



**Liverpool Grove**  
**Community Street**

*12 October 2012*

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# Liverpool Grove Community Street

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## 1 Introduction

### 1.1 Background

Southwark Council has identified 'Community Streets' as a key strand to its Transport Plan Improvement Programme. Inspired by Sustrans' "*DIY Streets*" approach, Community Streets build on the concept of empowering local communities in the design and management of their street.

Following consultation and surveys that took place in November 2011, Liverpool Grove was selected from seven shortlisted local streets on the basis of:

- Local interest in and support for the project and high level of response to surveys 40%;
- Existing community facilities – church, school, green space, café, InSpire initiatives; and
- Physical conditions and character of the street are suited to successful intervention.

The responses to design measures favoured including street artwork, gateway features, street planters and on-road cycle storage.

Mouchel were commissioned by Southwark Council to deliver the Concept Design stage with an onus on consultation and community engagement; gathering a steering group together to progress the design decisions and promoting a local ownership of the project and its future.

The following preliminary objectives were identified:

- **Ownership:** working collaboratively with a local partnership group and the council to develop a concept that can be shared and owned by all.
- **Championing:** in line with the principles of the Salisbury Row Streets for People Project and the fundamental importance of skills and ownership building with the local community, the identification and development of a "Liverpool Grove Champion" was advocated early on in the process. This will support the development of the concept design, maintain communication with the local community on a regular basis and promote local ownership of the scheme.
- **Legacy Building:** allowing the community to make informed decisions that will shape and transform Liverpool Grove through knowledge sharing and skills building.
- **Adaptability & Activity:** Promoting inspiring public spaces, encouraging greater 'dwell-times' that support opportunities for social engagement and range of activities in the street.

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- **Modal Shift:** Influencing behavioural change through ‘active travel’ and ‘smarter choices’ advertising which has been shown to be a highly cost effective way of achieving modal shift.
- **Built environment:** respecting the rich local heritage of Liverpool Grove to ensure that the quality of the natural and built environment is reflected in its streetscape.
- **Movement:** recognising the diverse movement and social functions of the street and understanding that levels of walking are likely to be influenced by quality of provision for both these aspects while reducing conflicts.
- **Accessible & Inclusive:** cater for future needs & demographic, including health & well being, through accessible and user friendly environment.

## 1.2 The design process

The Liverpool Grove Community Street project was delivered through the following project plan.

Table 1: Project Plan

Key Activities	Description	Programme	Audience
<b>Stage 1</b>			
<b>Inception &amp; Launch</b>			
Inception	Agree programme and governance	March 2012	Southwark Council
Launch Event	“Meet my Street”, steering group creation and champion selection	April 2012	ALL
Steering Group Programming Meeting	Validate approach and set out responsibility for forthcoming the Events Programme	April 2012	Steering Group & Champion
<b>Stage 2</b>			
<b>Sharing, Understanding &amp; Consensus Building</b>			
Door to Door Survey	Ensure all members of the community are approached and listened to; gather information to support the audit.	April 2012	ALL
Street Audit (late afternoon)	Develop shared understanding of the local context and constraints	April 2012	Steering Group & Champion
Study Tour	Develop common grounds and shared understanding of what could be achieved through visit to DIY Streets and local projects	May 2012	Steering Group & Champion
Visioning Workshop	Set out principles and vote on priorities / first principles to establish consensus from the outset on what matters the most.	May 2012	Steering Group & Champion
Diamond Jubilee Fair - Community Vision Event	Consultation on the emerging vision combined with the Diamond Jubilee Big Lunch event	June 2012	ALL

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<b>Stage 3</b>	<b>Concept Development</b>		
Ideas Workshop	Develop ideas and intervention for achieving the agreed vision	June 2012	Steering Group & Champion
Make My Street action planning and future funding with Pauline Bonner	Firm up the emerging concept and identified volunteers to lead on the range of activities planned for the street closure event. Discuss future funding opportunity, including the feasibility study for the square.	July 2012	Steering Group & Champion
Make My Street	Temporary closures and interventions to allow all to get a feel for what their street could be and feel like based on emerging ideas. Test and validate preferred concept with the wider community	September 2012	ALL
<b>Stage 4</b>	<b>Reporting &amp; sign-off</b>		
Reporting meeting	Report on consultation outcome and preferred design	September 2012	Southwark Council
Thank you meeting	Map out next steps and "handover" to Southwark Council	October 2012	Steering Group & Champion

The delivered project plan varies from the original plan discussed with Southwark Council at the start of the project in March 2012 with the following amendments:

- An early evening audit replaced the day and night street audits. The response received at the initial community meeting identified this as a more suitable timing for good group attendance.
- The study tour and the vision workshop took place on the same day.
- The anticipated "Summer Party" was combined with the Make My Street event due to timescales in getting the level of uptake required from various volunteers to make the event happen and lengthy permitting process for the street closure.
- The concept workshop with the steering group was replaced by a progress meeting with the community and future funding meeting with Pauline Bonner from Southwark Council's Community Team.

This report documents the process and the events that took place between March 2012 and October 2012. All attendance sheets are in [Appendix A](#).

## 2 Stage 1 – Project Launch

### 2.1 Key stakeholder meetings

Meetings were held in April 2012 with the local primary school headteacher, Rev Andrew Moughtin-Mumby of St Peter's Church and Inspire. InSpire is a community organisation that runs the Crypt of St Peter's Church of England Church, which includes a community hall and café and runs programmes for kids, arts, and the broader community. The purpose of these introductory meetings was to:

- set out and introduce the project
- garner support for the project aims
- understand the context of the street
- and seek other community groups and leader contacts

### 2.2 Launch Event: 24 April 2012

The launch event was advertised on posters in the street and on the survey delivered to every household (see [Section 3.2](#) for Door to Door survey). An invitation was also sent to key stakeholders. The event took place at the Inspire Café main room and was attended by 9 residents from 6.30- 8.00pm.

Attendees were welcomed with drinks and sandwiches. The agenda for the event was:

1. Presentation
2. Introduction to Community Streets: where the ideas come from, why and how the street was selected for the project
  - Jack Ricketts LBOS introduced this project and Mouchel's involvement
  - Community Action: Community Champion and steering group, why, how, what.
  - Jeremy Leach, Southwark Living Streets, and Peter Wright, Salisbury Row Park Committee, shared their experience as Community Champions and various project highlights from Sutherland Square Home Zone and Salisbury Row Street for People, how keep a project going and ideas on accessing funding.

*Break*

2. Feedback activity
3. Project programme
4. Sign up to the steering group

The event's PowerPoint presentation is in [Appendix B](#).

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## 2.2.1 Group Feedback Exercise

What do you like about your street, or want to improve about the street?

Table 2: Group Feedback

Like	Improve
Like	Improve
Park in centre of site	More greenery and park
Greenery visible in street	Remove rat run
Neighbours are very good	Join-up the two parts of the street
Street trees	Poor pavement condition ( 2 comments)
Architecture of street ( 2 comments)	Make a square at the barrier and in front of church – existing is old-fashioned planning
Church building, park and trees together	At barrier make pocket plaza with planting and seating at one continuous level
Summer: trees picturesque as is park	Prune church trees
Winter: the snow showed how the street could look in one material	Signage at Lytham St to stop left turn into dead end
Sense of space when entering the street form Walworth end	Barrier / gate is poor solution to problem – is access for emergency vehicle really needed
Historic feel – makes it feel ‘whole’	Green the street beyond the Church and make more of slalom route to slow traffic
Sound of children playing in the Groves, park and school yard	Be more conscious of the ‘oasis’ feeling and develop that
Lovely place – alive!	Remove railings around the church
Village feel	Dog fouling – shocking esp. for children / school population
Surprise at the environment when entering form other streets.	Lytham St – near miss and accidents needs to be safer - 2 accidents in 12 weeks
	Knowledge about recycling to reduce bags in street
	Landlord of flats Genesis needs to improve external conditions to streetscape and Groves.

## 2.2.2 General Comments

Echoing the presentation from Jeremy Leach, Southwark Living Streets, participants agreed the ideas for the street should be bold. Improving the environment can also impact behaviour as demonstrated in the Salisbury Row project. All agreed to be in steering group and bring others.

## 2.2.3 Event’s Summary

The launch represented a great start for the project with nine people signing up to be in the steering group and an agreement for date of the street audit. The group exercise encouraged interaction between residents who were strangers to each other and helped develop relationships and revealed a real concern for the local environment and respect for the historic and quiet character of the street.

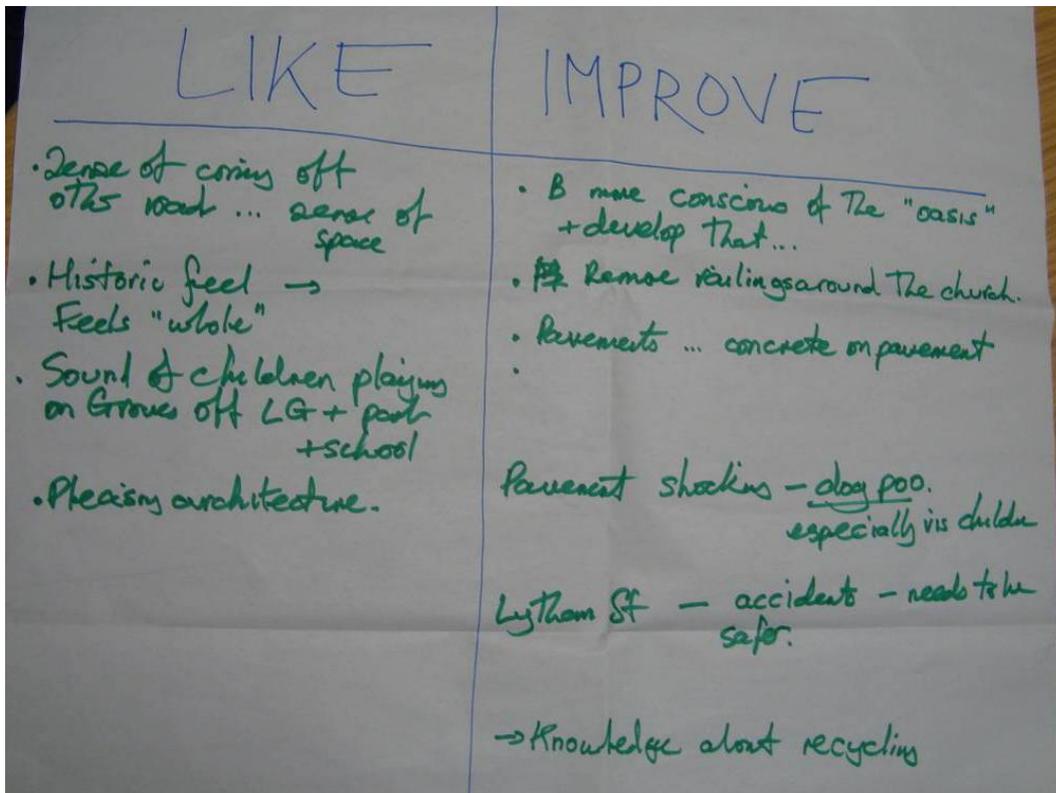
The inspiring presentations by the local community champions from neighbouring schemes showed the group how other community groups have achieved street improvements and secured funding and helped to define how Mouchel could assist the group to accomplish their aims and objectives.

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## 2.2.4 Pictures of the Event



Group discussions



Summary of the feedback

## 3 Stage 2 – Sharing, Understanding & Building Consensus

### 3.1 Door to door survey – 16<sup>th</sup> April 2012

#### 3.1.1 Approach

Sustrans also undertook a survey in December 2011. The Mouchel survey canvassed areas in addition to those covered by the original Sustrans survey in December 2011. The results sheets combine the two sets of survey results for the full survey picture.

The door to door survey was conducted between 4pm and 7.30pm. Out of the 124 homes surveyed, 33 surveys were returned which represents a 27% return rate.

The surveys were delivered to every household. Where contact could be made, the survey was completed on the door step and contact details were taken for the prize draw. The delivered survey could also be returned to a box in Inspire in the church crypt. The survey leaflet advertised the launch and street audit events and copies were left with all householders.

#### 3.1.2 Summary

The highest scoring issues are set out below and suggested an initial direction for the project. It should also be noted there is low car and cycle ownership within Liverpool Grove.

- The street is not an outdoor space for people to socialise in
- We need to reduce the speed of traffic
- The street needs to be enhanced with trees/greenery/artwork
- People need to be encouraged to keep the fronts of their houses in good condition
- Pavements need to be improved
- Littering should be reduced
- The street needs to be more pedestrian friendly
- We need to improve the sense of community

Survey questions and full results are in [Appendix C](#) with the automatic traffic counts (ATCs) as issued to Mouchel. These show the peak vehicle flow and highest speed to be travelling in morning and evening rush hour periods including the school opening and closing times and travelling east bound on Liverpool Grove.

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## 3.2 Street Audit – 24<sup>th</sup> April 2012

### 3.2.1 Approach

The Street Audit event was advertised on posters in the street, on the survey delivered every household and discussed at the Launch event where it was agreed that the street audit would take place late afternoon on the 24th April, from 6.30pm to 8.30pm. There were 15 attendees at this event. The meeting point was outside St Peter's Church. The group walked the length of street, stopping at key locations and junctions to discuss the street. The notes of the street audit below follows the same structure. Attendance list is in [Appendix A](#).

### 3.2.2 Street Audit Notes



*Street Audit Event participants*

### **Outside Church Gates**

- Why is this area not included? This very important part of the street. Church is landmark beyond the street.
- This is the shop front and gateway to the street, it should set the tone.
- For any further potential sponsors this could show what could be done.
- This area is a funnel for Liverpool Grove and wider residential areas so would benefit more people.
- Multiple comments on request for green square or better setting in front of church – parking is for shoppers not residents.
- A new design of level material in this space.
- Welcome to Liverpool Grove sign and appropriate setting for the architecture of the church - a local asset.
- New public space as gateway to the street, other measures will not work without it.

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- Lots of vehicle turning where pedestrians crossing road as no signage for dead end.
- Council vehicle use parking bays.
- Angle parking nearer Walworth Road would be better.
- Pavement uneven trip hazards.
- Commercial rubbish is left here.
- Drainage on footways is a problem.

## *At the barrier and to Lytham Street*

- Cycle signage is ignored.
- Gate and engineered island with cycle route is over-elaborate and a barrier for pedestrians and especially people with children, prams and wheelchairs. Important to close road here but some more simple attractive way – bollards or planters.
- The island routes cyclists in front of the gate to the flats and results in a dangerous conflict.
- Lighting is poor dark corners opposite churchyard encourages antisocial behaviour e.g. regular urination and feels unsafe at night.
- Pavement contained – school children can't walk 2x2.
- When the churchyard is open, 50% of pedestrians use churchyard and 50% use the road.
- Flashing school sign redundant from pre-barrier days.
- Less demand for parking here.
- Tree pruning required and churchyard wall needs repair.
- Wide granite kerbs here enhance character.
- Discussion on extra litter bins, do they create more litter if not emptied often enough – no real litter problems so not really needed.
- Could the community take more ownership of churchyard?

## *At junction with Lytham Street*

- Safety issues at Lytham St due to sightlines and speed of rat-run traffic, east-west in a.m. and west-east in p.m. rush hours.
- School children are at risk with narrow footways and crossing outside school.
- Accidents and near misses common with pedestrian and cyclists.
- Possible changes to Lytham St - could it be one-way? Some people didn't want this.
- No sign for dead end, so lots of left turns resulting in vehicles turning around outside the flats.
- Churchyard entrance crossover is inadequate.
- Churchyard gate should be more prominent maybe to alert those entering Liverpool Grove this is slower speed street with children.
- Park could become part of the street to change driver perceptions.
- 20mph not marked as part of zone and not respected.
- No school sign anywhere on Lytham.
- Raised table crossing too close to Lytham junction, not used at lot as unsafe sightlines with Lytham not effective as crossing. Should be outside school to create more space for entrance and egress of school population and parents gathering. It does slow drivers though.
- Lytham footways very narrow approx 1m and 0.5m.

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*Group discussing Lytham Street junction*

## **At School entrance**

- Very poor street identity for school. No one realises that there actually is a school here.
- School pavement sign removed by street works - not replaced.
- Particularly poor paving and guard rail.
- 3 spaces of single yellow line no restriction signage and so parents park to collect children – unsafe and reduces pedestrian space.
- Patchwork pavement along street, tarmac, concrete and a few slabs mixed.

## **At park entrance**

- Generous pavement width especially on the south side - could be utilised for planting or other public space or features.
- Main vehicle park entrance used daily to close all park gates, cross over not level should be continuous pavement.
- Entrance gate poorly maintained and unimaginative, does not add value to park or streetscape. Does not look like main entrance. Gates are expensive could take much of budget – could be left for further project.
- Entrance and greening / planters could continue into street and nearby crossing. Should be robust and suitable materials not timber to create legacy.
- Tree at crossing cut down by local person.
- The barbed wire to the southern side flats has a very poor appearance. To be discussed with Grainger Housing.
- School sign on southern side in poor condition and not effective.
- Calm traffic, grow herbs, the trees are very nice, but would need year round planting / greenery. Potential of expending the park to key crossing points.
- A bit austere compared with church end of street.

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*Group walking toward the Park Entrance and the Groves*

## ***At junction with Portland Street***

- Wide junction – a node within the estate a good place to enhance as gateway to the street as well.
- Opportunity for public space and information about Octavia Hill possibly.
- Estate has no name what about Octavia Hill Estate.
- Talk to National Trust re funding or other investment.
- Tree roots lift pavement – planters around trees with seating could solve issue.
- Lighting on whole street poor and too high level not at pedestrian height – it does not enhance the conservation grade architecture and is too dark.
- As estate sold from church to private landlord, families don't pass down properties – the community feel is breaking down.

### *3.2.3 Summary*

The street audit stopped at key locations and each junction to illicit comments and to generate discussion. A number of 'what if' questions were also posed to stimulate ideas. The street audit raised key issues around the church entrance in terms of presenting the Grade I listed building in an appropriate manner and allowing a better environment for pedestrians and cyclists around the closed gate area where levels are an issue. Accidents and near misses were highlighted at the Lytham Street junction and its paucity of pedestrian provision discussed at length. The school and park entrance were highlighted as in need of improvement.

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## 3.3 Study Tour - Saturday 19th May 2012 (am)

### 3.3.1 Approach

In order to establish a shared understanding and common ground with the steering group, a study tour took place across sites of similar Community Streets or streetscape improvement projects. The aim was to focus on aspirations and outcomes of the projects, community involvement, how momentum on projects is maintained, how the projects were delivered and what funding was secured. We also shared lessons from other community members on what did and did not work.

The Study Tour was attended by six members of the steering group and took place from 10am to 1pm on 19<sup>th</sup> May 2012. Attendance sheet is included in [Appendix A](#) and participants notes in [Appendix B](#). The agenda for the study tour was as following:

10 - 10.20am: Meet Jeremy Leach 10am sharp in Sutherland Square - central green area access from MacLeod Street opposite Liverpool Grove over Walworth Road. 10min travel to next site.

10.30 - 10.50am: Tour of Bonnington Square. 15min travel to next site.

11.05 - 11.20am: Viewing of Styles House garden and mini-allotment with Karen Ellingworth and community. TAS cafe for drink if time allows. 15min travel to next site.



*Salisbury Row Visit*

11.35 - 12.05am: Tour of selected streets around Salisbury Row Streets for People with Peter Wright. 5 min travel to next site.

12.10 - 12.30pm: Tour of Amelia Street project. 5 min travel to Liverpool Grove.

12.35 - 1pm: Sandwich lunch at Inspire café (provided).

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## 3.3.2 Summary

The attendees engaged with the local community champions at Styles House and Salisbury Row. As the trip progressed the group discussed the projects together and reported back that the trip had been very worthwhile and informative. The study tour was designed to allow the group time to interact and develop common ground and reference points away from the street and provided a springboard of ideas for the vision workshop. The following table summarises the feedback from the steering group following the study tour.

Table 3: Study Tour Feedback Summary

Location	Comments: like / don't like, what was appreciated, where were the shortfalls.
Sutherland Square	Pedestrians moving and walking everywhere in street comfortably, slowing of traffic with attractive design measure, group and community activity, maintenance by volunteering to upkeep the quality, good lighting, good safety.
Bonnington Square	Heaven and oasis, green walls, greening everywhere!, private feel, organically developed not imposed, a group initiative, LIFE!
Styles House	Community driven and made with limited funding.
Gambia Street	Durable, dynamic, inviting organic forms; soft planting and soft shaped mounds; scale and character could be seen at Liverpool Grove; unusual character
Salisbury Streets for People	Simple repeated design; shows what can be done with cheaper materials, shared surface street appreciated, very pedestrian and cycle friendly.
Amelia Street	Design was felt to be a little sterile and not as abundant as originally proposed. High quality materials look good, formal arrangement was liked by some; seating and cycle stands lacking; not evidence of proposed bin strategy. Felt the project had missed a few opportunities in its execution.
Common themes	Traffic calming, movement, greening, identity, pedestrian priority



Bonnington Square Visit

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## 3.4 Vision event - Saturday 19th May 2012 (pm)

### 3.4.1 Steering Group progress meeting

Following the study tour, the steering group reconvened around lunch to discuss project administrative matters prior to the vision workshop. This included:

- Draw the survey prize.
- Community Champion agreed.
- Sharing information – googlegroup set up for communication with all steering group members.
- Agree forward programme and key activities:
  - School assembly / activity (street history / Octavia Hill project)
  - Diamond Jubilee Fair – ‘wishing tree’ to canvas opinion on principles
  - Progress actions for ‘Make my Street’ event organisation

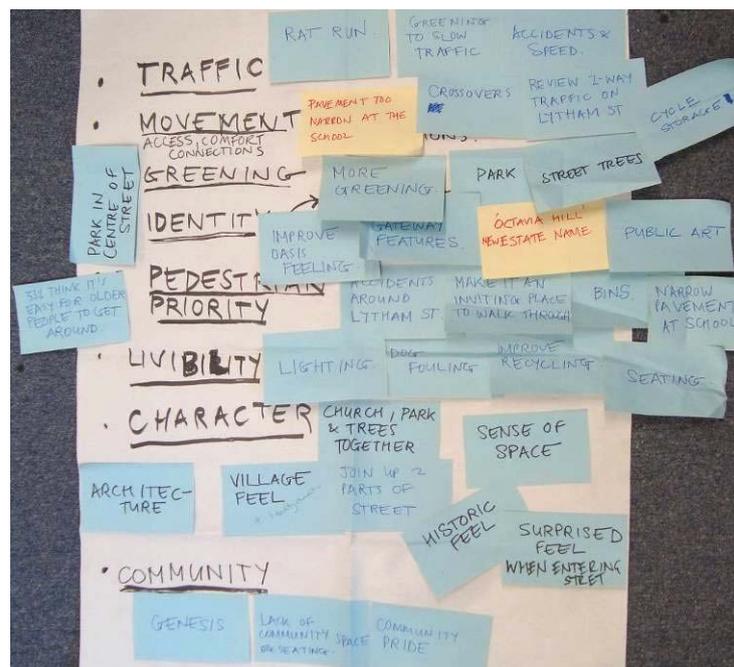
The event’s PowerPoint presentation is in [Appendix B](#).

### 3.4.2 Approach

The aim of the vision workshop was to develop a set of written principles for improvement to the street in the project and for the future. These should be specific to the street and not define the intervention, but instead define the outcome. The evidence accumulated to date, ranging from the street audit, surveys, traffic counts, study tour and comments from the launch, was used to define the principles.

The agenda for the vision workshop followed the following structure:

- Review of objectives and aims in the design of the sites visited in the study morning to inform the development of the principles
- Principles concept explained
- Comments made to date at launch and street audit and two attitude surveys were tabled
- Steering group condenses key points from survey
- Key points from survey data organised into themed areas:
  - greening
  - traffic
  - identity
  - pedestrian priority
  - liveability
  - character
- Develop principles



Setting out themes and priorities

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## 3.4.3 Summary

A rough draft of the principles was agreed with the steering group at the workshop. They were then refined by Mouchel and forwarded to the steering group (25th May 2012). The principles formed the basis of the consultation at the next wider public engagement event at the Jubilee Fair organised by St Peter's Church and held in neighbouring Faraday Gardens and the churchyard.

Table 4: Agreed Principles (v2 31.05.12)

Principles	Evidence and rationale
Green the street to create a sense of place and a focus for community activity.	<ul style="list-style-type: none"> <li>• Reflect the park and churchyard in the streetscape</li> <li>• Street trees are beautiful</li> <li>• More greening of the street</li> </ul>
Change driver perceptions and behaviour within the street, to focus on all street users.	<ul style="list-style-type: none"> <li>• Street is a rat run for non-residents</li> <li>• Greening to slow traffic</li> <li>• Speed and traffic volume at peak hours</li> <li>• Accident or near miss hotspot at Lytham St and junction</li> </ul>
Improve the liveability of the street.	<ul style="list-style-type: none"> <li>• Lighting improvement – style height, light colour</li> <li>• More greening of the street</li> <li>• Dog fouling problem</li> <li>• Improve recycling refuse bins are a unsightly on street</li> <li>• Good footway width on south side of street – could this be a site for street features?</li> </ul>
Enhance the current identity to make the street desirable again.	<ul style="list-style-type: none"> <li>• Gateway features required to set the street</li> <li>• Make the street an inviting place to walk through</li> <li>• More greening of the street</li> <li>• Should this area of flats be named 'Octavia Hill estate'?</li> <li>• Public art in street is good idea</li> </ul>
Review street movement and improve footways and access for pedestrians and cyclists.	<ul style="list-style-type: none"> <li>• Narrow pavements outside the school</li> <li>• School entrance is poor</li> <li>• Crossing point near Lytham Street feels unsafe and is underused</li> <li>• Make the pavements safer and more attractive</li> <li>• Vehicle crossovers make the pavements uneven</li> <li>• Lytham Street pavements are too narrow</li> </ul>
Revitalise a sense of community pride and social interaction.	<ul style="list-style-type: none"> <li>• Lack of community space on the street</li> <li>• Reduced community pride</li> <li>• Limitations in communication with housing provider</li> </ul>
Unify the street by developing the existing 'oasis' character and respecting the historic character.	<ul style="list-style-type: none"> <li>• Existing 'village' quality and feel</li> <li>• Join the two parts of the street</li> <li>• Good character from church, park and street trees</li> <li>• The special and coherent historic architecture</li> <li>• The sense of space</li> <li>• Add to the 'oasis' feeling</li> </ul>

## 3.5 Diamond Jubilee Fair event: Saturday 2nd June 2012

### 3.5.1 Approach

The intention of this public exhibition was to engage with the wider community and capture their feedback through an interactive vote based on the vision principles established with the steering group to validate the aspirations with the broader community and prioritise the design interventions.

A Diamond Jubilee Fair was organised by St Peter's Church following the success of the previous years summer fete. Mouchel requested a stand at the fair to conduct the public exhibition on the 4th April when initial contact was made with key stakeholders.

The Diamond Jubilee Fair took place on Saturday 2<sup>nd</sup> June 2012 as a public event from 11am to 5pm (set-up from 9.30am) at the Faraday Gardens and St Peter's Churchyard off Liverpool Grove. Four members of the steering group came along to facilitate the Liverpool Grove Community Street stand: Tim Lane, Simon Brears, Paul Fleming and Jan Perssor.

### 3.5.2 Aims

The key aim of the event was for the public to vote for which principles should be delivered first. The secondary aims were:

- To make contact with the whole community and re-present the project;
- To feedback findings from the surveys, audits and steering group meetings to date;
- To present the vision principles to the wider community;
- To garner further comment;
- To encourage new participants to join the steering group; and
- To engage local children in the project and gather feedback on their concerns and interests.

### 3.5.3 Engagement Techniques

This was achieved through a layered series of active consultation techniques.

- A bright and colourful welcoming stand;
- A poster with a simple definition of the project remit;
- Two voting boards with the seven project principles illustrated with images mostly from the local area and with symbols to represent the principles;
- Each participant was shown the principles as the consultants and volunteers explained the project;
- Participants were asked to vote for their priorities within the seven principles on offer;

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- Participants were encouraged to leave further comments on the voting boards and on a site plan;
- Precedent images to illustrate the principles – the majority being local spaces which were recognised;
- The symbols representing the principles were available for participants to place where they felt appropriate on a plan the street;
- A 'wishing tree'— a dead tree was brought to life with ideas written on ribbons by all participants but particularly children; and
- Boards presenting the project timeline to date with survey and audit findings.

These varied techniques allowed five levels of interaction with the project depending on the engagement of the participants. The principle voting formed the primary means of engagement which 90% of participants engaged in. Signatures of attendance were collected but unfortunately on instances when there was a high volume of participants, not all of them left their details.

The project also sponsored a mobile farm visit from Surrey Docks Farms as a part of the fair's entertainments. The mobile farm was sited in a quiet area of the churchyard with other quiet activity stands. The farm staff were encouraged to direct visitors to the project stand. A poster was positioned on the farm vehicle explaining the sponsorship of the farm by the Southwark Council and the project. The general Jubilee fair volunteers were briefed to encourage visitors to go to the project stand and the mobile farm.





# Liverpool Grove Community Street

**Liverpool Grove Community Street!**

Help us decide where the design should be focused.

**Which of the principles is most important to you?**

These are examples of the principles in action.

Use the stickers to **VOTE HERE:**

**Green the street to create a sense of place and a focus for community**

- reflect the street's character
- streetside trees
- more greenery

**Change driver perceptions and behaviour within the street, to focus on all street users**

- street is a rat run for non-residents
- greening to slow traffic
- speed and traffic volume at peak hours
- accident or near miss hotspot at Lytham St and junction

**Improve the liveability of the street**

- lighting improvement – style height, light colour
- more greening of the street
- dog fouling problem
- recycling refuse bins are unsightly on street
- good footway width on south side of street – could this be a site for street features?

**Enhance the current identity to make the street desirable again**

- gateway features required to set the street apart from others
- make it an inviting place to walk through
- more greening of the street
- should this area of flats be named 'Octavia Hill estate'?
- Public art in street is good idea

**Review street movement and improve footways and access for pedestrians and cyclists**

- narrow pavements outside the school

**Revitalise a sense of community pride and social interaction**

- community space on the street
- with private

**Unify the street by developing the existing 'oasis' character and respecting the historic character**

- getting 'Village' quality and feel
- join the two parts of the street
- good character from church, park, street trees together
- the special and coherent historic architecture
- the sense of space
- add to the 'oasis' feeling

Handwritten notes on board 1:

- RE PAINT THE BLOSSOM TREES
- MAKE ROAD BUMPS SMALLER OR REMOVE
- PLEASE MAKE DOG EXCEL DISTANCE TO CLEAN UP THEIR DOG PEE
- NEED MORE CHILDREN'S PLAY AREA
- Altoorb in the park I agree!
- GET RID OF BUMPS IN ROADS AS CAUSE OF LONG TRAFFIC JAMS AND NECK PAIN/HEADS CAUTION WILL BE BUMPED
- Using plants
- GREEN THE STREET
- NO CARS
- Cyclists only street
- Old Style Lighting like Sutherland St

Principles voting board 1

**Enhance the current identity to make the street desirable again**

- gateway features required to set the street apart from others
- make it an inviting place to walk through
- more greening of the street
- should this area of flats be named 'Octavia Hill estate'?
- Public art in street is good idea

**Review street movement and improve footways and access for pedestrians and cyclists**

- narrow pavements outside the school
- feels unsafe and is
- more attractive
- the pavements uneven
- narrow

**Revitalise a sense of community pride and social interaction**

- community space on the street
- with private

**Unify the street by developing the existing 'oasis' character and respecting the historic character**

- getting 'Village' quality and feel
- join the two parts of the street
- good character from church, park, street trees together
- the special and coherent historic architecture
- the sense of space
- add to the 'oasis' feeling

Handwritten notes on board 2:

- MAKE SENSITIVE GREENING ONE WAY
- TEACH CYCLISTS TO READ STOP AT LIGHTS AND RESPECT OTHERS
- PLEASE - MORE SAFETY FOR THE MANY MANY CYCLISTS
- Green the Street
- NO CARS
- Cyclists only street
- Old Style Lighting like Sutherland St

Principles voting board 2

# Liverpool Grove Community Street

## 3.5.5 Results

The fair was extremely popular. There were 53 attendees that came by the stand and registered, including children. The total number of attendees who voted came to 55 and the number of “wishing tree” ribbons approximately 50.

Many attendees focused on Lytham Street as a possible one-way or closed street. The breakdown of the votes is summarised in [Table 5](#) below.

**Table 5: Summary Votes by Principle**

<b>Principles</b>	<b>Total votes (3 votes per person)</b>
Green the street to create a sense of place and a focus for community activity.	<b>38 (23%)</b>
Change driver perceptions and behaviour within the street, to focus on all street users.	15 (9%)
Improve the liveability of the street.	<b>24 (14.5%)</b>
Enhance the current identity to make the street desirable again.	11 (6.5%)
Review street movement and improve footways and access for pedestrians and cyclists.	14 (8.5%)
Revitalise a sense of community pride and social interaction.	<b>35 (21%)</b>
Unify the street by developing the existing ‘oasis’ character and respecting the historic character.	<b>29 (17.5%)</b>

The day successfully communicated the project to the wider community, the steering group volunteers participated fully in communicating the principles and discussing the issues on the street with local people. Four principles emerged as priorities, below.

- Green the street to create a sense of place and a focus for community activity;
- Improve the liveability of the street;
- Revitalise a sense of community pride and social interaction; and
- Unify the street by developing the existing ‘oasis’ character and respecting the historic character.

These provided the background for developing the Vision Plan and the framework for developing the Design Concept in the subsequent Ideas Workshop.

## 4 Stage 3 – Concept Development

### 4.1 Ideas workshop: Saturday 23<sup>rd</sup> June 2012

#### 4.1.1 Approach

The ideas workshop event was set up via the googlegroup with the steering group and took place on the morning of the 23<sup>rd</sup> June between 10.00am and 12.30pm at Inspire (Yellow room). There were nine attendees at this event. Attendance list is in [Appendix A](#) and the event's PowerPoint presentation is in [Appendix B](#).

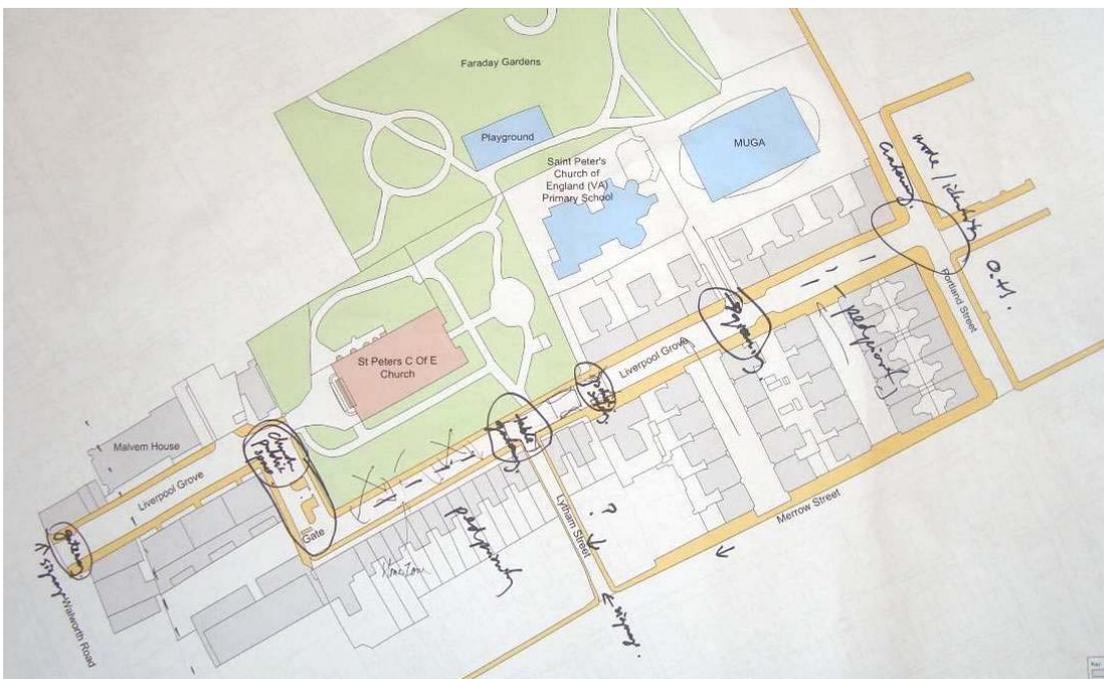
#### 4.1.2 Aims

The aims of this workshop were threefold:

- To determine and agree the Vision Plan.
- To develop the project design concept based on the four priority principles established by the voting at the Diamond Jubilee fair.
- To share the 'make my street' ideas, agree way forward with steering group involvement and prioritise actions.

#### 4.1.3 Vision Plan

The Vision Plan was developed on principles established during the vision workshop and the feedback from the Diamond Jubilee event.



# Liverpool Grove Community Street

Comments provided on the vision drawing and potential future projects included:

- Closure of Lytham Street: it will have implications for traffic travelling from Walworth Road to Portland Street due to the nature of one-ways and lack of access in surrounding streets. These scenarios need to be investigated. Possible health and safety risk?
- Church railings: investigate how old they are. Are they original? Investigate the possibilities for removal.
- Involving the residents of the care home
- Focus furniture in the proposed church square rather than spread along the street to minimise any problems of antisocial / noisy behaviour.



Vision Plan using the principles icons

## 4.1.4 Project Design

The project design focused on the key priorities that emerged from the Diamond Jubilee event, namely:

- Green the street to create a sense of place and a focus for community activity;
- Improve the liveability of the street;
- Unify the street by developing the existing 'oasis' character and respecting the historic character; and
- Revitalise a sense of community pride and social interaction.

# Liverpool Grove Community Street



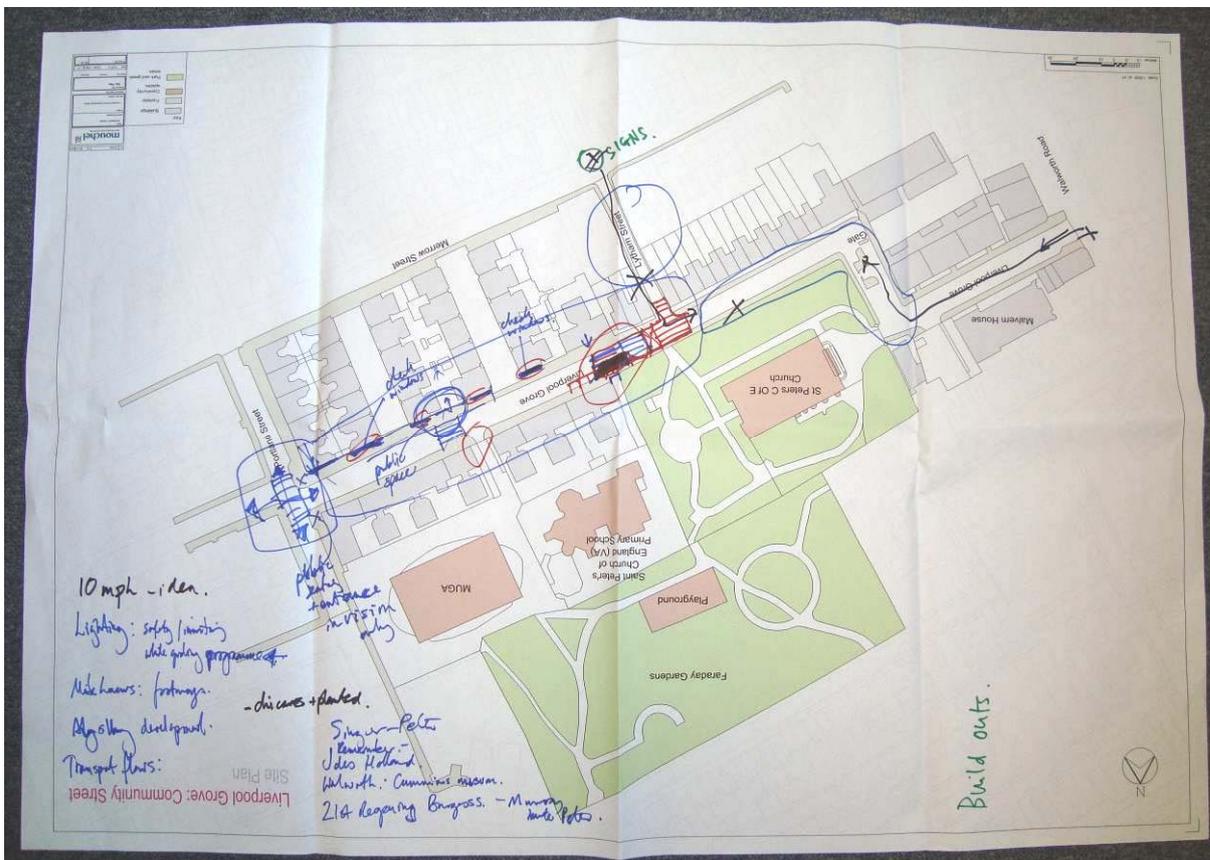
*Steering group reviewing the results of the votes and comments*

The discussion around the concept development included the following points:

- Closure of Lytham Street – will have implications for traffic travelling from Walworth Road to Portland Street due to the nature of one-ways and lack of access in surrounding streets – the scenarios need to be investigated. Possible health and safety risk?
- Portland Street junction is not necessarily a priority – this would be better coming after some improvements have already been implemented so that there is something for it to ‘flag up’ and draw attention to.
- Where there are narrower footways, pedestrians get forced into the road.
- Concerns about benches outside of people’s houses – as they create a noise nuisance at night.
- Focus furniture in the proposed church square rather than spread along the street – to avoid problems of antisocial / noisy behaviour. There may be other options that provide resting spots for those walking down the street but that don’t encourage gathering at night. The individual chairs in Amelia Street were not popular.

# Liverpool Grove Community Street

- Money should be focused on hard works as planting and soft works are easier to get donated / donations for and volunteer implementation is easier to organise.
- Investigate white lighting upgrade as part of ongoing maintenance or as part of project.
- Investigate footway resurfacing as part of ongoing maintenance.
- 20mph needs reinforcing what about 10mph zone possibility down Lytham Street and Liverpool Grove – encourage signs to have character and identity – e.g. with children’s drawings, rather than just standard street signs.
- Signage: required down Lytham; no access to Walworth, should dispose of redundant school sign.
- Build outs / chicanes were a popular idea as they can integrate a number of the outputs we hope to achieve within the principles – e.g. greening, calming traffic and increasing public realm space and school space and bringing park into the street.
- Build outs should be high enough so that lorries don’t just drive straight over the top of them – as they sometimes do in Sutherland Square.



Workshop concept plan

# Liverpool Grove Community Street

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## 4.1.5 Results and Actions

During the workshop, it was agreed that Vision Plan required some refinements. There was consensus on an agreed direction for the concept design to be prepared for costing with Southwark Council public realm team and then refined for presentation at the next wider public consultation event 'Make my Street'.

Initial ideas for the "Make my Street" were discussed with actions taken on by members of the steering group, including:

- History and education ideas in the street – possibility of sticking images and information on the blank walls.
- Talk to National Trust – would they be willing to donate anything with regards to Octavia Hill's centenary?
- Old street songs and Octavia Hill dramatisation.
- Colour my Street.

# Liverpool Grove Community Street

## 4.2 “Make my Street” event: Saturday 15th September 2012

### 4.2.1 Approach

The concept behind this event was to enable the local community to reclaim their street and experience it from a different perspective. The “Make my Street” event was advertised through posters on the street and key stakeholders were invited to attend including ward councillors. The event took place on the 15th September between 11.00am and 4.00pm in Liverpool Grove. The street closure was active from 9am to 6pm. A dozen members of the steering group, Mouchel and Southwark Council met at 9am to set out the various spaces within the street. The event saw over 100 attendees including Cllr Barrie Hargrove and Cllr Lorraine Lauder.

### 4.2.2 Aims

The aims of this event were:

- To consult on design options, Lytham Street options and future church square ideas.
- To bring the community together to interact and co-operate in shared activities.
- To stimulate further beneficial community and environmental activities.

The intended purpose for local residents was to:

- Feel an ownership of their street and experience it as a social space for the day.
- Discuss in an enjoyable and relaxed environment the future of the street.
- Meet neighbours and make connections across the community.
- Consider sustainable transport options.

### 4.2.3 Programme of Activities

In order to deliver the aims and objectives outlines above, a range of activities were programmed across the day from 11am to 3pm, including:

- Art and craft activities for all ages (competition prize draw)
- Cake baking (competition prize draw)
- Community choir performance
- Street piano
- Games on the Astroturf
- Talent competition workshops
- Octavia Hill stand
- Cycles to try and a “smoothie making” bike
- Design consultation



# Liverpool Grove Community Street

## 4.2.4 Concept Design Feedback

### Liverpool Grove Community Street Concept Design

#### Option 1



Design for this area, will be influenced by changes on Lytham Street.

#### Option 2



Design for this area, will be influenced by changes on Lytham Street. If Lytham Street is closed this table will not be required, as in Option 1 a larger raised table at the park or other features can be implemented.

**Further Options**  
If additional funds are available in this project would you prefer the existing lighting columns to be changed to a 'white light' or an art project to be embedded into the design?

**Please comment on the options for Lytham Street**

a. closed to vehicles: pedestrians + cycles only

b. one-way traffic south to Merrow Street

c. one-way traffic north to Liverpool Grove

#### Precedent images



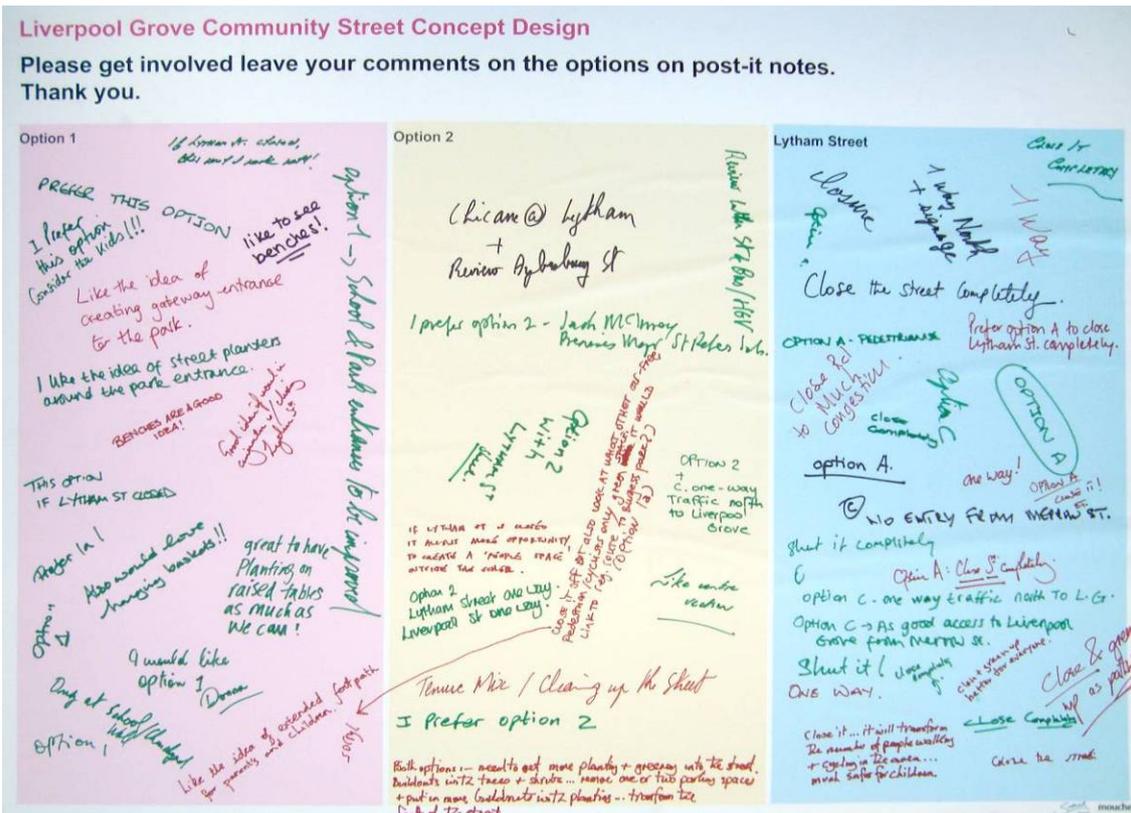
Table 6: Concept Design Feedback

Option 1	Option 2
<b>17 in favour of Option 1</b>	<b>9 in favour for Option 2</b>
If Lytham closed this would work well!	Chicane at Lytham and review Aylesbury Road
Prefer this option.	Review Lytham St and Bus / HGV
I prefer this option consider the kids!!!	I prefer Option 2 – Premises manager St Peters School
Like idea of gateway entrance to park.	Option 2 with Lytham St shut
Like street planters around the park entrance.	If Lytham is shut it allows more opportunity to create 'people space' outside the school.
Benches are good idea.	Option 2 Lytham Street one-way, Liverpool Grove one-way
This option if Lytham street closed.	I prefer Option 2
Option 1 with school and park entrances improved.	Like centre section
Great to have planting and raised tables.	Option 2 and c. one-way traffic north to Liverpool Grove
Also would like hanging baskets.	
I would like Option 1.	
Prefer 1 with a. Lytham Street Closed).	
Good idea if worked in conjunction with Lytham closure	
Like the idea of extended footpath for	

# Liverpool Grove Community Street

parent and children	
Option 1a Close it off but also look at what the other car-free pedestrian / cyclist only green space it would link to (e.g. route to Burgess Park?)	

The general comments were that for both options, there is a need to get more planting and greenery into the street, buildouts with trees and shrubs, remove one or two parking spaces and put in more buildouts with planting, transform the feel of the street.



Consultation feedback board

## 4.2.5 Lytham Street

Out of the three options presented for Lytham Street, there were 20 votes for street to be closed, 5 for it to be converted to northbound one-way and 3 for one-way southbound.

## 4.2.6 Church Square ideas

As part of the event, a plan was displayed with the opportunity to provide feedback on the church square and assist the steering group and Walworth Society to progress this project. The comments received include:

- Remove the railings and wall and open the whole space up – have the churchyard spill into the street.

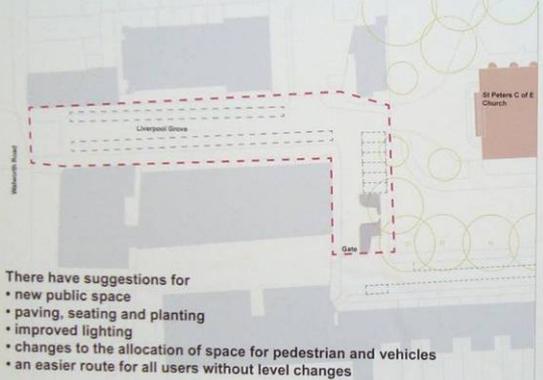
# Liverpool Grove Community Street

- Suggest the best improvement would be to alter the raised paving by the gate, to suit pedestrian desire lines and cycle route. Best achieved without big kerbs, but with bollards / planters?
- A green boulevard / avenue form Walworth Road to St Peters... our only Grade 1 listed building! Let's make it the focal point of our area.
- Get rid of the parking bays outside the church pedestrianise it all!!
- Redesign and green up with flower beds, linking to the church yard.
- Get rid of raised paving and green up street with build outs.
- No motorised vehicles, access and planting, levelling of road / pavement towards Monkey Garden (churchyard north)

**Liverpool Grove Community Street: Area outside the Church**

The long-term vision plan for Liverpool Grove includes a re-design of the area outside the Church. Local residents have suggested this space should be addressed next. Let us know what you think.

Get involved! please leave comments here. Do you like what is suggested or have you got new ideas.



There have suggestions for

- new public space
- paving, seating and planting
- improved lighting
- changes to the allocation of space for pedestrian and vehicles
- an easier route for all users without level changes

*Remove the railing + nail + open the whole space up - have the church as a spill into the street!*

*no motorised vehicles access + planting, evening out at road/pavement towards monkey garden*

*Redesign & green up with flower beds, linking to church yard.*

*Get rid of raised paving green up street with build outs*

*Get rid of the parking bays outside the church pedestrianise it all!*

*Suggest the best improvement would be to alter the raised paving by the gate, to suit pedestrian desire lines & cycle route. Best achieved without big kerbs, but with bollards / planters?*

*A green boulevard / avenue from Wal Rd to St Peter's... our only Grade 1 listed building! Let's make it the focal point of the area.*



Make my street event consultation concept options 15th September 2012  
DR:CC CH:JM AP:LP

mochee

## 4.2.7 Summary

Option 1 with closure of Lytham Street came out as the preferred options based on the result in outlined in the table above. Most of the additional comments focused around the need for street greening.

The event was considered a success by those volunteers running activities. Attendance was high at around 100. The variety of activities drew local people into the event and the road closure really showed how the street could be a social space and local residents can determine the use of their own environment. As the activities wound down and the barriers were taken away local people brought their own tables and chairs into the street and wanted to reclaim the street for longer so the barriers were put back until the TMO ended at 6pm. Relationships between the school, the choir and

# Liverpool Grove Community Street

the garden trust were forged with view to long term commitments (see action in [Section 5](#)). The Astroturf and street piano were given to the community for further use and are stored in Inspire. Facilitated by volunteers and Mouchel, consultation on the street designs gave a clear direction to the steering group for the final design workshop.



## 5 Stage 4 – Reporting

### 5.1 Final concept design consultation & handover: Tuesday 2nd October 2012

#### 5.1.1 Aims

This final meeting was attended by 11 members of the steering group at St Peter's Primary School from 6.30pm to 8pm with invitations sent via googlegroups. The aims of this meeting were to:

- Consult on final design options and review the feedback from street consultation on 15th September.
- Agree design options to take forward to the next design stage.
- Review and agree the Vision Plan for the street.
- Review future actions and funding streams for further street projects.
- To handover project to Southwark Council with steering group.
- Outline next steps for the project progress through to implementation.

#### 5.1.2 Results

It was agreed with the majority of the steering group that Southwark Council should undertake further investigation of Option 1, with a 12-month experimental closure of Lytham Street. The investigation and any design development will take place in conjunction with discussions with Southwark's network management team regarding the implications of the road closure and its impacts on the broader network. This will be followed by a door-to-door consultation in the affected streets, with a view to implement the scheme in the early part of 2013. The following actions were also identified:

- Southwark's Cleaner Greener Safer funding to be sought for the Church Square feasibility study.
- Arts Trust funding to be sought for Youth Arts Project.
- Southwark's Cleaner Greener Safer funding to be sought for upgrade the existing lighting to 'white lighting' through Southwark Lighting team, estimated at approximately £17,000.
- Piano and Astroturf to be kept at Inspire for further community use.
- Potential annual street event.

Recommendations for further actions:

- Pedestrian and cycle counts weekday and Saturday peak hour prior and post implementation.
- Post implementation attitude survey.

# Liverpool Grove Community Street

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## 5.1.3 Funding streams

The following funding streams were identified and provided to the steering group to assist taking the boarder vision aspirations forward and promote a lasting legacy to this initial engagement phase of the project.

- Southwark's Cleaner Greener Safer - funding suitable for small community projects, including the Church Square feasibility or the lighting upgrade as outlined in 5.1.2
- Veolia Environmental Trust 5 programmes, including Public Amenity and Biodiversity project. This is one of many waste operators' Landfill Community Fund (voluntary scheme). Veolia's site on Old Kent Road provides geographical eligibility for potential improvements on Liverpool Grove: <http://www.veoliatrust.org/apply/geographic/>
- Aylesbury Area Project Funding
- <http://www.riverofflowers.org> - help with urban meadows
- <http://www.stickyworld.com> - online plan comment/consultation tool £65 per month for small organisations
- <http://spacehive.com/Home/AboutUs> - Spacehive allows you to pitch for support and crowd funding for community projects (funding is by donation often small) Spacehive contact celebrity backers, may be someone connected with historic buildings in this case.
- Devolved funding for street maintenance - see below in actions
- Your Heritage – small community projects  
<http://www.hlf.org.uk/HowToApply/programmes/Pages/yourheritage.aspx>
- Young Roots – for projects led by young people  
<http://www.hlf.org.uk/HowToApply/programmes/Pages/youngroots.aspx>
- Church and Community Fund, including neighbourhood renewal and engagement <http://www.ccfund.org.uk/apply/information>
- Mustard Seed Grants Programme <http://www.cuf.org.uk/mustard-seed-grant-programme-2012>
- Esmée Fairbairn Foundation - grants programme includes environment, biodiversity, food, education and Arts. Project needs to address a significant gaps in provision <http://esmeefairbairn.org.uk/>
- Tudor Trust - supports small, focused community groups <http://tudortrust.org.uk/>
- Henry Smith Charity - large grant making trust supporting a range of community outreach projects (strong social welfare focus serving the marginalised) - need strong social welfare focus <http://www.henrysmithcharity.org.uk/>

# Liverpool Grove Community Street

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## 5.2 Actions and Next Steps

### 5.2.1 Actions for the Steering Group

- **Engagement with Grainger regarding community planting in the Groves** off Liverpool Grove. Early discussions about possible funding and implementation have been initiated with Harriet Mansell.

Harriet Mansell, Refurbishment Project Leader, Grainger plc  
Tel: +44 207 795 4726; Email: hmansell@graingerplc.co.uk  
www.graingerplc.co.uk; Twitter @graingerplc

- **Re-paving** - Community councils have £200k devolved funding from the highways budget for maintenance (not redesign). There is a certain degree of campaigning to the local councillors required since they choose where the funding is allocated. This would be well suited to complement the current design proposals. The Borough, Bankside and Walworth community council has five meetings a year, with next round pencilled in as 6th Feb 2013. Alexa Coates holds the agenda. See Southwark website for Community Council Capital Highways investment. You need to apply a couple of weeks in advance to get it on the agenda. To have any chance of funding, the councillors must be committed beforehand. Southwark will recommend this but in the past the recommendations have always been overlooked in favour of other streets.

*Note from Southwark Council:* Please bear in mind that the remit of this funding is to renew the carriageway and footways only. The programme does not seek to 'improve' the highways. Careful consideration need to be given about how this funding would be used with any canvassing when seeking support from ward / community council councillors. The intent would be to complement the current proposals and provide additional benefits.

- **Re-asserting the area as Octavia Hill estate** - Peter Wells Thorpe and Lynda Tilbury are informed on this. Southwark Council, Grainger and NT probably need to be involved.
- **Church Square design** – feasibility funding to be sought through CGS in partnership with Walworth Society, contact Jeremy Leach on googlegroup.
- **Gardening and Choir after school clubs** - to be initiated following contacts made at 'make my street 'day with the Walworth Garden Trust and the Karuso choir.
- **Continue contact with Pauline Bonner** - Southwark's Community Engagement Officer for training event and funding assistance.
- **Further development of Liverpool Grove**, building on the Vision Plan, design principles and funding streams.

# Liverpool Grove Community Street

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## 5.2.2 *Next steps with Southwark Council*

- Simon Phillips Principal Transport Planner and project funder has been invited to googlegroup.

### **Southwark Council Programme Outline**

- Southwark Council's public realm team (PR) to work on the feasibility of Lytham street closure.
- PR use traffic counts on local streets to assess impact on surrounding streets.
- Councillor Hargrove and wards councillors to be consulted on findings and designs prior to making them public.
- PR to bring findings to a steering group meeting shortly – steering group to decide venue.
- To proceed with further work, a door-to-door consultation will be required in all affected streets.
- If positive outcome from consultation, ward councillors and Cllr Barrie Hargrove (Member for Environment, Transport and Recycling) will be consulted.
- If no opposition, implementation to start before March 2013 – detailed designs to be developed by PR engineers. This work will be led by Clement Aygei-Frempong.

### **Detail Design**

- Planting to be discussed further with Clement at detail design stage – either all community or, as recommended, an initial low budget planting to be augmented by community.
- Signage - 'no way through' signs are already in position at Walworth Road end of street. A review of the signage will be completed at detailed design stage. The illuminated school sign is to be removed or relocated pending decision regarding the experimental closure of Lytham Street.