

Meeting Name:	Cabinet Member for Clean Air, Streets & Waste
Date:	17 June 2024
Report title:	Determination of Objections Walworth Streets for People - Amelia Street, Alberta Street and Chapter Road Pocket Parks
Ward(s) or groups affected:	Newington and North Walworth
Classification:	Open
Reason for lateness (if applicable):	N/A
From:	Head of Highways

RECOMMENDATIONS

1. It is recommended that the Cabinet Member for Clean Air, Streets & Waste:
 - i. Considers the nine representations (objections) received during statutory consultation to the council's proposal to implement the Pocket Parks designs by way of Traffic Management Order(s) ("TMO") on Amelia Street, Alberta Street and Chapter Road as part of Walworth Streets for People.
 - ii. Considers officers' response to the objections received, which will make no further changes to the proposals. The measures are aligned with the Streets for People objectives and will provide community, health, socio-economic and equalities benefits for the local area. All of the council's Streetspace measures are subject to a regular review process, post implementation. This will ensure any necessary changes are made to improve the safe operation and use of the space.
 - iii. Instruct officers to make the permanent TMOs under sections 6, 29, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, Act 1984 ("1984 Act") and the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 ("1996 Regulations").

BACKGROUND INFORMATION

Decision-Making

2. Under paragraph 22 of Part 3D of the council's Constitution, the Cabinet Member is responsible for decisions to implement a traffic and highway improvement project, subject to statutory consultation.
3. Under paragraph 23 of Part 3D of the council's Constitution, the Cabinet Member is responsible for determining statutory objections to a traffic and

highway improvement project.

Introduction to the proposals

4. On 2 February 2024, the Cabinet Member approved the permanent proposal for the Pocket Parks on Amelia Street, Alberta Street and Chapter Road as part of Walworth Streets for People, subject to the outcome of statutory consultation.¹ In their recommendations to the Cabinet Member, officers noted that in the event objections to the proposals were received these would be presented to the Cabinet Member for determination.
5. This report addresses the objections received throughout the statutory consultation process in respect of the proposed TMOs and are presented to the Cabinet Member for determination. The Cabinet Member is asked to approve the making of the TMOs as set out at recommendation (iii) (the effect of which is summarised at Table 1).
6. The statutory consultation was carried out in accordance with regulation 8 of the 1996 Regulations and ran from 22 February 2024 to 21 March, 2024. Nine objections were received during this period.

KEY ISSUES FOR CONSIDERATION

Loss of Parking

7. A total of 12 permit holders and 1 paid bay will be lost due to the proposals , and the breakdown is shown below :
 - Chapter Road. A total of 7 permit holders only bays lost
 - Lorrimore Square – 4 No.
 - Chapter Road – 3 No.
 - Amelia Street. A total of 2 permit holders only bays lost
 - Braganza Street. 1 No. paid bay lost
 - Ambergate Street 3 permit holders only bays lost.
8. The proposals are mostly in North West Walworth area (Zone E), and only Chapter Road proposal is in South Walworth area (Zone J).
9. Zone E is 74% full. 18% of properties in this zone have a permit and on average seven visitors permit are issued per day.
10. Zone J is 71% full. 22% of properties in this zone have a permit and an average of seven visitors permit are issued per day.
11. The loss of permit holder bays are necessary to allow for the safe operation of the Pocket Park measures by improving sight lines at junctions for all road users.

¹ <https://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?Id=8024>

12. Below is a summary of measures to be introduced under TMOs in accordance with recommendation (iii) above. These measures remain the same as those originally approved by the Cabinet Member.

Table 1-TMO Measures

Road	Measure
Alberta Street	Double yellow lines and play area
Braganza Street	Double yellow lines and loading bay, removal of permit bays
De Laune Street	Double yellow lines
Amelia Street	Double yellow lines and play area, removal of permit bays
Penton Place	Double yellow lines
Berryfield Road	Double yellow lines
Lorrimore Square	Double yellow lines, removal of permit bays
Chapter Road	Double yellow lines, play area and “no motor vehicle prohibition, removal of permit bays
Ambergate Street	Double yellow lines, removal of permit bays

Concerns raised by objectors

13. Nine objections were received during the 21-day statutory consultation period.
14. The following concerns relate to the statutory elements of the proposal, shown in Table 1, and these have been given greater attention in the officer's response:
- Loss of parking bays due to the introduction of double yellow lines to improve safety or to accommodate the proposal
 - Safety concern about the location of existing “no motor” vehicle prohibition on Chapter Road and how this impacts on access to an underground garage
 - Access concerns for maintenance vehicles to Pasley Park,
 - Safety concerns due to speeding cycles or e-bikes using raised tables to access adjacent footway
 - Justification for a Pocket Park adjacent to Pasley Park has been questioned by some objectors.
 - Children's health & safety as they play close to alongside a road with bikes
15. Officers have also responded to the following concerns as set out in Table 2. More evidence will be gathered through monitoring and in the safety review post implementation to understand the concerns and collaborate with colleagues in other departments to resolve any residual problems:
- Environmental impact of the proposals e.g. air pollution from vehicles
 - Bikes Speeding through the area
 - Concern about dog attack due to proximity to Pasley Park
 - Waste of money
 - Existing LTN has made access and driving / reversing in the area difficult

- for emergency and delivery vehicles and damaging local businesses
- Seating will lead to anti-social behavior
- Increase of bikes, electric bikes and scooters, without any respect to pavements or roads or pedestrians.
- Measures being imposed on residents

16. Appendix 1 gives a breakdown of objections received, with the officer response. A summary is provided at Table 2 below:

Table 2 Summary of Objections

Objection Reference	Summary of main concern from objection	Officer's Response
1	<p>This Pocket Park will stop any parking access outside our house. Whilst we don't have a car, we rely on deliveries as my husband is disabled and does receive hospital transport which needs to park as close as possible</p> <p>I am puzzled why it is healthy to have a Pocket Park opposite an underground garage. This garage at Lorrimore Square has vehicles going in and out emitting a lot of emissions due to the slow driving.</p>	<p>Due consideration has been given to the design to allow access for hospital transport and delivery vehicles to properties close the Pocket Park on Chapter Road .</p> <p>Double yellow lines adjacent to the turning head at the end of the Pocket Park will allow stopping for loading/unloading and to pick up passengers at properties close the Pocket Park on Chapter Road.</p> <p>Officers have had a follow up site meeting with respondents on this matter to discuss their concerns and confirm that hospital transport will be able to pick up from outside neighboring property.</p> <p>The design changes will ensure access to the underground car park will now be from the Lorrimore Square side of Chapter Road. This will ensure a safer environment at the Pocket Park</p> <p>All of our Streetspace measures are subject to a regular review process, post implementation. This will ensure any necessary changes are made to improve the safe operation and use of the space.</p>

Objection Reference	Summary of main concern from objection	Officer's Response
2-	<p>Risk to pedestrians especially children and the elderly. There is already a park next to this proposal. No access for emergency vehicles to properties 26 and 28 Chapter Road. Also, vehicle access is required for 26 Chapter Road.</p> <p>I have experienced cyclists speeding down chapter road and this would be detrimental to pedestrians. The proposed Pocket Park in chapter road is badly situated next to a dog area in the park and may cause a risk to Children playing in the area.</p> <p>Badly situated next to dog compound - this could entice aggressive animals towards children. There is a park next door available to the community</p>	<p>Due consideration has been given to the design to allow access for hospital transport and delivery vehicles to properties close the Pocket Park on Chapter Road .</p> <p>The potential issue of speed of people using bikes through the closure is specifically addressed by the formalisation and segregation of the cycle path and the inclusion of bollards and ramps at each end to slow down traffic on all the approaches.</p> <p>The dog exercise area within Pasley Park is separated from the highway by a fence and does not present any further hazard to pedestrians on the highway than to users of the park in general. Having a Pocket Park next to a park will ensure a safer and better environment adjacent to the park</p>

Objection Reference	Summary of main concern from objection	Officer's Response
3	<p>As Chapter Road has been closed by LTN barriers, the regular commercial traffic that still attempts to use the route by mistake would have to reverse outside the park gates and significantly alongside the proposed children's play zone. Crazy idea - but probably looks good on paper</p> <p>Proposal is not logical and instead creates significant health, safety, environmental, and traffic challenges.</p>	<p>The design allows for a safer turning head. Most drivers will be considerate of other vulnerable road users when using the turning head adjacent to the Pocket Park and the design accentuates pedestrian priority.</p> <p>All of our Streetspace measures are subject to a regular review process, post implementation. This will ensure any necessary changes are made to improve the safe operation and use of the space</p> <p>The proposals are fully aligned with Council policy and the objectives in the council's Streets for People strategy, as set out in the decision making report ²</p> <p>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. They are contributing towards the delivery of the proposals</p>
4	<p>This part of the street has not been pedestrianised - cars exit the garage at Lorrimore Square into this street and cars have to turn at the planned Pocket Park area, on a very narrow area, to return down Chapter road, as the road is blocked off at this part</p> <p>the speed of some cyclists and the inability of small children to</p>	<p>The proposed design will relocate the traffic filter to allow motor vehicles to access the underground garages from Lorrimore Square side of Chapter Road</p> <p>This will allow easier access to properties directly adjacent to the Pocket Park on Chapter Road and reduce motor vehicle movements along the</p>

² <https://modern.gov.southwark.gov.uk/ieDecisionDetails.aspx?ID=8024>

Objection Reference	Summary of main concern from objection	Officer's Response
	<p>differentiate between pedestrian and road areas</p> <p>the benches could lead to anti-social behaviour and annoyance to the residents</p> <p>Also of major concern to us is that there is vehicular access to Pasley Park at this point (required by Parks for maintenance</p>	<p>northern part of Chapter Road.</p> <p>A tracking review has been carried out for the proposed design, which established that the new design would allow the same access for a maintenance vehicle into and out of the park as currently.</p> <p>Maintenance vehicle access to Pasley Park will not be affected by the proposals</p> <p>The potential issue of speed of people using bikes through the closure is specifically addressed by the formalisation and segregation of the cycle path and the inclusion of bollards and ramps at each end to slow down traffic on all the approaches.</p>
5	Waste of money in hard pressed times	<p>The proposals are fully aligned with Council policy and the objectives in the council's Streets for People strategy, as set out in the decision making report ³</p> <p>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. They are contributing towards the delivery of the proposals</p>

³ <https://modern.gov.southwark.gov.uk/ieDecisionDetails.aspx?ID=8024>

Objection Reference	Summary of main concern from objection	Officer's Response
6	<p>Parking in the area is already inadequate to meet the requirements of local residents. The proposed amendments will only make this worse, to the extent that car ownership for residents will become extremely difficult.</p>	<p>Parking data shown in paragraphs 9 &10, shows that there is currently sufficient provision of residents' parking and no parking stress in the area (Zones E and J)</p>
7	<p>As a result of the LTN we have a number of new problems affecting safety:</p> <ul style="list-style-type: none"> • Pavements have become unsafe for pedestrians due to bikes/ e-bikes/ scooters, and even motorbikes. • Roads less safe due to lorries threading through narrow streets and reversing back (when they used to access from the nearest main road). • Emergency vehicles and deliveries/visitors unable to locate properties in the maze of cul-de-sacs 	<p>We will be working with our enforcement and safer neighborhood team to investigate concerns about inconsiderate cycling and bikes on pavements further.</p> <p>The traffic restrictions in the area have discouraged through traffic from using the local streets. This had safety and environmental benefits, evidenced in the increase in cycling.</p> <p>The introduction of traffic calming features such as road humps and bollards will encourage slower speeds by cycles</p> <p>No concerns have been received by the emergency services on access to the area .Moreover they are exempted from all the 'no motor' vehicle prohibitions</p>
8	<p>I have disability and you are taking all our parking spaces away from us</p>	<p>No disabled bays will be lost due to the proposals.</p> <p>Parking data shown in paragraphs 9 &10,shows that there is currently sufficient provision of residents' parking and no parking stress in the area (Zones E and J)</p>

Objection Reference	Summary of main concern from objection	Officer's Response
9	<p>Increase of bikes, electric bikes and scooters, being used without any respect to pavements or roads or pedestrians.</p> <p>Increased restriction of the roads is damaging businesses in the area and will ultimately lead to companies moving out of the area and even shops closing</p> <p>.</p> <p>It is increasingly difficult to get deliveries to places in Penton Place, including the shops and the requirement for trucks to reverse long distances and to park on pavements and double yellow lines has already made Penton Place a less safe street than it was when traffic flowed smoothly.</p>	<p>We will be working with our enforcement and safer neighborhood team to investigate concerns about inconsiderate cycling and bikes on pavements further.</p> <p>All of our Streetspace measures are subject to a regular review process, post implementation.</p> <p>This will ensure any necessary changes are made to improve the safe operation and use of the space.</p> <p>People who walk to the high street spend up to 40% more than those who drive (TfL, 2013)⁴</p> <p>There is no evidence that the measures are impacting negatively on local businesses.</p>

Feedback from meeting with objectors

17. Three meetings have been held with individual objectors on 25th / 26th March 2024, both on-site, at Chapter Road and Amelia Street, and on-line, to understand concerns raised and clarify specifics of the proposed design.
18. The principal concern at Chapter Road was for continued access to the two properties immediately adjacent to the Pocket Park. Residents were reassured through further explanation that full vehicle access is maintained for No. 26 Chapter Rd and hospital transport vehicles will still be able to collect residents at No 28 Chapter Rd from outside the neighbouring property.
19. At Chapter Road objectors maintained the view that that crossing the cycle lane and emissions from slow moving vehicles accessing the underground garage remained significant hazards, despite the overall reduction in motor traffic at this point as a result of the traffic filter. They also remained concerned by perceived hazard of the dog exercise area within the adjacent park.
20. At Amelia St the previous change in design to allow continued access for refuse vehicles to Iliffe Yard is welcomed but the objector remained concerned that there is insufficient parking provision in the area. Objector challenged the

⁴ <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>

need for the pedestrian crossing provision (dropped kerb) on Penton Place, although this is necessary for wheelchair users to cross from Amelia Street. The objector also remained unconvinced of the benefits of the Pocket Parks in the planned locations particularly because of the perception that there are very few children living in the vicinity.

Feedback from ward councillors

21. In line with Part 3H of the council's Constitution, the proposals in this report have been circulated to the councillors who form the multi-ward forum to allow them to make comments on the proposals before they go for decision-making. Officers have also had a meeting on 10 April 2024 with local ward councillors to discuss representation received. The response received are summarised below:

- Local ward councillors are in support of the proposals and are keen to see the temporary measures made permanent.
- They would like officers to have meeting with objectors to clarify their concerns and answers any questions they may have.

Policy framework implications

22. The Pocket Parks are consistent with the pledges and objectives set out in the Streets for People ("SfP") strategy (approved by Cabinet in July 2023), which outlines the council's ongoing commitment to, and ambition for, healthier neighbourhoods, cleaner air, thriving town centres and safer roads

The relevant SfP objectives are:

- **Objective 2 – Create good quality space that is accessible for all people.** - Junctions have been resigned to ensure a level route and to reinforce pedestrian priority. The proposals ensures crossings are along pedestrian desire paths. The proposals deliver on our Equal Pavements Pledge by making the streets more accessible for everyone.
- **Objective 3 – Reclaim, reallocate and repurpose public land for community use-** The proposals repurpose the streetspace for improvements and this meets local needs for walking, cycling and play. The new highway materials , greenery and layout will also make the area cleaner, greener and safer from car traffic
- **Objective 4 – Improve safety and security for everyone using our streets**
The modal filters creates a safer street for vulnerable road users and reduce through traffic, which decrease any potential for collision.
- **Objective 5 – Make walking, cycling and wheeling easier –** The proposals aim to reduce the space given to cars and provide the facilities and infrastructure needed to support people of all abilities and backgrounds who want to walk, cycle or travel actively in some other way.

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

Community impact statement

23. 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.
24. The proposals align with the objectives in the Streets for People strategy. The Pocket Parks seek to create new community spaces allowing people to sit and socialise which helps towards mental wellbeing and community cohesion.
25. The Pocket Parks also include play spaces for children to improve their physical activity and mental wellbeing. Additionally, the proposals aim to make it safer for walking and cycling by reducing vehicular traffic across the neighbourhood and preventing parking and waiting on the road, which has wider benefits for the whole community, including improvement of pedestrian accessibility to local amenities such as high-streets or schools and local parks. Therefore, the Pocket Parks considered to have a positive community impact.

Equalities (including socio-economic) impact statement

26. The Public Sector Equality Duty (“PSED”) is set out in section 149 of the Equality Act 2010 (“2010 Act”) which requires the council, in the exercise of its functions, to have due regard to the need to:
 - eliminate discrimination, harassment and victimisation;
 - advance equality of opportunity between persons who share a relevant protected characteristic and those who do not share it;
 - foster good relations between persons who share a relevant protected characteristic and those who do not share it.
27. An Equalities Impact and Needs Analysis (“EINA”) has been undertaken in light of the council’s PSED to assess the impact of the Newington Pocket Parks on groups with protected characteristics and to assess whether any mitigating actions could be taken to promote equality and tackle inequalities during the detailed design and implementation phases (see Appendix 2). The identified protected characteristics affected by the proposals include age, disability, race, maternity, and gender.
28. Mitigating actions were carried out by officers in the finalising the design to address the negative impacts identified in the EINA as summarised below.

Issue	Protected group	Mitigation
Removal of parking spaces may impact on those most reliant on their cars	Elderly people Persons with disabilities	Adequate parking in Zones E and J. Streets are only 74% and 71% occupied when the CPZ is operating
Vehicle access to No 26 Chapter Road	Elderly people	Footprint of design reduced to allow vehicle access

29. The EINA concluded that the Pocket Park proposals have mainly a positive impact on protected characteristic groups, particularly younger people. This and in light of the mitigation actions undertaken, the proposals are not considered to have a disproportionate effect on any particular protected characteristic group.
30. The recommendations 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, road markings, and signage.
 - Improving existing pedestrian and cycle facilities by improving surfaces, road markings, and signage.
 - Improving access for pedestrians and cyclists to local facilities.
 - Providing street furniture, which accommodates the needs of certain demographic groups, such as disabled, elderly and other mobility impairment.
31. The Pocket Parks will have a significant positive effect on socio-economic equalities. The proposals will create quality safer community spaces for active play, greenery, better air quality and promote community cohesion.

Health impact statement

32. The proposals support the council's mission to have zero people killed or injured on our streets by 2041 by introducing traffic reduction measures.
33. The proposed scheme fully supports and aligns with the council's Healthy Weight Strategy 2016–2021. The Newington area has high-levels of childhood obesity. A key objective of the scheme is to re-design the streets to introduce play-on-the-way to encourage physical activity and help to tackle childhood obesity and improve mental wellbeing.

Climate change implications

34. The measures support the aims of the council's Climate Change Strategy under Priority 2 – Active and Sustainable Travel. The report highlights that retaining the traffic filter in its current position benefits safer pedestrian and cyclist journeys.
35. 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 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 kms travelled and a shift to active and public transport; road transport currently accounts for 15% of the borough's emissions. The measures strongly support that ambition by prioritising the use of the streetspace for pedestrians and cyclists.

36. A just and inclusive transition is at the heart of the Council's emerging climate policy. These proposals prioritise the movement of people first, while retaining vehicle access for emergency services. 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

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

Legal implications

Legislative Powers

38. In summary, if the recommendations are approved by the Cabinet Member, the TMOs will be made under sections 6, 29 45, 46, 49 and 124 of the 1984 Act.
39. Section 6 of the 1984 Act enables the council to make TMOs to control or regulate vehicular and other traffic (including pedestrians) for:
- any of the purposes or with respect to any of the matters, mentioned in Schedule 1 of the 1984 Act; or
 - any other purpose which is a purpose mentioned in any of paragraphs (a) to (g) of section 1(1) of the 1984 Act. These purposes are:
 - (a) avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising,
 - (b) for preventing damage to the road or to any building on or near the road,
 - (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians),
 - (d) preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property,
 - (e) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot,
 - (f) preserving or improving the amenities of the area through which the road runs;
 - (g) any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality).
40. Section 124 and Part IV of Schedule 9 of the 1984 Act provides that certain provisions apply for the making of orders under section 6, such as consulting with the chief officer of police.

41. The relevant purposes set out in paragraph 39 above for which the TMOs will be made are (c) and (f). By prohibiting motor vehicles from waiting and parking, the TMOs will facilitate the passage on the road for pedestrians and cyclists by giving these road users more room and will improve the general amenity of the area by reducing the presence of motor vehicles and the noise and pollution they cause. The play areas will provide a space, not only for children to enjoy but providing a public space for the use of all residents
42. More specifically:
 - (a) The TMOs will introduce double yellow lines to prohibit parking and waiting at any time which is authorised by paragraphs 14 and 15 of Schedule 1 of the 1984 Act.
 - (b) The play areas implemented on Alberta Street, Amelia Street and Chapter Road is authorised by section 29 of the 1984 Act which allows the council to prohibit the use of the roads by vehicles in order for the roads to be used as a playground for children.
 - (c) Removal of 14 parking bays and installation of a loading bay at Braganza Street in accordance with sections 45, 46, 49 of the 1984 Act.
43. By virtue of section 122(1) of the 1984 Act, the council has a duty in the exercise of its function as highway and traffic authority so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters listed at section 122(2):
 - (a) the desirability of securing and maintaining reasonable access to premises.
 - (b) 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.
 - (c) the national air quality strategy.
 - (d) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.
 - (e) any other matters appearing to the council to be relevant.
44. The council in satisfying this duty must have proper regard to its s122(1) duty and balancing this duty with the matters set out at s122(2) when making any decision to implement TMOs.
45. In light of the issues discussed in this report and having regard to the matters listed in section 122(2), officers consider that the Pocket Park proposals will enable the council to meet its duty under section 122 of the 1984 Act. The matters which have pointed in favour of implementing the Pocket Park proposals are the encouragement of active travel, reducing pollution and improving air quality and improving the amenity of the area. These also give effect to the objectives in the SfP Strategy. Vehicular traffic is still able to

access local destinations such as Pasley Park, but the proposals will remove conflicts between vehicular traffic, cyclists and pedestrians by imposing double yellow lines (no waiting and stopping) making the roads safer for active travel users. Officers consider that there are adequate parking facilities with reference to the number of households which own cars in this area.

46. Section 16(1) of the Traffic Management Act 2004 sets out the traffic management duty. The Council as traffic authority has a duty to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:
- (a) securing the expeditious movement of traffic on the authority's road network; and
 - (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.
47. Officers consider that by implementing the Pocket Park proposals, the Council's network management duty is satisfied for the reasons discussed at paragraph 45.

Consultation

Statutory Consultation and Objections

48. Statutory consultation has been carried out in accordance with regulation 8 of the 1996 Regulations.
49. None of the proposals require the council to hold a public inquiry although the council may decide that one is necessary in light of the objections to the proposed TMO, in accordance with regulation 9 of the 1996 Regulations. In light of the objections received, officers do not consider that a public inquiry is necessary because the key concerns have been resolved in the design and in the officer's response.

Making of the TMOs

50. If the recommendations in this report are approved, officers will proceed to make the TMOs in accordance with the procedure set out at regulation 16 and 17 of the 1996 Regulations.
51. Officers will make a copy of the TMO as made, available for inspection at the council's Tooley Street offices and, within 14 days of making the TMOs publish in the London Gazette and a local newspaper (Southwark News), a notice of making of the TMO. Officers will individually notify all those persons who made an objection to the TMO and did not withdraw.
52. The TMO will only come into force once the council has published the notice of making, referred to in paragraph 50 above confirming the order has been made.
53. Before the TMO comes into force the council must ensure proper and necessary signage is implemented on or near the affected road to secure that adequate information as to the effect of the TMO is available to persons using the road in accordance with regulation 18 of

the 1996 Regulations.

Financial Implications

54. The estimated cost for the delivery of the recommendation contained in this proposal is circa £972k and this will be funded by :

	2023/24	2024/25	TOTAL
Parking Revenue L-8000-2022.01	£585,000	250,000	£835,000
Urban Health (Grant funding)		£137,072	£137,000
TOTAL	£585,000	£387,072	£972,072

Programme Timeline

55. If the recommendation is approved by the Cabinet Member they will be progressed in line with the approximate timeline below :

- Notice of Making – June/July 2024
- Implementation – from September 2024

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Assistant Chief Executive, Governance and Assurance (AGG 07/05/24)

56. The Cabinet Member is asked to consider the objections received during statutory consultation to the Pocket Park proposals on Amelia Street, Alberta Street and Chapter Road to be introduced by way of TMOs. Officers recommend that permanent TMOs are made, as set out at paragraph 1(iii) of this report. The recommendations fall within the powers of the individual Cabinet Member for determination in accordance with paragraphs 22 and 23, Part 3D of the council's Constitution.
57. The background to the proposals and the reasons for the making of the TMOs are detailed in the body of the report. Implementation of the proposals will require TMOs made in accordance with the powers prescribed by the 1984 Act and the process under the 1996 Regulations as set out in the Legal Implications section above.
58. The Council's duty under section 122 of the 1984 Act to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway has been considered at paragraphs 43 to 45. Officers have carried out the exercise of balancing this duty with the various matters listed under section 122(2) and have recommended that the permanent TMOs be made.
59. Officers have considered the council's PSED under section 149 of the 2010 Act at paragraphs 26 to 31 of this report and have concluded that the proposals are not considered to have any adverse impacts on persons with protected characteristics, and will advance equality of opportunity.

60. The Human Rights Act 1998 imposes 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 relevant rights for highway and traffic purposes are Article 8 (respect for homes); and Article 1 of the First Protocol (peaceful enjoyment of property). The implementation of the proposals is not anticipated to engage or breach the provisions of the Human Rights Act 1998.
61. 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 at paragraphs 34 to 36 above.

Strategic Director, Finance

62. This report requests approval from the Cabinet Member for Climate Clean Air, Streets & Waste approves the recommendations pertaining to proposals for Newington Pocket Parks as detailed in paragraph 1 above.
63. The strategic director of finance and notes that the estimated costs for these proposals is £972k and there is sufficient funding available from Parking Revenues and the external sources identified in paragraph 54 of this report, to fund these proposals.
64. Staffing and other costs connected with this recommendation are to be contained with existing departmental budgets.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Streets for People background paper https://www.southwark.gov.uk/tran-sport-and-roads/streets-for-people?chapter=2	Southwark Council Environment and Leisure Highways 160 Tooley Street London SE1 2QH	Matt Clubb
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	Tom Sharland

APPENDICES

No.	Title
Appendix 1	Officers Response
Appendix 2	Equalities Impact and Needs Analysis

AUDIT TRAIL

Lead Officer	Head of Highways	
Report Author	Principle Project Manager – Clement Agyei-Frempong	
Version	Final	
Dated	13/05/2024	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Assistant Chief Executive, Governance and Assurance	Yes	Yes
Strategic Director, Finance	Yes	Yes
Cabinet Member	Yes	No
Date final report sent to Constitutional Team	17 June 2024	