

# BRIEFING NOTE – LIVERPOOL GROVE CONSULTATION & EQUALITY DESIGN RESPONSES

## 1 INTRODUCTION

Metis Consultants have been commissioned by Southwark Council to undertake the outline design for public realm improvements on Liverpool Grove as part of the “Our Healthy Walworth” Low Emission Neighbourhood project.

This scheme has been designed with the “Healthy Streets” indicators, where the design and management of the streets benefits the social, economical and environmental sustainability. The 10 indicators can be seen on the Healthy Streets wheel below, and these indicators help make everyone feel welcome on the street and building strong communities.



Metis Consultants completed the outline design and a consultation was undertaken within the local vicinity and further afield to gather the public’s perception of the proposals. This design response note will review the key issues raised from the consultation and explain how the proposals will mitigate the risks and issues raised.

In order for the scheme to be beneficial to all, this design response note will also highlight the key equality factors and how this will be beneficial to all once the scheme has been installed.

## 1.1 Consultation Responses

The consultation was undertaken by Southwark Council in November 2021, with both on site meetings and a virtual meeting option, as well as means for feedback forms to be completed for residents, users and any other interested parties.

The main discussion points highlighted from the consultation were:

- Increase of anti-social behaviour
- Bad for businesses
- Motorbike, moped, e-moped and cyclists

The proposal has been designed to mitigate the risks and be as beneficial to the local residents and users as possible.

### 1.1.1 Increase of Anti-Social Behaviour

There is concern from residents and users that anti-social behaviour along the street could increase, especially with regards to people loitering in the area.

With the closure of the carriageway to the majority of vehicles, additional seating and open spaces are being proposed within Liverpool Grove. The provision of open space should act to deter any loitering and chance for any anti-social behaviour as the street has been designed to have clear sight lines with no places to be hidden from view. The benches have been spaced to prevent large groups all sitting down together. The provision of smaller sized benches allows for more isolated groups to socialise in reduced numbers.

A street lighting design will be undertaken to ensure there is constant luminosity during nightfall creating an open, welcoming feel to the street.

Anti-social behaviour will be deterred through the use of CCTV surveillance cameras to act as a measure as well as an increased passive surveillance through the members of public actively using the street. The closure from vehicles should lead to more pedestrians utilising the street and therefore with a higher footfall, there is a reduced risk of anti-social behaviour occurring.

Other proposals as part of the scheme include the planting within the rain gardens. This is proposed to be low level and low density to prevent them being utilised as hiding places for anti-social behavioural activities.

### 1.1.2 Bad for local businesses

Negative comments from the consultation included that it would not be beneficial for local businesses. This is due to the loss of parking, loading and other factors.

Several businesses in the vicinity require Liverpool Grove for loading/unloading goods for their business. This outline design has proposed a loading bay within Liverpool Grove that would be utilised through the use of Automatic Number Plate Recognition (ANPR) cameras. Local businesses will be able to register their vehicles to use the loading. Outside of this proposal, there are options to look at new loading bay's local to the area and on other side streets.

The loss of parking is part of the Southwark future plan to reduce parking within the Borough. This issue is being looked at internally within Southwark Council to determine the impact and look at mitigation measures.

This scheme will benefit Liverpool Grove and Walworth Road businesses by providing an area where local residents and users could socially come together and spend time there, thus being more likely to spend money within the local community, including the many cafés and shops that are along Walworth Road.

### 1.1.3 Motorbikes, mopeds, e-mopeds and cyclists.

The consultation raised that there was concern from users and residents that even though the carriageway is closed, it would still be utilised by the above vehicles as a short cut through to Portland Street. Already, even with the current closure it has been observed motorcyclist and moped users utilising it.

The paving on Liverpool Grove has been proposed with porphyry setts which will be installed with an upstand. These will act as a deterrent for vehicles to utilise Liverpool Grove as a short cut, as the aim of these is to make it an unpleasant journey, especially when travelling at speed. The setts will be installed to act as a deterrent, but still not be a trip hazard and wheelchair and pram accessible.

The installation of the ANPR camera would also act as a deterrent to prevent motorbikes and mopeds from driving through Liverpool Grove.

The very nature of the Liverpool Grove is to be pedestrian focused. With the current design it is meant to have the feeling of a space designed for pedestrians. This would be another factor for the prevention of powered two wheeled users on Liverpool Grove as it would not feel like a traditional carriageway, unlike the current arrangement.

## 1.2 Equality Impact

This section of the design response note will undertake a review of the key risks associated with accessibility of the scheme and how it impacts any groups or users in particular.

### 1.2.1 Age Profile

All age groups will benefit greatly from the implementation of the scheme as the reduction of vehicles through Liverpool Grove allows the full extent to be pedestrianised and provide a surface for them to navigate.

#### **School-Aged Children**

Children's independence is often limited due to concerns around traffic safety, so children in particular may benefit from greater freedom to play and socialise within Liverpool Grove. Reduction of vehicles and pedestrianisation of the street will also have added health benefits through cleaner air and reduced street noise.

#### **Older People**

Walking is the most frequent mode of transport for older people. Increased pedestrianisation space and reduced vehicles will positively impact local people who live on and near Liverpool Grove. The introduction of benches allows places for users to stop and rest, and spaces to socialise, these are both Healthy Streets key Indicators.

### 1.2.2 Disability Profile

All disability groups will benefit from the proposals on Liverpool Grove. The full extent of Liverpool Grove will be accessible with wheelchairs users and others with accessibility requirements. The provision of flush kerbing mitigates the risk of trip hazards for vulnerable users. The existing arrangement at Liverpool Grove is not wheelchair friendly, with lighting columns and other impediments within the footway. This proposal will allow a continuous footway from Walworth Road to Portland Street.

The pedestrianisation of the main boulevard of Liverpool Grove will benefit the visually impaired as they will be able to navigate the whole boulevard. The provision of rain gardens, bins, cycle racks etc are all to the edges on both sides, allowing the central boulevard area and existing footway areas to be free of obstruction.

At the northern extent of the scheme; measures will be reviewed to ensure visually impaired users are aware they still have priority and they will have access to the footways as required at the scheme extents. This will be provided through the use of tactile paving or other measures determined in detailed design.

This will ensure that all disabled users are aware that this scheme allows a continuous footway from Walworth Road to Portland Street.

### 1.2.3 Race Profile

This scheme will not have any disproportionate impact on any particular ethnic group.

### 1.2.4 Religion or Belief Profile

This scheme will not have any disproportionate impact on any particular faith group.

### 1.2.5 Gender Profile

This scheme will not have any disproportionate impact on any particular gender group.

### 1.2.6 Maternity or Pregnancy

This scheme will benefit pregnant woman and new-born mothers as the reduction of vehicles and increased pedestrianisation with the addition of benches increases the accessibility. The flush footway prevents trip hazards and allows prams to be easily controlled along Liverpool Grove. The reduced vehicle numbers will also provide cleaner air on Liverpool Grove and a reduction of noise leading to a healthier lifestyle.

### 1.2.7 Transgender Profile

There will not be any disproportionate impact on transgender residents or users.

### 1.2.8 Sexual Orientation Profile

There will not be any disproportionate impact on any sexual orientation groups.

### 1.2.9 Marriage or Civil Partnership

This scheme will not be any disproportionate impact on residents or users who have entered a marriage or civil partnership.

### 1.2.10 Socio-economics/at risk groups

#### **Lower Household Income**

Lower household incomes are more likely to walk places and less likely to own a car, and have reduced access to open spaces. This scheme would be beneficial as it introduces an open space for socialising, relaxing and somewhere to feel welcome, as per the Healthy Streets indicators. The introduction of the open space would also benefit their health through cleaner air and reduced noise. The space would be able to be utilised by all members of the household for social and leisure activities.

#### **Nursing Home Residents**

There is a nursing home on Liverpool Grove which will benefit from this scheme as it improves upon the current footways allowing greater accessibility and introduces benches and places to rest when the residents walk locally. The introduction of the ANPR camera would allow increased access for emergency service vehicles from Walworth Road as they are currently required to open a gate and enable access through to Portland Street.