

Appendix A – Walworth Streetspace Objection Report:  
Officer's response to main themes

TMO references	Grounds for objection	Officers response	Reasons
<p>033_Braganza Street area 034_Chapter Road area 035_East Street area 036_Larcom Street area 037_Merrow Street area 038_Penton Place area</p>	<p>Adverse impact on car journey times (including residents, trade and deliveries) resulting in more congestion, displaced traffic and pollution.</p>	<p>Objection is rejected</p>	<p>A number of representations objecting to 033_Braganza Street area , 034_Chapter Road area, 035_East Street area , 036_Larcom Street area, 037_Merrow Street area, 038_Penton Place area stated concerns with adverse impact on car journey times resulting in more congestion, displaced traffic and pollution as a grounds for objection.</p> <p>The officer's recommendation is that this ground for objection is rejected for 033_Braganza Street area , 034_Chapter Road area, 035_East Street area , 036_Larcom Street area, 037_Merrow Street area, 038_Penton Place area.</p> <p><b>High-levels of through-traffic on local streets pre-scheme</b> 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 &gt; Browning Street and John Ruskin Street &gt; Kennington Park Place were popular for through-traffic movements<sup>i</sup> This had adverse environmental, safety and journey time impact on the local community.</p> <p><b>Measures are having a positive effect in reducing car traffic</b></p>

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		<p>Encouraging results from the monitoring data shows a net traffic reduction, when considering main roads and the local streets<sup>1</sup> together. Compared to pre-scheme levels at all monitored sites in the area car traffic was down in 2021 by:</p> <ul style="list-style-type: none"> <li>• -23% March</li> <li>• -15% April</li> <li>• -18% June</li> <li>• -20% September</li> </ul> <p>This is against the backdrop of traffic recovering quickly to 'normal' levels and a 7% reduction in traffic across Southwark in September 2021.</p> <p>At all count sites on main roads, including the Walworth Road corridor, motor traffic decreased by -4%, comparing June 2021 to September 2021.</p> <p>Initial results indicate the measures are having a positive effect and achieving the objectives of '<i>Our healthy Walworth Streetspace</i>', which was well supported by the majority of local residents during the public consultation. Net traffic reduction correlates to improved journey time and less pollution.</p> <p><b>Why do nothing is not an option</b></p>
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<https://moderngov.southwark.gov.uk/documents/s85494/Appendix%20D%20Walworth%20Low%20Emission%20Neighbourhood%20Bid%20to%20the%20Mayor%20Air%20Quality%20Fund.pdf>

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		<p>The area was successful in a Low Emissions Neighbourhood bid due to high concentrations of NO<sub>2</sub> in the Walworth area, it is also within the Greater London Authority's <i>Air Quality Focus Area</i>. Traffic reduction measures are fundamental to improving air quality in this area.</p> <p>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%.<sup>2</sup>. Traffic reduction measures will create safer and healthier environments for active travel and play.</p> <p>Car ownership levels in SE17 are the lowest in Southwark<sup>3</sup>. Only 0.34 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</p> <p><b>Air Quality</b> Air quality modelling results based on June 2021 traffic flows indicates that in most locations there has been no negative impact of the schemes as</p>
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<sup>2</sup> <https://www.southwark.gov.uk/health-and-wellbeing/public-health/health-and-wellbeing-in-southwark-jsna/southwark-profile>

<sup>3</sup> <https://www.gov.uk/government/collections/vehicles-statistics>

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		<p>measured on building façades. 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). 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</p> <p><b>ULEZ Expansion</b> We expect the expansion of ULEZ to enhance and complement the Walworth Streetspace measures.</p> <p><b>Further Amendments</b> Feedback from engagement with residents shows that there is preference for vehicle access to the A3. The trial changes proposed along Dale Road is intended to help improve journey time for local residents. We will engage with residents on this change to ensure it works for the community.</p> <p>As part of the Low Emissions Neighbourhood, we hope to look at sustainable freight solutions to the area to enable some deliveries to be carried out through environmentally friendly means, such as cargo-bikes.</p> <p><b>Continuous monitoring and engagement</b> Officers will continue to monitor the impact of the changes, share emerging data and engage with the community where further work and amendments are</p>
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<p>033_Braganza Street area 034_Chapter Road area 035_East Street area 036_Larcom Street area 037_Merrow Street area 038_Penton Place area</p>	<p>Inconvenience for:</p> <ul style="list-style-type: none"> <li>- elderly</li> <li>- disabled</li> <li>- carers</li> </ul>	<p>Objection is rejected</p>	<p>required to ensure the scheme works for the community.</p> <p>A number of representations objecting to 033_Braganza Street area , 034_Chapter Road area, 035_East Street area , 036_Larcom Street area, 037_Merrow Street area, 038_Penton Place area stated concerns with inconvenience for elderly, disabled and carers as a grounds for objection.</p> <p>The officer's recommendation is that this ground for objection is rejected for 033_Braganza Street area , 034_Chapter Road area, 035_East Street area , 036_Larcom Street area, 037_Merrow Street area, 038_Penton Place area.</p> <p>As part of the experimental Walworth Streetspace review, an Equality Impact analysis was carried out to determine the impact of the measures on specific protected characteristic groups. The outcome of this analysis highlighted a number of mitigation measures required to assist individuals within those protected groups that are car reliant and may have been disadvantaged by the experimental Streetspace measures. These mitigations have been included in the decision on the Walworth Streetspace measures and traffic orders and are as follows:</p> <ul style="list-style-type: none"> <li>• Expand Blue Badge Holder exemption scheme to include all Southwark Blue Badge Holders (registration required)</li> </ul>

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		<ul style="list-style-type: none"><li>• Exempt taxis from all camera-enforced traffic filters</li><li>• Exempt all SEND vehicles for Southwark schools</li><li>• Engage with the National Health Service (NHS) to allow exemptions for rapid response health care workers</li><li>• Commit to <b>further engagement with the protected characteristic groups</b> as the scheme continues to understand their individual need and mitigate any unique barriers they face</li></ul> <p><b>New trial on Dale Road:</b> It is hoped that the new experimental proposal to relocate the Cooks Road filter to Dale Road will improve greater access to the A3 and local area. Further engagement with protected groups within the area on influence will be undertaken to understand how this change is impacting on their access and any consideration required.</p> <p><b>Bus Journey times:</b> Given that majority of people within older groups predominantly use buses, the measures aim to improve bus journey times, and public transport access across key corridors to ensure public transport remains a reliable and attractive mode of travel in the area.</p> <p><b>On-going engagement:</b> Further monitoring and equality impact analysis is necessary to fully understand the schemes impact in addition to what we have ascertained through the equality analysis already undertaken. We will continue to work and</p>
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			<p>engage with protected groups to mitigate any disadvantages of the scheme to those who cannot use other means of travel. We aim to do this by engagement meetings, and an accessibility panel to ensure individual barriers and needs are clearly understood and mitigated where possible.</p> <p>An additional statement from the Centre for Accessible Environments in regards to the equality impact of the revised proposal for the Walworth Streetspace scheme has been provided to supplement this report. This can be found at Appendix D.</p>
<b>TMO references</b>	<b>Grounds for objection</b>	<b>Officers response</b>	<b>Reasons</b>
<p>033_Braganza Street area 034_Chapter Road area 035_East Street area 036_Larcom Street area 037_Merrow Street area 038_Penton Place area</p>	<p>Impedes access for emergency services</p>	<p>Objection is rejected</p>	<p>A number of representations objecting to 033_Braganza Street area , 034_Chapter Road area, 035_East Street area , 036_Larcom Street area, 037_Merrow Street area, 038_Penton Place area stated concerns that the scheme impedes on access for the emergency services as a grounds for objection.</p> <p>The officer's recommendation is that this ground for objection is rejected for 033_Braganza Street area , 034_Chapter Road area, 035_East Street area , 036_Larcom Street area, 037_Merrow Street area, 038_Penton Place area.</p> <p><b>Working with emergency services:</b> Officers have been regularly engaging with the emergency services on the Streetspace measures where</p>

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			<p>concerns were raised regarding access. A number of changes have been made to enable access by replacing physical barriers with a camera in the following locations:</p> <ul style="list-style-type: none"> <li>• Penton Place / Kennington Park Place</li> <li>• Manor Place</li> <li>• Cooks Road (to be replaced with Dale Road)</li> <li>• Larcom Street</li> </ul> <p>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. Officers will continue to engage with the emergency services regarding the revised proposals and on future design engagement to ensure the proposals support their access needs to the area whilst continuing to fulfil Council objectives.</p> <p>Some measures are proposed to be retained as physical measures to support the repurposing of streetspace for physical activity and play and improve compliance.</p>
<b>TMO references</b>	<b>Grounds for objection</b>	<b>Officers response</b>	<b>Reasons</b>
033_Braganza Street area 034_Chapter Road area 035_East Street area 036_Larcom Street area	Safety concerns; e-scooters, motorbikes ,	Objection is rejected	A number of representations objecting to 033_Braganza Street area, 034_Chapter Road area, 035_East Street area, 036_Larcom Street area, 037_Merrow Street area, 038_Penton Place area

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<p>037_Merrow Street area 038_Penton Place area</p>	<p>absence of natural surveillance from traffic (impact on women)</p>		<p>stated safety concerns due to e-scooters and motorbikes and absence of natural surveillance as a grounds for objection.</p> <p>The officer's recommendation is that this ground for objection is rejected for 033_Braganza Street area , 034_Chapter Road area, 035_East Street area , 036_Larcom Street area, 037_Merrow Street area, 038_Penton Place area.</p> <p>Pedestrians and cyclists are a large proportion of natural surveillance on our streets. The data is showing increases in the amount of cyclists and pedestrians using the Walworth Streetspace area, Public realm enhancements also provide an opportunity to create a social space where people feel comfortable to dwell, creating another form of natural surveillance. There are a number of public realm improvements to be considered in the area and this will also help to improve natural surveillance.</p> <p>The council will work collaboratively with the community to ensure they feel safe when travelling in the Borough. This includes tackling the causes of anti-social behaviour, and improving safety on public transport. The council aims to look at improving other aspects of the street environment such as lighting, CCTV and sight lines in the area</p> <p>Our experience in the borough shows that enforcement against motorbikes/e-scooters using CCTV is ineffective because such a large percentage</p>
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		<p>of them are not registered with the DVLA/stolen and further enforcement work is required by the police. We aim to work collaboratively with the police and their designing out crime team to mitigate and deter poor behaviour on our streets from a minority of the motorbike and e-scooter users.</p>
<p>033_Braganza Street area 034_Chapter Road area 035_East Street area 036_Larcom Street area 037_Merrow Street area 038_Penton Place area</p>	<p>Money-making scheme</p>	<p>A number of representations objecting to 033_Braganza Street area , 034_Chapter Road area, 035_East Street area , 036_Larcom Street area, 037_Merrow Street area, 038_Penton Place area stated concerns that a key aim of the scheme is money-making as a grounds for objection.</p> <p>The officer's recommendation is that this ground for objection is rejected for 033_Braganza Street area , 034_Chapter Road area, 035_East Street area , 036_Larcom Street area, 037_Merrow Street area, 038_Penton Place area.</p> <p>With most new traffic management, changes to the highway there will be teething problems as drivers get used to the new signs and layout. All residents in the scheme area were notified of the changes before it went live .There was a two weeks grace period with warning notices before enforcement started with Penalty Charge Notices being issued.</p> <p>Advanced notification signs and road markings have been introduced prior to the restrictions to inform drivers of the changes.</p>

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			<p>Evidence shows that compliance is improving with a 93% reduction in vehicles seen passing through the original scheme.</p> <p>Due to the experimental nature of the changes the text-based signage used is consistent with temporary highway changes. We will be changing the advance warning signs to map-type signs, if the measures are made permanent. This should further improve compliance.</p> <p>Any funds received from the fines will be reinvested in the local area to improve the quality of the public realm and highway.</p>
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