

Item No.	Classification: Open	Date: 12 November 2021	Decision maker: Cabinet Member for Transport, Parks and Sport
Report title:		Our healthy Walworth: Streetspace Review – outcome of experimental trial measures and decision on the next phase of measures	
Ward(s) or groups affected:		Newington, Faraday, North Walworth and Camberwell Green	
From:		Head of Highways	

RECOMMENDATION(S)

1. That the Cabinet Member for Transport, Parks and Sport approves:
 - The implementation of the proposals shown in Appendix G and paragraph 36 subject to statutory requirements.
2. That officers:-
 - Engage with the community in the area bounded by John Ruskin Street, Camberwell New Road and Camberwell Road to explore possible traffic reduction and improvement measures.
 - Engage with the community to develop proposals that enhance the public realm at locations with permeable closures but also promote the ‘Streets for People’ initiative, support local businesses and are aligned with the Child-friendly Newington scheme.
 - Continue to monitor the impact of the recommendations and engage with the community if further modifications are needed.

BACKGROUND INFORMATION

3. Southwark Council (LBS) has made Experimental Traffic Orders (ETOs) under s.9 of the Road Traffic Regulation Act 1984 (RTRA 1984) to facilitate the introduction of a series of temporary traffic reduction measures in the Walworth area. These Orders form part of the London Streetspace Programme (LSP), and to meet the objectives of Southwark’s Streets for People initiative. The objectives are to:
 - Improve road safety.
 - Reduce carbon emissions to help tackle the climate emergency.
 - Make walking and cycling an enjoyable, safe and easy way to get around.
 - Reduce inequalities in health and wellbeing.
 - Reduce the amount of cut-through traffic.
 - Reduce parking pressure for local residents.

- Encourage people to shop locally to support businesses and reduce car use.
 - Improve air quality and reduce pollution and noise levels.
 - Make more space on our pavements for social distancing to help keep everyone safe from COVID-19.
4. The government, in response to the Covid-19 pandemic, issued guidance for local authorities on the amended Traffic Orders Procedure (Coronavirus) (amendment)(England) regulations 2020 (statutory instrument (SI) No. 536) which came into force 23rd May 2020. This was further updated on 13 November 2020. The amendments included in the statutory document are intended to speed up the time it takes for traffic authorities to make traffic orders and put in place measures to deal with the effects of coronavirus, encourage social distancing and promote active travel such as walking and cycling. The government further updated its guidance on 30 July 2021 and set out the approach to be adopted when monitoring and evaluating schemes introduced under a temporary or experimental traffic order.

To summarise, the guidance is as follows:

- Experimental schemes should be left in place for the full duration of the experimental traffic regulation order (ETO) until at least 12 months' traffic data is available
 - Authorities should build a robust evidence base consisting of, but not limited to, traffic counts, pedestrian and cyclist counts, traffic speed, air quality data, public opinion surveys and consultation responses
 - Consultation and community engagement should always be undertaken whenever authorities propose to remove, modify or reduce existing schemes
 - Objective measures of evaluation should be considered where there are high-levels of public controversy
 - If the scheme is made permanent there needs to be a valid, transport-related reason for the measures in place
 - If schemes are removed prematurely or 'watered' down without proper monitoring and evaluation the local authority may receive a funding reduction.
5. In July 2020, the Department for Transport (DfT) published a report entitled "Gear Change: A bold vision for walking and cycling ", which outlined the government's priorities with regards to walking and cycling. The report stated a commitment to create 'Better Streets for Cycling and People', and encouraged the introduction of "low-traffic neighborhoods" to tackle through-traffic and to help create a network of cycling, walking and bus corridors. Transport for London's (TfL) London Streetspace plan (LSP) published in May 2020 responded to the change in travel behaviour during the Covid-19 pandemic and detailed the London-wide response for local authorities. The plan urged Councils to reconsider the use of street space to provide safe and appealing spaces to walk and cycle as an alternative to car use in the context of reduced capacity on the public transport network. The LSP recognised low-traffic neighborhoods as a key part of this response and outlined funding support for such interventions which could be bid for. Low-traffic neighbourhood schemes are therefore supported and encouraged by national and pan-London transport policy.
6. The Council has also adopted a number of strategies and policies that encourage less traffic and more active travel, improve air quality, tackle the climate emergency and

reduce the instances of obesity and inequalities in health and wellbeing. These are summarised at Appendix A. The measures proposed aim to achieve many of these strategic objectives.

7. With regards to Walworth, Southwark Council was awarded funding from the Mayor's Air Quality fund in 2019 to introduce a Low-Emissions Neighbourhood (LEN) in the Walworth area. The LEN scheme aimed to do the following:
 - Improve the public realm at Liverpool Grove and Browning Street
 - Reduce through-traffic from the A2 (Old Kent Road to the A3 (Kennington Park Road)
 - Increase active travel in Walworth
 - Supporting uptake of cleaner vehicles
 - Area-wide delivery and servicing optimization
8. The LEN scheme was initiated under the brand 'Our healthy Walworth LEN' and the Council undertook a first phase of engagement with the local community, businesses and stakeholders. The aim of this engagement was to:
 - Understand any traffic related issues, concerns and hotspots in the area
 - Explore with businesses how the LEN can benefit them and support the local economy
 - Identify opportunities for improvements aligned with the LEN objectives
 - Allow stakeholders to rank their top transport priorities
9. The Phase 1 engagement showed indicative community support for measures to reduce through traffic, tackle poor air quality, create opportunities for active travel (walking and cycling), and introduce social/play areas especially around green spaces. 41% of respondents said they were very supportive of measures to reduce through-traffic with a further 21% who said they were somewhat supportive.
10. 132 businesses were also engaged in this exercise and 64% responded to the survey stating their key priorities were to make the area more attractive for shopping and leisure, tackling air quality and reducing traffic accident hotspots.
11. Impact on Urban Health (previously known as Guy's and St Thomas' Charity) selected West Walworth as an area to pilot the Child-friendly Newington scheme due to high-levels of childhood obesity. This scheme underwent three phases of engagement with the local community to scope and design public realm improvements that improve physical activity amongst children, encourage outdoor play and supporting independent travel. Feedback from these engagement sessions and scoping designs were integral to the development of a traffic reduction scheme for this area.
12. Due to government legislation and guidance for transport authorities following the Covid-19 pandemic and as a result of the previous engagement exercises as part of LEN project, the Council introduced a low-traffic neighbourhood scheme in the Walworth area, referred to as 'Our healthy Walworth: Streetspace', as experimental, using four ETMOs, representing the four phases the scheme was installed or amended in, following feedback from the community and statutory consultees. Details of the relevant ETMOs can be

found at Appendix B.

13. The key objectives of the Walworth Streetspace scheme are to:
 - Re-purpose the streetspace for the community to relax, enjoy, socialise and support local business
 - Tackle the climate emergency by encouraging walking and cycling for those that can
 - Create safe spaces for active travel and play by reducing through traffic
 - Maintaining and improving bus reliability in the Walworth area
 - Improve air quality and create healthier streets for everyone.

14. The Walworth Streetspace measures consist of:
 - Amelia Street junction with Penton Place: No access for motor vehicles between Amelia Street and Penton Place with full access for walking and cycling
 - Iliffe Street junction with Penton Place: No access for motor vehicles between Iliffe Street and Penton Place with full access for walking and cycling
 - Penton Place junction with Kennington Park Road: No access for motor vehicles between Penton Place and Kennington Park Road with full access for walking and cycling (camera-controlled)
 - Alberta Street junction with Braganza Street: No access for motor vehicles between Alberta Street and Braganza Street with full access for walking and cycling
 - Chapter Road junction with Lorrimore Square: No access for motor vehicles between Chapter Road and Lorrimore Square with full access for walking and cycling
 - Cooks Road junction with Otto Street: No access for motor vehicles between Cooks Road and Otto Street with full access for walking and cycling (Camera controlled)
 - Manor Place junction with Braganza Street: No motor vehicles permitted, except buses, and taxis (Camera controlled)
 - Carter Street junction with Penrose Street: No motor vehicles permitted, except buses, and taxis (Camera controlled)
 - Merrow Street junction with Lytham Street: No access for motor vehicles Merrow Street at the junction with Lytham Street with full access for walking and cycling (Camera controlled)
 - Phelp Street junction with Westmoreland Road: No access for motor vehicles between Phelp Street and Westmoreland Road with full access for walking and cycling
 - Lytham Street: South-east bound one-way working
 - Sondes Street: One-way Eastbound
 - Browning Street junction with Walworth Road: No access for motor vehicles between Browning Street and Walworth Road with full access for walking and cycling
 - Larcom Street junction with Ethel Street: No access for motor vehicles between Larcom Street and Ethel Street with full access for walking and cycling (camera-controlled)

- Walworth Place junction with East Street: No access for motor vehicles between Walworth Place and East Street except for Tuesday to Sunday 6:30-9am and 3-6pm with full access for walking and cycling at all times.
 - Blackwood Street junction with East Street: No access for motor vehicles between Blackwood Street and East Street with full access for walking and cycling
 - Amendments to parking, waiting and loading restrictions to complement the Walworth Streetspace measures
 - Temporary public realm enhancement features at Amelia Street, Alberta Street and Cooks Road which include seating, greenery and planting and cycle parking.
15. The measures were introduced in 2020 and a review began in July 2021. This review consisted of an analysis of monitoring data, air quality modelling, a public consultation exercise from 12th July to 19th September and a post-implementation equality impact assessment.
16. Due to the Covid-19 pandemic different approaches to monitoring and community engagement were adopted as part of this review:
- Monitoring – the Covid-19 pandemic changed people’s travelling behaviour. Using contextual traffic data from TfL however, we can make an assessment as to whether trends in the Walworth area are aligned with trends in Southwark and London. The Walworth Streetspace review monitoring plan can be found at www.southwark.gov.uk/ohwalworthreview
 - Community engagement – in July 2021, the Covid-19 restrictions on social interaction were eased and therefore we were able to carry out face to face engagement exercises via pop-up sessions in 10 outdoor locations. For the health and safety of staff and members of the public, no engagement exercises were held indoors, or in large groups.

KEY ISSUES FOR CONSIDERATION

17. **High-levels of through-traffic and low car ownership in the local area**
- Prior to the scheme being introduced there were high-levels of through traffic travelling between the A2 to the A3 using residential streets in the Walworth area. Routes such as Manor Place > Browning Street and John Ruskin Street > Kennington Park Place were popular for through-traffic movements¹.
 - Yet, car ownership levels in SE17 are the lowest in Southwark. Only 0.34² households in SE17 have at least one registered vehicle, the Southwark average is 0.50. Therefore, despite car ownership levels being low, the high-levels of through-traffic in the area were unfairly emitting the negative consequences of driving, such as air pollution and unsafe roads on local people and their local streets.

¹

<https://moderngov.southwark.gov.uk/documents/s85494/Appendix%20D%20Walworth%20Low%20Emission%20Neighbourhood%20Bid%20to%20the%20Mayors%20Air%20Quality%20Fund.pdf>

² <https://www.gov.uk/government/collections/vehicles-statistics>

- High traffic volumes on certain streets such as Cooks Road undermined potential for strategic cycle route developed by Southwark and TfL, Cycleway 36 from Kennington Park to Burgess Park.
- There has been long standing concerns about the volume of HGVs using the area, especially on John Ruskin Street.

18. Health inequalities and childhood obesity

- The Walworth area suffers from a number of health inequalities in comparison to Southwark and London averages. This is particularly acute for childhood obesity. Approximately 51% of children in the Newington ward are overweight or obese by Year 6, and this is above the Southwark average by 10%.³
- Impact on Urban Health carried out a comparative study using a set of metrics on 68 neighbourhoods in Southwark and Lambeth to assess social progression⁴. Newington, (categorised as Kennington East) was ranked the worst out of all 68 neighbourhoods for childhood obesity in Year 6. This area was also considered to have a low environmental quality ranking (59 out of 68) which considers air quality and access to outdoor space. North Walworth and Faraday (categorised at Walworth North and Walworth South) also showed similar levels of low environmental quality rankings and high obesity rates.
- The data above underpins the selection of Newington for the Child-friendly Newington scheme detailed in paragraph 11.

19. Low-Emissions Neighbourhood

- The area was successful in a Low Emissions Neighbourhood bid due to high concentrations of NO₂ in the Walworth area, it is also within the Greater London Authority's Air Quality Focus Area. Traffic reduction measures were a commitment as part of this funding award.

20. The above challenges and the wider strategic objectives outlined in Appendix A resulted in the Walworth area being prioritised for measures that reduce through traffic, encourage walking and cycling for those that can, and create safe and healthy active travel routes for all.

Monitoring of the Walworth Streetspace scheme

21. In accordance with DfT guidance and the requirements of introducing an ETO the Walworth Streetspace measures were subject to an extensive monitoring programme. This included gathering data on:

- Traffic volumes on internal and external roads
- Cycle volumes on internal and external roads
- Air Quality modelling

³ <https://www.southwark.gov.uk/health-and-wellbeing/public-health/health-and-wellbeing-in-southwark-jsna/southwark-profile>

⁴ <https://urbanhealth.org.uk/insights/data/urban-health-index-uhi-for-lambeth-and-southwark>

- Bus journey times
 - Vehicles speeds
 - Contextual traffic data for London
22. Using comparative baseline information, the data collected and the responses to public consultation an assessment of the effectiveness of the scheme against the following monitoring criteria was undertaken:
- a. Reducing traffic, considering principal roads and the inner area together
 - b. Encouraging residents to use active travel modes and improve the experience of those who already actively travel
 - c. Encouraging walking, cycling and active travel modes for the journey to school and improve the experience of those who already actively travel
 - d. Re-allocate kerbside space to create social spaces and encourage physical activity
 - e. Improve or maintain bus reliability
23. Full details of the monitoring undertaken is shown at Appendix C(1) to C(7) with the headlines detailed below:-
24. **Traffic and cycle volumes (Appendix C1, C2, C3, C4)**
- i. In June 2021 traffic in Southwark was 8% lower than pre-pandemic levels (based on TfL permanent count sites).
 - ii. Traffic continues to increase however, as Covid-19 restrictions are eased. Based on TfL's permanent counters within Southwark the daily rate of increase on strategic roads has been:
 - March to April +3.7%
 - April to May +3.9%
 - May to June +4.0%
 - iii. The number of people cycling during 2020 increased by approximately 38% across London. Data for England in 2021 however is showing cycling levels are now closer to pre-pandemic levels.⁵
 - iv. Traffic data collected in June 2021 using Automatic Traffic Counts (ATCs) and compared with baseline data shows:
 - Traffic is down 16% (on average -16,630 per day) in the Walworth area overall.
 - Cycling is up 34% (on average an additional +2644 journeys per day) in the Walworth area overall.
 - v. Specifically, in June 2021, cycling journeys had increased on a number of streets, the following streets saw the highest increases⁶:

⁵ <https://www.gov.uk/government/statistics/transport-use-during-the-coronavirus-covid-19-pandemic>

⁶ Baseline data used for comparison from ATCs

- Kennington Park Place (+120%, +297 per day)
 - John Ruskin Street West/East (+132%/125%, +304 per day /+198 per day)
 - Manor Place (+70%, +244 per day)
 - Braganza Street (+60%, +168 per day)
 - Browning Street (+55%, +178 per day)
- vi. There were large decreases in traffic, on average each day, on:
- Browning Street (-70%, -4653 per day)
 - Merrow Street (-80%, -1230 per day)
 - Carter Street (-75%, -1441 per day)
 - Braganza Street (-64%, -1475 per day)
 - Manor Place (-51%, -2183 per day)
 - Penton Place (-61%, -1484 per day)
 - Kennington Park Place (-51%, -2246 per day)
- vii. Some roads have however seen increases in traffic, on average per day on:
- John Ruskin Street West (+17%, +1105 per day)
 - Walworth Road North (12%, +1444 per day)
 - Fielding Street (+42%, +462 per day)
- viii. Directional analysis on John Ruskin Street West, showed that traffic has increased particularly in the Westbound direction and in the afternoon up until 7pm.
- ix. Origin destination surveys were undertaken on John Ruskin Street to analyse the type of trips being made, and whether these were for local access or through-traffic. The survey showed 55% of vehicles travelling Westbound, and 58% of vehicles travelling Eastbound were through-traffic trips.

25. Monitoring results: Bus journey times (Appendix C5)

- i. In June 2021, the only route with a large increase in journey time was westbound on Albany Road. All other roads showed limited changes or improvements in journey times.
- ii. Changes to bus journey times have varied from April, May and June 2021. Therefore continued monitoring of bus journey times in the local area is required.

26. Monitoring results: Air quality modelling

- i. Full details of the modelling undertaken is shown at Appendix C7 with the headlines as follows:
- ii. In most locations there has been no negative impact of the schemes as measured on building façades
- iii. There are several locations where there is a slight or moderate beneficial

impact (reduction in NO₂ concentrations) such as Browning Street, Braganza Street, Brandon Street, Manor Place and Walworth Road South (Penrose Street to Albany Road).

- iv. There was a slight adverse and moderate adverse impact on the north section of Walworth Road from Penrose Street to the Elephant and Castle junction.
- v. The health impacts of air pollution in the scheme area are calculated to be in the range of 175 and 205 life-years lost, which equates to an economic cost of between £6 million and £10 million. The Walworth Streetspace scheme is predicted to have a marginal positive impact on health, in the range of 0.3 and 0.4 life-years, equating to an economic benefit of between £11,000 and £18,000.
- vi. The impact of the predicted changes in annual average PM₁₀ and PM_{2.5} concentrations are classed as “Negligible” throughout the scheme area.
- vii. The predicted changes in concentrations at schools in the area are classed as “Negligible”.

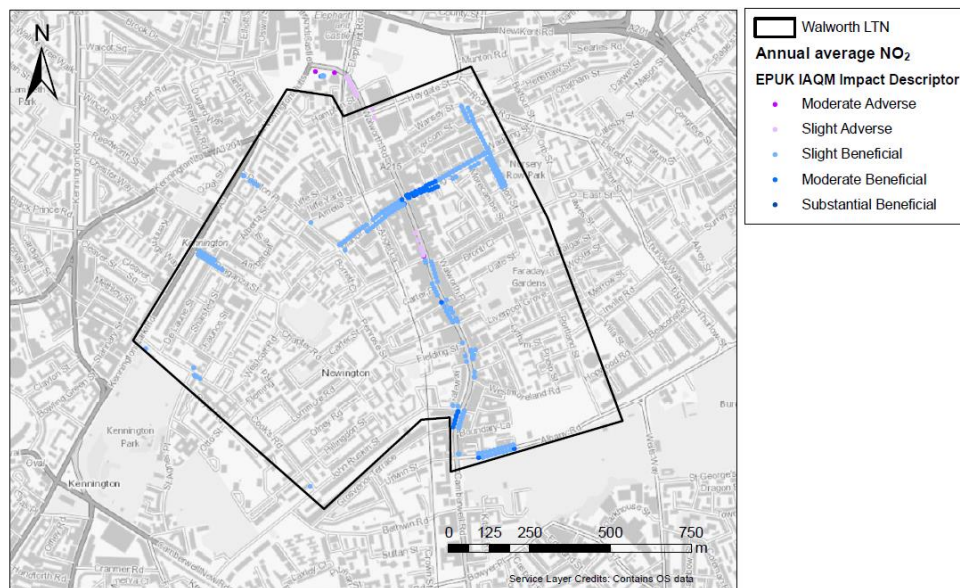


Figure 1.1: Impact descriptors for change in annual average NO₂ concentrations at building façade locations for Walworth LTN

27. Public consultation

- i. Full details of the public consultation undertaken is shown at Appendix D with the headlines detailed below:
- ii. A public consultation exercise was held between 12 July and 19 September 2021. This includes a two week extension to allow time for the consultation exercise to be held during school term-time and additional engagement.
- iii. An online consultation form was publicised via two newsletters that were circulated to 19,956 addresses. Paper forms were also made available to people who requested them.

- iv. 1660 responses were received during the consultation period, of which 1576 were from unique individuals.
- v. Three online community meetings were held with residents, at which there were c. 50 attendances in total.
- vi. The consultation was also publicised through a phone-in session on a local radio station.
- vii. A series of 10 pop-up sessions and two car free day events were held in conjunction with Sustrans at locations across the Walworth area and outside local schools. During these sessions officers carried out a short survey with residents, visitors and parents/carers, publicised the online form and undertook activities to 'activate the space'.
- viii. Staff undertook a series of visits to local businesses, discussing the changes with them and publicising the consultation and also carrying out a bespoke business survey where 14 responses were received.
- ix. Four visuals were produced and presented to the public on how the streetspace could be transformed by re-purposing the street space for the community and enhance the public realm. These were integrated into the consultation survey.



- x. The consultation data has been analysed and commonalities of response identified. These have then been grouped to show the overall views of the respondents towards the scheme in general, as well as individual aspects of the scheme. These have been further sorted to distinguish the strength of feeling within the consultation zone and outside, and in those streets most directly affected by specific measures. The data has also been analysed to identify any differences in approach based on protected characteristics. This forms the core of the quantitative analysis.

xi. Public consultation results summary:-

General Aims

- Strong agreement with all the aims of the scheme
- Most respondents in agreement that the scheme had achieved some of those aims – i.e. more people walking and cycling

Behaviour change

- People reporting a large increase in their own walking and cycling, and that these have been made easier by the measures

Support for measures

- Responses to the individual scheme elements varied – in many cases, the majority of respondents expressed a preference for removal of the scheme element, however residents of streets close to the measures often preferred to retain them.
- Strongest support for retaining the measures was on Amelia Street, Browning Street, Iliffe Street, Larcom Street and Merrow Street
- Strongest preference for removing the measures came from Cooks Road, Penton Place, Manor Place and Lorrimore Road.

Car ownership response

- Over 53% of responses were from car-owning households, significantly above local rates of car ownership. Most concerns about the scheme relate to the increase in motor vehicle journey times for residents seeking to access addresses on the other side of traffic filters.

John Ruskin Street

- There was a strong call from residents of John Ruskin Street to take steps to reduce traffic levels there.

- xii. Officer's met with residents from John Ruskin Street and the Carter Street and Chapter Road area to further understand the comments raised through the consultation and consider options. The key themes highlighted were:

John Ruskin Street

- Increased traffic
- Long queues at the junction with Walworth Road
- Less support for options that restrict their own access
- Historical issues such as speeding and heavy good vehicles

Carter Street and Chapter Road

- Preference for vehicle access to the A3
- Longer car journey times via John Ruskin Street
- Positive benefits e.g. quieter, safer
- Would like to keep measures but with access improvements e.g. resident exemptions

28. Equality Impact assessment and public sector equality duty

- i. Full details of the equality impact assessment (EqIA) undertaken is shown at Appendix E but a summary is provided below:

- ii. An initial EqIA was carried out of the Walworth Streetspace measures to consider the scheme's potential impact against the Public Sector Equality Duty and provisions within the Equality Act, 2010.
- iii. The initial EqIA summarised possible positive and negative impacts that may be experienced by certain protected characteristic groups but highlighted a need for further engagement with these groups and extensive monitoring to determine if these experiences materialised.
- iv. In response and in addition to a detailed monitoring programme, Southwark Council held three focus group meetings. Each meeting focused on a specific protected characteristic group; Black, Asian and Minority Ethnic, older people and disabled people. A summary of the feedback of these meetings is provided below:
 - Feedback from Black, Asian and Minority Ethnic meeting:
 - Longer car journeys, extra stress for those with caring responsibilities
 - More disabled bays required in the local area
 - Seating attracts anti-social behavior
 - PCNs unfairly hit poorer families
 - Concerns with emergency service access
 - Improves walking and cycling
 - Car ownership is low so measures should improve the area for the majority of local people.
 - Feedback from meeting with older people:
 - Measures create unsafe environment
 - Older people more socially isolated
 - Traffic displacement on John Ruskin Street
 - Concerns with emergency service access
 - Improved quality of life
 - Encouraged physical activity and more cycling
 - More improvements to the main road
 - Feedback from meeting with disabled people:
 - Feel more socially isolated as cannot visit friends
 - Area is too quiet
 - Traffic and crime displacement on to John Ruskin Street
 - Measures have reduced traffic
 - Easier to cross road, particularly at side streets
- v. Public consultation – protected characteristic group analysis summary:
 - Disabled:
 - 12% of respondents disabled
 - Car ownership among disabled people who responded was high, 60% owned at least one car. 31% owned a cycle or

- scooter.
- Support for general aims of the scheme was high, although majority (51%) were against repurposing of the street with only 41% in favour.
 - Preferences for retaining measures or returning streets to how they were before vary from street to street, but the majority preference was for all streets to be returned to how they were before the changes.
- Older People (65+):
- 9% of respondents were 65 and over, the population of 65 and over in the West Central area is 8.2%.⁷
 - Car ownership among older people who responded was high, 57% owned at least one car.
 - 62-71% agreed or strongly agreed with improving air quality, bus reliability and encouraging walking and cycling but did not agree with repurposing street space.
 - Preferences for retaining measures or returning streets to how they were before vary from street to street, but the majority preference was for all streets to be returned to how they were before the changes.
- Black, Asian and Minority Ethnic:
- 50% of respondents were White British, 7% Black British and the others spread across different ethnicities.
 - Car ownership among Black, Asian and Minority Ethnic people who responded was high, 59% owned at least one car.
 - Respondents from Black, Asian and Minority Ethnic groups were more likely to disagree with the aims of the scheme and against re-purposing street space
 - Preferences for retaining measures or returning streets to how they were before vary from street to street, but the majority preference was for all streets to be returned to how they were before the changes.
- vi. The initial EqIA has been updated with the outcome of the consultation, focus group sessions and monitoring data.
- vii. The final EqIA report (Appendix E) proposes ways to actively consider advancing equality as part of the scheme and identifies unintended consequences and provides possible options to mitigate them. This has been considered in the development of the recommendations contained in this report.

29. Representations and objections made at 6-month statutory consultation

⁷ <https://www.southwark.gov.uk/health-and-wellbeing/public-health/health-and-wellbeing-in-southwark-jsna/southwark-profile>

In accordance with ETO legislation, representations either in support or in objection of the order can be made up to 6 months from the ETOs live date. A high-level summary of the representations received during this statutory consultation period are below:

- i. TMO2021-EXP03_LSP Walworth⁸:
 - 95 objections
 - 38 representations in support
 - 30 impact response
- ii. TMO2021-EXP07_LSP Walworth 2
 - 0 objections
 - 0 representations in support
- iii. TMO2021-EXP12_LSP Walworth 3:
 - 2 objections
 - 0 representations in support
- xiii. TMO2122-EXP10_LSP Walworth 4:
 - 0 objections
 - 0 representation in support

30. **Monitoring and review conclusions**

The data and feedback collected and analysed as part of the Walworth Streetspace review allows us to draw some indicative conclusions about where the scheme has achieved its set objectives and monitoring criteria and also where further work and amendments are required to ensure the scheme works for the community. Indicatives results show:

a. Reducing traffic, considering principal roads and the inner area together

- Traffic has reduced when considering the inner roads and principal roads together and there has been negligible impact on air quality in the scheme area.
- However, the monitoring has highlighted potential areas of concern such as John Ruskin Street West and Walworth Road North.
- These have been considered in the recommendations contained in this report. Traffic data must also be considered in the context of Covid-19 pandemic and that the results are indicative, but current trends are positive.

b. Encouraging residents to use active travel modes and improve the experience of those who already actively travel

- Monitoring data for cycling and public consultation are showing a trend towards an increase in the uptake of active travel amongst residents. 48% of consultation respondents

⁸ TMO2021-EXP03_LSP Walworth – revoked and replaced with TMO2021_EXP07_LSP Walworth 2 following a number of changes to locations and types of filters used following stakeholder engagement.

- have noticed more people cycling and walking.
 - The consultation had a 53% response rate from car drivers, despite only 0.34 households in the area having a registered vehicle, this implies car owners were over-represented in the public consultation exercise. When analysing the consultation results by car ownership the results show that those who do not own a car supported keeping the changes, some as much as 77%.
 - The proposals must ensure that consideration is given to the majority of people in this area who do not own a car, and the indication that this group are overwhelmingly more likely to support keeping the changes.
- c. Encouraging walking, cycling and active travel modes for the journey to school and improve the experience of those who already actively travel**
 - Further monitoring is required to understand demographic of people cycling and further engagement with local schools to determine behavior change in travel for the journey to school.
- d. Re-allocate kerbside space to create social spaces and encourage physical activity**
 - 57% of consultation respondents support re-purposing the street space for the community to relax, enjoy, socialise and support local business.
- e. Improve and maintain bus reliability in the Walworth area**
 - Monitoring shows negligible change in bus journey times, with some improvements. Where increases have been recorded this varies per month, most likely due to external causes. Further monitoring is required to understand any trends.

Key issues identified and review of options

31. Following the outcome of the Walworth Streetspace review a number of key issues were identified, the main issues are:
 - Longer car journeys. Area south of Chapter Road noted issues with accessing the A3 and motor vehicle access to area being restricted to John Ruskin Street.
 - Car journeys for those with mobility issues, disabled, carers and attending essential services have been made more difficult.
 - Displacement of traffic and pollution, with particular concerns for Walworth Road and John Ruskin Street.
 - Access for emergency services.
32. Officers have investigated a number of options that respond to these issues and concerns raised.

33. The outcome of the review are the recommendations shown in Appendix G. These seek to mitigate some of the key issues identified whilst ensuring the Council's strategies are fulfilled and key successes of the scheme maintained.
34. The emergency services were consulted on the proposals set out in Appendix G. The London Ambulance Service (LAS) has stated a preference for the use of cameras rather than physical closures. A number of streets have already been amended from physical closures to cameras, this includes, Cooks Road, Manor Place, Penton Place, Larcom Street and Merrow Street. These changes have been made to increase and support access for emergency services to the local area. Parking has also been removed in the Lytham Street area to accommodate improved access. Some measures are proposed to be retained as physical measures to support the re-purposing of streetspace for physical activity and play and minimise compliance issues. The Metropolitan Police raised some concerns with moped access for criminal activity. The full statement from the LAS and Metropolitan Police can be found at Appendix F (1). Officers will continue to meet regularly with representatives from the emergency services to discuss any emerging issues that may impact their response time and work together to tackle them.
35. Impact on Urban Health were also consulted on the proposals due to the interlocking elements of the Streetspace measures and Child-Friendly Newington scheme. Impact on Urban Health support the measures being retained. The full statement is outlined in Appendix F (2).
36. The key recommendations for the Walworth Streetspace scheme are as follows:

Location	Recommendation	Timeline	Key issues addressed
Alberta Street Amelia Street Iliffe Street	<ul style="list-style-type: none"> • Retain no motor vehicle prohibition at all times and waiting and loading restriction as per trial layout. • Work with community to co-design public realm features that support Child-friendly Newington scheme and tackle any issues with loading and turning. • Temporary public realm features to be retained. • Liaise with Crampton Primary School to introduce a school street closure on Iliffe Street to complement streetspace measures. 	<ul style="list-style-type: none"> • Late Spring 2022 – Co-design phase of engagement. 	
Manor Place	<ul style="list-style-type: none"> • Retain bus, taxi and cycle gate and waiting and loading restrictions as per trial layout. • Work with developers on 		<ul style="list-style-type: none"> • Expanding exemptions improves access for disabled and for

	<p>Manor Place Terrace to ensure cohesive design for highway measures that support Child-friendly Newington scheme.</p> <ul style="list-style-type: none"> Exemptions to be expanded to include: <ul style="list-style-type: none"> All Southwark Blue Badge Holders SEND Vehicles Rapid Response Healthcare workers (subject to further investigation) Investigate removing right-turn ban on Manor Place junction with Walworth Road. 		<p>those that are car-reliant.</p> <ul style="list-style-type: none"> Removal of right-turn ban on Walworth Road would improve access for residents.
Penton Place	<ul style="list-style-type: none"> Retain no motor vehicle prohibition and waiting and loading restrictions as per trial layout. Work with community to co-design public realm features that support Child-friendly Newington scheme. Exemptions to be expanded to include: <ul style="list-style-type: none"> All Southwark Blue Badge Holders SEND Vehicles Rapid Response Healthcare workers (subject to further investigation) Taxis Investigate removing right-turn ban on Manor Place junction with Walworth Road. 	<ul style="list-style-type: none"> Late Spring 2022 – Co-design phase of engagement. 	<ul style="list-style-type: none"> Expanding exemptions improves access for disabled and for those that are car-reliant. Removal of right-turn ban on Walworth Road would improve access for residents.
Chapter Road	<ul style="list-style-type: none"> Retain no motor vehicle prohibition at all times and waiting and loading restriction as per trial layout. Work with community to co-design public realm features that support Child-friendly Newington scheme. 	<ul style="list-style-type: none"> Late Spring 2022 – Co-design phase of engagement. 	
Carter Street	<ul style="list-style-type: none"> Retain bus, taxi and cycle gate and waiting and loading restrictions as per trial layout. Exemptions to be expanded 		<ul style="list-style-type: none"> Expanding exemptions improves access for disabled and for

	<p>to include:</p> <ul style="list-style-type: none"> - All Southwark Blue Badge Holders - SEND Vehicles - Rapid Response Healthcare workers (subject to further investigation) • Liaise with St Paul's Primary School to introduce a school street closure on Sturgeon Road to complement streetspace measures. 		those that are car-reliant.
Cooks Road	<ul style="list-style-type: none"> • Remove existing no motor vehicle prohibition at the junction of Cooks Road with Otto Street and re-instate any parking bays that were removed to support this. • Introduce a bus, taxi and cycle gate between the junction of Dale Road with John Ruskin Street and Dale Road with Hillingdon Street as experimental. • Introduce the following exemptions: <ul style="list-style-type: none"> - All Southwark Blue Badge Holders - SEND Vehicles - Rapid Response Healthcare workers (subject to further investigation) • Temporary activation measures to be relocated. 		<ul style="list-style-type: none"> • Improves motor vehicle access to the A3 (Kennington Park Road) for residents living south of the location of the current Cooks Road closure. • Reduce proportion of motor vehicle journeys on John Ruskin Street which are for access. • Expanding exemptions improves access for disabled and for those that are car-reliant.
Larcom Street	<ul style="list-style-type: none"> • Retain 'No motor' vehicle prohibition at all times, two-way working and waiting and loading restriction as per trial layout. • Exemptions to be expanded to include: <ul style="list-style-type: none"> - All Southwark Blue Badge Holders - SEND Vehicles - Rapid Response Healthcare workers (subject to further investigation) 		<ul style="list-style-type: none"> • Expanding exemptions improves access for disabled and for those that are car-reliant.
Browning Street	<ul style="list-style-type: none"> • Retain no motor vehicle prohibition at all times and 	<ul style="list-style-type: none"> • Early Spring 2022 – Co-design phase of 	

	<p>waiting and loading restriction as per trial layout.</p> <ul style="list-style-type: none"> • Work with community to co-design public realm features that support residents and businesses. • Review Browning Street junction with Walworth Road to make improvements for cyclists. • Retain temporary cycle parking feature. 	engagement.	
Walworth Place and Blackwood Street	<ul style="list-style-type: none"> • Retain no motor vehicle prohibition at all times on Blackwood Street • Retain no motor vehicle prohibition on Walworth Place except for access Tuesday to Sunday from 6:30 – 9am and 3-6pm. • Liaise with market team and traders to devise an East Street market master plan that supports loading needs whilst ensuring opportunities to improve the public realm for local residents. 	<ul style="list-style-type: none"> • Early Spring 2022 – engagement with market team. • Late Spring 2022 – co-design engagement phase with local stakeholders. 	
Merrow Street Phelp Street Sondes Street	<ul style="list-style-type: none"> • Retain no motor vehicle prohibition at all times, one-way working and waiting and loading restriction as per trial layout. • Work with developers on Aylesbury Estate to ensure S278 works do not undermine streetspace measures and look to expand streetspace measures where possible. • Exemptions to be expanded on Merrow Street to include: <ul style="list-style-type: none"> - All Southwark Blue Badge Holders - SEND Vehicles - Rapid Response Healthcare workers (subject to further investigation) 	<ul style="list-style-type: none"> • Early Spring 2022 – engagement with market team. 	<ul style="list-style-type: none"> • Expanding exemptions improves access for disabled and for those that are car-reliant.
John Ruskin Street	<ul style="list-style-type: none"> • Investigate improving junction at John Ruskin Street with Camberwell Road to improve right-turn and reduce Eastbound queues. • Develop a monitoring plan and engagement strategy 	<ul style="list-style-type: none"> • December 2021 – feasibility study to be undertaken • January 2022 – monitoring plan and engagement strategy finalised. 	<ul style="list-style-type: none"> • Improve traffic queues on John Ruskin Street. • Re-location of Cooks Road filter reduces proportion of motor vehicle

	<p>for the North Camberwell area bounded by John Ruskin Street, Camberwell Road, Camberwell New Road and Medlar Street to investigate low-traffic interventions that support the Council's priorities to tackle the Climate Emergency.</p>		<p>journeys on John Ruskin Street being used for access to local area.</p> <ul style="list-style-type: none"> • Considers traffic reduction measures on John Ruskin Street holistically with neighboring streets to ensure area-wide benefits.
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37. Signage would be improved and upgraded to map-type signs, with additional coverage on the boundary roads.
38. Further engagement work to be carried out with the businesses on Walworth Road to ensure support for the local economy.
39. The impact of the recommendations contained in this report will continue to be monitored during 'normal' traffic conditions and any further amendments will be considered. Any public realm improvements are subject to further engagement with the community and Cabinet Member decision.
40. The above recommendations are fundamental to successfully delivering the objectives and commitments set out for the Walworth Low-Emission's Neighbourhood supported by the Greater London Authority (GLA) and the Child-friendly Newington supported by Sustrans and Impact on Urban Health.

Policy framework implications

41. The recommendations contained within this report are consistent with the following policy documents:
 - i. Movement Plan, 2019, London Borough of Southwark. Particularly in regards to the following missions:
 - M2 Action 1 - Reduce noise pollution
 - M2 Action 2 - Create simple and clear streets
 - M2 Action 3 - Create things to see and do in our streets
 - M3 Action 4 - Deliver infrastructure to support active travel
 - M4 Action 7 - Reduce the number of cars owned in the borough
 - M4 Action 8 - Use kerbside efficiently and promote less polluting vehicles
 - M4 Action 9 - Manage traffic to reduce the demand on our streets
 - M5 Action 11 - Introduce time restricted street closures and reallocate space for people

- ii. Climate Strategy, July 2021, London Borough of Southwark.
- iii. Air Quality Strategy, April 2017, London Borough of Southwark.
- iv. Healthy Weight Strategy, 2016 – 2021, London Borough of Southwark
- v. Borough Plan (updated), 2020, London Borough of Southwark
- vi. Mayor’s Transport Strategy, 2018, Greater London Authority
- vii. Gear Change, 2020, Department for Transport

42. Expected outcomes and timeline

- i. The expected outcomes and timescale for the outcomes to be achieved for the recommendations contained in this report are:

Outcome	Timeline
Fewer motor vehicle journeys	1 year +
More people walking/ cycling generally	1 year +
More people walking/cycling to school	1 year +
More space created for social activity	1 year +
Improving air quality/reduce pollution	2 year +
Improving road safety/reducing accidents	2 year +
Improving health and wellbeing e.g. reducing obesity	3 year +
Helping address poverty by providing cheap/free ways to travel around the borough	3 year +
Assisting the Council’s response to the Climate Emergency	2 year +
Increasing social cohesion	2 year +
Stimulating/supporting the local economy	2 year +
Improvement in access for emergency services	1year +

- ii. Progress against meeting the outcomes listed above will be monitored on an annual basis and captured via engagement exercises.

Community impact statement

- 43. The implementation of any transport project creates a range of community impacts. All transport schemes aim to improve the safety and security of vulnerable groups and support economic development by improving the overall transport system and access to it.
- 44. An Equality Impact Assessment has been undertaken (Appendix E) and the recommendations have been taken into consideration when devising the proposals outlined in Appendix E.
- 45. An Equality Impact Assessment of the trial measures highlighted risk to the following groups:

Risk	Group	Mitigation
Longer car journeys	Older people Disabled people	Relocating the Cooks Road filter allows for greater access to the A3 and local area. Expanding the blue badge exemption scheme to all Southwark holders ensures those who are car reliant have better access.
Social isolation	Older people Disabled people	Relocating the Cooks Road filter allows for greater access to the A3 and local area. Expanding the blue badge exemption scheme to all Southwark holders ensures those who are car reliant have better access.
PCNs financially burden the poorest.	Low-income groups	Improved signage and revised to map-type signs.

46. An Equality Impact Assessment of the trial measures highlighted benefits to the following groups:

Benefit	Group
Increase in walking and cycling	All groups
Public seating	Older people Disabled people
Reduced car use and improved air quality	All groups
Safer and healthier streets through traffic reduction	All groups
Improved pedestrian and cycle access to local facilities	All groups

47. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate effect on any particular community group.
48. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
- a) Improving road safety, in particular for vulnerable road users

- including pedestrians and cyclists, on the public highway.
- b) Improving existing shared use facilities by improving road surface, road markings, and signage.
 - c) Improving existing pedestrian and cycle facilities by improving surfaces, road markings, and signage.
 - d) Improving access for pedestrians and cyclists to local facilities.
 - e) Providing street furniture which accommodates the needs of certain demographic groups.

Equalities (including socio-economic) impact statement

49. The proposals are not considered to have any significant adverse effect on socio-economic equalities. During August 2021, a business survey was carried out where 14 responses were received, the outcome of this is reported in Appendix D. Businesses were also surveyed in the first phase of engagement for the Our Health Walworth LEN and 64% responded to the survey stating their key priorities were to make the area more attractive for shopping and leisure, tackling air quality and reducing traffic accident hotspots. The Walworth Streetspace measures enable public realm improvements in the local area that can support businesses by making the area more attractive.

Health impact statement

50. The proposals outlined in Appendix G positively impact on health inequalities and improves the poorer health that is already experienced by specific communities.
51. The Walworth area has a high childhood obesity rate, see paragraph 18. The measures will enable a network of safer streets that support active travel, particularly for the journey to school. It also allows for public realm improvements to the carriageway that allows for space to be re-purposed to encourage play and physical activity.
52. The proposals support the council's mission to have zero people killed or injured on our streets by 2041 by introducing traffic reduction measures and creating safer crossings.
53. The Walworth area is within GLA's Air Quality Focus area due to concerns with poor air quality. The Walworth Streetspace scheme aims to reduce traffic and improve air quality. The traffic data as summarised in Paragraph 24 shows an overall reduction in all motor vehicles of 16% and an increase in cycling of 34%. This shows a positive trend towards reducing traffic and improved air quality, and the proposals identified in Appendix G will further support this.
54. The air quality monitoring and modelling results have indicated that in isolated sections of some roads within the Walworth area there has been an increase in pollutant levels. This is considered to be primarily due to displaced traffic. These areas will continue to be monitored and investigations and analysis undertaken to determine potential mitigation measures. However, for other roads, particularly those where modal filters have been installed there has been a quantifiable reduction in pollutant levels.

Climate implications

55. The report has clearly considered the proposed measures impact on climate change. The measures support the aims of the council's Climate Change Strategy under Priority 2 – Active and Sustainable Travel. Key aims of the council's Climate Change Strategy include to 'reduce car journeys to a minimum by 2030' and to 'be a borough where the walking and cycling becomes the default way to get around'. Part of meeting the borough's ambition of net zero emissions by 2030 includes a reduction in vehicle km's travelled and a shift to active and public transport; road transport currently accounts for 15% of the borough's emissions. These measure strongly support that ambition.
56. The data provided indicates a positive shift towards active travel modes during the trial period and a reduction in vehicle journeys. Data should continue to be collected to inform the ongoing development of the scheme.
57. The council's Climate Change Strategy and Action Plan, Appendix B, sets out detailed carbon analytics on borough's pathway to net zero by 2030. This modelling includes an overall reduction in vehicle km by a minimum of 9% by 2030, alongside a complete shift away from petrol and diesel vehicles. This is in line with the council's Movement Plan and the target of 80% of all journeys by walking or cycling and public transport.
58. A just and inclusive transition is at the heart of the council's emerging climate policy. These proposals prioritise the movement of people first and foremost, while retaining vehicle access for those who require it. In delivering a safer and more equitable highway network, the measures are in accordance with the council's approach to addressing the climate emergency. It is noted that the proposed changes to the scheme address some of the concerns of more vulnerable members of the community with regards to access and this engagement should continue as per the recommendations of the report.

Staffing implications

59. There are no additional staffing implications as provision will be made from the Highways department to deliver the recommendations included in this report.

Financial implications

60. The estimated cost for the delivery of the recommendations contained in this proposal is circa £880,000.

Estimated Funding	£000's
Parking Services	700
Mayors Air Quality Fund	150
Devolved Highways Budget	30
Total	880

61. The estimated costs of the scheme will be contained within the Parking Services Revenue Account, Mayor's Air Quality Fund and Devolved Highway Budget.

62. There are no additional budget or staffing requirements arising from the recommendations in this report.
63. The Department for Transport issued a letter to local authorities clearly stating a commitment to continue to assess authorities' performance in delivering schemes and, following the precedent already set, streetspace schemes which have been prematurely removed or weakened should expect to receive a reduced level of funding. The recommendations contained in this report are a fair and balanced approach with the aim of ensuring Council, London and national policy objectives are fulfilled. However the recommendation will need to continue to be monitored to assess impact on active travel and amended if necessary to maintain our commitment to traffic reduction and to creating healthy and safer streets.

Legal implications (Permanent TMO & Experimental TMO)

64. An unmodified ETO may be made permanent any time after the first 6 months of its being in force, or in the case of an ETO modified under the provisions of s.10(2) of the RTRA 1984, any time after a period of 6 months has elapsed from the last modification, subject to the following requirements:-
 - the provisions of the permanent TMO do not add to or exceed the effects and extents of the ETO as originally advertised.
 - The Order-making authority has considered any objections made in relation to the ETO during the first 6 months of its being in force, or in the case of an ETO modified under the provisions of s.10(2) of the RTRA 1984, during the 6 months following that modification.
 - Following the making of the permanent TMO, the Order-making authority must write to all objectors within 14 days of the making of the Order notifying them of the making of the Order and stating the Order-making authority's reasons for overruling their objections, where these have not been acceded to – said decision to overrule being taken according to the Order-making authority's scheme of delegation.
65. Experimental Traffic Management Orders would be ceased under powers contained with the Road Traffic Regulation Act (RTRAT) 1984.
66. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
67. Should the recommendations be approved the council will give notice of its intention to make a traffic order in accordance with the Local Authorities Traffic Order (Procedure) (England and Wales Regulations 1996).
68. These regulations also require the Council to consider any representations received as a result of publishing the draft order for a period of 21 days following publication of the draft order.
69. Should any objections be received they must be properly considered in light of administrative law principles, Human Rights law and relevant statutory powers.
70. By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other

traffic including pedestrians, and provision of suitable and adequate parking facilities on and off the highway.

71. These powers must be exercised so far as practicable having regard to the following matters
- The desirability of securing and maintaining reasonable access to premises
 - The effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity
 - The national air quality strategy
 - Facilitating the passage of public service vehicles and securing the safety and convenience of their passengers
 - Any other matters appearing to the Council to be relevant

Statutory consultation

72. For the recommendations in paragraph 1, the implementation of changes to parking and prohibitions on the network requires the making of a traffic order. The procedures for making a traffic order are defined by national Regulations, which include statutory consultation and the consideration of any arising objections.
73. Should the recommendations be approved, the Council must follow the procedures contained with Part II and III of the Regulation which are supplemented by the Council's own processes. This process is summarised as:
- publication of a proposal notice in a local newspaper (Southwark News)
 - publication of a proposal notice in the London Gazette
 - display of notices in roads affected by the orders
 - consultation with statutory authorities
 - making available for public inspection any associated documents (eg. plans, draft orders, statement of reasons) via the council's website or by appointment at 160 Tooley Street, SE1
 - a 21 day consultation period during which time any person may comment upon or object to the proposed order
74. Following publication of the proposal notice, any person wanting to object must make their objection in writing, state the grounds on which it is made and send to the address specified on the notice.
75. Should an objection be made that officers are unable to resolve so that it is withdrawn, it will be reported to the cabinet member for determination. The cabinet member will then consider whether to modify the proposal, accede to or reject the objection. The council will subsequently notify all objectors of the final decision.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Transport Policy

76. The Movement Plan (2019) focusses around three central themes of people, place and experience and sets nine missions to help to achieve its ambitions. Paragraph

41 above sets out how the planned initiatives deliver against Movement Plan missions and actions. The Movement Plan is underpinned by 11 targets, of which the most relevant to this project include;

- 80% of people walking, cycling or taking public transport by 2041 through measuring how residents choose to travel, journey destination and purpose as well as how children travel to school
- Reduce overall traffic levels through measuring annual vehicle kilometres (millions)
- Improve bus journey speed by 15% by 2041 considering annualised average bus speeds and excess wait time

77. Paragraphs 17 through to and including 20 set out the needs and challenges of this part of the borough. The higher traffic levels than expected for the residential nature and low car ownership, poor local air quality make the need for traffic reduction and uptake in active travel a priority in this part of the borough.
78. People have chosen to travel differently over the implementation and monitoring period as a result of the pandemic. However the monitoring report and included referencing shows progress towards the targets set in the Movement Plan and identified above. Indicative reductions in vehicular traffic, resulting emission reductions and the uptake in active travel are particularly welcomed. It is noted that the scheme will continue to be monitored with a view to wider works in Walworth Road and towards John Ruskin Street which should reinforce these improvements. The works to further integrate closures into the wider streetscape will also go further to Mission 5 of the Movement Plan, streets as social places.
79. Paragraph 4 sets out the advice given to local authorities by central government when considering changes to traffic reduction measures implemented and advises schemes weakened or prematurely removed could impact on future funding levels. This should be referenced when considering any changes.

Director of Law and Governance

80. Experimental Traffic Management Orders (ETMOs) were made between August 2020 to July 2021 under section 9 of the Road Traffic Regulation Act 1984 and have been in operation for a period of 4 to 14 months. The Council now wishes to make the ETMOs permanent in accordance with the statutory procedures set out in the Road Traffic Regulation Act 1984 and the Local Authorities Traffic Order (Procedure) (England and Wales Regulations 1996).
81. The Cabinet Member for Transport Parks and Sport is being asked to approve the implementation of the traffic measures contained in Appendix G of this report and to authorise officers to make the relevant permanent traffic management orders in accordance with the statutory procedure as well as continuing to engage with the community and monitoring the impacts of the recommendations.
82. The consultation carried out by officers can be found annexed at Appendix D of this report. Details of the various consultations and their resultant changes can also be found at paragraphs 27-39 of this report.

83. The Equality Act 2010 introduced the public sector equality duty, which merged existing race, sex and disability equality duties and extended them to include other protected characteristics; namely age, gender reassignment, pregnancy and maternity, religion and belief and sex and sexual orientation, including marriage and civil partnership. In summary those subject to the equality duty, which includes the Council, must in the exercise of their functions: (i) have due regard to the need to eliminate unlawful discrimination, harassment and victimisation; and (ii) foster good relations between people who share a protected characteristic and those who do not. Paragraphs 23 and 24 of the report detail the engagement which has taken place to comply with the public sector equality duty.
84. Details of the Equalities Impact Assessment can be found annexed at Appendix E of this report and are also summarised at paragraph 28 of this report.
85. The Human Rights Act 1998 imposed a duty on the Council as a public authority to apply the European Convention on Human Rights; as a result the Council must not act in a way which is incompatible with these rights. The most important rights for highway and planning purposes are Article 8 (respect for homes); Article 6 (natural justice) and Article 1 of the First Protocol (peaceful enjoyment of property). The implementation of these proposals is not anticipated to breach any of the provisions of the Human Rights Act 1998.
86. Council Assembly on 14 July 2021 approved a change to the Council's constitution to confirm that all decisions made by the council will consider the climate and equality (including socio-economic disadvantage and health inequality) consequences of taking that decision. This has been considered in the report at paragraphs 48-54, above.
87. Should the Cabinet Member be satisfied with the contents of this report then they have the power to make the decisions recommended at paragraph one of this report by virtue of Part 3D paragraphs 22 and 23 of the Council Constitution.

Strategic Director of Finance and Governance

88. The report is requesting the Cabinet Member for Transport, Parks and Sport approves a number of recommendations detailed in paragraph 1 and 2 of this report, pertaining to the Walworth Streetspace Scheme.
89. The strategic director of finance and governance notes that the estimated costs associated with these recommendations is £880k and there is sufficient earmarked funding from existing Highways capital and revenue budgets to fund these proposals.
90. Staffing and any other costs connected with these recommendations to be contained within existing departmental revenue and capital budgets.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Movement Plan 2019 http://modern.gov.southwark.gov.uk/ieDecisionDetails.aspx?ID=6809	Southwark Council Environment and Leisure Highways 160 Tooley Street London SE1 2QH	Dale Foden 020 7525 2045
Southwark's Climate Strategy 2021 https://www.southwark.gov.uk/environment/climate-emergency?chapter=3	Southwark Council Environment and Leisure Highways 160 Tooley Street London SE1 2QH	Chris Page 020 7525 7259

APPENDICES

No.	Title
Appendix A	LTN schemes contribution to Council strategies
Appendix B (1)	OH Walworth Streetspace Phase 1 & 2 ETMO details
Appendix B (2)	OH Walworth Streetspace Phase 3 ETMO details
Appendix B (3)	OH Walworth Streetspace Phase 4 ETMO details
Appendix C (1)	Infographic report (June 2021) OH Walworth Streetspace
Appendix C (2)	Main report (June 2021) OH Walworth Streetspace
Appendix C (3)	Traffic Flow analysis (June 2021) OH Walworth Streetspace
Appendix C (4)	Data collection timings OH Walworth Streetspace
Appendix C (5)	Infographic report (June 2021) OH Walworth Streetspace
Appendix C (6)	Monitoring FAQs OH Walworth Streetspace
Appendix C (7)	Air Quality modelling report OH Walworth Streetspace
Appendix D	Consultation Report OH Walworth Streetspace
Appendix E	EqlA Final report OH Walworth Streetspace
Appendix F (1)	Response from Emergency Services
Appendix F (2)	Response from Impact on Urban Health
Appendix G	Revised proposed scheme for Walworth Streetspace

AUDIT TRAIL

Lead Officer	Dale Foden – Head of Highways	
Report Author	Rachel Gates – Project Manager, Transport Projects Clement Agyei-Frempong - Principal Project Manager, Transport Projects	
Version	Final	
Dated	4/11/2021	
Key Decision?	Yes	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Law and Governance	Yes	Yes
Climate Change Director	Yes	Yes
Strategic Director of Finance and Governance	Yes	Yes
Cabinet Member	Yes	Yes
Date final report sent to Constitutional Team / Scrutiny Team		11 November 2021