

<b>Item No.</b>	<b>Classification:</b> Open	<b>Date:</b> 21 September 2022	<b>Decision maker:</b> Cabinet Member for Leisure, Parks, Streets and Clean Air
<b>Report title:</b>		Windsor Walk - Denmark Hill station accessibility improvements	
<b>Ward(s) or groups affected:</b>		St Giles and Champion Hill	
<b>From:</b>		Head of Highways	

### RECOMMENDATION(S)

1. That the Cabinet Member for Leisure, Parks, Streets and Clean Air approves the proposals for the redesign of Windsor Walk between Champion Park and the northern arm of Windsor Walk. This approval is subject to statutory consultation, if objections are received at this stage, a further report will be brought to the Cabinet Member.
2. Notes that the proposals will be implemented in two stages:
  - Phase one will focus on rearranging the current bridge layout to simplify the environment to create more space for pedestrians, cyclists, and potentially for the pub, café and the fruit and vegetable market stall.
  - Phase two will increase accessibility by widening the footway from the bridge to the new station entrance on Windsor Walk.

### BACKGROUND INFORMATION

3. Network Rail met with the Council's Transport Policy and Regeneration teams to inform them of their plans to provide a new station entrance on Windsor Walk in 2019. Officers welcomed this improvement and committed to making walking and cycling easier to and from the station.
4. Windsor Walk is a stretch of highway connecting Denmark Hill station to Kings College Hospital. It is a key access route to the hospital. The section on the bridge adjacent to the pub and café was closed to motor vehicles for structural reasons several years ago. This road closure created an opportunity to improve accessibility to the station and increase space for people walking and cycling. Currently the bridge is closed with removable bollards to replace the planters. Vehicles also stop at each end of the closure blocking the route for pedestrians and cyclists going to and from the station, buses and hospitals.
5. Council officers met the fruit and vegetable stall owner located within the closure and explained that the new entrance will change footfall patterns to and from the station and agreed a revised location on the bridge in 2021. The Leader and ward

councilors have been informed that the stall holder wants to relocate to a new location on the western footway on the bridge. The Leader and ward councilors were informed in mid-March 2021 and have not suggested any amendments.

6. Network Rail has completed the improvements to Denmark Hill station, which includes creating a new entrance on the eastern arm of Windsor Walk. This new entrance has been open since September 2021.
7. Below is a summary of the proposed measures:

### **7.1 Phase one**

Funding has been received from GLA to declutter the bridge, further details can be found in Appendix B and in the bullet points below:

- Removal of any redundant signage, poles and road markings to reduce street clutter and enhance the historic environment, and create opportunities to provide more cycle parking.
- Installation of bollards and cycle stands at both ends of the closure to create more space for pedestrians and cyclists by preventing vehicles from blocking the ends of the bridge.
- Extension of the footway at both sides of the junction with Champion Park to reduce the crossing distance pedestrians and indicate the route for cyclists.

### **7.2 Phase Two**

To widen the Windsor Walk footway beside the station and provide associated improvements. The measures outlined below can also be found in Appendix B:

- Widen the footway at the corner connecting the northern and eastern arm of Windsor Walk and continuing to the new station entrance. This will remove approximately seven parking spaces. There is currently construction activity on one side of Windsor Walk, which has temporarily suspended four parking spaces. The intention is to reinstate about seven spaces (subject to the parking stress survey in the area) and use the other seven parking spaces to widen the footway on the station side.
- Relocated the humps outside of the station to create a raised table between proposed footway buildouts. This is to help people cross the road and disperse by using both footways on Windsor Walk, and to extend the accessibility improvements out from the new station entrance. This will also slow vehicles as they pass by the station.
- Cycle stands will be provided on the widened footway to increase the cycle parking provision in the area and protect pedestrians from potential footway overrun.

- The possibility of slightly raising the carriageway on the bridge and the corner of Windsor Walk will be investigated to remove the low kerb as it is a trip hazard. This would make walking/wheeling easier and create a wider and easier to use space.

## **KEY ISSUES FOR CONSIDERATION**

8. All of the proposed interventions received a positive response from respondents during the consultation phase and therefore we, in principle, recommend that all proposals are progressed to the detailed design stage. Changes will be made based on the comments received at the further consultation stage and subject to the more in depth assessment of proposals at the detailed design stage.
  - Reassessment of disabled drop off space and signage near Denmark Hill new entrance
  - Reassessment of provision of facilities for pregnant women to attend appointment at Fetal Medicine Research
  - Investigation of the current cycle hub usage and reassessment of the provision of cycle stands
  - Reassessment of step-free crossing near Denmark Hill new entrance
  - Reassessment of the relocation of trees
  - Reassessment of the mixed use of space between cyclists and pedestrians

## **Policy framework implications**

9. The proposals contained within this report are consistent with the Missions of the Movement Plan 2019, particularly:
  - M2 Action 2 – Create simple and clear streets
  - M3 Action 4 – Deliver infrastructure to support active travel
  - M3 Action 5 - Enable people to get active
  - M4 Action 8 – Use kerbside efficiently and promote less polluting vehicles
  - M4 Action 9 – Manage traffic to reduce the demand on our streets
  - M7 Action 15 - Reduce exposure to air pollution
  - M7 Action 16 – Zero people killed or injured on our streets by 2041

## **Community, equalities (including socio-economic) and health impacts**

### **Community impact statement**

10. 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.
11. Any interventions that could pose a risk to cyclists, pedestrians and motorists will be identified and adjusted as part of the road safety audit.
12. With the exception of those benefits and risks identified above, the proposals are

not considered to have a disproportionate effect on any particular community group.

13. The proposals support the council's equalities and human rights policies and promote social inclusion by:
  - Improving road safety, in particular for vulnerable road users including pedestrians and cyclists, on the public highway.
  - Improving existing shared use facilities by improving road surface, tactile paving, road markings, and signage.
  - Improving existing pedestrian and cycle facilities by improving delineation, tactile paving, road marking, and signage.

### **Equalities (including socio-economic) impact statement**

14. The proposals are not considered to have any adverse effect on socio-economic considerations.

### **Health impact statement**

15. The proposals are not considered to have any adverse effect on health equalities.

### **Climate implications**

16. The report has considered how 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 measures strongly support that ambition by increasing accessibility to Denmark Hill Station.
17. Data will be collected to inform the ongoing development of the scheme and inform phase two measures. We will consider the use of additional planting, sustainable urban drainage or rain gardens on the highway to ensure the scheme is further in line with the Climate Change Strategy's Priority 3 – Thriving Natural Environment which include actions to 'create greener streets'. We will mitigate against the potential negative impact of construction works on the climate by ensuring our contractor uses electric vehicles where possible and a carbon calculator for material specifications.
18. 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.

### **Resource implications**

19. £150,000 of Capital funding has been confirmed from GLA for this project. £4,645 has been spent on the outline design fee. £145,355 is the available funding for this project. Staff resource is provided from the transport projects team which is capital funded.

### **Consultation**

20. Public consultation took place between 4 July and 7 August 2022.
21. Thirteen letters were sent out to residents and businesses on Windsor Walk. Ten posters were put on Windsor Walk, two posters were put up on Denmark Hill station entrances with the consent of Network Rail. Maudsley Hospital and Kings Hospital operate on/near Windsor Walk, so the consultation not only aims to capture the feedback from local residents but also commuters and people with disabilities.
22. The public formal consultation yielded 46 responses, representing a 353% response rate. The majority of those who responded were residents of nearby roads or someone who travel to/ visit the area for leisure and shopping.
23. Communication with the trader operating a stall in Windsor Walk has taken place and they are supportive of the proposals to relocate the pitch to the western footway on the bridge. However, there will be on-going development work on Windsor Walk until January 2024. Coordinating with Licensing team to re-arrange the space for the pub, café and the fruit and vegetable stall while providing space for cyclists and pedestrians.
24. The aim of the scheme is to widen the Windsor Walk footway to provide space for walking/wheeling. It is therefore imperative to declutter and widen the footways. The council's standards are for a minimum 2m footway width and 3.5m shared use width. Footways should be wider still in high footfall areas, such as this transport interchange and also in growth areas. The greater space created on the bridge may also allow for some businesses adjacent to Windsor Walk to have outdoor seating, but these temporary licenses granted to businesses may need to be reviewed over the coming years to provide more space for the increasing numbers of pedestrians and cyclists in this growth area.
25. The Windsor Walk bridge sits on the boundary of two wards; St Giles and Champion Hill.
26. Analysis of the responses shows that the majority of those who responded were in favour of the proposed design element of the scheme. Further details can be found in the consultation report and appendices (Appendix A).
27. This report has already been submitted to local ward councillors for comments.

Further details can be found in Appendix E.

## Timescales

28. Timescales as follows:

Planned statutory consultation period with publishing Traffic Management Orders (TMO)	Early November 2022 to early December 2022
Planned Determination of Objection Report	December 2022 / January 2023
Phase One – proposed decluttering work if decision is approved	February 2023
Phase Two – proposed footway widening work if decision is approved	TBC due to the on-going development until January 2024

## SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

### Director of Law and Governance

28. The Cabinet Member for Leisure, Parks, Streets and Clean Air is being asked to approve the implementation of the Windsor Walk accessibility improvement scheme as summarized in paragraph 7 and in the draft outline design Appendix B, subject to the design changes as a result of consultation as referred to paragraph 14 in the consultation summary report in Appendix A and the statutory procedures. The Cabinet Member for Leisure, Parks, Streets and Clean Air has responsibility for, amongst other things, designing safer, greener and healthier streets and routes for walking and cycling and who has, pursuant to Part 3D of the Council's constitution the authority to decide to implement a traffic and highway improvement project, subject to statutory consultation.
29. 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.
30. 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 planning purposes are Article 8 (respect for homes); Article 6 (natural justice) and Article 1 of the First Protocol (peaceful enjoyment of property).
31. This report confirms the improvement works are not anticipated to have an adverse effect on the equalities and human rights of any individual or group.

32. Council Assembly approved a change to the constitution to confirm that all decisions made by the council will consider the climate consequences of taking that decision. This has been considered between paragraphs 22 and 24 above.

### **Strategic Director of Finance and Governance (EL22/053)**

33. The strategic director of finance and governance notes the recommendation that the Cabinet Member for Leisure, Parks, Streets and Clean Air approves the proposals for the redesign of Windsor Walk between Champion Park and the northern arm of Windsor Walk.
34. The strategic director of finance and governance notes that capital funding via a GLA grant of £143,355 is available for this proposal.
35. It is also noted that there are no additional staffing implications and officers' time and any other costs connected with this recommendation will be contained within existing departmental revenue budgets.

### **BACKGROUND DOCUMENTS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
Movement Plan	Southwark Council Environment and Leisure Highways Network Development 160 Tooley Street London SE1 2QH  <a href="http://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?ID=6809">http://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?ID=6809</a>	Joanna Redshaw (020 7525 0343)
Climate Change Strategy	<a href="https://www.southwark.gov.uk/environment/climate-emergency?chapter=3">https://www.southwark.gov.uk/environment/climate-emergency?chapter=3</a>	Chris Page (020 7525 7259)

### **APPENDICES**

<b>No.</b>	<b>Title</b>
Appendix A	Windsor Walk consultation summary report
Appendix B	Windsor Walk Outline Design drawings
Appendix C	Windsor Walk Promotional materials - Poster
Appendix D	Residents/business notification letter
Appendix E	Councillors comments and officer response

**AUDIT TRAIL**

<b>Lead Officer</b>	Dale Foden – Head of Highways	
<b>Report Author</b>	Coco Mak Project Manager	
<b>Version</b>	Final	
<b>Dated</b>	5 Sept 2022	
<b>Key Decision?</b>	Yes	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments Included</b>
Director of Law and Governance	Yes	Yes
Strategic Director of Finance and Governance	Yes	Yes
List other officers here: Policy and Research Officer ( Climate Emergency)	Yes	Yes
<b>Cabinet Member</b>	Yes	No
<b>Date final report sent to Constitutional Team</b>		19 September 2022