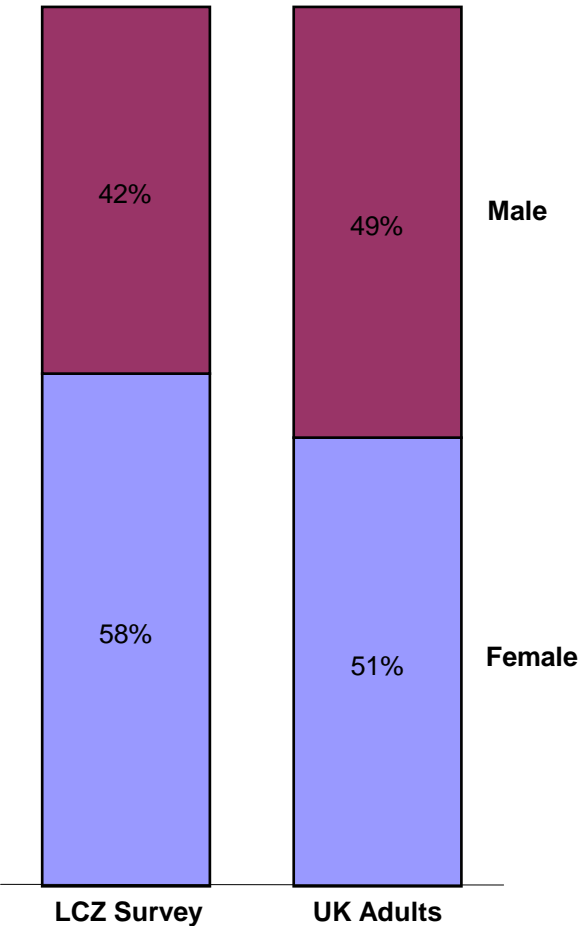
Other Comments That People Made Concerning Peckham Hill St
(46 Respondents Made Comments) (For Full List See Appendix 4)

Positive Comments (5)	<i>"Compared to 80's and now those were no go zone areas. Very safe now."</i>
Crossing Provision (16)	<i>"It is difficult crossing the road, there is not a crossing near the bus stop by the Library but lots of people want to cross there. This is dangerous because of all the buses." "The junction to Goldsmith Road is very dangerous and difficult to cross."</i>
Road Safety (7)	<i>"Speeding vehicles on Peckham Hill Street and Peckham High Street. Peckham High Street too, speeds are very high, vehicles disobey the green man."</i>
Junction Safety (3)	<i>"Traffic lights at junction with Commercial Way is extremely dangerous. Numerous drivers run the lights (red). Maybe a camera could deal with this behaviour."</i>
Anti-social Behaviour (5)	<i>"Extremely noisy full of off licence shops and therefore drunk people. The corner between Peckham High St and Marmont Road is extremely unsafe. Noisy at night with people dealing in drugs and prostitution."</i>
Cyclists (2)	<i>"Cyclists whiz down the ramp in the square and never look out for pedestrians and go too fast. This happens every day."</i>
Other (8)	<i>Air Pollution "The air is really bad perhaps plant more trees." Peckham High St "It is difficult crossing the entrance to the bus station as there are no traffic lights to indicate to pedestrians it is safe to cross." Pot Holes "Numerous pot holes, I avoid this road as a cyclist to miss pot holes, poor road, puts you in danger as narrow road with buses."</i>

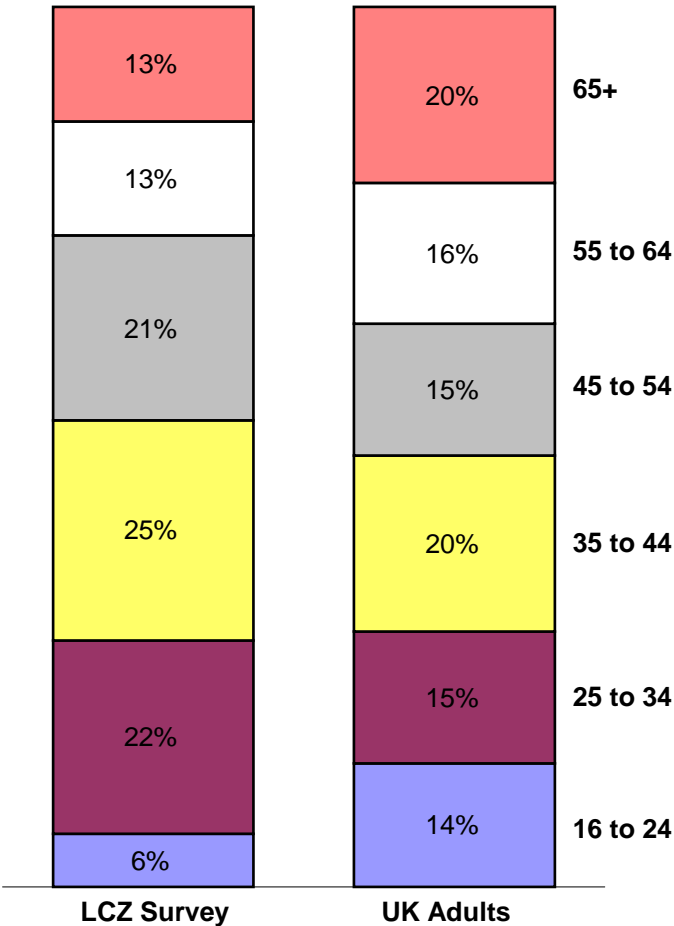
In terms of the demographic profile of the LCZ survey respondents, there was a higher response amongst females compared to the UK population average; levels of response were higher than average amongst those aged 25 to 54.

Demographic Profile (BASE – All Respondents)

1. Gender



2. Age Group



3. Household (HH) Structure

A) Household (HH) Size

1 Person HH	32%
2 Person HH	25%
3 Person HH	16%
4 Person HH	19%
5/+ Person HH	8%

B) Presence Of Children (16 & Under)

% of HH With Children	36%
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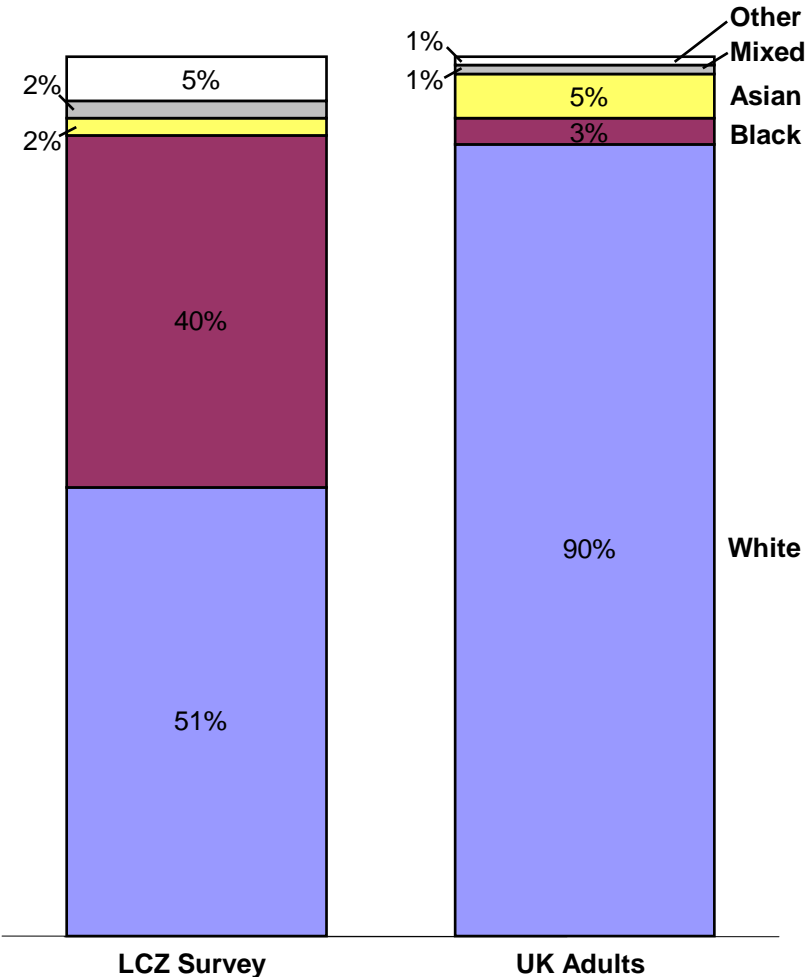
C) Age Of Children (16 & Under)

% With 1/+ Child Aged 0 to 4	20%
% With 1/+ Child Aged 5 to 11	14%
% With 1/+ Child Aged 11 to 16	14%

The survey respondents reflected the diverse ethnic mix of the area extremely well with two-fifths of the respondents being of Black British, Caribbean or African origin. Just over a tenth (13%) considered themselves disabled. A third of households owned a bicycle.

Demographic Profile (BASE – All Respondents)

4. Ethnic Origin (n=128)



5. Levels Of Disability (n=126)

% That considers themselves to be disabled	13%
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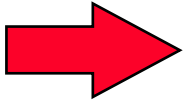
6. Cycle Ownership

% of Households with...	
Both Adult & Children's Cycles	5%
Adult Cycles Only	19%
Children's Cycles Only	9%
No Cycles	67%

Contents

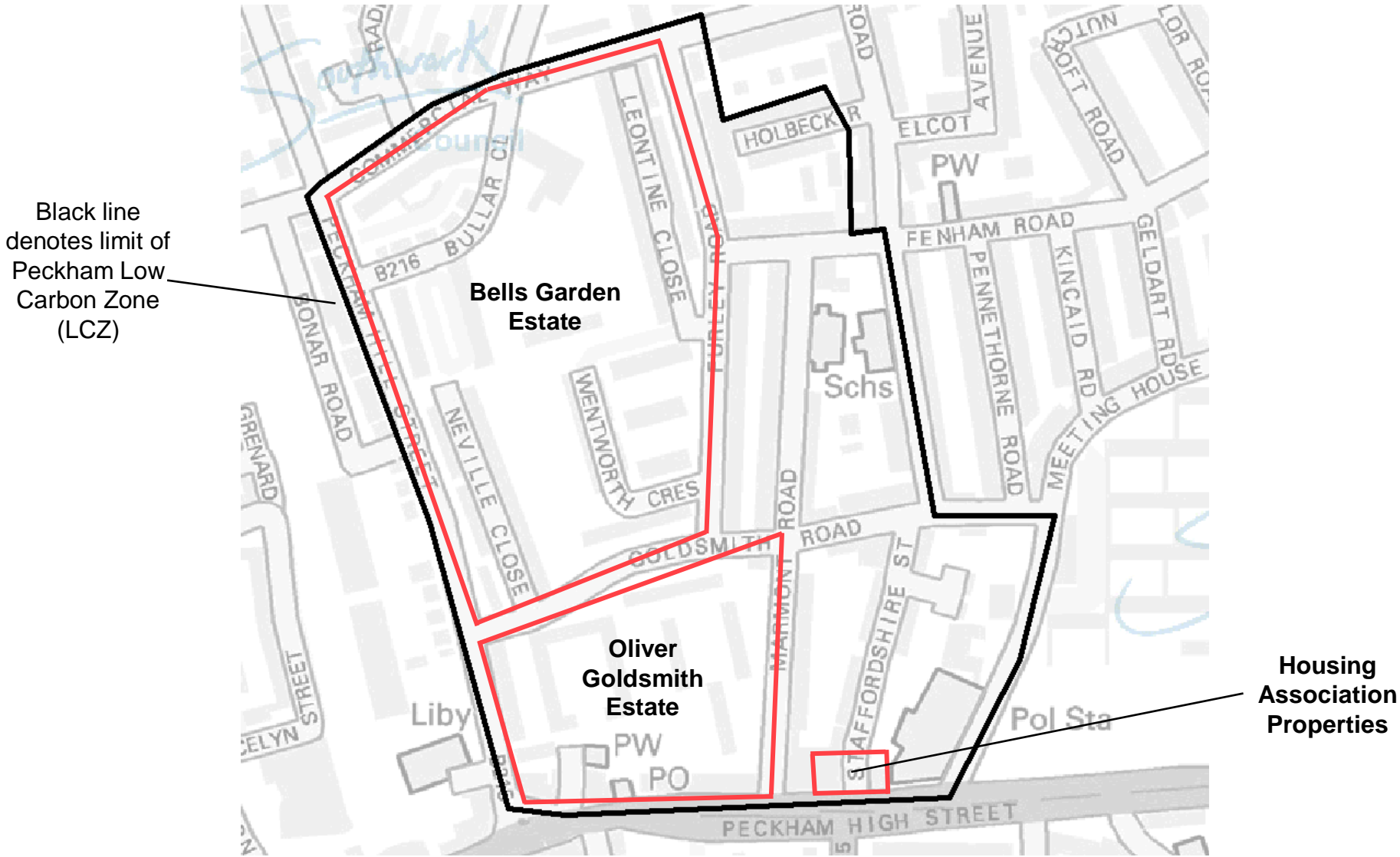
Research Methodology & Summary

Research Findings



Appendices

Appendix 1 – Map of the LCZ area and the locations of the properties.



Appendix 2 – List of the properties that received a copy of the survey.

Oliver Goldsmith Estate

1 to 24 Hardcastle House, Marmont Road
1 to 25 Honeywood House, Goldsmith Road
1 to 35 Jarvis House, Goldsmith Road
1 to 24 Richland House, Goldsmith Road
1 to 91 Wakefield House, Goldsmith Road
1 to 24 Dunstall House, Peckham High Street
109 to 119 Peckham High Street
1 to 22 Primrose House, Peckham Hill Street

Bells Garden Estate

1 to 27 Bunbury House, Fenham Road
1 to 58 Hastings Close
1 to 119 Leontine Close
1 to 103 Neville Close
1 to 66 Edwin House, Wentworth Crescent
1 to 62 Wentworth Crescent
1 to 72 Wilmot Close
1 to 39 Angelina House, Goldsmith Road

Housing Association

1 to 27 Gaumont House, 93 Marmont Road
1 to 26 Gaumont House, 1 Staffordshire Street
27 to 33, 3 Staffordshire Street

Bells Garden Estate

1 to 18 Buller Close
57 to 85 Fenham Road
136 to 146 Friary Road
4 to 106 Furley Road
25 to 47 Goldsmith Road
68 to 74 Goldsmith Road
1 to 25 Holbeck Row
2 to 74, 1 to 91 Marmont Road
2,4,6 Mission Place
Crown Mansions, Staffordshire Street
1 to 5 Spring Tide Close, Staffordshire Street
1 to 45, X to 62 Staffordshire Street
Ground Floor Flat, 6 Waveney Avenue

Appendix 3 – The numbers requesting further information about schemes related to the LCZ.

% requesting further information about...	
The low carbon zone	39%
Cyclist Training in Southwark	24%
The car club bay in Marmont Road	22%
% happy for their contact details to be passed on to Street Car (All respondents)	16%
% happy for their contact details to be passed on to Street Car (amongst those Quite or Very interested in becoming a member of the car club scheme)	44%

Appendix 4 - Other Comments That People Made Concerning Peckham Hill St (a total of 46 respondents made comments about the street).

Positive Comments (5)	<p>Compared to 80's and now those were no go zone areas. Very safe now. Has a crossing so o.k.</p> <p>Has zebra crossing and two sets of lights, that makes me feel safe enough Peckham High Street is fine, the buildings within the low carbon zone , the nearby estates, Bell Garden, need more street lighting in order for us to feel completely safe when walking through it, thanks.</p> <p>Would love the basketball court to re-open and do something about the shoddy shops near Old Kent Road, otherwise fine.</p>
Crossing Provision (16)	<p>For vulnerable infirm a crossing (pedestrian) near Peckham Pulse\Peckham library\Farmers market at Peckham Square could be beneficial</p> <p>It is difficult crossing the road, there is not a crossing near the bus stop by the Library but lots of people want to cross there. This is dangerous because of all the buses.</p> <p>It is sometimes difficult to cross the road to the bus stop from Goldsmith Road, lots of people rush out into traffic to avoid missing a bus.</p> <p>It will be great if there is a zebra crossing to the library.</p> <p>It would be helpful to have a zebra crossing between the library and Goldsmith as that is where everyone crosses.</p> <p>It would be useful to having a form of pedestrian crossing by the library as this is where most people cross by dodging cars</p> <p>Needs more crossings. Drivers quite often do not stop at zebra crossing</p> <p>Not enough pedestrian crossings and dangerous bends close to the entrance with Burgess Park.</p> <p>Pedestrian Crossing closer to library and Peckham Rise.</p> <p>Proper pedestrian crossing in Peckham Hill Street are long overdue, especially near the library.</p> <p>The junction to Goldsmith Road is very dangerous and difficult to cross.</p> <p>There needs to be a pedestrian crossing which people can cross going to the bus.</p> <p>There should be a crossing for pedestrians on one side crossing to the library of Peckham</p> <p>There should be another zebra crossing by Goldsmith Road opposite the Library</p> <p>They need to pit zebra crossings up by the library or a lollipop man to cross children when going to school in the morning and afternoon</p> <p>Zebra crossing too far down towards Bonar Road, should be moved up closer to library.</p>
Junction Safety (3)	<p>Traffic lights at junction with Commercial Way is extremely dangerous. Numerous drivers run the lights (red). Maybe a camera could deal with this.</p> <p>Vehicles, such as cars, are the biggest problems, they don't stop at Pelican Crossing and often run red lights.</p> <p>We waited many years for the pelican crossing, however drivers frequently fail to see pedestrians crossing. Too many near misses!!!</p>

Road Safety (7)	<p>Big cars park on street corners (poor vision when joining the road)</p> <p>Cars and bikes tend to ignore the zebra crossing, they also travel too fast.</p> <p>Cars turning left into Goldsmith too quick and no indicators</p> <p>Don't feel safe due to speed of traffic on road</p> <p>More speed awareness via more street furnitures, example speed restrictions</p> <p>Speeding vehicles on Peckham Hill Street and Peckham High Street.</p> <p>Peckham High Street too, speeds are very high, vehicles disobey the green man.</p> <p>The zebra crossing is good. That is not the problem the problems is the cars almost take your feet off and don't give people enough time to cross</p>
Cyclists (2)	<p>Cyclists whiz down the ramp in the square and never look out for pedestrians and go too fast, this happens every day.</p> <p>I would like to go for cycle training.</p>
Anti-social Behaviour (5)	<p>Anti social behaviour, fear of mugging, attack.</p> <p>Extremely noisy full of off licence shops and therefore drunk people. The corner between Peckham High St and Marmont Road is extremely unsafe.</p> <p>Noisy at night with people dealing in drugs and prostitution.</p> <p>More police around this area.</p> <p>More Police patrolling would be good</p> <p>Not after 6. P.m. because things along the road, school children after school 3.30 p.m.</p>
Other (8)	<p>It is difficult crossing the entrance to the bus station as there are no traffic lights to indicate to pedestrians it is safe to cross.</p> <p>Numerous pot holes, I avoid this road as a cyclist to miss pot holes, poor road, puts you in danger as narrow road with buses.</p> <p>Peckham population increased on weekend due to shoppers, therefore the pavements are too narrow to accommodate crowds, thus leading to over spill on roads.</p> <p>People should be taught the Green Cross Code, people just step out in front of traffic.</p> <p>Surrey Canal Path is useful alternative to cycling on Peckham Hill Street.</p> <p>The air is really bad perhaps plant more trees; nevertheless I am witness to the many efforts that are exhibited but their significance is questionable.</p> <p>The problem is the traffic through Peckham in my view</p> <p>When is the road work going to end.</p>

Appendix 5 – The Survey. Pages 1 and 2 (of 6).



Peckham low carbon zone transport survey

About the low carbon zone in Peckham.
 Southwark Council has been awarded funding to work with local people in Peckham to create a low carbon zone. We will work over the next two years to make homes more energy efficient and look at ways to produce power from renewable sources, saving everyone money on their monthly bills.

As part of this work we will also look at how you might save money on your travel costs. We would like you to tell us more about how you travel around and what you think about travelling in the Peckham area.

Filling in the survey.
 The survey should take about five minutes to complete. Once you have finished, it can be folded and posted in the FREEPOST envelope enclosed so it will cost you nothing to send it back to us.

Please note the survey is completely confidential. The information you provide will not be passed onto any other organisation, unless you request information on the car club bay, in which case we will pass your contact details on to Streetcar. See section 4 for more details.

Prize Draw.
 There are prizes for taking part. Your completed survey, will be put into our prize draw to win:
 1 X £50 High Street voucher.
 10 X prizes of £10 High Street vouchers.

Please note, to take part in the draw you need to complete the survey and provide us with your name and address. **The prize draw will be held on 4 June 2010.**

Please contact us if you have any queries on **020 7525 5000** or email sustainable.services@southwark.gov.uk

www.southwark.gov.uk

Section 1. Getting around

Question 1. On average, how often do you use each of these forms of transport for journeys within Southwark/around the local area?

Visiting/going to	Daily	More than three days a week	Weekly	Monthly	Less often	Never – I do not use this form of transport
Car/van						
Motorbike						
Walking						
Bicycle						
Bus						
Coach						
Taxi						
Tube						
Train						
Other (please specify)						

Question 2. Which is your main form of transport for each of the journeys listed below? (Tick one method of transport per line)

Visiting/going to	Car/van	Motorbike	Walk/going on foot	Bicycle	Bus	Coach	Taxi	Tube	Train	Other (please write in)	Never/rarely make this journey
Work											
School/college											
Doctor/GP											
Hospital											
Local shops											
Supermarket											
Leisure facilities											
Library											
Church											
Friends/family											
Central London											
Going to the park											
	(please write in which park you visit most often)										
Other significant journeys											
	(please write in what the journey is)										

Appendix 5 – The Survey. Pages 3 and 4 (of 6).

Section 2. Driving, walking and cycling

Question 3. Which of the following statements best describes you in relation to driving and travelling by car? (Tick one box only)

- mostly use the car to get to the places I want/need to visit.
- use the car when there is no convenient alternative.
- have a car but do not use it very much.
- do not own a car.
- don't drive.

Question 4. How strongly do you agree or disagree with each of the following comments?

- | | | | | | | |
|---|--------------------------|--------------------------|----------------------------|--------------------------|--------------------------|--------------------------|
| | Strongly agree | Agree | Neither agree nor disagree | Disagree | Strongly disagree | Don't know |
| like the comfort and convenience of travelling by car. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| could not manage without a car. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| need a car to do the household shopping. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| it is quicker to travel by car than to take public transport. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| would like to be able to save money by not owning a car. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| People should make fewer short journeys by car. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Question 5. Which of the following statements best describes you in relation to walking? (Tick one box only)

- make lots of journeys on foot in and around the local area.
- mostly walk only as a way of using another form of transport (eg catching the bus).
- rarely walk around the local area.

Question 6. How much of a problem are each of the following in preventing you from walking more often or making longer journeys on foot in the local area?

- | | | | |
|---|--------------------------|--------------------------|--------------------------|
| | Big problem | Small problem | No problem |
| Poor street lighting. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Anti-social behaviour. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Graffiti. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Dirty streets and pavements. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Clutter on the pavements (eg rubbish bins). | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Fears for personal security (eg crime). | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Ill health, disability, lack of mobility. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Road safety fears from motor vehicles (eg crossing busy roads). | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Any other reasons (please write in):

Question 7. Which of the following best describes you in relation to cycling? (Tick one box only)

- am a keen cyclist and make lots of local journeys by bike.
- cycle but not very often.
- don't own a bike but would like to cycle.
- would not like to cycle.

Question 8. How much of a problem are each of the following in preventing you from cycling or making more journeys by bicycle?

- | | | | |
|---|--------------------------|--------------------------|--------------------------|
| | Big problem | Small problem | No problem |
| Cost of buying/owning/running a bike. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Lack of space/secure parking where I live. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Lack of secure parking at the places I go to (eg work). | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Lack of cycle training. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Lack of knowledge of how to repair/maintain a bike. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Difficulty of finding my way around the area on a bike. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Road safety fears from motor vehicles. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Lack of cycle lanes/ traffic free routes. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Cold and wet weather. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Making journeys in the dark in the winter months. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Fears for personal security (eg crime or antisocial behaviour). | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Ill health, disability, lack of mobility. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Any other reasons (please write in):

Question 9. We would like to know if there are barriers to you making specific journeys either on foot or by bicycle in the local area. Please use the space below to tell us if there are any issues with the routes that you or your family currently take or would like to take and what is stopping you at present?

Below is an example of a possible issue relating to walking in the local area.

	Route issues	Barriers on the route
Example	1. Walking/On foot Example 'I want to take my pushchair between Marmont Road and Peckham Hill Street'	There are no dropped kerbs along the route
	Route	Barriers on the route
	1. Walking/On foot	
	2. By bicycle	

Appendix 5 – The Survey. Pages 5 and 6 (of 6).

Question 10. How strongly do you agree or disagree with each of the following statements?

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know/Can't say
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- I think about the environmental impact of how I travel.
- I choose to travel in a way that reduces my carbon footprint.
- I think about the environmental impact of my travel but other factors (such as cost or time) are more important.

Question 11. Are you aware that Southwark Council offers free cyclist training to everyone who lives, works or studies in the borough? Yes No

Question 12. Have you or your children taken up this cyclist training from Southwark Council? (Tick those that apply)

- Yes – Myself.
- Yes - My child / children have
- No.

Question 13. How interested are you in?

	Very interested	Quite interested	Not very interested	Don't know/Can't say/Does not apply
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- Cycle training for yourself or any other adults in your household.
- Cycle training for any of your children.
- One to one advice on making more journeys on foot or by bicycle.

Question 14. From a road safety point of view, how safe do you feel as a pedestrian?

	Very safe	Quite safe	Not very safe	Not at all safe/Does not
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- Walking along Peckham Hill Street.
- Crossing Peckham Hill Street.

If you would like to make any further comments about Peckham Hill Street please do so in this box, please use this space.

Section 3. Car clubs.

Southwark Council has recently introduced a car club bay in Marmont Road. A car club is where a car is parked in your community, residents become members of the car club and can then book the car by the hour. The Marmont Road bay is run by Streetcar.

Question 15. How interested are you in becoming a member of a car club scheme?

	Very interested	Quite interested	Not very interested	Not interested	Don't know	Don't drive
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(Quite or very interested only go to next the question)

Question 16. If you joined the scheme, how likely would you be to give up/sell your existing car or, if you own more than one vehicle, one of your cars?

	Very likely	Quite likely	Not very likely	Not likely	Don't know	Can't say
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Section 4. About you.

Southwark Council is keen to keep you up to date with the development of the low carbon zone in Peckham and to involve you with it. We will only send you a limited amount of information and you can of course request that we stop sending you information at any time.

Personal details (please fill in your details to enter the prize draw)

- Name
- Address
- Postcode
- Telephone Number
- Email address

(Please include if you would like to be sent updates about the low carbon zone)

Please tick the boxes if you would like to be sent information about any of the following:

- The low carbon zone
 - Cyclist training in Southwark.
 - The car club bay in Marmont Road
- I am happy for my contact details to be passed on to Streetcar.

Southwark Council is registered as a data controller under the Data Protection Act 1998. We have a legal requirement to keep your information safe and secure. We will not share your data with any external parties without your consent, unless we are required by law to do so.

Finally a few questions about you.

The following will help us ensure that the results of this survey accurately reflect the view of the community within the low carbon zone. All data in this section will be kept entirely confidential and used for the purpose of this survey only, it will not be sent to any third parties.

Are you Male Female

Which of these age bands are you in?

- 16 to 24
- 25 to 34
- 35 to 44
- 45 to 54
- 55 to 64
- 65+

And to which of groups shown below do you consider you belong?

- White British
- Irish
- Any other white background
- Black or Black British
- Caribbean
- African
- Any other black background
- Asian or Asian British
- Indian
- Pakistani
- Bangladeshi
- Any other Asian background
- Mixed White and Black Caribbean
- White and Black African
- White and Asian
- Any other mixed background
- Chinese
- Vietnamese
- Any other ethnic background

In total how many people live in your household?

Of these, how many in each of these age bands?

- 0 to 4
- 5 to 11
- 11 to 16

How many cars do you have in your household?

How many bicycles do you have in your household? (Please write in the number)

Adult bicycles

Children's bicycles

Do you consider yourself disabled? Yes No

Many thanks for taking part.