

Active Travel Strategy

Consultation Analysis Report

Contents

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Executive Summary

The Active Travel Strategy (ATS) promotes people-powered transport such as walking, cycling, and scooting. Alignment is achieved with national, regional, and local policies, including the Mayor's Transport Strategy and Lewisham's Transport Strategy and Local Implementation Plan.

As policies and travel behaviours have evolved, especially following the COVID-19 pandemic, Lewisham's existing Cycle Strategy (2017) has become outdated. In response, the new ATS provides a data-driven, prioritised, and costed strategy for active travel improvements over the next 7 to 10 years.

Through this framework, local and national transport policies are integrated, with the aim that walking, wheeling, scooting, or cycling becomes the first choice for travel in the borough. Long-term planning goals are established, and opportunities for external funding are supported. To bring these ambitions to life, thirty-six active travel corridors were initially identified and prioritised based on factors like demographics, deprivation, and key destinations. A detailed assessment and ranking of these priority corridors was then conducted using tools like TfL's New Cycle Route Quality Criteria, with consideration given to feasibility, cost, and impact. As a result, the corridors were narrowed down to a list of 21. In addition, 'quick win' interventions, requiring minimal modifications to improve active travel infrastructure, are identified in the ATS.

A public consultation was conducted from 9 June to 20 July 2025 to inform residents, the public, community groups, and other stakeholders about the proposed strategy and to gather their feedback. This involved an online and paper copy survey, four drop-in sessions at different community libraries, distribution of information in the libraries, social media posts, a webinar (also available to view online), bus stop and billboard advertising posters at town centres and other key locations, a dedicated phoneline, email inbox and updates on the Council's website. A high response rate was achieved through these efforts, with 498 online surveys submitted by the public and 23 paper copy surveys.

The consultation generated a total of 521 responses, reflecting strong community engagement. The majority of respondents expressed broad support for the strategy's vision and goals, agreeing that it sets the right long-term direction. Over half felt it meets local needs well, and a majority feels it would help them travel more actively. Walking and cycling are already widely used in the borough, but respondents identified safety, accessibility, and infrastructure improvements as essential to further encourage active travel.

Support for the proposed active travel corridors was also strong, with nearly three-quarters of respondents supportive or very supportive. Feedback highlighted priority areas such as Hither Green, the Lewisham Spine, and New Cross to Sydenham. Open-ended comments emphasised the need for inclusive design, maintenance, and better community engagement, while also noting challenges such as funding, political commitment, and public resistance to change. Overall, the consultation indicates residents are receptive to the ATS, provided implementation focuses on safety, accessibility, and effective communication to build trust and deliver tangible improvements.

1. Introduction

Lewisham Council is proposing a new Active Travel Strategy designed to make walking, wheeling, scooting, and cycling the first choice for getting around the borough. The goal is to make active travel the go-to option for all kinds of trips—whether it's commuting, school runs, or leisure—by creating a network that is safe, direct, accessible, and comfortable for everyone.

This strategy sets a clear path for improving active travel infrastructure over the next 7 to 10 years, ensuring efforts are focused where they are most needed.

A key part of the strategy involved identifying specific areas where improvements would make a significant impact. Working closely with local stakeholders, the Council mapped out 36 potential "active travel corridors"—routes that connect important places like train stations, schools, parks, and shopping centres. These corridors were then assessed based on factors such as length, local deprivation levels, population density, and the number of primary school-aged children living nearby. Using this data, a ranking system was developed to prioritise walking and cycling improvements, ultimately narrowing the list down to 21 key corridors.

The early development of the ATS included direct engagement and in-person workshops held in November 2023 with a number of stakeholders, including:

- Councillor Louise Krupski, Deputy Mayor and Cabinet Member for Environment, Transport and Climate Action
- Councillor Mark Ingleby, Champion for Cycling
- Lewisham's Sustainable Development Select Committee (SDSC)
- Transport for London (TfL)
- Lewisham Living Streets
- Lewisham Cyclists
- Forest Hill Society
- Lewisham Mencap
- Wheels for Wellbeing
- Deptford Folk
- Sydenham Society
- Catford Active Travel
- Hither Green West
- Blind Aid Lewisham
- Wueen's Walking Group
- Brockley Better Streets
- People's Action for Telegraph Hill
- Ignition Beer

The Council collaborated closely with these key stakeholders (although not all responded) and involved them in the development of overarching aims and principles of the ATS as well as the identification of the corridors. Progress briefings were provided at milestone dates to the Deputy Mayor and Cabinet Member for Environment, Transport and Climate Action.

To ensure residents could share their views on the strategy, a public consultation was carried out. Copies of the ATS summary and infographic boards were distributed in

three local libraries: Downham Library, Forest Hill Community Library and Manor House Community Library, and published online via the Council's website. This gave the public a chance to review the plans before completing a survey to share their views.

This report builds on that work, setting out the details of the 6-week public consultation held from 9 June to 20 July 2025 and subsequent analysis of the survey responses received.

2. About the consultation

2.1 Purpose

The main objectives of the public consultation were to:

- Share clear and accessible information about the proposed Active Travel Strategy with local stakeholders and the wider public, enabling them to understand the aims and respond meaningfully.
- Present an overview of the corridor analysis that informed the selection of the 21 proposed active travel corridors included in the public consultation.
- Allow respondents to express their views on the strategy, whether in support or opposition, and highlight specific issues or priorities within their local area.

2.2 Details of the consultation

As part of the Council's commitment to creating an inclusive and well-informed Active Travel Strategy, an extensive public consultation was conducted, aiming to gather diverse feedback and ensure our proposed long-term plan meets the community's needs.

To ensure the proposed Active Travel Strategy was accessible to a broad audience, a simplified summary document was produced. This condensed version outlined the key elements of the strategy in a clear and easy-to-understand format, making the content more approachable for all residents.

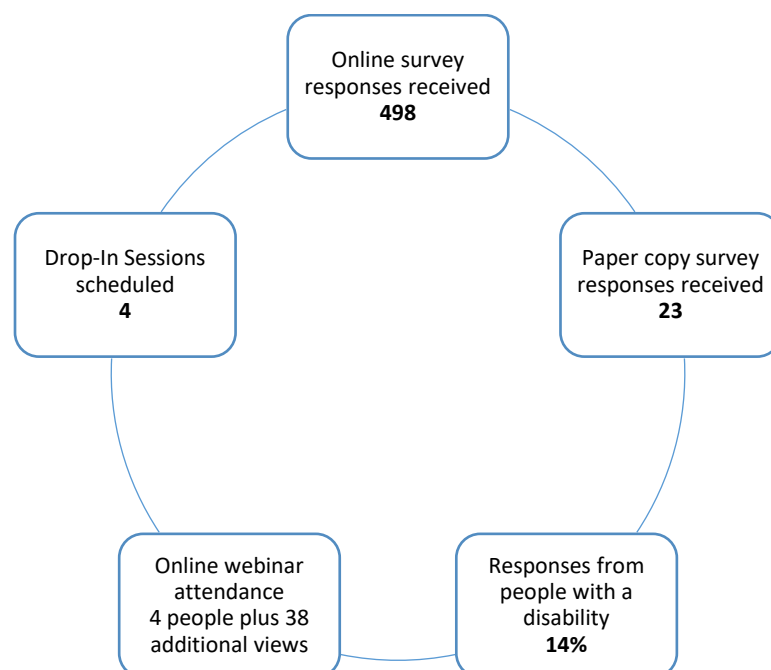
Printed copies of the summary, along with infographic boards, were made available at three local libraries (Downham Library, Forest Hill Community Library and Manor House Community Library) throughout the consultation period. Additionally, copies of the survey were made available and manually input into the data set of survey responses received. In addition, a dedicated Active Travel Strategy webpage was launched (Lewisham Council - Active Travel Strategy). This included a link to the online survey, a set of frequently asked questions, and supporting documents to help respondents engage with the strategy in more depth. Furthermore, four drop in sessions (19 June at Forest Hill Library, 24 June at Downham Library, 2 July at Manor House Library, and 12 July at Forest Hill Library) and a webinar (30 June) were scheduled to encourage the community to resolve any queries and share their views about the strategy and other active travel and transport issues in their area.

To maximise awareness and encourage community participation, the consultation was promoted across the Council's social media channels. The public consultation was

open for six weeks, running from 9 June to 20 July 2025. An example of the materials placed in the libraries and the drop-in sessions can be found in [Figure 2.1](#).



Figure 2.1: Downham Library with Active Travel Strategy consultation information
Headline numbers resulting from the consultation process are:



2.3 Survey content

The survey was designed to gather feedback on the long-term plan aimed at making Active Travel the preferred choice for everyday trips. Questions focused on how

residents typically get around, the extent to which the draft strategy meets local needs and priorities, and agreement with the proposed vision and long-term goals. Open-ended responses were made to invite additional suggestions that could be included.

The survey delved into specific elements of the strategy, such as the proposed active travel corridors, and respondents were asked about their level of support for these corridors, suggestions for changes like re-routing or extending them, and which ones should be prioritised, along with reasons. Views on the prioritisation process were sought, including satisfaction levels and ideas for improving how projects are ranked and selected, such as adjusting the importance of certain factors.

To promote inclusivity and fairness as well as to inform the Equality Analysis Assessment, equality monitoring questions were included at the end, covering protected characteristics such as age, gender, and sexual orientation. These optional questions were intended to help understand the diversity of views influencing decision-making while ensuring anonymity and compliance with data protection regulations. By encouraging participation, insights are sought to refine the strategy, ensuring it reflects community needs and supports equitable active travel improvements across the borough. A copy of the survey can be found in Appendix A.

3. Analysis of Consultation Responses

A total of 521 responses were received for the consultation. Of these, 498 were submitted online and 23 were provided through paper surveys.

The written comments were analysed using a thematic approach, through which common themes and patterns were identified. Before the analysis was carried out, the responses were cleansed. Some were classified as “Not Valid” and therefore excluded from the analysis. These included:

- Blank submissions
- Comments containing offensive language or discriminatory remarks
- Handwritten responses that could not be read
- Duplicated answers
- Answers unrelated to the question that had been asked or of the scope of the strategy

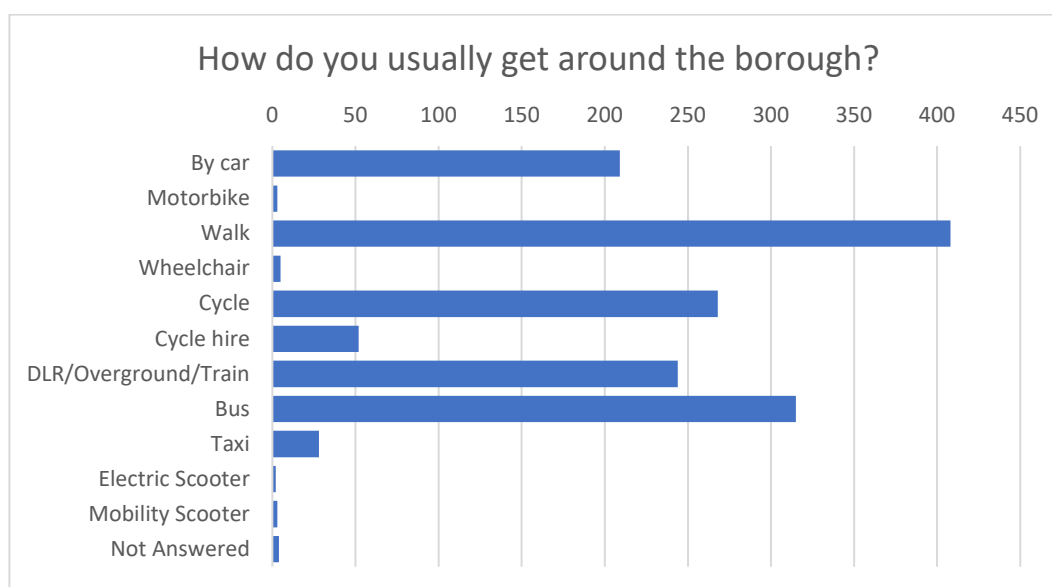
Once cleansing was completed, the valid responses were reviewed and grouped under themes that best represented the views and ideas that had been expressed.

3.1. Results

Vision and Goals

Q1: How do you usually get around the Borough?

There were 517 responses to this multiple-choice question, where residents could select the different modes of transport they frequently use.



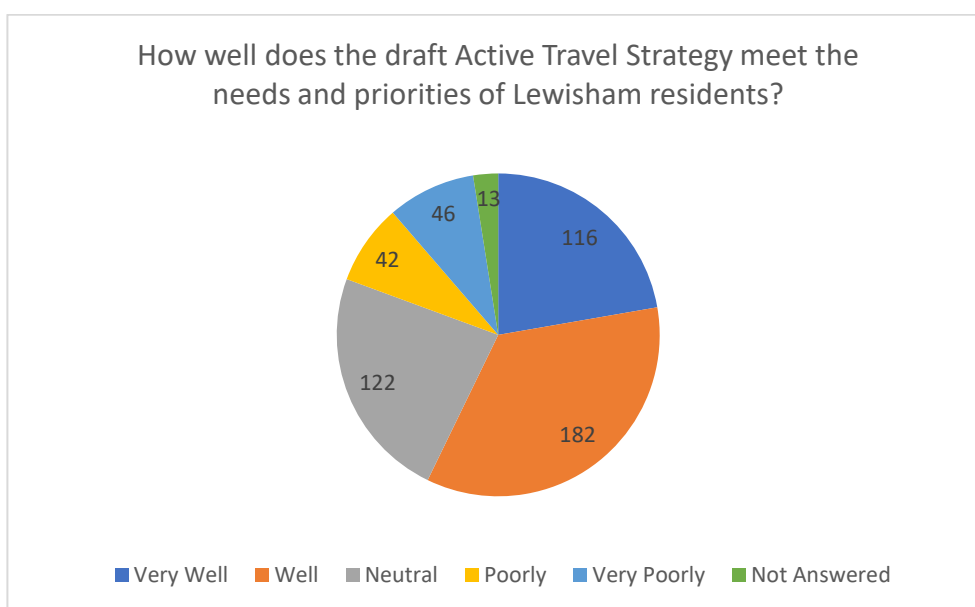
How do you usually get around the borough?	Total	Percentage
Walk	408	78%

Bus	315	60%
Cycle	268	51%
DLR/Overground/Train	244	47%
By car	209	40%
Cycle hire	52	10%
Taxi	28	5%
Wheelchair	5	1%
Not Answered	4	1%
Motorbike	3	1%
Mobility Scooter	3	1%
Electric Scooter	2	<1%

With 517 responses to this multiple-choice question, residents selected from various modes of transport. The results reveal a mix of active and non-active travel preferences, with walking being the most common mode, followed by public transport (such as buses and trains), cycling, and driving. This distribution underscores the potential for shifting more journeys to active travel modes, as many residents already engage in walking but may face barriers to cycling or wheeling. The data aligns with the ATS's focus on making active travel the default choice, suggesting that targeted infrastructure could encourage modal shift from cars and public transport for short trips.

Q2: How well does the draft Active Travel Strategy meet the needs and priorities of Lewisham residents?

There were 508 responses to this single-choice question.



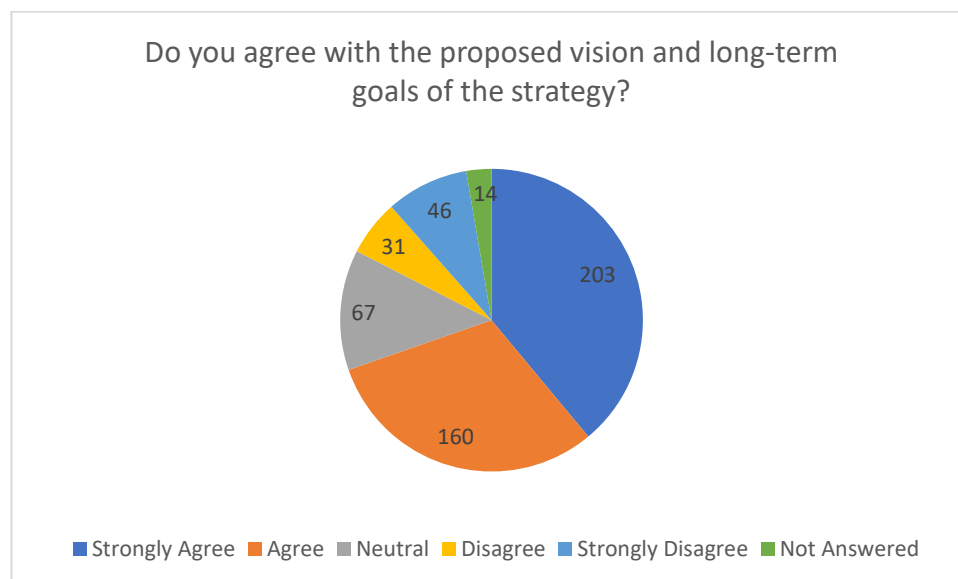
How well does the draft Active Travel Strategy meet the needs and priorities of Lewisham residents?	Total	Percentage
Very Well	116	22%
Well	182	35%

Neutral	122	23%
Poorly	42	8%
Very Poorly	46	9%
Not Answered	13	2%

Among the 508 responses, a substantial portion (57%) indicated that the strategy meets needs "well" or "very well," reflecting broad support for its vision. However, a minority (17%) felt it met needs "poorly" or "very poorly," often citing concerns about implementation feasibility in densely populated areas or inclusivity for diverse groups. Overall, this suggests a positive reception but highlights the need for further refinements to address specific local priorities, such as accessibility for disabled residents.

Q3: Do you agree with the proposed vision and long-term goals of the strategy?

There were 507 responses to this single-choice question.



Do you agree with the proposed vision and long-term goals of the strategy?	Total	Percentage
Strongly Agree	203	39%
Agree	160	31%
Neutral	67	13%
Disagree	31	6%
Strongly Disagree	46	9%
Not Answered	14	3%

Of the 507 responses, the majority (70%) expressed agreement with the vision of making walking, wheeling, scooting, or cycling the first choice for borough travel, and the goals of creating a safe, direct, accessible network. Disagreement with the proposed vision and long term goals of the strategy was 15% of those who responded, primarily from those worried about potential disruptions to vehicular traffic. Overall,

this strong consensus validates the strategy's alignment with resident aspirations for healthier, less polluted communities, as outlined in the ATS summary document.

Q4: Tell us any other goals you think should be included in the Active Travel Strategy.

In the free-text box that followed this question, respondents were encouraged to suggest other goals that should be included in the Active Travel Strategy. 341 comments were received. These have been tagged into themes, and the following goals were the most frequently mentioned:

Thematic Analysis count	Total
Cycling Infrastructure	60
Not valid	59
Road safety and crime reduction	40
Reduce Traffic	38
Accessibility and inclusivity	24
E-Bikes/Scooters issues	22
Improve Public Transport	16
Greening and public realm improvements	12
Pavement/Footway improvements	12
Walking routes	12
On-street parking	11
Traffic calming measures	11
Behaviour change	8
More ambition	8
Improve Health and Air Quality	7
EV Charging points	1

A few examples of comments made in question 4 are shown below:

“Keeping pavements clear for all users i.e. clear weeds, remove dumped rubbish, ticket badly parked vehicles, ban Lime and Forest bikes.”

“Ensure the policy does not create extra barriers (cost, time) to residents who are disabled and need to get around using a car...”

“The goals are great. Perhaps it could be interesting to consider measures to encourage car hire and/or sharing of electric vehicles, including charging...there could also be a consideration about whether tree planting could be done at the same time.”

“More on-street cycle parking stands near shops, pubs, cafes, etc.”

“It's really important that the end goal of the strategy ends up making it much easier to cycle, not just harder to drive.”

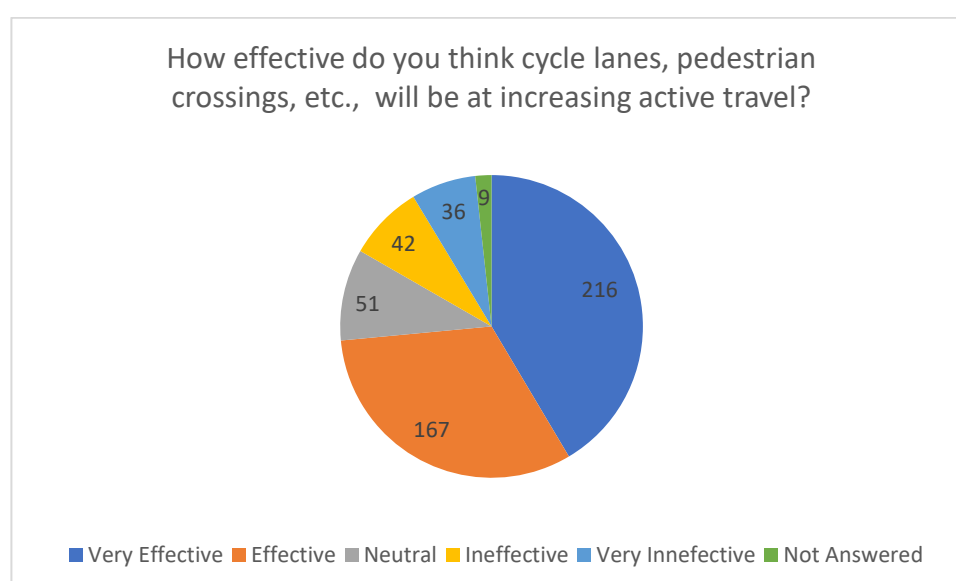
“Ensure there are safe crossing areas for children near schools.”

Thematic analysis of the open-text responses identified key additional goals, with infrastructure enhancements (e.g. more segregated cycle lanes and pedestrian crossings) being the most frequently mentioned. It is noted that a response may have had multiple themes. Other common themes included integrating active travel with public transport, addressing climate change through reduced emissions, and promoting equity by prioritising deprived areas. These suggestions reinforce the strategy's existing aims but emphasise the need for holistic integration with borough-wide policies, such as the Healthy Neighbourhoods programme.

Infrastructure and Design

Q5: How effective do you think cycle lanes, pedestrian crossings, etc (common infrastructure measures) will be at increasing active travel (e.g. walking, cycling, wheeling)?

There were 512 responses to this single-choice question.

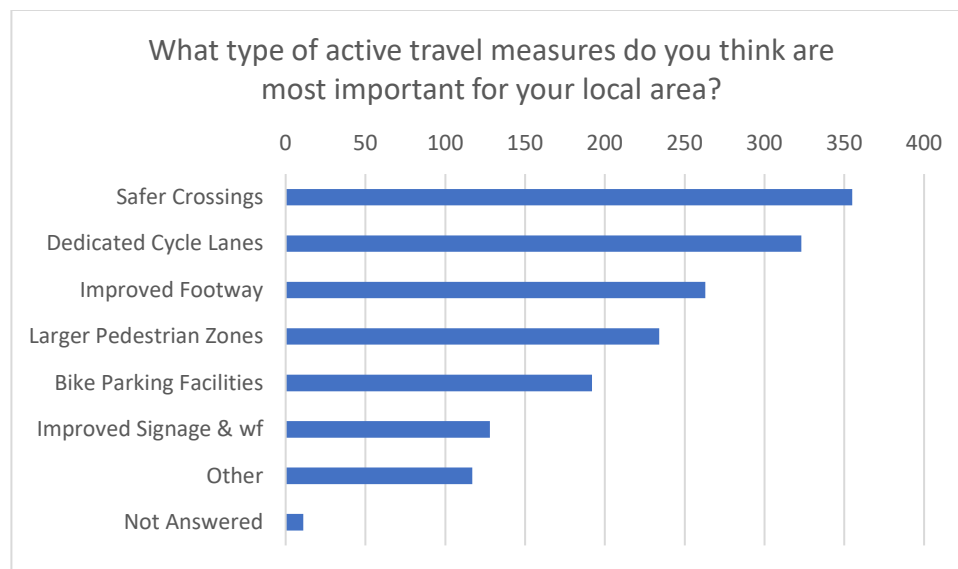


How effective do you think cycle lanes, pedestrian crossings, etc., will be at increasing active travel?	Total	Percentage
Very Effective	216	41%
Effective	167	32%
Neutral	51	10%
Ineffective	42	8%
Very Ineffective	36	7%
Not Answered	9	2%

Of the 512 responses received to this question, 73% of people felt the common active travel infrastructure measures would be effective at increasing active travel. Residents viewed segregated cycle facilities and improved crossings as key to overcoming barriers like road safety and poor pavement conditions, as noted in the ATS summary's discussion of existing challenges. This supports the strategy's proposed improvements, such as wider footpaths and modal filters.

Q6: What type of active travel measures do you think are most important for your local area?

This was a multiple-choice question; respondents were also encouraged to include other active travel measures in an open text section, which were analysed as well, and the results are shown below.



What type of active travel measures do you think are most important for your local area?	Total	Percentage
Safer crossings	355	68%
Dedicated cycle lanes	323	62%
Improved footway paths	263	50%
Larger pedestrian zones	234	45%
Bike parking facilities/access to dockless bikes/scooters	192	37%
Improved signage and wayfinding (route guidance)	128	25%
Other	117	22%
Not answered	11	2%

In the multiple-choice responses, top priorities included safer crossings, dedicated cycle lanes and improved footpaths (these included 58% of all responses).

155 open-text responses, corresponding to those that wanted to suggest other Active Travel measures, were analysed using a thematic analysis method, and the results are shown below.

Thematic Analysis count	Total
Not Valid	29
Traffic calming measures	19
Safer cycling infrastructure	16
Reduce traffic	13
Improve footways	12
Behaviour change initiatives	11

Walking routes and safe crossings	11
Safer streets	8
Low Traffic Neighbourhoods	8
Road maintenance	7
Reduce on-street parking	7
More green areas	5
Improve public transport	5
Accessibility and inclusivity	4

The themes mentioned most were traffic calming measures, safer cycling initiatives, reduced traffic and improved footways. A few examples of comments made in answer to the question asking for suggestions for other Active Travel measures are shown below:

“Reducing traffic, speeding vehicles and banning HGVs on residential roads.”

“More monitoring of cyclists not stopping at crossings (it might be illegal, but it's not enforced and is a real danger outside the school we walk to).”

“Weeding of pavements and pruning of hedges - some pavements are getting really tricky to get the pushchair over - especially in summer”

“More trees.”

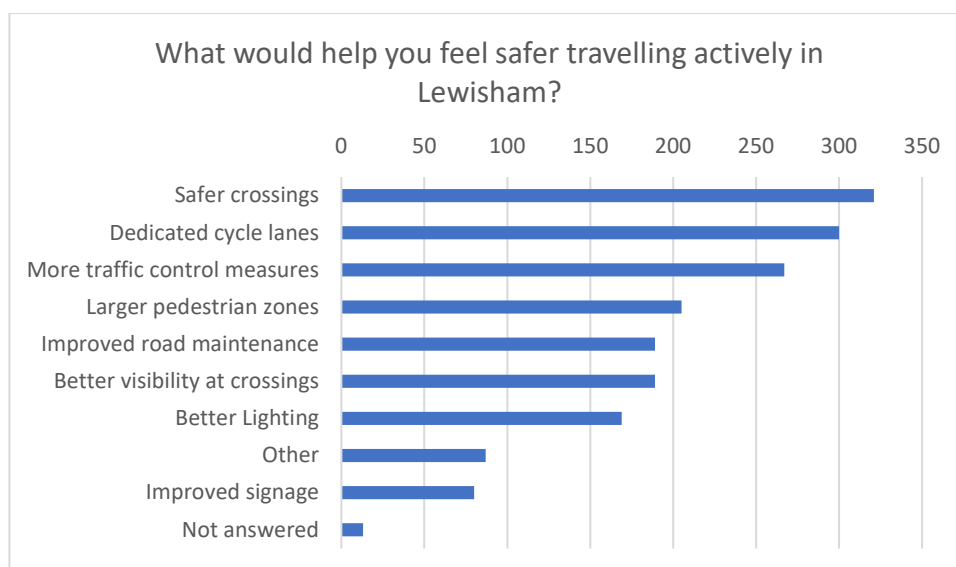
“More CCTV for cycle-only routes...”

“Less parked cars on the streets”

“Filling in potholes”

Q7: What would help you feel safer travelling actively in Lewisham?

There were 508 responses to this multiple-choice question. Additionally, the respondents had the chance to include other suggestions in an open text section, which were analysed as well, and the results are shown below.



What would help you feel safer travelling actively in Lewisham?	Total	Percentage
Safer crossings	321	62%
Dedicated cycle lanes	300	58%
More traffic control measures	267	51%
Larger pedestrian zones	205	39%
Improved road maintenance	189	36%
Better visibility at crossings	189	36%
Better Lighting	169	32%
Other	87	17%
Improved signage	80	15%
Not answered	13	2%

140 open-text responses, corresponding to those that wanted to suggest other Active Travel measures, were analysed using a thematic analysis method, and the results are shown below.

Thematic Analysis count	Total
Reduce traffic	24
Footway and road maintenance	18
Increase police presence and safety	16
Not Valid	15
Increase enforcement	13
E-Scooter/E-bike regulation	10
Low Traffic Neighbourhoods	7
Traffic calming measures	7
Improve cycleways	6
Behaviour change	5
Improve greening and public realm	5
Improve public transport	5
Cleaner Streets	3
Safe cycle parking	3

Reduce on-street parking	2
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Among 508 multiple-choice responses, reduced traffic speeds, better lighting, and enforcement against pavement parking ranked highest. Thematic analysis of the 140 open-text entries highlighted additional ideas like community policing for anti-social behaviour and dedicated cycle signals at junctions. However, it must be noted that policing is not within the scope of the strategy or within the powers of the Council. These findings reflect resident concerns about road danger, aligning with the ATS's road danger reduction commitments, and suggest that safety is a primary driver for increasing active travel uptake.

Examples of answers to this question are shown below:

“Sleeping policeman’ - raised humps to slow down road traffic, especially near schools and residential areas.”

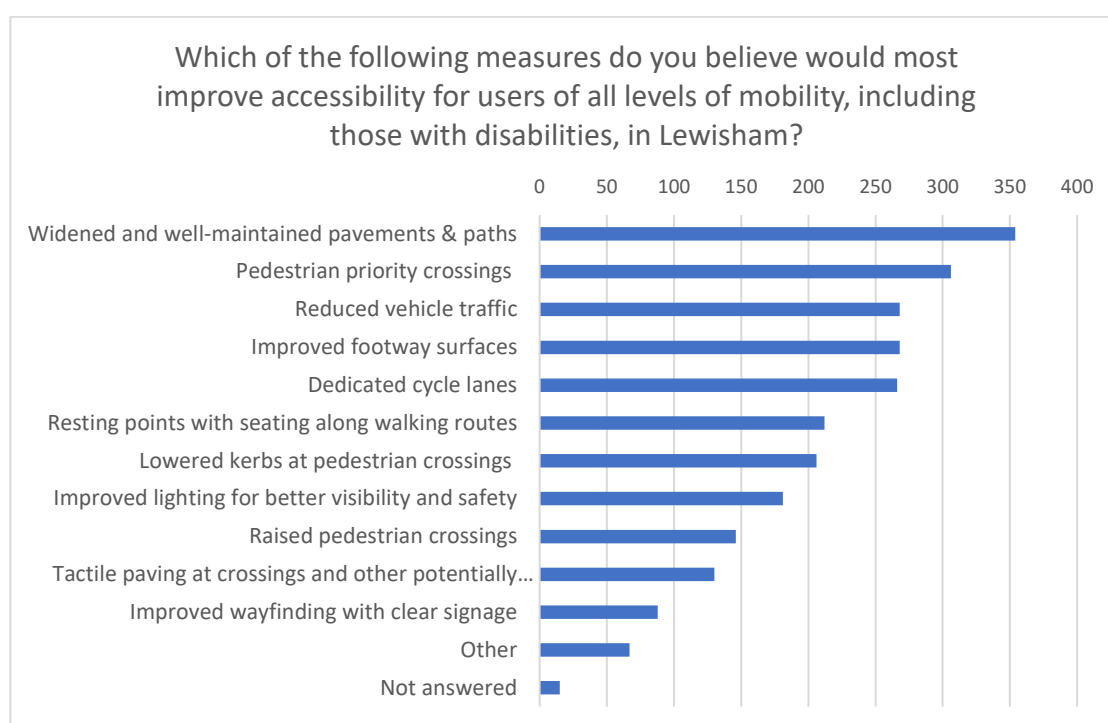
“Reduced traffic levels”

“Enforcement, no motorized scooters on pedestrian pavements”

“Hither Green west footways are often unsafe and obstructed. Streets must prioritise people walking and using bikes”

Q8: Which of the following measures do you believe would most improve accessibility for users of all levels of mobility, including those with disabilities, in Lewisham?

There were 506 responses to this multiple-choice question. Additionally, the respondents had the chance to include other suggestions in an open text section, which were analysed as well, and the results are shown below.



Which of the following measures do you believe would most improve accessibility for users of all levels of mobility, including those with disabilities, in Lewisham?	Total	Percentage
Widened and well-maintained pavements & paths	354	68%
Pedestrian priority crossings	306	59%
Reduced vehicle traffic	268	51%
Improved footway surfaces	268	51%
Dedicated cycle lanes	266	51%
Resting points with seating along walking routes	212	41%
Lowered kerbs at pedestrian crossings	206	40%
Improved lighting for better visibility and safety	181	35%
Raised pedestrian crossings	146	28%
Tactile paving at crossings and other potentially hazardous areas	130	25%
Improved wayfinding with clear signage	88	17%
Other	67	13%
Not answered	15	3%

98 open-text responses, corresponding to those that wanted to suggest other Active Travel measures, were analysed using a thematic analysis method, and the results are shown below.

Thematic Analysis count	Total
Remove pavement parking	26
Not Valid	24
Clean streets	6
E-Scooter/E-bike regulation	6
Improve Accessibility	5
Improve enforcement	5
Behaviour change	4
Improved cycling infrastructure	4
Footway and road maintenance	4
Increase disabled parking	3
Low Traffic Neighbourhoods	3
More greening and public realm	3
Improve public transport service	2
Reduce traffic	2
Reduced crime	1

The 506 responses prioritised dropped kerbs, wider footpaths, and accessible crossings. The 98 open-text suggestions, analysed thematically, stressed inclusive design elements like tactile paving and ramps, as well as reducing obstacles like stepped footbridges. This demonstrates strong resident support for the strategy's inclusivity focus, ensuring benefits for all, including those with disabilities, and ties into broader goals like doubling walking and cycling journeys by 2030.

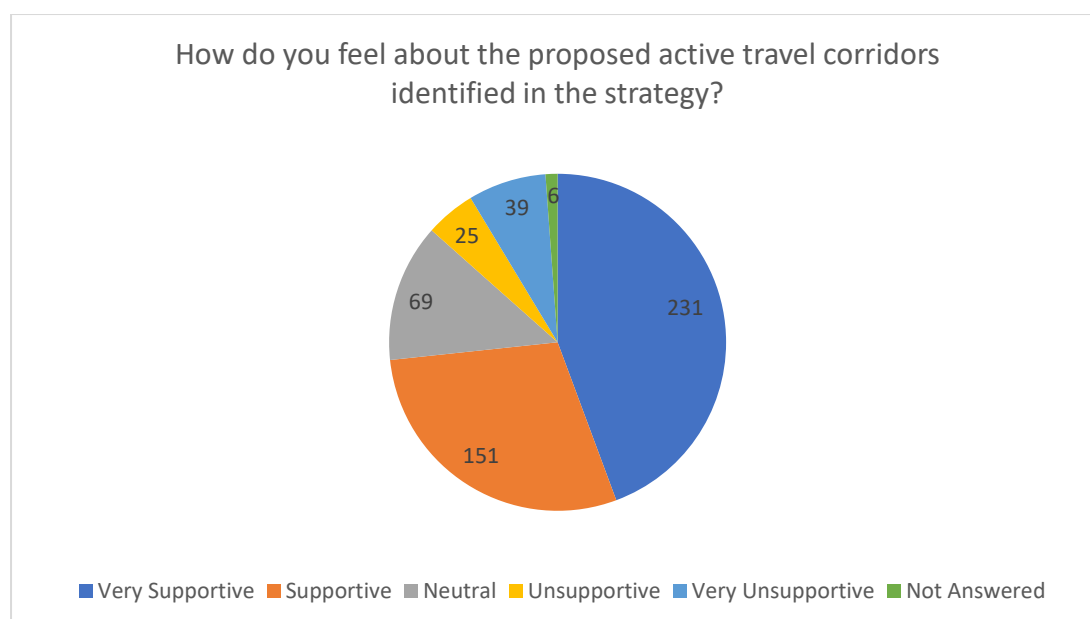
Examples of answers to this question are shown below:

“Above all, a calmer street environment gives everyone the confidence to travel actively. Additionally resting points with seating are not just a 'nice to have' for many older residents and people with mobility challenges, they are a necessity for completing even the shortest of journeys.”

“Community toilets placed on active travel corridors.”

Q9: How do you feel about the proposed active travel corridors (broad alignments that connect important destinations) identified in the strategy?

There were 515 responses to this single-choice question.



How do you feel about the proposed active travel corridors identified in the strategy?	Total	Percentage
Very Supportive	231	44%
Supportive	151	29%
Neutral	69	13%
Unsupportive	25	5%
Very Unsupportive	39	7%
Not Answered	6	1%

With 515 responses, most felt positive or neutral about the 21 prioritised corridors (e.g., Lee to Grove Park as top-ranked), appreciating their coverage of key destinations like schools and parks. Criticisms centred on coverage gaps in southern areas, indicating overall endorsement but a need for expansion to achieve the target of 71% population within 400m of the network by 2041.

Q10: Do you have any suggestions for changing the path of these proposed active travel corridors, e.g. re-routing, extending, or connecting to other areas?

In the free-text box that followed this question, respondents were encouraged to suggest on the proposed corridors included in the Active Travel Strategy. These have been tagged into themes, and the following goals were the most frequently mentioned:

Thematic Analysis count	Total
Not valid	84
Specific route suggestions	66
Extend/connect routes	45
Infrastructure	21
Positive feedback	10
Accessibility	3
Investment focus	3
New route proposed	3

Open-text responses were tagged into themes, with the most frequent being extensions to underserved areas (e.g., linking to neighbouring boroughs) and re-routing to avoid high-traffic zones. Residents viewed the corridors as a solid foundation but advocated for greater connectivity, such as integrating with existing cycling routes.

Q11: Which of the proposed active travel corridors do you think should be prioritised and why?

In the free-text box that followed this question, respondents were asked which corridors should be prioritised in the Active Travel Strategy. These have been tagged into themes, and the following corridors were the most frequently mentioned:

Thematic Analysis count	Total
Not valid	153
Hither Green	53
Lewisham Spine	20
New Cross to Sydenham	19
New Cross to Blackheath	10
Forest Hill to Catford	8
Grove Park to Blackheath	7
Lee to Grove Park	7
Cold Blow Lane	6
Lee High Road	5
Deptford to Brockley	4
Forest Hill to Lee	4
Honor oak to Sydenham	3
Crofton Park to Ladywell	2
Sydenham to Grove Park	2
Bellingham	1

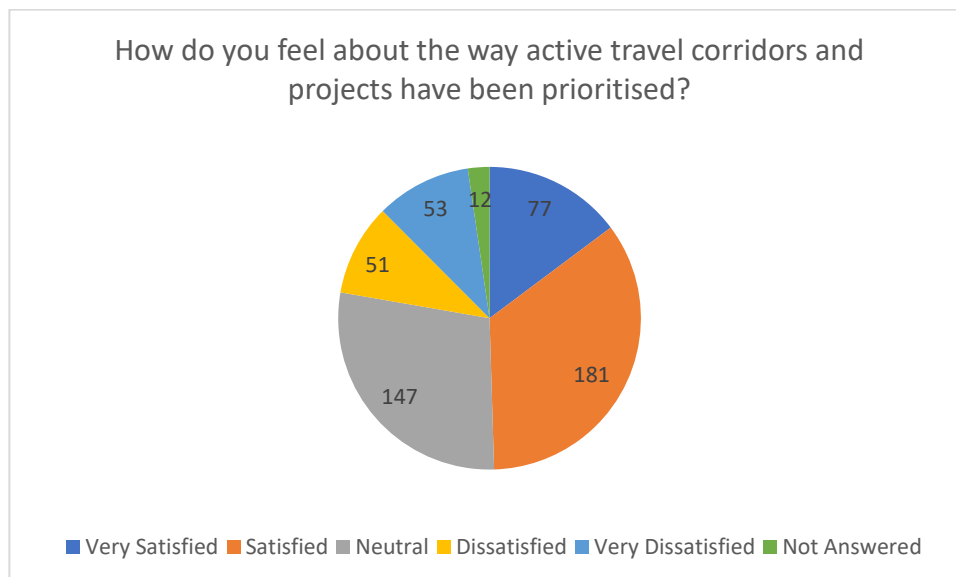
Crofton to Lower Sydenham	1
Hither Green to Catford B	1
Hither Green to Catford C	1

Thematic tagging revealed priorities like Hither Green, Lewisham Spine and New Cross to Sydenham, often justified by high deprivation levels, school proximity, and resident density—criteria already used in the strategy's ranking. This affirms the methodology while highlighting local nuances, such as quick wins for high-impact areas.

Prioritisation and Methodology criteria

Q12: How do you feel about the way active travel corridors and projects have been prioritised?

There were 509 responses to this single-choice question.



How do you feel about the way active travel corridors and projects have been prioritised?	Total	Percentage
Very Satisfied	77	15%
Satisfied	181	35%
Neutral	147	28%
Dissatisfied	51	10%
Very Dissatisfied	53	10%
Not Answered	12	2%

Responses generally supported (50%) and showed satisfaction with the criteria used for the proposed strategy, but there could be opportunities for refinement as 20% were either dissatisfied or very dissatisfied.

Q13: Do you have any suggestions for improving how we rank and choose projects? For example, should some factors be more or less important?

118 open-text responses were submitted, corresponding to those that wanted to suggest other ways to improve the corridor's ranking, and were analysed using a thematic analysis method, and the results are shown below.

Thematic Analysis count	Total
Not valid	75
Safety and Accessibility	29
Public transport integration	19
School/Child safety	19
Opposition to active travel/Current policies	18
Traffic Management and congestion	15
Equity and socioeconomic factors	12
Community engagement and listening to residents	10
Cycling Infrastructure	10
Better coordination with other schemes/initiatives	8
Disabilities	6
Better access to amenities	5
Existing infrastructure quality and maintenance	5
Cost	4
Pedestrians and vulnerable users	3
Air Quality	2
Reduce car ownership	1

Thematic analysis of the responses emphasised incorporating community feedback more heavily and considering future growth areas. Residents appreciated the data-driven approach but suggested balancing it with qualitative input to ensure equitable outcomes.

Some examples of suggestions to improve how streets are ranked and improved are shown below:

“Health/well-being for everyone. Identify the worst polluting streets first to improve, nudge and encourage other routes.”

“% of young children and associated facilities in that area. Levels of pollution. Accessibility needs.”

“Local community access to amenities and parks/ leisure to help support the local economy and encourage people to be more active in the community.”

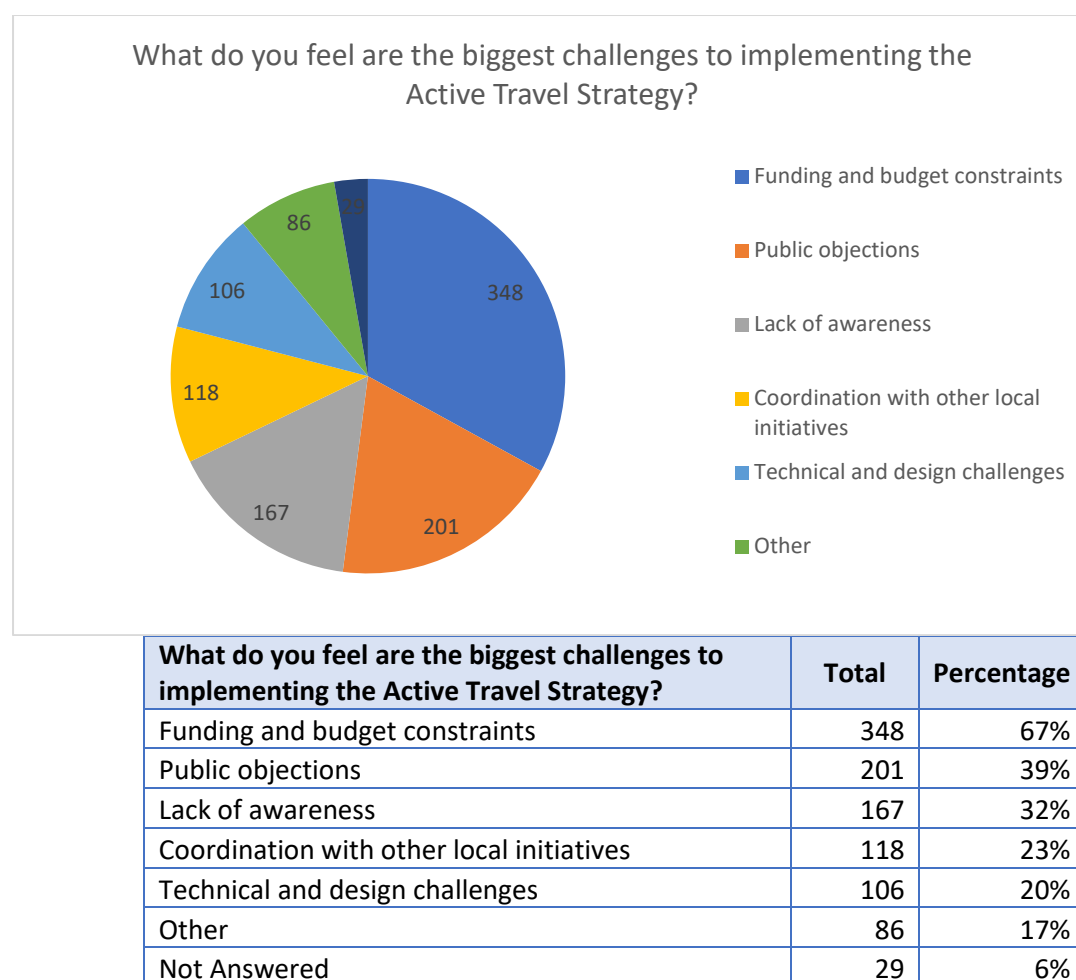
“Cost and effectiveness: if a project is relatively easy to achieve and benefits lots of users.”

“Ensuring access for all - including the elderly and those with limited mobility. Their requirements would also align with those of children and young families.”

“The inclusion factor...”

Implementation

Q14: What do you feel are the biggest challenges to implementing the Active Travel Strategy?



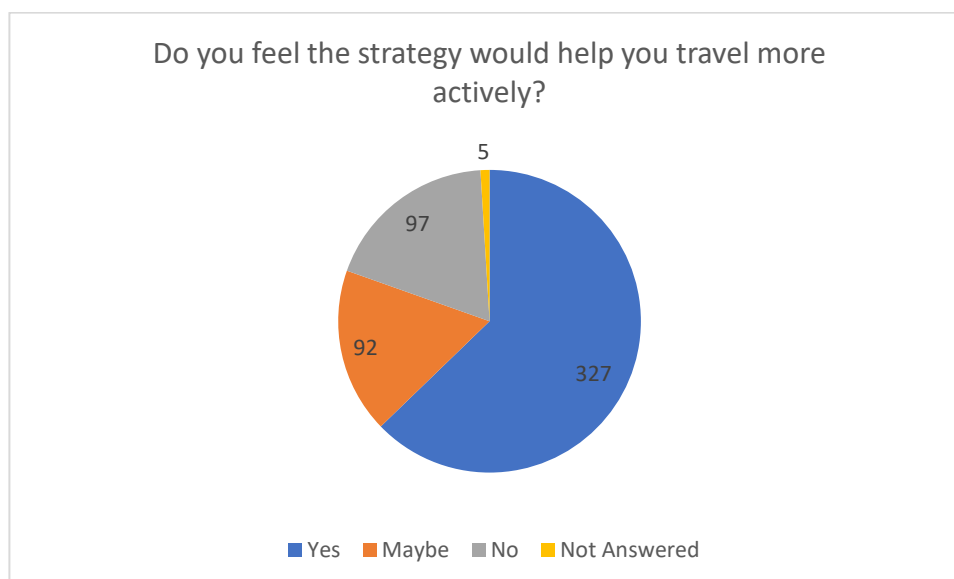
118 open-text responses, corresponding to those that wanted to express what they consider would be the most significant challenges to implement the ATS, were analysed using a thematic analysis method, and the results are shown below.

Thematic Analysis count	Total
Political will and leadership	25
Not valid	21
Car dependence and culture	18
Communication and engagement deficiencies	17
Public opposition and resistance to change	13
Council incompetence/trust issues	12
Funding and resources	9

Design coordination with other Local Authorities	2
Time	1

Thematic analysis of 118 open-text responses identified funding constraints, resistance from motorists, and construction disruptions as top challenges. These views underscore the need for strong stakeholder engagement and phased rollout to mitigate issues.

Q15: Do you feel the strategy would help you travel more actively?



Q15: Do you feel the strategy would help you travel more actively?	Total	Percentage
Yes	327	63%
Maybe	92	18%
No	97	19%
Not Answered	5	1%

Most respondents affirmed that it would, citing improved infrastructure as a motivator. This positive sentiment supports targets like delivering 20km of new routes by 2030 and doubling cycling journeys.

Additional feedback

Q16: Are there any other comments or suggestions you have regarding the Active Travel Strategy?

269 open-text responses, corresponding to those that wanted to add more feedback, were analysed using a thematic analysis method, and the results are shown below.

Thematic Analysis count	Total
General support/positive feedback	71

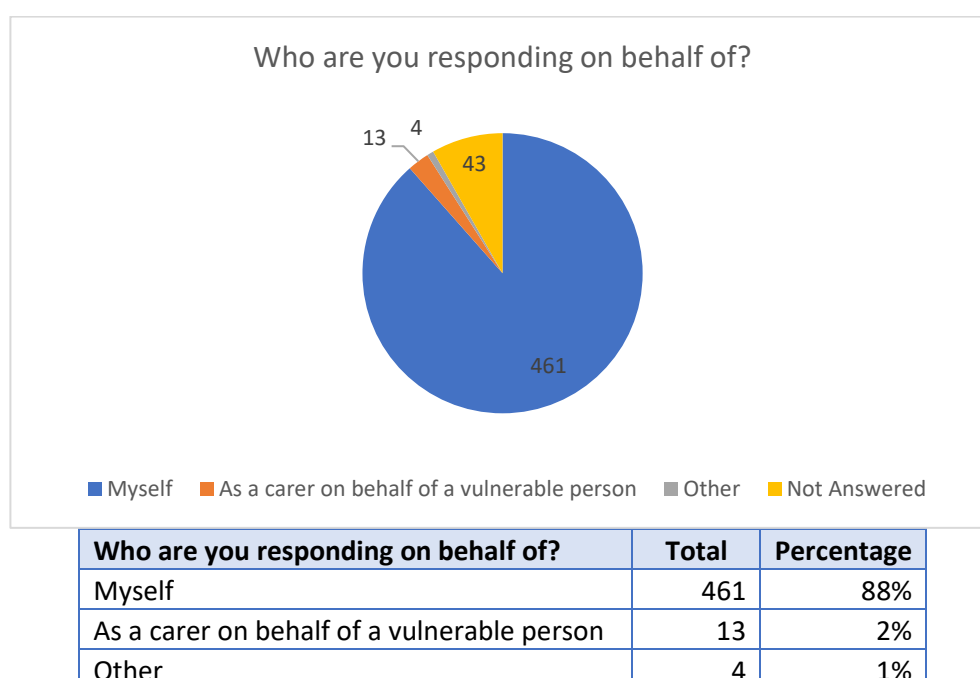
Infrastructure and design suggestions	65
Safety and enforcement	35
Other/miscellaneous Suggestions	24
Opposition to active travel/current policies	23
Not valid	22
Accessibility and inclusivity	14
Community engagement and communication	12
Funding and resource allocation	3

Responses revealed recurring themes of enforcement (e.g. against illegal parking), integration with behaviour change initiatives (like cycle training), and monitoring progress toward targets (e.g. top 10 Healthy Streets scorecard). Other suggestions included more trees, less litter, initiatives to help residents buy a bike, and the need for the strategy to be implemented quickly as traffic and pollution are getting worse. Overall, feedback was constructive, with residents expressing enthusiasm for a greener, healthier borough.

Equalities Monitoring

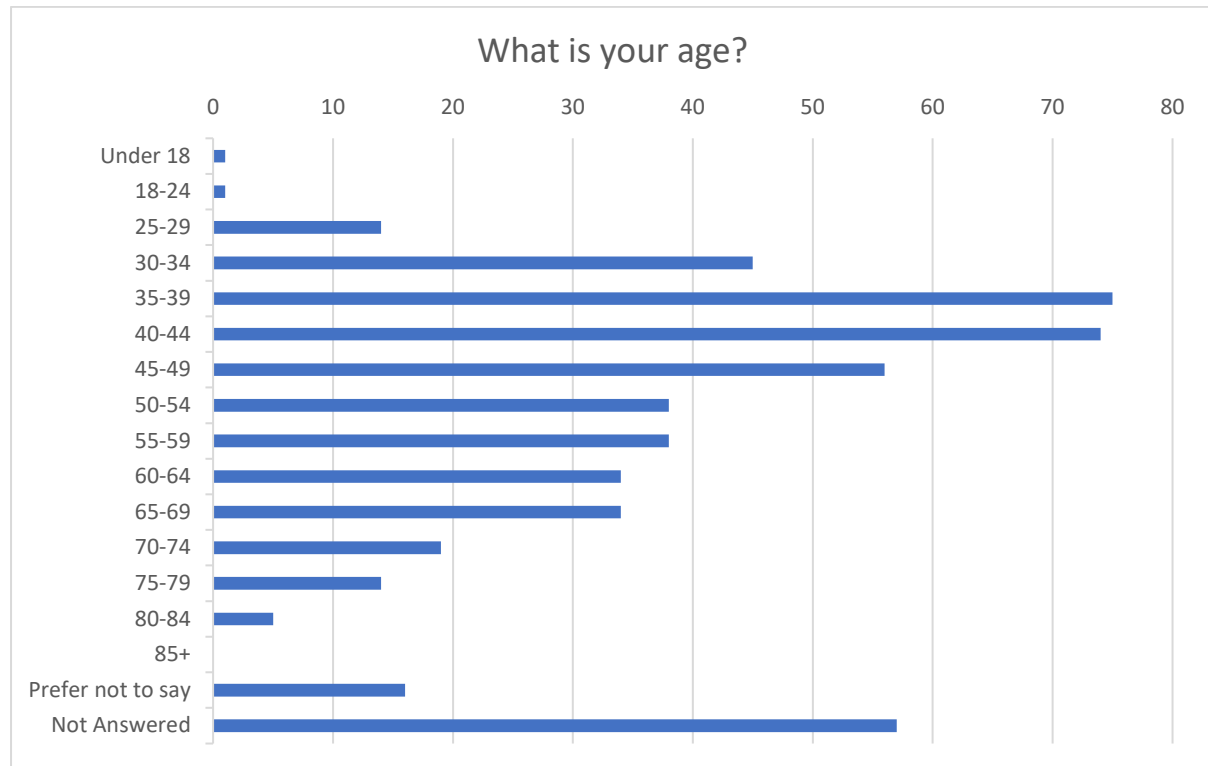
The consultation survey included voluntary questions on protected characteristics (under the Equality Act 2010). This monitoring helps the council to improve services, make better decisions and to meet the legal duty to prevent discrimination. The responses to these questions have been used to inform the Equality Analysis Assessment of the Active Travel Strategy.

Q18: Who are you responding on behalf of? (if you are responding on behalf of an organisation or group, please provide the name in the box below)?



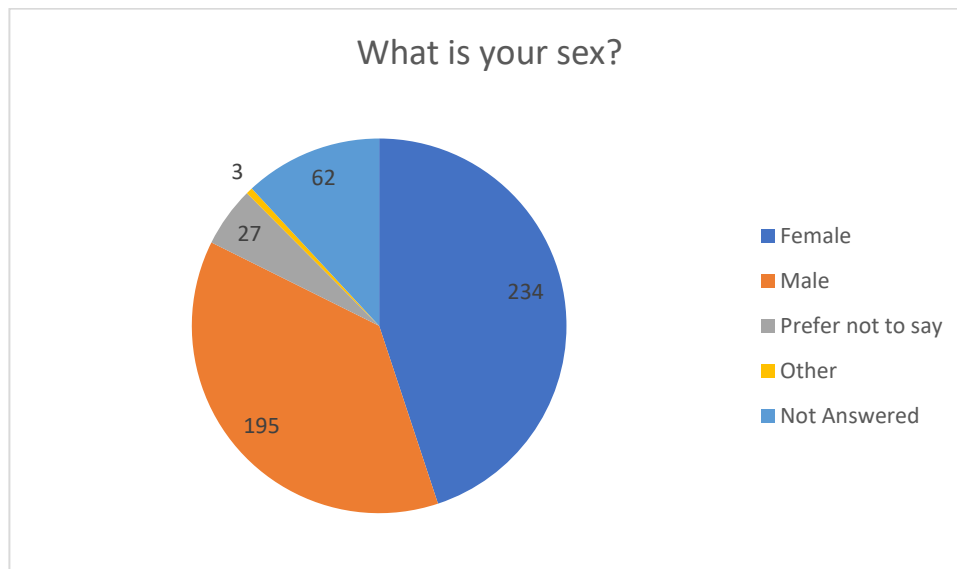
Not Answered	43	8%
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Q19: What is your age?



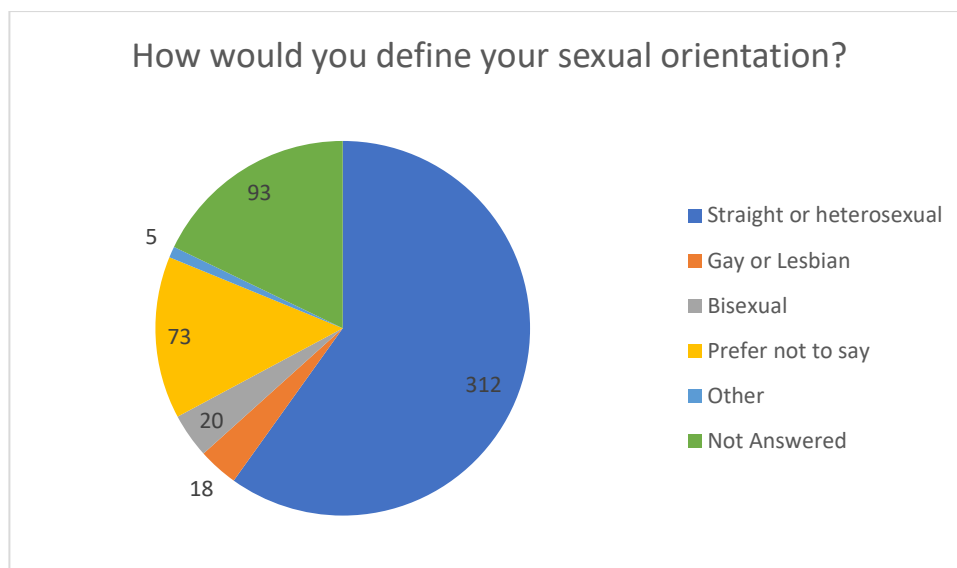
What is your age?	Total	Percentage
Under 18	1	0.2%
18-24	1	0.2%
25-29	14	2.7%
30-34	45	8.6%
35-39	75	14.4%
40-44	74	14.2%
45-49	56	10.7%
50-54	38	7.3%
55-59	38	7.3%
60-64	34	6.5%
65-69	34	6.5%
70-74	19	3.6%
75-79	14	2.7%
80-84	5	1.0%
85+	0	0.0%
Prefer not to say	16	3.1%
Not Answered	57	10.9%

Q20: What is your sex?



What is your sex?	Total	Percentage
Female	234	44.9%
Male	195	37.4%
Prefer not to say	27	5.2%
Other	3	0.6%
Not Answered	62	11.9%

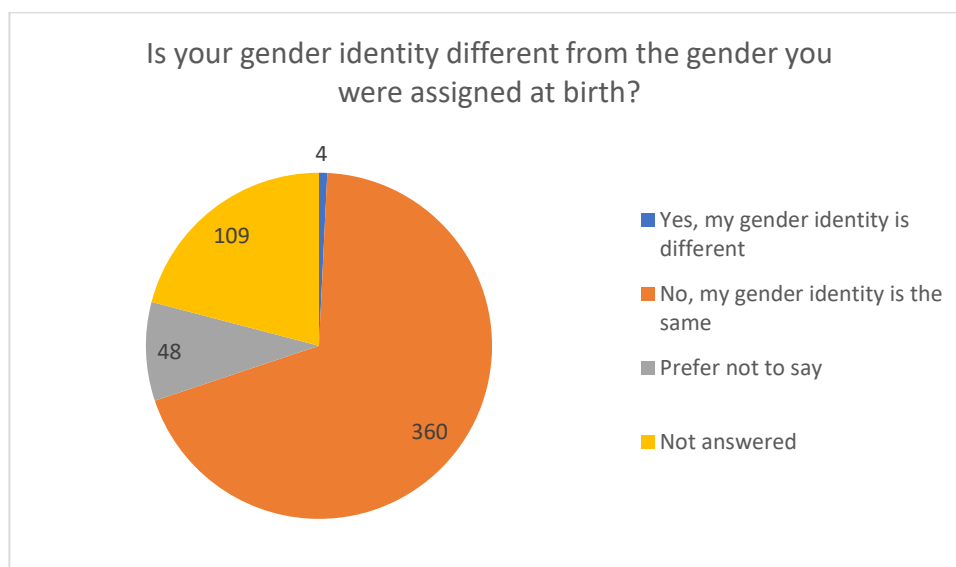
Q21: How would you define your sexual orientation?



How would you define your sexual orientation?	Total	Percentage
Straight or heterosexual	312	59.9%
Gay or Lesbian	18	3.5%
Bisexual	20	3.8%

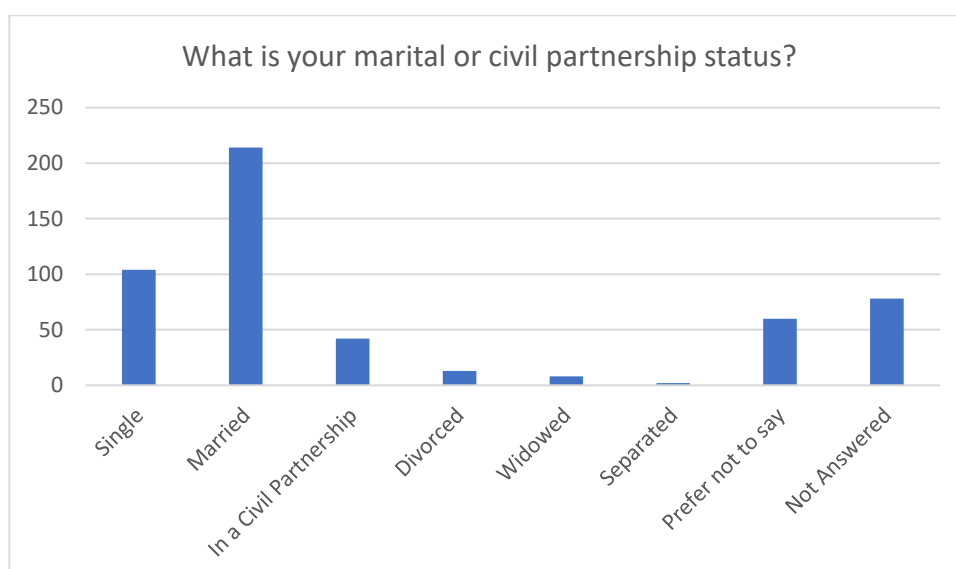
Prefer not to say	73	14.0%
Other	5	1.0%
Not Answered	93	17.9%

Q22: Is your gender identity different from the gender you were assigned at birth?



Is your gender identity different from the gender you were assigned at birth?	Total	Percentage
Yes, my gender identity is different	4	0.8%
No, my gender identity is the same	360	69.1%
Prefer not to say	48	9.2%
Not answered	109	20.9%

Q23: What is your marital or civil partnership status?



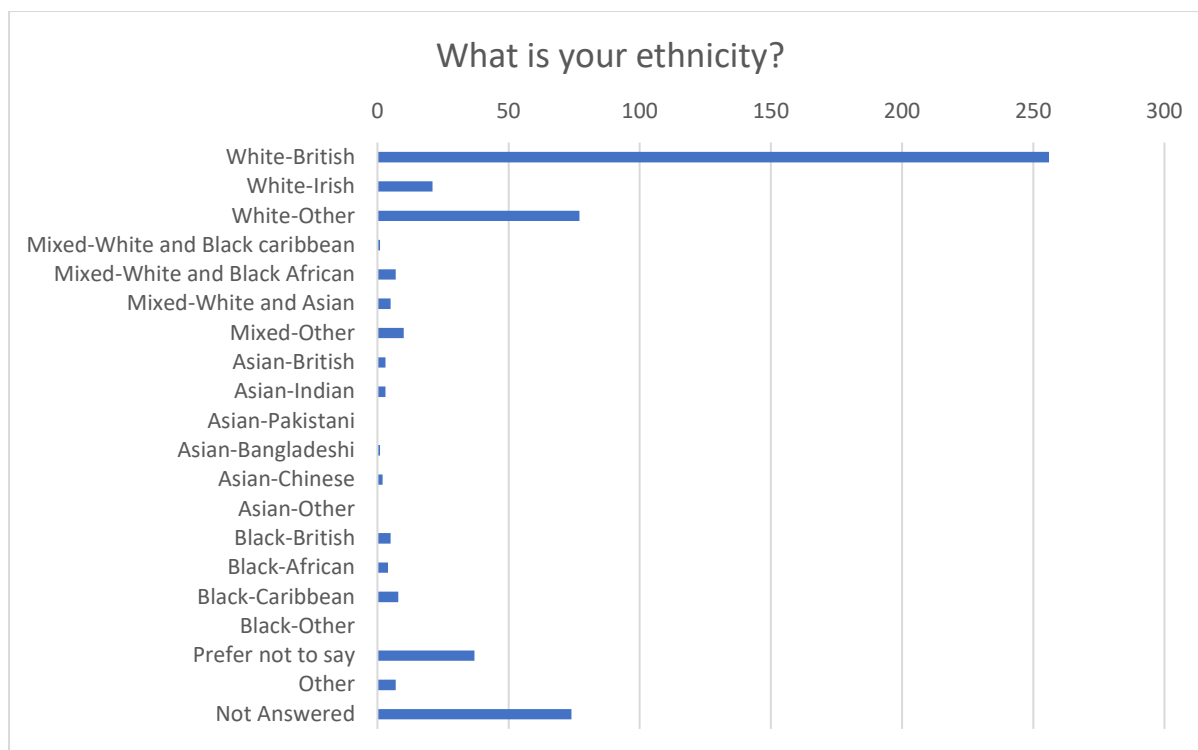
What is your marital or civil partnership status?	Total	Percentage
Single	104	20.0%
Married	214	41.1%
In a Civil Partnership	42	8.1%
Divorced	13	2.5%
Widowed	8	1.5%
Separated	2	0.4%
Prefer not to say	60	11.5%
Not Answered	78	15.0%

Q24: Are you currently pregnant or have you given birth in the past 12 months?



Are you currently pregnant or have you given birth in the past 12 months?	Total	Percentage
I am currently pregnant	10	1.9%
I have been pregnant in the last six months	10	1.9%
None of the above	366	70.2%
Prefer not to say	33	6.3%
Not Answered	102	19.6%

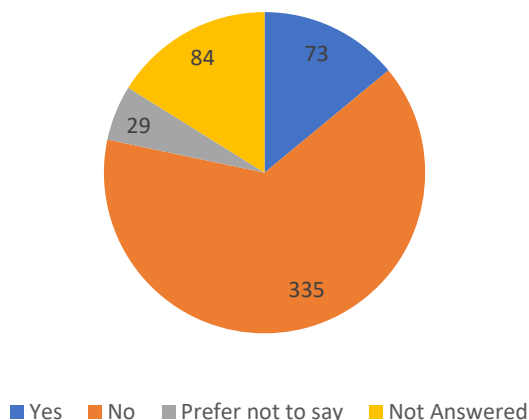
Q25: What is your ethnicity?



What is your ethnicity?	Total	Percentage
White-British	256	49.1%
White-Irish	21	4.0%
White-Other	77	14.8%
Mixed-White and Black Caribbean	1	0.2%
Mixed-White and Black African	7	1.3%
Mixed-White and Asian	5	1.0%
Mixed-Other	10	1.9%
Asian-British	3	0.6%
Asian-Indian	3	0.6%
Asian-Pakistani	0	0.0%
Asian-Bangladeshi	1	0.2%
Asian-Chinese	2	0.4%
Asian-Other	0	0.0%
Black-British	5	1.0%
Black-African	4	0.8%
Black-Caribbean	8	1.5%
Black-Other	0	0.0%
Prefer not to say	37	7.1%
Other	7	1.3%
Not Answered	74	14.2%

Q26: Would you consider yourself to have a disability?

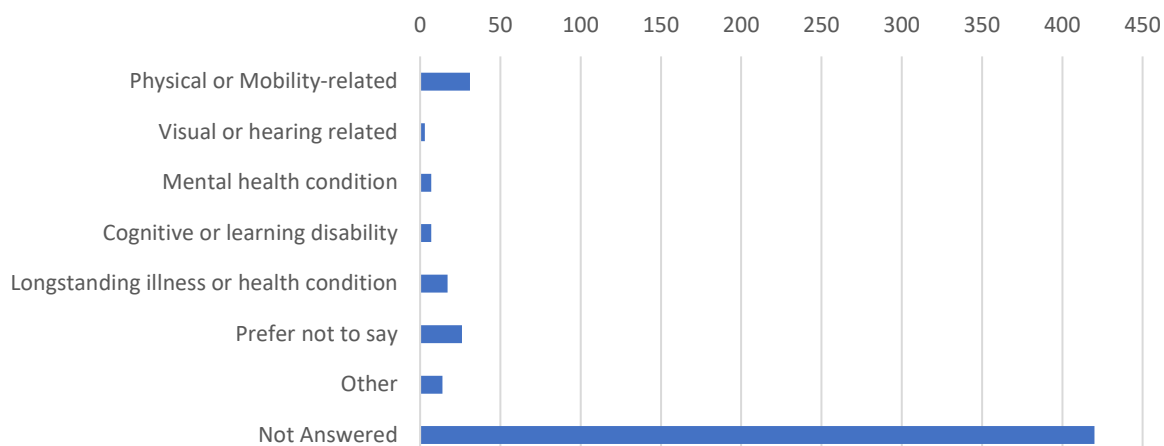
Would you consider yourself to have a disability?



Would you consider yourself to have a disability?	Total	Percentage
Yes	73	14.0%
No	335	64.3%
Prefer not to say	29	5.6%
Not Answered	84	16.1%

Q27: If yes, how would you describe your disability?

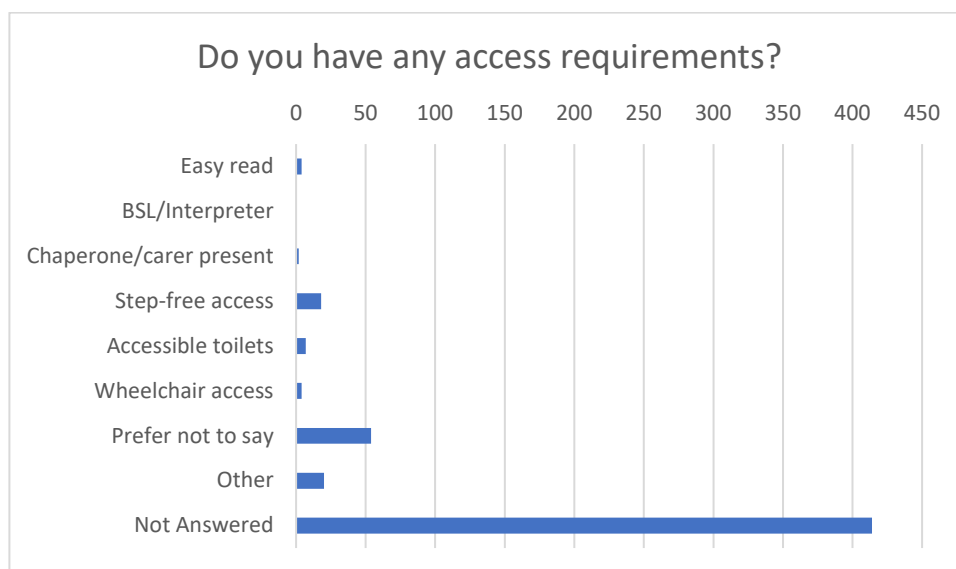
If yes, how would you describe your disability?



If yes, how would you describe your disability?	Total	Percentage
Physical or Mobility-related	31	6.0%
Visual or hearing related	3	0.6%
Mental health condition	7	1.3%
Cognitive or learning disability	7	1.3%
Longstanding illness or health condition	17	3.3%
Prefer not to say	26	5.0%

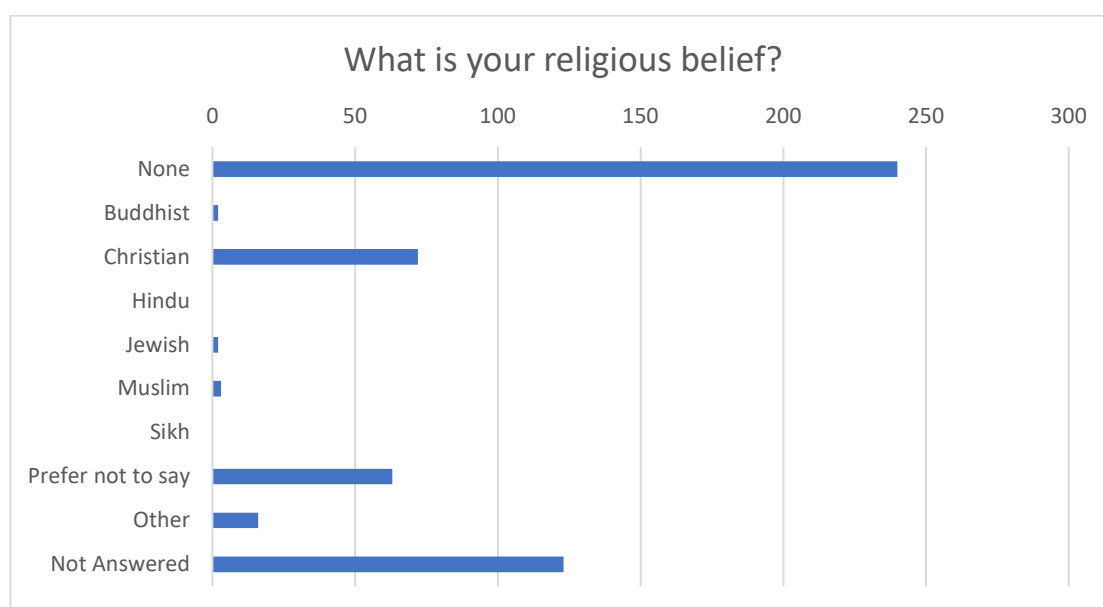
Other	14	2.7%
Not Answered	420	80.6%

Q28: Do you have any access requirements?



Do you have any access requirements?	Total	Percentage
Easy read	4	0.8%
BSL/Interpreter	0	0.0%
Chaperone/carer present	2	0.4%
Step-free access	18	3.5%
Accessible toilets	7	1.3%
Wheelchair access	4	0.8%
Prefer not to say	54	10.4%
Other	20	3.8%
Not Answered	414	79.5%

Q29: What is your religious belief?



What is your religious belief?	Total	Percentage
None	240	46.1%
Buddhist	2	0.4%
Christian	72	13.8%
Hindu	0	0.0%
Jewish	2	0.4%
Muslim	3	0.6%
Sikh	0	0.0%
Prefer not to say	63	12.1%
Other	16	3.1%
Not Answered	123	23.6%

The demographics of respondents showed a diverse sample, with representation across age groups (predominantly 25-54), sexes, ethnicities, and disability statuses. For example, Q19 (age) and Q25 (ethnicity) indicated alignment with borough demographics, though under-representation of certain groups (e.g. younger residents) suggests future consultations could target them more. About 15% identified as having a disability (Q26), with mobility impairments common (Q27), reinforcing the importance of accessibility measures. This data ensures the strategy addresses equality impacts, with no significant gaps identified.

3.2. Analysis

The consultation attracted received 521 responses (498 online and 23 paper surveys), demonstrating broad community interest in the proposed Active Travel Strategy. The analysis highlights several key findings and themes from the feedback:

Overall Support and Alignment with Vision

Most respondents expressed support for the ATS vision and long-term goals.

- 70% agreed or strongly agreed with the strategy's vision (39% strongly agree; 31% agree), while only 15% disagreed or strongly disagreed.
- Similarly, 57% felt the strategy meets residents' needs either "well" or "very well", with 23% neutral and 17% feeling it meets needs poorly.

This indicates a generally positive reception to the strategy and its objectives, though there remains a minority with concerns.

Travel Behaviours and Preferences

Respondents' travel patterns show a high prevalence of walking and public transport use:

- 78% reported walking regularly, 60% use buses, and 47% use rail/DLR services.
- 51% cycle regularly, with an additional 10% using cycle hire schemes.
- Car use remains significant (40%), reflecting the need for strategies that provide viable alternatives to driving.

The high rates of active travel already present suggest a receptive audience for further improvements.

Priorities for Infrastructure and Safety

Infrastructure improvements emerged as a central priority:

- 68% prioritised safer crossings, 62% dedicated cycle lanes, and 50% improved footways as key measures needed locally.
- Respondents also stressed the need for better lighting (32%), traffic calming and control measures (51%), and improved visibility at crossings (36%) to feel safer when travelling actively.

Qualitative feedback reinforced these points, with frequent calls for traffic reduction, road safety measures, and maintenance of footways and cycle infrastructure. Safety and enforcement also emerged as strong themes, including concerns over road danger, crime, and e-scooter regulation.

Accessibility and Inclusivity

Accessibility for people with disabilities and those with mobility challenges was a recurrent theme:

- 68% favoured widened and well-maintained pavements, and 59% supported pedestrian priority crossings to improve accessibility.
- Many open-text responses emphasised the importance of removing pavement parking and providing resting points with seating.

This indicates the need to ensure that ATS implementation addresses inclusive design to benefit all residents, including vulnerable users.

Support for Active Travel Corridors

The concept of prioritised active travel corridors received strong support:

- 73% expressed support or firm support for the proposed corridors, with only 12% unsupportive.
- The most frequently suggested priorities for implementation included Hither Green, Lewisham Spine, and New Cross to Sydenham, reflecting demand in these areas.

Respondents also suggested route extensions and connections, and specific feedback on infrastructure needs along these corridors.

Views on Prioritisation and Implementation

While most respondents were satisfied with the corridor prioritisation process, there were notable concerns:

- 50% were satisfied or very satisfied, but 20% dissatisfied and 28% neutral.
- Suggestions for improvement included greater consideration of safety, accessibility, school routes, and integration with public transport.

Implementation challenges were a recurring concern:

- 67% cited funding and budget constraints as the biggest challenge.
- Other concerns included public objections (39%), lack of awareness (32%), and political leadership and commitment (raised frequently in open comments).

Impact on Active Travel

Importantly, 63% of respondents said the ATS would help them travel more actively, with an additional 18% indicating “maybe”. This suggests the strategy has the potential to shift travel behaviours if implemented effectively.

General Sentiment

Open comments reflected a broad range of perspectives:

- Supportive comments (71 mentions) highlighted enthusiasm for safer, healthier, and more sustainable travel.
- Key criticisms included concerns about car restrictions, enforcement, and trust in the Council’s delivery capability.
- Calls for more community engagement and communication featured prominently, underscoring the need for ongoing dialogue as the strategy develops.

3.3. Next Steps

The consultation responses will form a key part in shaping the final ATS that will be presented to the Mayor and Cabinet who will decide whether to approve the strategy for adoption and authorise its implementation. This Consultation Report will be appended to the relevant decision report to the Mayor and Cabinet, which will be made available on the Council’s website.

Appendix A: Lewisham Active Travel Strategy Survey

SURVEY: LEWISHAM ACTIVE TRAVEL STRATEGY



Lewisham's Active Travel Strategy is a long-term plan to make walking, cycling, wheeling, and scooting the preferred choice for everyday travel by improving roads, travel infrastructure, and public spaces. Our goal is to create a safer, more accessible borough where everyone can easily walk or cycle to their destination.

Active travel refers to any journey using people-powered transport, such as walking, wheeling, scooting, or cycling.

This survey will help shape and inform our next steps—please share your feedback by **Sunday 20 July**.

Vision and Goals

Q1: How do you usually get around the borough?

- | | | |
|---|--|---|
| ☐ By car | ☐ Own cycle | ☐ Taxi |
| ☐ Motorbike | ☐ Cycle hire | ☐ Electric Scooter |
| ☐ Walk | ☐ DLR / London Overground / Train | ☐ Mobility scooter |
| ☐ Using a wheelchair | ☐ Bus | |

Q2: How well does the draft Active Travel Strategy meet the needs and priorities of Lewisham residents? *(A copy of the strategy summary is available in the library alongside the survey – please ask the library team if you need further information.)*

- ☐ Very Well
- ☐ Well
- ☐ Neutral
- ☐ Poorly
- ☐ Very poorly

Q3: Do you agree with the proposed vision and long-term goals of the strategy?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral
- ☐ Disagree
- ☐ Strongly disagree

Q4: Tell us any other goals you think should be included in the Active Travel Strategy.

SURVEY: LEWISHAM ACTIVE TRAVEL STRATEGY



Infrastructure and design

Q5: How effective do you think cycle lanes, pedestrian crossings, etc (common infrastructure measures) will be at increasing active travel (e.g. walking, cycling, wheeling)?

- ☐ Very effective
- ☐ Effective
- ☐ Neutral
- ☐ Ineffective
- ☐ Very ineffective

Q6: What type of active travel measures do you think are most important for your local area?

- | | |
|---|--|
| ☐ Dedicated cycle lanes | ☐ Safer crossings |
| ☐ Larger pedestrian zones | ☐ Improved footway paths |
| ☐ Improved signage and wayfinding (route guidance) | ☐ Bike parking facilities/access to dockless bikes/scooters |

☐ Other (please specify):

Q7: What would help you feel safer travelling actively in Lewisham?

- | | |
|--|---|
| ☐ Better lighting | ☐ Better visibility at crossings |
| ☐ More traffic control measures | ☐ Dedicated cycle lanes |
| ☐ Improved road maintenance | ☐ Safer crossings |
| ☐ Improved signage | ☐ Larger pedestrian zones |

☐ Other (please specify):

Q8: Which of the following measures do you believe would most improve accessibility for users of all levels of mobility, including those with disabilities, in Lewisham?

- | | |
|--|---|
| ☐ Widened and well-maintained pavements and paths | ☐ Dedicated cycle lanes |
| ☐ Improved footway surfaces | ☐ Resting points with seating along walking routes |
| ☐ Raised pedestrian crossings | ☐ Improved lighting for better visibility and safety |
| ☐ Tactile paving at crossings and other potentially hazardous areas | ☐ Pedestrian priority crossings (e.g. zebra crossings) |
| ☐ Lowered kerbs at pedestrian crossings | ☐ Reduced vehicle traffic |
| ☐ Improved wayfinding (route guidance) with clear signage | ☐ Other (please specify): |

SURVEY: LEWISHAM ACTIVE TRAVEL STRATEGY



Q9: How do you feel about the proposed active travel corridors (broad alignments that connect important destinations) identified in the strategy?

- ☐ Very supportive
- ☐ Supportive
- ☐ Neutral
- ☐ Unsupportive
- ☐ Very unsupportive

Q10: Do you have any suggestions for changing the path of these proposed active travel corridors e.g. re-routing, extending, or connecting to other areas?

Q 11: Which of the proposed active travel corridors do you think should be prioritised and why?

Prioritisation Methodology and Scoring Criteria

Q12: How do you feel about the way active travel corridors and projects have been prioritised?

- ☐ Very satisfied
- ☐ Satisfied
- ☐ Neutral
- ☐ Dissatisfied
- ☐ Very dissatisfied

SURVEY: LEWISHAM ACTIVE TRAVEL STRATEGY



Q13: Do you have any suggestions for improving how we rank and choose projects? For example, should some factors be more or less important?

Implementation

Q14: What do you feel are the biggest challenges to implementing the Active Travel Strategy?

- ☐ Funding and budget constraints
- ☐ Public objections
- ☐ Lack of awareness
- ☐ Coordination with other local initiatives
- ☐ Technical and design challenges
- ☐ Other (please specify):

Q15: Do you feel the strategy would help you travel more actively?

- ☐ Yes
- ☐ Maybe
- ☐ No

Additional feedback

Q16: Are there any other comments or suggestions you have regarding the Active Travel Strategy?

SURVEY: LEWISHAM ACTIVE TRAVEL STRATEGY



Equalities Monitoring

The following monitoring questions help us to be fair and inclusive in the work that we do. All of these questions are optional, and you do not have to answer them.

The personal data that you provide is used to help us understand who is sharing their views and influencing our decision-making, though your identity will remain anonymous.

This data is also used to ensure that nobody is discriminated against unlawfully in the provision of our functions and services.

Any personal data that you choose to share will be treated confidentially following the General Data Protection Regulations (GDPR).

Q17: What is your email address?

Q18: Who are you responding on behalf of? (if you are responding on behalf of an organisation or group, please provide the name in the box below)?

- ☐ Myself
- ☐ As a carer or on behalf of a vulnerable person
- ☐ Other (please specify):

Q19: What is your age?

- | | | | |
|-----------------------------------|--------------------------------|--------------------------------|--------------------------------|
| ☐ Under 18 | ☐ 35-39 | ☐ 55-59 | ☐ 75-79 |
| ☐ 18-24 | ☐ 40-44 | ☐ 60-64 | ☐ 80-84 |
| ☐ 25-29 | ☐ 45-49 | ☐ 65-69 | ☐ 85+ |
| ☐ 30-34 | ☐ 50-54 | ☐ 70-74 | |

Q20: What is your sex?

- | | |
|---------------------------------|--|
| ☐ Male | ☐ Prefer not to say |
| ☐ Female | ☐ Other (please specify): |

Q21: How would you define your sexual orientation?

- ☐ Straight or heterosexual
- ☐ Gay or lesbian
- ☐ Bisexual
- ☐ Prefer not to say
- ☐ Other (please specify):

SURVEY: LEWISHAM ACTIVE TRAVEL STRATEGY



Q22: Is your gender identity different from the gender you were assigned at birth?

If your gender identity is different to that which you were assigned at birth, you may choose to share this here. You do not have to do this, but it may help us to understand the impact of our policies or service changes on transgender people.

- ☐ Yes, my gender identity is different
- ☐ No, my gender identity is the same
- ☐ Prefer not to say

Q23: What is your marital or civil partnership status?

- ☐ Single
- ☐ Married
- ☐ In a civil partnership
- ☐ Divorced
- ☐ Widowed
- ☐ Separated
- ☐ Prefer not to say

Q24: Are you currently pregnant or have you given birth in the past 12 months?

- ☐ Yes
- ☐ No
- ☐ Prefer not to say

Q25: What is your ethnicity?

- | | | | |
|--|--|--|--|
| ☐ White – British | ☐ Mixed – White and Black African | ☐ Asian – Pakistani | ☐ Black – African |
| ☐ White – Irish | ☐ Mixed – White and Asian | ☐ Asian – Bangladeshi | ☐ Black – Caribbean |
| ☐ White – Gipsy or Irish traveller | ☐ Mixed – Other | ☐ Asian – Chinese | ☐ Black – Other |
| ☐ White – Other | ☐ Asian – British | ☐ Asian – Other | ☐ Prefer not to say |
| ☐ Mixed – White and Black Caribbean | ☐ Asian – Indian | ☐ Black – British | ☐ Other (please specify): |

These questions relate to disability. Disability is defined in the law as a physical or mental impairment which has a sustained and long-term adverse effect on a person's ability to carry out normal day-to-day activities. This includes health conditions such as HIV, cancer and multiple sclerosis.

Q26: Would you consider yourself to have a disability?

- ☐ Yes
- ☐ No
- ☐ Prefer not to say

SURVEY: LEWISHAM ACTIVE TRAVEL STRATEGY



Q27: If yes, how would you describe your disability?

- | | | |
|---|---|--|
| ☐ Physical or mobility-related | ☐ Cognitive or learning disability | ☐ Other (please specify): |
| ☐ Visual or hearing-related | ☐ Longstanding illness or health condition | <div style="border: 1px solid black; height: 30px; width: 260px;"></div> |
| ☐ Mental health condition | ☐ Prefer not to say | |

Q28: Do you have any access requirements?

- | | | |
|--|---|--|
| ☐ Easy read | ☐ Step-free access | ☐ Prefer not to say |
| ☐ BSL/interpreter | ☐ Accessible toilets | ☐ Other (please specify): |
| ☐ Chaperone/carer present | ☐ Wheelchair access | <div style="border: 1px solid black; height: 20px; width: 300px;"></div> |

Q29: What is your religious belief?

- | | | |
|------------------------------------|---------------------------------|--|
| ☐ None | ☐ Hindu | ☐ Sikh |
| ☐ Buddhist | ☐ Jewish | ☐ Prefer not to say |
| ☐ Christian | ☐ Muslim | ☐ Other (please specify): |
-

SURVEY: LEWISHAM ACTIVE TRAVEL STRATEGY

