

# Walworth Streets for People:

## Browning Street

### Consultation Summary July 2022

#### Summary

We ran this consultation between 23<sup>rd</sup> May and 26<sup>th</sup> June 2022.

In this consultation, we presented the proposed designs and asked a set of questions to find out if respondents felt the design met the set objectives, this was carried out via an online survey.

The consultation was promoted by flyer to all affected addresses, as well as on street signage and emails to previous participants. We carried out business door-knocking on 26<sup>th</sup> May, a pop-up session on 1<sup>st</sup> June and a second pop-up session on 18<sup>th</sup> June.

In total we received 120 responses.

#### What people told us

We asked people to tell us what street they live or work on – this is because, although responses are welcomed from anyone with an interest in the area, we are particularly concerned to hear the views of people on Browning Street and adjacent streets.

Street	What street do you live on/work on? - Street	Percentage
Turquand Street	1	1%
King and Queen Street	2	2%
Brandon Street	4	3%
Walworth Road	4	3%
Charleston Street	6	5%
Browning Street	14	12%
Other	89	74%
Grand Total	120	

Of the people who said 'other', 6 were from Sutherland Square and 5 from Stead Street, the majority of the others were from nearby streets. Many of the people we spoke to in the pop-up sessions were using Browning Street as part of their regular journeys.

We also asked people about their vehicle ownership – this is because people who own motor vehicles may be affected differently by the proposals compared to those who do not.

Option	Do you own a car, van or motorbike	Percentage
Not Answered	8	7%
More than one	9	8%
One	33	29%
None	70	63%
Grand Total	112	100%

Option	Do you own a bicycle	Percentage
Not Answered	7	6%
None	27	24%
One	31	27%
More than one	55	49%
Grand Total	113	100%

Majority of individuals answered they do not own any vehicle, 33 individuals said they did own a vehicle. This corresponds with our expectation that the majority of Walworth residents do not have access to a motor vehicle.

The key questions of the consultation asked the following:-

#### Do you agree that the proposal achieves the following objectives?

Option	Easier to cross and walk – wider, better quality footways, and safer crossings	Percentage
Agree	94	78%
Not sure	11	9%
Disagree	15	13%
Grand total	120	100%

Option	Safer cycling – provides a safer more attractive cycle route and new cycle parking	Percentage
Agree	100	83%
Not Sure	8	7%
Disagree	12	10%
Grand total	120	100%

Option	Great for local businesses – space for flexible seating, suitable access and un/loading provision	Percentage
Agree	86	72%
Not sure	10	8%
Disagree	24	20%
Grand total	120	100%

Option	Welcoming and safer for everyone – more space for the community and encourages community-friendly behaviour	Percentage
Agree	88	73%
Not sure	10	8%
Disagree	22	18%
Grand total	120	100%

Option	Healthier, with cleaner air – more greenery and planting and a continued reduction in motor vehicles	Percentage
Agree	93	78%
Not sure	10	8%
Disagree	17	14%
Grand total	120	100%

From looking at the above, it can be concluded that the general consensus in all questions are that the proposals achieve the objectives.

We also looked at responses from residents on Browning Street and adjacent streets for further clarity.

Option	Easier to cross and walk – wider, better quality footways, and safer crossings	Percentage
Agree	22	71%
Not sure	3	10%
Disagree	6	19%
Grand total	31	100%

Option	Safer cycling – provides a safer more attractive cycle route and new cycle parking	Percentage
Agree	25	81%
Not Sure	1	3%
Disagree	5	16%
Grand total	31	100%

Option	Great for local businesses – space for flexible seating, suitable access and un/loading provision	Percentage
Agree	19	61%
Not sure	3	10%
Disagree	9	29%
Grand total	31	100%

Option	Welcoming and safer for everyone – more space for the community with things to see and do and encourages community-friendly behaviour	Percentage
Agree	19	61%
Not sure	4	13%
Disagree	8	26%
Grand total	31	100%

Option	Healthier, with cleaner air – more greenery and planting and a continued reduction in motor vehicles	Percentage
Agree	24	77%
Not sure	2	6%
Disagree	5	16%
Grand total	31	100%

As can be seen above, responses from local residents also show there was agreement in all cases that the proposal achieves the objectives – though it should be noted that the margin of approval was lower for questions regarding great for businesses and welcoming and safer for everyone.

There was a free text element to the questions, where people could comment on their reasons for not agreeing.

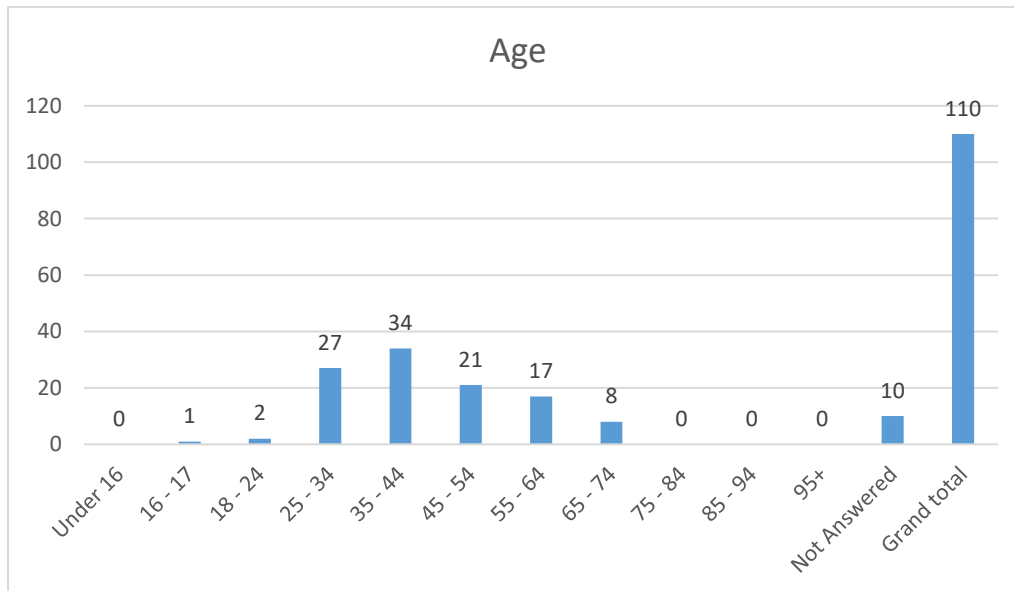
The principle comments are shown below:

Principle themes	No of comments
More congestion on main roads	14
Anti-social behaviour	12
Lack of access for vehicles and emergency services/longer journeys	11
More greenery/trees	11
Allow businesses to bring out their own seating	10
Need better/safer pedestrian crossing	9
Re-open road	8
Do not support scheme	8
Support of scheme	6
No permanent seating	6
Concerns over speed of cyclists/e-scooters	5
Maintenance needed over planters/greenery/encourage local people to maintain	5
Delineation between people cycling and walking	3
Better walkway/pavement for pedestrians	3
Too much space given to cyclists	3
Need cycle parking	3
Need loading/unloading access	1
Better signage	1
More artwork	1

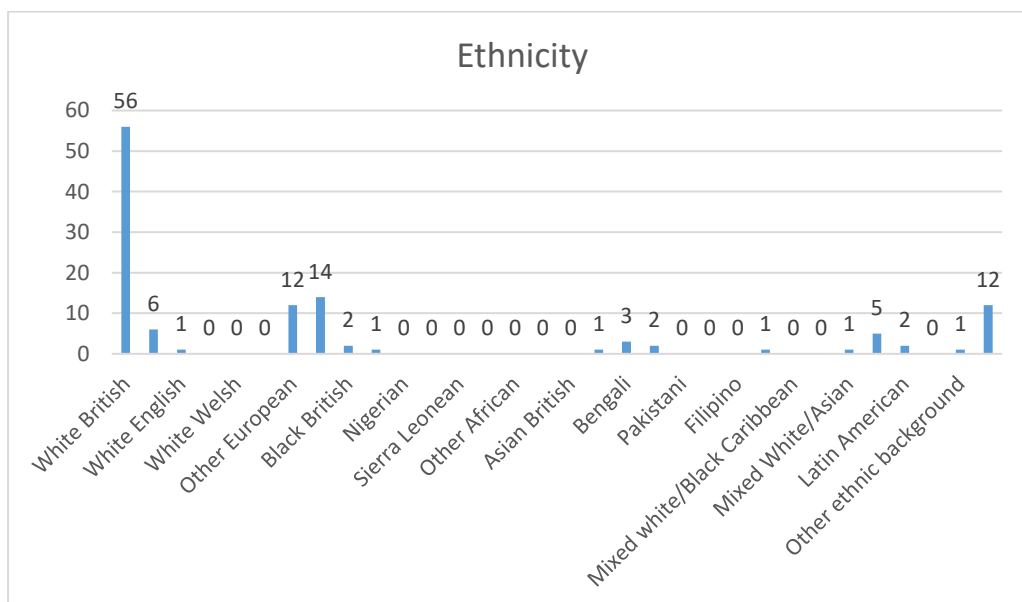
Looking at the main themes, it can be seen that there were a few big concerns such as a lack of access for vehicles and emergency services which led to longer journeys. There was also the concern of more congestion being pushed onto main roads and therefore displacing traffic. There was concern over the potential anti-social behaviour the scheme would cause (though some of the anti-social behaviour comments were regarding potential permanent seating). And lastly, there was a demand for more greenery and trees to be included in the design proposals.

## Equalities questions

Age:-



Ethnic background:-



Are you disabled:-

Are you disabled?	Total	Percentage
Yes	11	9%
No	95	79%
Prefer not to say	4	3%
Not Answered	10	8%

Sex:-

What is your sex recorded at birth?	Total	Percentage
Male	66	55%
Female	36	30%
Other (please specify if you wish)	0	0%
Prefer not to say	6	5%
Not Answered	12	10%

Sexual orientation:-

Sexual orientation	Total	Percentage
Heterosexual/straight	46	38%
Lesbian/Gay woman	1	1%
Gay man	22	18%
Bi-sexual	3	3%
Other (please specify if you wish)	2	2%
Prefer not to say	15	13%
Not Answered	31	26%

Religion:-

Religion	Total	Percentage
Christian	16	13%
Sikh	0	0%
Hindu	0	0%
Muslim	2	2%
Jewish	0	0%
Buddhist	2	2%
No religion	61	51%
Other (please specify if you wish)	6	5%
Not Answered	33	28%

## Conclusion and recommendations

The majority of respondents, both from local streets and surrounding streets, are broadly in favour the proposal and agree it will bring many of the benefits identified.

However, there were significant concerns raised that should be carefully considered in the developing of the design:-

- Many residents and local people were concerned about the antisocial behaviour that could arise from having permanent seating
- Some respondents were concerned that the traffic filter on Browning Street would displace traffic onto other roads such as Walworth Road.
- A few respondents were concerned about the lack of access for vehicles, particularly for emergency services causing them to take longer routes and thus increasing journey times.
- A few respondents shared their concern over the pedestrian crossing and that it was unsafe and could cause conflict between cyclists and pedestrians.
- A few respondents noted that they were concerned the greenery would not be well maintained and suggested inviting local residents to take part in the maintenance would be beneficial.
- A few respondents were concerned about the speed of cyclists and the dangerous cycling.

The outcomes of this consultation will feed into the outline design process where we will take in to consideration some of the concerns highlighted and try to mitigate or include this through design for the next engagement phase.