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***The Railton Low Traffic Neighbourhood:
Evolving temporary urbanism projects and exploring inherent social
capital through a Feminist “Ethics of Care” framework***

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Being a dissertation submitted to the faculty of The Built Environment as part of the requirements for the award of ***MRes Interdisciplinary Urban Design*** at University College London.

I declare that this dissertation is entirely my own work and that ideas, data, and images, as well as direct quotations, drawn from elsewhere are identified and referenced.

Abstract

Low Traffic Neighbourhoods (LTNs) are not a new phenomenon in London. But recently, LTN implementation has been accelerated (and contentiously) by the Mayor of London's desire to alleviate implications of car dominated cities, the climate change crisis and ongoing Covid-19 pandemic. Since the first wave of LTNs in 2014, a plethora of studies have examined the environmental and economic value of such urban design configurations. Amidst this, there has been very scarce introspection of the social capital engendered by LTNs. Uniquely, this thesis sought to examine the social capital engendered by LTNs using Tronto's feminist ethics of care philosophy. Tronto's feminist ethics of care philosophy postulates that all humans are interdependent beings; and this may prove critical in retaining the future integrity and effectiveness of LTNs. The case study choice for this thesis was the Railton LTN in Brixton, Lambeth, South London. Since implementation in June 2020, various tactical urbanism features have emerged, from bespoke parklets to guerrilla gardens, posing questions about new social relations formed. Desktop research, non-participant observation walks, and community walkabouts were conducted to examine to what extent the Railton LTN manifests an ethics of care. Findings revealed that technocratic model of care is particularly prevalent in the Railton LTN, resulting in the underestimation of the local community's capacity to assist with care management. Subsequently, this paper called for Lambeth Council to acknowledge the different care collectives which exist in the area, to recognise the transformative potential of care to local communities and work with other care collectives to alleviate the ramifications of care absence in some parts of the Railton LTN.

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Table of contents

1. Introducing the critical problem	11
2. Research Question and key objectives.....	14
2.1. Research Question.....	14
2.2. Key objectives.....	14
3. Literature review.....	15
3.1 The rise of the street as a space of inhabitation.....	15
3.2 Temporary uses amplifying the street as a space of inhabitation.....	17
3.3. A Feminist ‘Ethics of care’ and implications for LTN execution.....	18
4. Research Methodology.....	22
4.1. Case study selection.....	22
4.1.1 Background of Railton neighbourhood within Brixton.....	22
4.1.2 Background of the Railton LTN.....	23
4.2 Data collection methods, justifications and limitations.....	28
4.2.1 Desktop Research.....	28
4.2.2 Non-Participant Observation Walks.....	28
4.2.3 Community walkabouts.....	29
4.3 Analytical framework.....	32
5. Ethics Statement.....	33
6. Research activities timetable.....	33
7. Stage 2 Non-participant observation findings.....	35
7.1 Introduction to non-participant observation walks.....	35
7.1.1 Observational counts per walk.....	35
7.1.2 Demographic counts.....	36

7.1.3 Observational counts per spatial regions in Railton LTN	37
7.2 Social behaviours and activities observed in the nine spatial regions of Railton LTN.....	46
7.3 Holistic review of social behaviours/activities seen in nine spatial regions of Railton LTN..	65
8. Stage 3 Community walkabout findings.....	77
8.1 Introduction to community walkabouts.....	77
8.2 Resident perspectives shared during community walkabouts.....	77
8.3 Holistic review of resident perspectives shared during community walkabouts.....	87
9. Discussion.....	91
10. Conclusions & inter-disciplinary reflections.....	104
11. References.....	106
12. Appendices.....	113

List of figures

Figure 1 – Entrance to the Railton LTN in Brixton (Brixton Buzz,2022) – p.13

Figure 2 – Visual representation of Tronto’s five stage feminist ethics of care (Groot et al.,2019, pp.289) – p.20

Figure 3 – The Railton LTN within wider context of Lambeth Council’s “Healthy Streets” scheme (Lambeth Council,2022) – p.24

Figure 4 – Current spatial configuration of Railton LTN (Author’s own,2022) -p.25

Figure 5 – Proposed Improvements for Railton LTN (Author’s interpretation,2022) – p.26

Figure 6 – Key Stakeholders in Railton LTN (Author’s own,2022) – p.27

Figure 7 – Railton LTN Residents social media page (Twitter,2022a) – p.30

Figure 8 – One Lambeth Social media page (Twitter,2022b) – p.31

Figure 9 – Gantt Chart illustrating research activities (Author’s own,2022) – p.34

Figure 10 – Nine spatial regions in Railton LTN non-participant observational analysis was oriented around (Author’s own,2022) – p.38

Figure 11 – Micro-locations on Atlantic Highstreet where most social behaviours and activities were observed (Digimap,2022). – p.42

Figure 12: Pie chart illustrating different social behaviours and activities seen by prominent restaurant and night-time economy businesses on Atlantic Highstreet -p.43

Figure 13: Pie chart illustrating different social behaviours and activities seen by the parklet feature on Atlantic Highstreet – p.44

Figure 14: Pie chart illustrating social behaviours/activities seen by BAME Businesses on Atlantic Highstreet - p45

Figure 15: Pie chart illustrating different social behaviours and activities seen by Lord David Pitt House – p.46

Figure 16 – Micro-locations within the Upper Railton Road spatiality where most social behaviours and activities were observed (Digimap,2022). – p.47

Figure 17: Pie chart illustrating different social behaviours and activities seen on Kellett Road, within Upper Railton Road. – p.48

Figure 18: Pie chart illustrating different social behaviours and activities seen on Barnwell Road, especially by Barnwell parklet, within Upper Railton Road -p.49

Figure 19: Pie chart illustrating different social behaviours and activities seen by Rattray Road/ Jelf Road Modal Filter, within Upper Railton Road – p.50

Figure 20 – Somerleyton Passage within the Railton LTN (Digimap,2022). -p.51

Figure 21: Pie chart illustrating different social behaviours and activities seen at Somerleyton Passage – p.52

Figure 22 – Micro-locations within the Mid Railton Road spatiality where most social behaviours and activities were observed. Locations of sporadic social behaviours and activities also indicated (Digimap,2022). -p.53

Figure 23: Pie chart illustrating different social behaviours and activities seen at Hamilton Supermarket & supplementary parklet feature in the Mid Railton Road spatiality – p54

Figure 24: Pie chart illustrating different social behaviours and activities seen at Sam’s Cycles, within the Mid Railton Road spatiality -p. 55

Figure 25– Shakespeare Road Modal Filter within the Railton LTN (Digimap,2022) -p.56

Figure 26: Pie chart illustrating different social behaviours/activities seen at Shakespeare Road Modal Filter – p.57

Figure 27 – Herne Hill House and its peripheral roads within the Railton LTN (Digimap,2022). -p.58

Figure 28: Pie chart illustrating different social behaviours and activities seen in the immediate vicinity of Herne Hill House – p.59

Figure 29 – Railton Road South within the Railton LTN (Digimap,2022). - p.60

Figure 30: Pie chart illustrating different social behaviours and activities observed in Railton Road South -p. 61

Figure 31 – Railton Road Cul De Sac/ Herne Hill Station Square within the Railton LTN (Digimap,2022).- p.62

Figure 32: Photos illuminating social behaviours and activities seen at Railton Road Cul De Sac/ Herne Hill Station Square, on a non-market day (Author’s own,2022). -p.63

Figure 33: Photos illuminating social behaviours and activities seen at Railton Road Cul De Sac/ Herne Hill Station Square, during Sunday Herne Hill Market (Author’s own,2022). -p. 63

Figure 34: Vast council parklet feature spanning outside Dim Sum Restaurant & Black & White Caribbean Café (Author’s own,2022) p.66

Figure 35: Maintenance works observed at the Rattray Road/Jelf Road modal filter (Author’s own,2022) -p67

Figure 36: Barnwell Road Parklet, where high heterogeneity of social behaviours and activities were spotted (Author’s own,2022) – p.68

Figure 37: New mini guerrilla garden spotted at entrance of Rattray Road, coming off Barnwell Road (Author’s own,2022) -p.69

Figure 38: New community noticeboard installed on Somerleyton Passage (Author’s own,2022) – p. 70

Figure 39: Pedestrians, e-scooters and cyclists using Somerleyton Passage, particularly during the school run (Author’s own,2022) – p.71

Figure 40: Hamilton Supermarket and its supplementary parklet (Author’s own,2022) – p72

Figure 41: Eccentric bicycle display fronting Sam’s Cycles (Author’s own,2022) -p.73

Figure 42: Three cyclists pacing Shakespeare Road Modal Filter during afternoon rush hour (Author’s Own,2022). – p. 74

Figure 43 - New LTN planting spaces besides the Lounge Brixton Restaurant (Left) and Brixton Wholefoods (right) on Atlantic Highstreet (Author’s own,2022) -p.92

Figure 44: Excessive traffic spotted on Coldharbour Lane near Atlantic Highstreet (Authors’s own,2022) -p.93

Figure 45 – Council modal filters by besides Kellett Road within the Railton LTN (Author’s own,2022) – p.95

Figure 46 – Intricately assembled DIY street furniture at entrance of Barnwell Road (Author’s own,2022)- p.96

Figure 47 – Fresh re-painting of the Somerleyton Passage underpass (Author’s own,2022) – p.98

Figure 48– Neglected planter seen at Railton South (Author’s Own,2022) – p.98

Figure 49 – Extension of caring practices into the virtual space for Barnwell Road parklet and other guerrilla interventions in vicinity (Twitter,2022a).- p.99

Figure 50 –Numerous “Boris Loves LTN” stickers amongst vandalised planters at Shakespeare Road modal filter (Author’s own,2022). - p.101

Figure 51 – Barnwell Road Street Party Invitation (Author’s own, 2022) – p.103

List of tables

Table 1 - Tronto's five feminist ethics of care stages (Brannelly,2018; Parsons et al., 2020; Williams,2020) p.20

Table 2 – Reflexive thematic analysis steps for community walkabouts (Byrne,2022) -p.32

Table 3 - Observational counts per walk in the Railton LTN – p.36

Table 4 - Gender statistics for detailed observations made in Railton LTN – p36

Table 5: Age statistics for detailed observations made in Railton LTN – p.37

Table 6: Ethnicity statistics for detailed observations made in the Railton LTN – p.37

Table 7: Physical disability statistics for detailed observations made in Railton LTN – p.37

Table 8: Description of nine spatial regions in the Railton LTN, with corresponding observational counts.- p.39

Table 9 – Categories for social behaviours and activities (Mehta,2019) – p.41

Table 10 - Comprehensive breakdown of social behaviours and activities seen by major restaurants and night-time economy businesses on Atlantic Highstreet – p.43

Table 11: Comprehensive breakdown of social behaviours and activities seen at the parklet on Atlantic Highstreet -p.44

Table 12: Comprehensive breakdown of social behaviours and activities seen by BAME businesses situated on Atlantic Highstreet – p.45

Table 13: Comprehensive breakdown of social behaviours and activities seen by Lord David Pitt House on Atlantic Highstreet – p.46

Table 14: Comprehensive breakdown of social behaviours and activities seen on Kellett Road, within Upper Railton Road – p.48

Table 15: Comprehensive breakdown of social behaviours and activities seen on Barnwell Road, especially by Barnwell parklet, within Upper Railton Road -p.49

Table 16: Comprehensive breakdown of social behaviours and activities seen at the Rattray Road Modal Filter, within Upper Railton Road. -P.50

Table 17: Comprehensive breakdown of social behaviours and activities seen at Somerleyton Passage -p.52

Table 18: Comprehensive breakdown of social behaviours and activities seen at Hamilton Supermarket shop and parklet, within the Mid Railton Road spatiality -p. 54

Table 19: Comprehensive breakdown of social behaviours and activities seen at Sam's Cycles, within the Mid Railton Road spatiality- p.55

Table 20: Comprehensive breakdown of social behaviours and activities seen at the Shakespeare Road Modal Filter – p57

Table 21: Comprehensive breakdown of social behaviours and activities seen in the immediate vicinity of Herne Hill House.- P.59

Table 22: Comprehensive breakdown of social behaviours and activities seen in the Railton Road South. -P.61

Table 23: Comprehensive breakdown of social behaviours and activities at Railton Road Cul De Sac/ Herne Hill Station Square. – p64

Table 24 – Summary of findings for Atlantic Highstreet -p.87

Table 25 – Summary of findings for Barnwell Road Parklet – p.88

Table 26 – Summary of findings for Shakespeare Road Modal Filter – p.89

Table 27 – Summary of findings for Railton Road Cul de Sac/Herne Hill Station Square – p.90

*The Railton Low Traffic Neighbourhood:
Evolving temporary urbanism projects and exploring inherent social capital
through a Feminist “Ethics of Care” framework*

1. Introducing the critical problem

The physical structure of the city is always undergoing change, responding, and reconfiguring in accordance with the pressures they face (Bertolini,2020; Mello et al.,2021). Low Traffic Neighbourhoods (LTNs) or ‘active neighbourhoods’ or ‘mini-hollands’ can be argued to be a reaction to the dominance of car traffic, and its corresponding implications – noise and air pollution, reduced safety and levels of physical activity and diminished social interactions between neighbours (Living Streets,2020a). We have already appraised the effect of longstanding LTNs in London (Aldred & Goodman,2021a), but amidst this there has been very scarce introspection of impacts on interpersonal relationships within local communities. Social capital refers to the network of relationships created amongst citizens living and/or working in a particular society, which enables that society to perform efficiently (Mpanje et al.,2018; Naser et al.,2021). Research continuously iterates that social capital generates connections of instrumental value (Scrivens & Smith,2013), which may also be critical in enhancing future effectiveness of LTNs.

LTNs are not new in London. They have been a part of the capital since 1970s, and there has been rapid surgency since 2020 (TfL,2020). One factor which has attributed to the proliferation of LTNs is the increasing dominance of the motor vehicle (Living Streets,2020b). In 1970, there were approximately 13 million vehicles on the UK’s roads, covering 145 billion miles. In 2019, 38 million vehicles were registered, travelling over 329 billion miles (Living Streets,2020b). LTNs have begun to re-administer space back to everyday urban citizens, enabling neighbourhoods to relinquish safer streets, happier and healthier lives (Living Streets,2020b). A second factor which has attributed to the rise of LTNs is the Covid-19 pandemic (Moreno et al.,2021). Amidst oscillations in numbers of coronavirus infections, it has been pertinent to encourage walking and cycling (Law et al.,2021). Finally, a third factor which has catalysed LTN acceleration is the Mayor’s long-term desire to avert climate crisis (The Guardian,2020a). Elaborating on physical materiality, LTNs consist of various features including: 1) traffic cells, where throughfare traffic is halted by bollards or planters; 2) urban avenues with safe space for cyclists to manoeuvre, and 3) an interlinked network of quiet, pedestrianised streets (Sustrans,2020). Reinforced by earliest examples in Waltham Forest, Enfield

and Kingston, LTNs carry a plethora of benefits (Living Streets,2020a). They encourage children to play outdoors more and neighbours to converse. They also minimise air pollution, enhance road safety and galvanise natural uptake of active travel habits (Living Streets,2020a). The reception of LTNs in London however is extremely polarised: some cite elongated emergency service response times, deviation of traffic congestion issues elsewhere, overly excessive fines, and insufficient community consultation pre-execution (The Guardian,2020b). Despite these criticisms, successes evidently have triumphed warranting rapid LTN implementation.

Understanding evidence regarding the influence of LTNs on cities and communities is critical in their successful deployment (Sustrans,2021). Currently, evidence regarding the positive impact of LTNs is predominantly orientated around: extent of traffic reduction on internal and boundary roads of LTNs (Aldred & Goodman,2021a), vehicle numbers pre and post LTN implementation (Hackney Council,2020); uptake of active travel habits (Aldred & Goodman,2021a), air quality improvements (Kings College London,2018) and levels of street crime (Aldred & Goodman,2021b). Success of LTNs also has been measured in accordance with economic prosperity (TfL,2022) and benefits to the most vulnerable groups including young/elderly, disabled, working class, BAME and LGBTQIA+ populations (Aldred & Verlingheiri,2020). Contemporary urban regeneration has become post-political, in the sense LTN implementation is heavily steered by technical assessments which comply with transport planning requirements (Hickman & Sallo,2022).

Most LTN studies tend to be technocratically driven rather than bottom-up, emphasise collection of quantitative rather qualitative data, and finally place emphasis on environmental benefits in contradistinction to social benefits. Regarding social capital, scholars tentatively suggest that LTNs create new social relations within local communities (Living Streets,2020b). Insufficient research arguably has attributed to homogenous framing of these social relations, and severe underestimation of transformative potentials (Foster,2021). Further to this, a feminist 'ethics of care' philosophical framework (Gibson-Graham,1996) may assist in understanding diverse social relations cultivated by LTNs.

The case study selection for this thesis is the unique Railton LTN, in Brixton, South London – Figure 1. Back in August 2020, the results of niche residentially led survey pointed towards increased safety and sociability on local streets (Railton LTN Survey,2020). In this survey, there was minimal clarity on reported phenomenon of ‘sociability’ (pp. 17). Since implementation in May 2020, new tactical urbanism features have emerged in the Railton LTN- parklets with integrated seating and board games, impromptu community noticeboards and a guerrilla garden (The Ranty Highwayman,2021). In the Railton Road LTN, a host of community co-design projects have been executed. In September 2021, Father Nature and Art4Space orchestrated nature, art and wellbeing workshops, along with clothes, toys and book swaps at local parklets (Brixton Buzz,2021a). In May 2022, Urban Growth and In-Use Re-Use facilitated bespoke street furniture sessions, orientated around Brixton’s rich cultural heritage (Brixton Buzz,2022). All these observations warrant deeper introspection of different social relations engendered by the LTN and impact of such on the future integrity of the Railton LTN which recently received a £1 million investment to make it permanent (Brixton Buzz,2021b).



Figure 1 – Entrance to the Railton LTN in Brixton (Brixton Buzz,2022)

2. Research Question and Key Objectives

2.1. Research Question

How does the Railton Low Traffic Neighbourhood and its evolving temporary use projects manifest an “Ethics of Care” and create social capital amongst those living and/or working within a one-mile radius of the scheme?”

2.2. Key objectives

Four objectives seek to address the proposed research question:

- 1) ***To identify*** what issues the Railton Low Traffic Neighbourhood and its evolving temporary use projects react to and who is responsible for their execution.
- 2) ***To assess*** how the Railton Low Traffic Neighbourhood and evolving temporary use projects have been implemented and equitability of outcomes amongst the local community.
- 3) ***To assess*** how future integrity of the Railton Low Traffic Neighbourhood can be retained through practices of mutual aid and solidarity amongst the local community.
- 4) ***To understand*** the implications of a Feminist “Ethics of Care” framework on the academic and institutional understanding of social capital engendered by the Railton Low Traffic Neighbourhood.

3. Literature review

This literature review is divided into three distinct sections. Firstly, it will address the relationship between urban morphology and social relations generated within city streets. Secondly, it will examine how temporary urbanism interventions (a prominent feature of LTNs created during Covid-19 pandemic) can generate a myriad of social relations within local communities, including those pertaining to conviviality and care. Finally, this literature review will examine what a feminist 'ethics of care' framework is and how it can potentially expand the evidence basis for LTN implementation.

3.1 The rise of the street as a space of inhabitation

This section of the literature review will highlight how spatial configuration of the built environment can influence liveability and social relations within city streets.

Not all utopian visions of urban form were orientated around constraining mobility of car (Babb,2021). From 1920s to 1950s, Le Corbusier and other modernist architects stressed for a very atypical model of urban growth in European and American cities; one which greatly permitted car travel as opposed to restraining it (Babb,2021). Le Corbusier envisioned the city on an alternative scale, which championed speed, movement, and efficiency, with clear demarcation between pedestrians and cars (Babb,2021). Corresponding with this ideology, new urban forms comprised of high-rise residential blocks, linear streets, well-configured public space revolving around the segregation of multiple functions, multi-level carparks and urban freeways (Babb,2021). Proceeding World War II, the car greatly exceeded in dominance, figuratively becoming 'king' (Fayyaz et al.,2022, pp.1568). The unpredicted and unfettered rise in the use of automobile however presented many unforeseen ramifications. Where car ownership was high, this pertained to the development of cities as low density, suburban settlements (Newman & Kenworthy,2015). Additional ramifications included diminution of neighbourhood life and reduced safety from severely separated land use zoning (Fuentes et al.,2020; Babb,2021).

In the 1960's, Jane Jacobs profoundly suggested a new form of urban planning – one which was less technocratic and orientated around technical and scientific rationality (Fuentes et al.,2020; Norgaard,2022). In her famous book “The Life and Death of American Cities”, Jane Jacobs mentioned that cities are the foci of human life and interaction. Spaces for encounters and socialisation are critical in the production of personal connections. These social relations ascertain to urban vibrancy, and potential fulfilment of the needs and desires of everyday citizens. Regarding urban form, Jacobs specifically advocated for: higher densities (increasing pedestrian footfall on streets), mixed-uses (home, work and recreation in proximity), old and new buildings (appreciating the capacity of old buildings to sustain over-time connections) and short blocks with cornered streets (increasing contact opportunities). Jane Jacobs also advocated for easy accessibility via foot/ public transport and distance from large scale developments (Fuentes et al.,2020). These six conditions are critical in nurturing urban vitality, forming the foundations of many contemporary urban design theories (Delclos-Alio & Miralles-Guasch,2018).

By 1980s, concern of the negative implications of car dependency grew by tenfold (Babb,2021). Manifestation of sustainable development as an urban policy agenda ascertained to the emergence of alternate urban forms. New models included the Compact City in Europe, Smart Growth and New Urbanism movements in USA. In hindsight of the Covid-19 pandemic, new embodiments include ‘Superblocks’ in Spain and the ‘15-minute city’ model in France (Babb,2021). With car dependency still relatively unchanged (Newman & Kenworthy,2015), new means have evolved in the early 21st century to safeguard spaces in cities. New means include Temporary Urbanism (Babb,2021). Collectively, Henderson (2013) claims that various protests against automobility in the early 21st century derive from idiosyncratic motivations: retrieving space from vehicles to elevate safety of streets; advocating a hybrid mix of active travel modes in city streets; and others focused on predicaments of capitalism and diminution of the public realm to privatisation.

Now that we have talked about the overarching impact of built environment configuration on social relations within local neighbourhoods, we are ready to delve into heterogenous social relations precisely engendered by temporary urbanism interventions - a prominent feature within newer emergency LTNs like Railton Road.

3.2 Temporary uses amplifying the street as a space of inhabitation

This section of literature review will explore the theoretical concept of temporary uses, examine the varying temporary use typologies, and interrogate diverse social relations cultivated by such practices.

Temporary modifications of land and buildings has been an inherent characteristic of cities for numerous decades (Andres et al.,2021). Temporary uses entail empty, uninhabited, and dilapidated lands and buildings being reappropriated in correspondence with multiplicity of drivers and needs (Andres et al.,2021). Examples of temporary uses include public art, unauthorised streetscaping and guerrilla gardening to yarn bombing, play streets and temporary conversion of car parking spaces (Carlton & Vallance,2017). No singular word captures the wide array of temporary uses projects, time spans and levels of legality (Carlton & Vallance,2017; Andres et al.,2021). In literature, frequently mentioned terms include 'DIY urbanism', 'pop up urbanism', 'tactical urbanism', 'meanwhile uses' to 'guerrilla urbanism', 'insurgent placemaking' and 'autonomous geographies' (Pickerill & Chatterton,2006; Hou,2010; Bishop & Williams,2012; Finn,2014; Harris,2015; Lydon & Garcia,2015; Centre For London,2018). Some of these terms reflect genuine temporality (the former- 'pop-ups' and 'meanwhile'), whilst some terms hint precarity and anti-hegemonic nature of such practices (the latter - 'guerrilla' and 'insurgent') (Braggalia & Rossignolo,2021).

In his 1991 book, Henri Lefebvre prominently stated that space is a social construct, engendered by a triad of qualities: one, the professional practices which exist; two, professional interpretations of space by local authorities and built environment specialists; and three, lived everyday experiences of ordinary quotidian citizens. All three types of space are in contestation (Massingue & Oviedo,2021). Traditionally, temporary uses have been tied to self-organised and differential experiences, which take place beyond the institutional realm (Hou,2010). Creative tactics of spatial reappropriation have existed for many decades, being used to convey dissent towards domineering capitalist visions for the city, express a 'right to the city' of otherwise marginalised groups and address inequities and absences in urban infrastructure (De Certeau & Mayol,1998; Lefebvre,1991). Reflecting upon the past two decades, there has been progressive dissonance from the original radical movement (Braggalia & Rossignolo,2021). In moments of uncertainty where there has been an absence of suitable development options, local governments have adopted temporary uses to stimulate revitalisation of vacant spaces (Matoga,2019). Surging in popularity, institutional temporary uses

equally have been critiqued for galvanising gentrification (Carmona,2014). Amidst the Covid-19 pandemic, a third temporary use typology has arisen. Hybrid temporary urbanism (prevalent in recent LTNs) is affiliated with severe and sudden disturbances and the urgency for instant and quick adaptation (Andres et al.,2021). Hybridity is illustrated through bricolage of key stakeholders who erect and develop temporary use interventions for purposes of viability and/or liveability (Andres et al.,2021).

Temporary uses generate a myriad of social relations (Foster,2020). Lefebvre (1991) stresses that everyday practices are not extraordinary but illuminate how non-capitalist desires are constantly enacted in cities. Strong parallelism exists between Lefebvre and Gibson-Graham's scrutiny of capitalism (Foster,2020). Gibson-Graham (1996) challenges the problematic framing of capitalism as hegemonic and the only type of economy which exists. Gibson-Graham further elucidates on the totalising concept being subsequently shadowed by antagonism (Schmid & Smith,2020). Instead, such authors postulate that the world consists of a multiplicity of economies, with an ethos of care and conviviality foregrounding some alternatives (Foster,2020). Scholars still argue that Gibson-Graham fails to recognise the pervasiveness and precarity of capitalism's borders (Tsing,2015). They pragmatically dwell upon the rise, stabilisation and decline of grassroots practices as a nascent and polycentric way of how social change occurs in cities (Strengers & Maller,2014).

Now that we have discussed the multiplicity of social relations engendered by temporary uses and their undetermined logics, we are ready to hone into underexplored social relations of care and what this may mean for LTNs.

3.3. A Feminist 'Ethics of care' and implications for LTN execution

This section of literature review will address the very ubiquitous nature of caring practices in cities, impacts of neoliberal ideology on our articulation of care and examine how a feminist ethics of care ontology could aid with a much-needed reconceptualization of LTN implementation.

There is nothing extraordinary about the execution of care nor its existence in the everyday urban lives (Samanani,2017). Care is an orientation, as much as it is an embodied act (Conradson,2011). There is a multiplicity of descriptions for care: the practice can be emancipating but equally repressive (De La Bellecasa, 2017). Messy, dirty, draining, overbearing and monotonous, but equally joyous, abundant, and beautiful (De La Bellecasa,2017). Aspirational and ethical, but deeply bureaucratic (Russo,2021). We are reliant on care for our individual and collective survival. But our collective capacity to care greatly transcends what we able to individually orchestrate (Lawson,2007). Tronto (2020) notes that that our individual capacities and needs are in constant flux throughout our lives, as exhibited by the Covid-19 pandemic (Gary & Berlinger,2021). Care can be argued to be an innate feature of city life, intertwined within moments where life is maintained, continued, and repaired (Tronto,2020).

The omnipresent nature of care commonly ascertains to the practice being forgotten, peripheralized or wholly omitted from urban design narratives (Yeandle et al.,2017). Caring practices are highly contentious in cities. In contemporary society, the activity is often informal, gendered, classed and racialised (Barnes et al.,2015). At this present moment, proceeding vast de-institutionalisation (which has curtailed care capacities of local municipalities), there has been elevated commodification of such practices (Gleeson & Kearns,2001; Morse & Munro,2018). In contemporary society, how care is conceived, enabled, funded and enacted is political. In addition to this, domineering neoliberal ideology has presented various ramifications (Williams, 2020). Care is currently depicted as unrelentless predicament of the market economy, a solitary responsibility, and something restricted to families (Tronto,2020). Some scholars say these principles have incrementally stripped of our communal accountability to care for others (Williams,2020). In correlation, scholars stress for paramount revision of our understanding of care responsibility. A feminist ethics of care could instrumentally inform this (Williams,2020).

In 1982, Carol Gilligan pressed for a feminist ethics of care - a moral theory dependant on comprehending people as interdependent beings in juxtaposition to autonomous, rationale individuals (Williams,2020). Pertinent to this thesis, a feminist ethics of care constitutes of five stages: caring about, caring for, care giving, care receiving and caring with (Tronto,1993; Tronto,2020), as shown in Table 1 & Figure 2.

Table 1 - Tronto's five feminist ethics of care stages (Brannelly,2018; Parsons et al., 2020; Williams,2020)

Feminist ethics of care stage	Description
Stage 1: Caring about/ "attentiveness"	What is the nature of the problem we care about?
Stage 2: Caring for/ "responsibility"	Who is responsible for addressing that problem?
Stage 3: Care giving/ "competence"	How is care then enacted?
Stage 4: Care receiving/ "responsiveness"	Whom are the receivers of care? And how is it recognised?
Stage 5: Caring with/solidarity	Acknowledging dynamisms in our individual capacities and needs, how can care be practiced through mutual aid and solidarity?

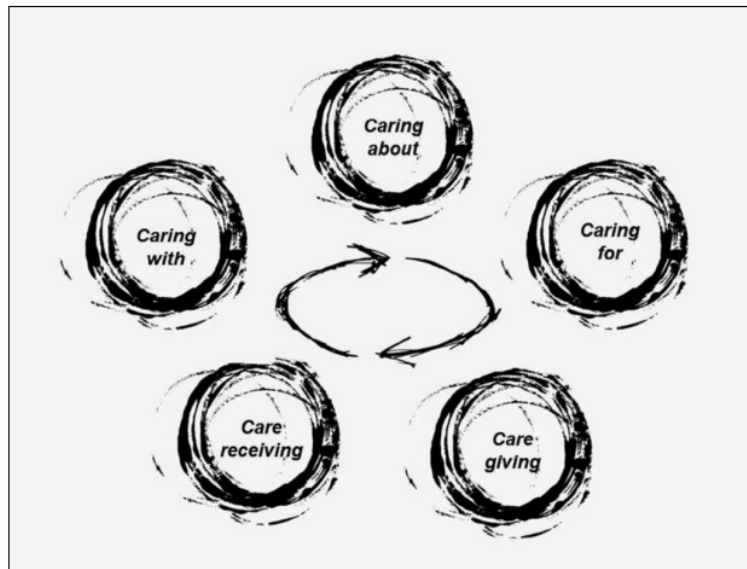


Figure 2 – Visual representation of Tronto's five stage feminist ethics of care (Groot et al.,2019, pp.289)

In literature, there has been few tentative interactions between urban design theory and a feminist ethics of care (Williams,2020). Some studies have: explored a 'politics of togetherness' amidst prevalent socio-spatial segregation (Amin,2013); examined how care can ascertain to the production of 'just'/egalitarian public spaces (Iveson & Low,2016); and examined benefits of place-based ethics in landscapes characterised by violence, despotism, and marginalisation (Till,2012). Influenced by new materialism and posthumanism scholarship, a feminist ethics of care may encourage serious consideration of care as a critical urban infrastructure in cities (Alam & Houston,2020). Reaching the end of this literature review, we are now ready to move onto research methodologies which were deployed to understand what extent the Railton LTN manifests an ethics of care.

4. Research Methodology

The research methodology is divided into the following sections respectively: case study selection, data collection methods, justifications and limitations and analytical framework.

4.1. Case study selection

4.1.1 Background of Railton neighbourhood within Brixton

Undeveloped until early 19th century, Brixton incrementally has transformed into a middle-class suburb (Robson & Butler,2001). By 1920s, Brixton established itself as a prosperous London suburb with an extremely successful shopping centre (Mavrommatis,2011). Economic success however was abruptly halted by the air raids of World War II (Pieroni & Naef,2019). Following enactment of the 1948 British Nationality Act, a substantial number of West Indians moved into Brixton compensating losses (Mavrommatis,2011). By the ending of 1950s, Brixton evolved into an area highly defined by ethnic and cultural differences (Mavrommatis,2011). Such places indicated the surgency of a new world – one which embraced ethnic and cultural heterogeneity. Life however was not straightforward (Pieroni & Naef,2019). In the 1980s, Brixton (alike other areas in the UK) encountered numerous issues from de-industrialisation: escalating unemployment, crime, poor quality housing and insufficient amenities (Pieroni & Naef,2019). Media semantics suggesting correlation between race and crisis, pertained to various riots occurring in Brixton (Pieroni & Maef,2019). Brixton over the past few decades has become infamous and famous, equally detested, and adored by different populations for different reasons (Mavrommatis,2011).

Since early 1980s, gentrification processes have incessantly taken place in Brixton (Mavrommatis,2011). The 1993 Brixton City Challenge project galvanised urban regeneration, promoting celebratory facets of multiculturalism and consolidation of a night economy, with new bars, restaurants and clubs emerging in later years (Mavrommatis,2011). From late 1990s, housing rapidly proliferated in the area (Mavrommatis,2011). More recently, pop-up food, retail and workspaces (i.e. Pop Brixton) have emerged (Zhang & Fox,2020). Holistically reflecting, today's concerns relate to a new Brixton rising: partially gentrified whilst partially preserved, partially affluent whilst partially impoverished, a sanctuary of multiculturalism whilst being a harbour of cultural sameness (Mavrommatis,2011). Further to this, concerns arisen about the contribution of LTNs to this paradox (Aldred et al.,2021).

4.1.2 Background of the Railton LTN

In 2020, Lambeth Council introduced five trial LTNs and a further two in 2021: Oval to Stockwell, Railton, Ferndale, Tulse Hill and Streatham Hill, Brixton Hills and Streatham Wells respectively (Lambeth Council,2022) – see Figure 3. LTNs previously formulated the Council’s long term transport strategy; implementation however was accelerated by the Covid-19 pandemic (Lambeth Council,2022). Regarding our focus, the Railton LTN was deployed to diminish traffic volumes within the boundaries (Railton Road itself) and on periphery roads (i.e., Coldharbour Lane and Dulwich Road) (Systra,2021). Regarding physical composition of the Railton LTN, planters, signage and ANPR cameras have been used to generate eight modal filters and three no entry signs (Commonplace,2021). In December 2021, the Railton LTN acquired a permanent status (Brixton Buzz,2021b). With this, basic temporary planters and signage are being substituted (through a series of phases) with more permanent, heterogenous urban design features. Figures 4 and 5 examines the LTNs current spatial configuration and proposed improvements respectively. Figure 6 also acknowledges stakeholders who will be impacted by the Railton LTN.

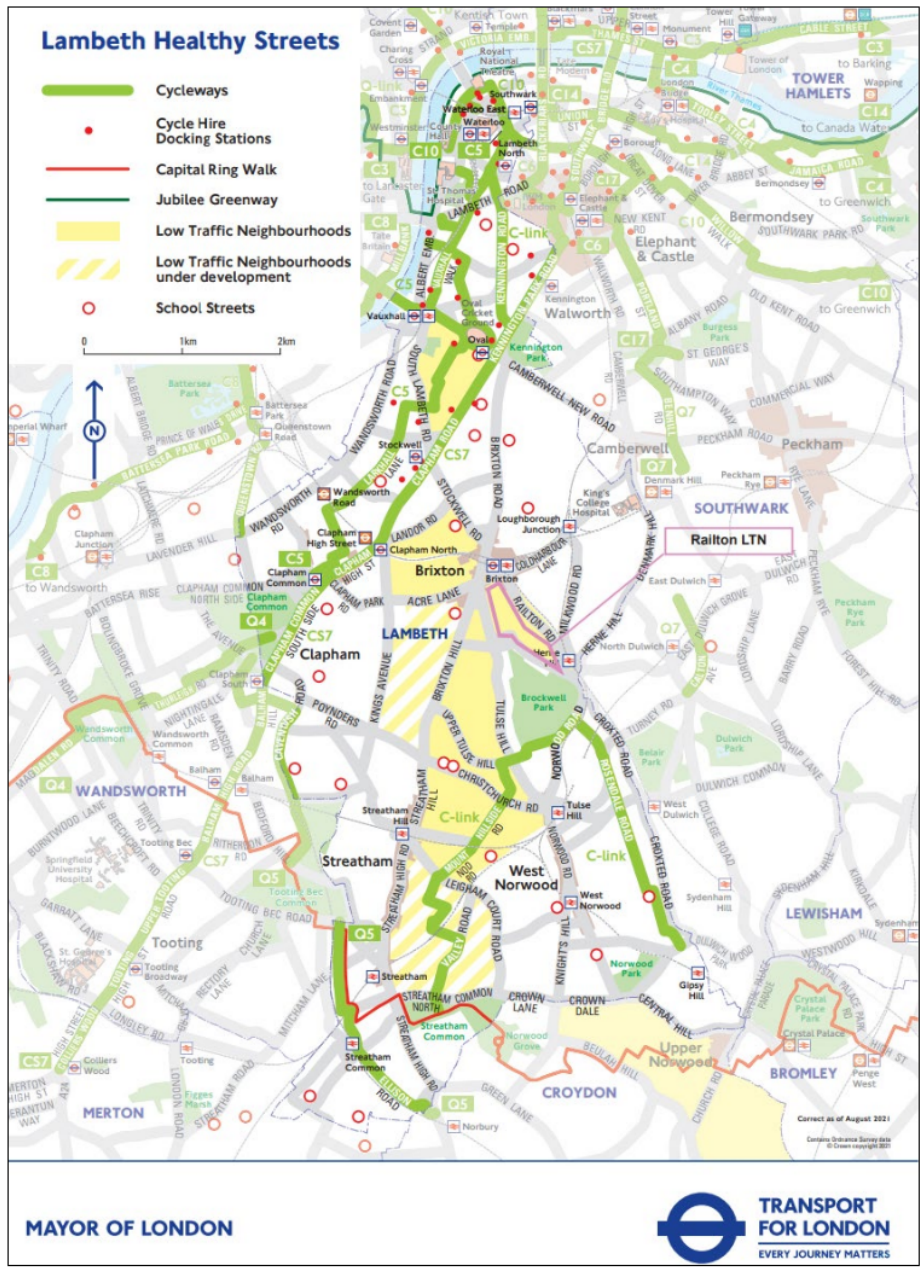


Figure 3 – The Railton LTN within wider context of Lambeth Council’s “Healthy Streets” scheme (Lambeth Council,2022)

**RAILTON ROAD LOW TRAFFIC NEIGHBOURHOOD, BRIXTON
SPATIAL CONFIGURATION MAP**

Figure 4 – Current spatial configuration of Railton LTN (Author's own, 2022)

Feature 1 - Modal Filters



1. Atlantic Road/Railton Road



2. Kellett Road



3. Shakespear Road



4. Railton Road South



5. Jeil/Railray Road



6. Jeil/Dalberg Road



7. Telawn Road



8. St Matthews



Feature 2 - Parklets (LB Council & Resident-led)



9. Cafe Black & White Parklet (LB)



10. Barnwell Road Parklet (R)



11. Railray Road Parklet (R)



12. Hamilton Supermarket Parklet (LB)



Feature 3 - Community projects (& facilitators)



13. Bespoke Street Furniture (InUse ReUse / Urban Growth)

14. Somerleyton Passageway (InUse ReUse / 81 Acts)



15. Nature & Art Workshops (FatherNature / Art4Space)

**RAILTON ROAD LOW TRAFFIC NEIGHBOURHOOD, BRIXTON
SPATIAL CONFIGURATION MAP - PHASE 2 FILTER UPGRADES (JUNE 2022 -TBC *)**

*Community consultation for Phase 2 designs will take place between June 13th 2022 to July 7th 2022.

Figure 5 – Proposed Improvements for Railton LTN (Author’s interpretation, 2022)

1. Proposed St Matthews Road upgrades



3D Street-level visual 1

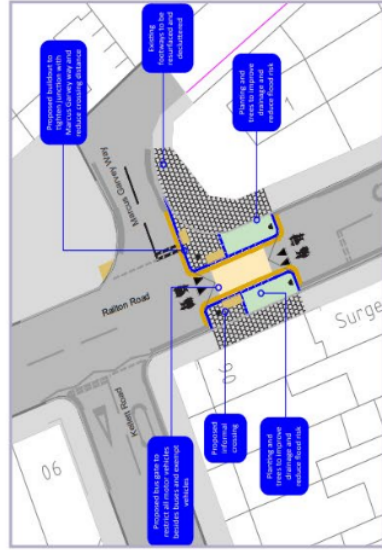


3D Street-level visual 2

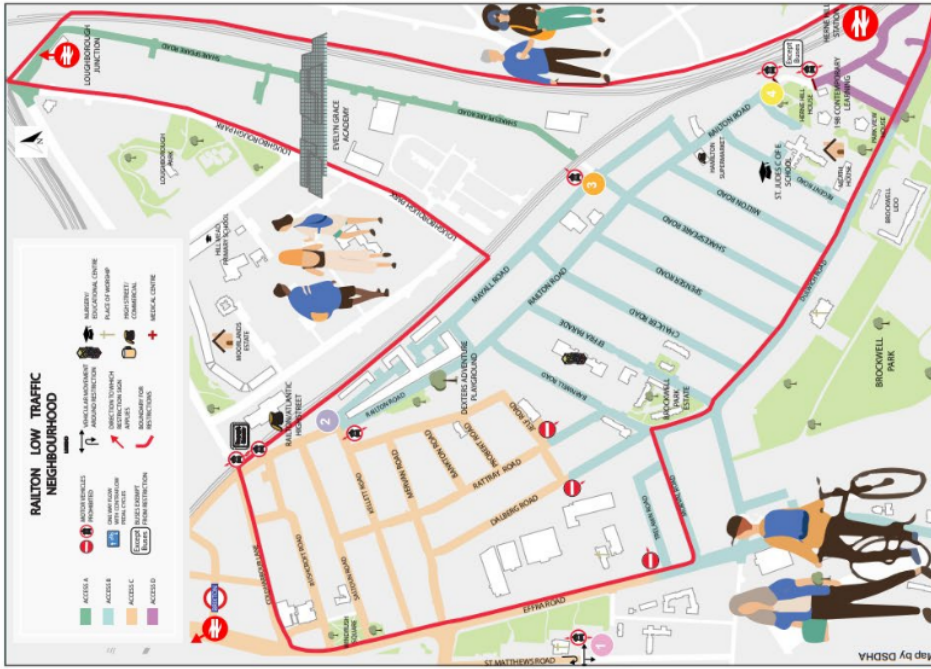


3D Satellite view

2. Proposed Marcus Garvey Way upgrades



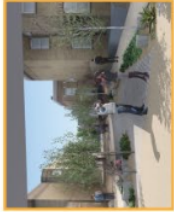
Marcus Garvey Way Design



3. Proposed Shakespeare Road upgrades



3D Street-level visual 1



3D Street-level visual 2



3D Satellite view

4. Proposed Railton Road South upgrades



3D Street-level visual 1



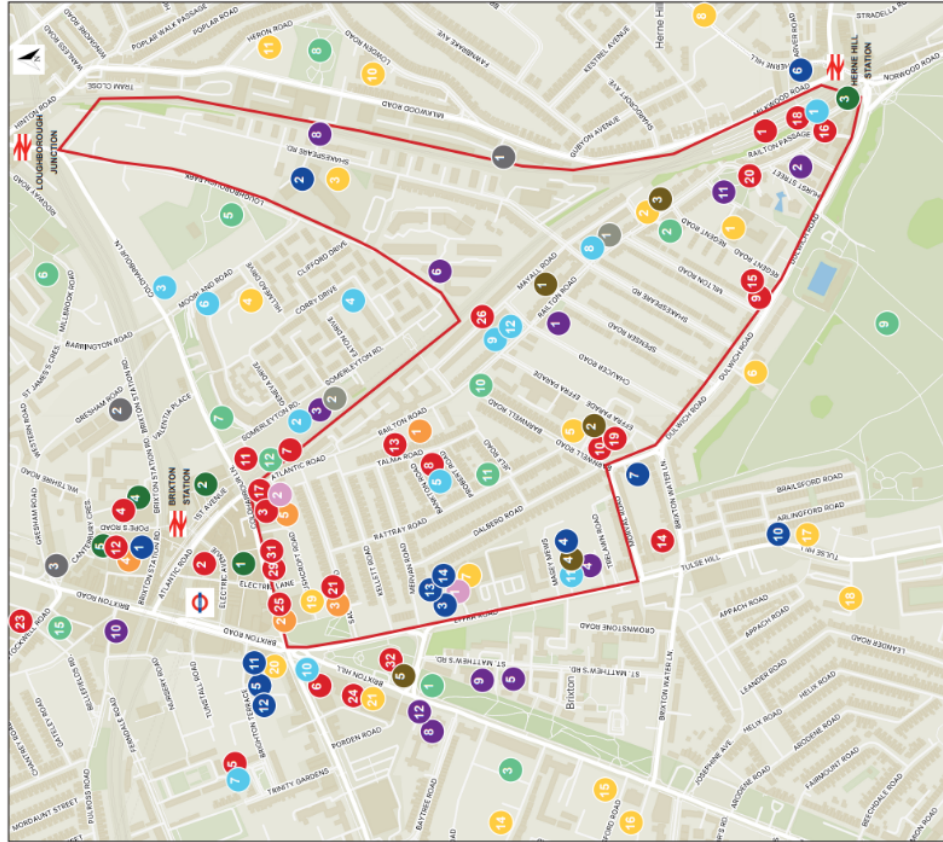
3D Street-level visual 2



3D Satellite view

RAILTON ROAD LOW TRAFFIC NEIGHBOURHOOD, BRIXTON
PRELIMINARY STAKEHOLDER MAPPING

Figure 6 – Key Stakeholders in Railton LTN (Author's own, 2022)



EDUCATION

1. St Jude's C.E. Primary School
2. The German Kindergarten
3. Evelyn Grace Academy
4. Hill Mead Primary School
5. Efra Early Years Centre
6. Practical Pre-School
7. The Langthorne Institute (English School & GCSE Tuition)
8. Herne Hill School
9. Ruskin House School *
10. Jessop Primary School
11. The Michael Tippett School
12. Ecole Cadet Rousselle *
13. St Saviour's C of E Primary School *
14. Subourne Primary School
15. Trinity Academy
16. Corpus Christi Catholic School
17. N Family Club - Brixton Nursery
18. Jubilee Primary School
19. Projo *
20. Tragoo! *
21. Nouvel An concert *

YOUTH FACILITIES

1. Dexter Adventure Playground
2. Young Lambeth Cooperative
3. Poetic Unity
4. We Rise
5. Advocacy Academy

COMMUNITY FACILITIES

1. Station Hall
2. Number Six Brixton *
3. Brixton Dominions Community Centre
4. Moorlands Community Centre
5. St Vincent's Centre, Brixton
6. Southway House Community Hall
7. Edmundsbury Community Hall
8. Brixton Advice Centre
9. Connect and Do
10. Lambeth Town Hall
11. Efra Resource Centre *
12. Fannon Resource Centre *

TRANSPORT

1. Sam The Wheels
2. Lambeth & Southwark Community Transport *
3. Transport For All *

LGBTQA+

1. LGBT Hero
2. Love and Power

ARTS, CULTURE, DIY, HERITAGE & MEDIA

1. Creative Minds London
2. In Fact
3. Brixton Art Club
4. School of Communication Arts
5. Phoenix Arts and Cultural Community Group Project Ltd
6. London Borough of Culture Bid
7. The Drop Mural Painting School
8. Wu's Tai Chi Chuan Academy
9. Perform Herne Hill
10. KidsArt!
11. Brixton House
12. The Brixton Project
13. Brixton Youth Theatre
14. Hootanary Brixton
15. The Prince Regent
16. The Commercial
17. Dogstar
18. Herne Hill Harmony
19. Efra Space
20. 198 Contemporary Arts and Learning
21. Black Cultural Archives
22. Hurst Street Estate
23. O2 Academy Brixton
24. Electric Brixton
25. Bixby Cinema & Cafe
26. Brixton Society
27. a4dSpace *
28. InUse ReUse *
29. Brixton Blog *
30. Brixton Buzz *
31. Brixton Bugle
32. Rocket P R Within St Matthew's Church *

FITNESS & HEALTH

1. Brixton Recreation Centre
2. Go Mammoth
3. 5-a-side Football Leagues
4. Mosaic Clubhouse
5. Lambeth and Southwark Mind
6. Health Hub
7. Yoga Point Brixton
8. The Well Centre *
9. Herne Hill Group Practice *
10. Brixton Therapy Centre
11. Brixton Therapy Centre
12. Pavilion Medical Centre
13. Caremark Lambeth
14. London Care Responds

FAITH

1. Railton Methodist Church
2. Brixton Buddhist Community
3. International Fellowship for Christ (CGWF)
4. Brixton Unitarian Church
5. Saint Matthew's Church Brixton

ENVIRONMENT & SUSTAINABILITY

1. Brixton Orchard
2. Hamilton Supermarket parklet
3. Father Nature
4. Urban Growth *
5. Loughborough Park
6. Wyck Gardens
7. Coddharbour Lane Open Space
8. Milkwood Community Park
9. Brockwell Park
10. Barnwell parklet
11. Railray parklet *
12. Lounge Brixton/ Atlantic Road parklet *
13. Lambeth Living Streets *
14. Transition Town Brixton *
15. Repowering

HOUSING, TENANT & RESIDENT ASSOCIATIONS

1. Brixton Housing Co-Op
2. Hurst Street Estate
3. Brixton Green
4. Waterloo East (South)
5. Residents' Associations
6. St Matthews Estate Tenants & Residents Association
7. The Guinness Partnership
8. Shakespeare Road Resident Group
9. Arfington Lodge Estate
10. Anchor - Manor Court
11. Lambeth Self Help Housing Association Ltd
12. Herne Hill House
13. Homes For Lambeth

MAJOR COMMERCE

1. Brixton Market
2. Brixton Village Market
3. Herne Hill Market
4. Pop Brixton
5. Brixton BID

EMERGENCY SERVICES

1. Brixton Ambulance Station
2. Brixton Fire Station
3. Brixton Police Station

ONLINE FORUMS

1. Brixton Neighbourhood Forum *
2. Herne Hill Forum
3. Railton LTN Resident Group *
4. One Lambeth *

Railton Road LTN boundary

* Not shown on map
 * Temporarily closed

4.2 Data collection methods, justifications and limitations

Inter-disciplinary ethnographic methods including non-participant observations, community walkabouts and interviews were used to grapple with the impact of the Railton LTN on social relations within the local community.

4.2.1 Desktop Research

Firstly, desktop research was carried out to grapple with demographic and socio-economic characteristics of Railton Road. Desktop research was also executed to understand dynamic spatial reconfigurations taking place in the Railton LTN (Figure 4 & 5). Understanding the physical arrangement was critical in premeditating possible social behaviours and activities in the Railton LTN (Dousti et al.,2018).

4.2.2 Non-Participant Observation Walks

Secondly, a series of non-participant observational walks were carried out to gage patterns of social behaviours/activities along Railton Road (Mehta,2019). The researcher walked slowly along Railton Road, registering the number of stationary people, locations, their social behaviours and activities, and postures – Appendix A (Mehta,2019). This information was then registered on an OS base map – Appendix B, with each person being represented by a dot and any groups being circled (Mehta,2019). Elucidating on non-recorded data, people simply passing by, entering a shop premises, or waiting for a bus were not documented (Mehta,2019). Collecting a variety of data, non-participant observations were predominantly orchestrated on weekdays between 9:00AM – 6:00PM and weekends between 10:00AM – 7:00PM (Layton & Latham,2021). Advantageously, non-participant observations illuminated distinct settings with maximal and minimal social behaviours and activities.

4.2.3 Community walkabouts

Lastly, community walkabouts were conducted lasting approximately 1.5 to 2 hours. In comparison to non-participant observations, community walkabouts enabled the collection of nuanced data in a highly participatory manner (Thomson,2018; Radice,2022). On opposing ends of the spectrum, two prominent residential communities – Railton LTN Residents (pro-LTN) and One Lambeth (anti-LTN) were invited to participate (Figures 7 & 8). During the walk, the researcher led the conversation with interesting insights about four distinct locations in Railton LTN (Appendix C), informed by preliminary desktop research and non-participant observations (Jane’s Walk London,2022). Asking prompt questions enacting Tronto’s five stage feminist ethics of care (Appendix D), participants were encouraged to share their perspectives.

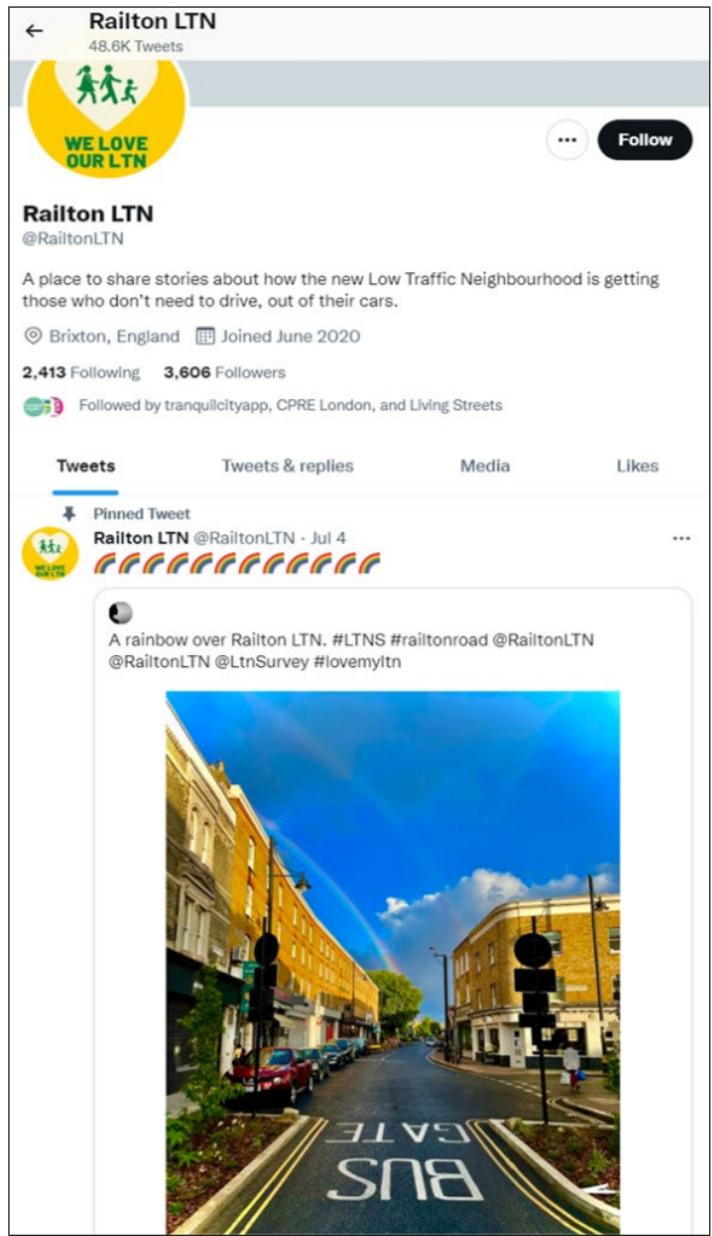


Figure 7 – Railton LTN Residents social media page (Twitter, 2022a).

← **OneLambeth**
68 Tweets



Follow

OneLambeth
@lambeth_one

Joined November 2020

287 Following 190 Followers

Not followed by anyone you're following

Tweets Tweets & replies Media Likes

OneLambeth Retweeted

Lambeth Living Streets for everyone @LambethLivingSt · Mar 19 ...

3) & saw some familiar scenes, like this street full of SUVs & their owners with their Dirty Air for Everyone posts while, poetically, the sunny side of the street has some pro-posters 🙌



OneLambeth and 3 others

Figure 8 – One Lambeth Social media page (Twitter,2022b).

4.3 Analytical framework

For non-participant observation walks, the researcher intertwined spatial analysis with quantitative analysis. For the community walkabouts, qualitative reflexive thematic analysis was conducted (Table 2) with rigorous examination of resident's viewpoints against Tronto's (1993;2020) five stage feminist ethics of care.

Table 2 – Reflexive thematic analysis steps for community walkabouts (Byrne,2022)

Reflexive thematic analysis step	Description
Step 1	Familiarisation with data
Step 2	Production of initial codes (i.e. "S1", in alignment with the first feminist ethics of care stage)
Step 3	Production of themes (i.e. "caring about" in alignment with Tronto's first feminist ethics of care stage.
Step 4	Defining and re-review of themes
Step 5	Synthesis of community walkabout analysis

5. Ethics Statement

Throughout the research process, a series of ethical principles were adhered to including being honest, objective, sincere, transparent and accountable (Resnik et al.,2015). Concerning practical steps during data collection, informed consent was sought, participants were persistently reminded of their ability to withdraw from the study at any time without ramifications. In addition to this, data was held confidentially and anonymised (Ngozwana,2018). See Appendix E, F, G and H for ethics clearance questionnaire, risk assessment, community walkabout invitation email and community walkabout participant information sheet respectively.

6. Research activities timetable

Figure 9 illustrates how research was executed to meet the corresponding research question and key objectives. On this note, we are now ready to evaluate the findings of research activities – namely the non-participant observation walks and community walkabouts.

GANNT CHART TIMETABLE

	Apr-22				May-22				Jun-22				Jul-22				Aug-22				Sep-22				
	W1	W2	W3	W4	W1	W2	W3	W4	W1	W2	W3	W4	W1	W2	W3	W4	W1	W2	W3	W4	W1	W2	W3	W4	
Key Dates																									
Supervisor Meetings (factoring in leave)																									
Supporting Stakeholder Meetings																									
Thesis Chapter Write-up																									
Data Collection (Preparatory Traks)																									
Data Collection																									
Other																									

Figure 9—Gantt Chart illustrating research activities (Author's own, 2022).

7. Stage 2 Non participant observation findings

7.1 Introduction to non-participant observation walks

In total, 9 non-participant observational walks were conducted around the Railton LTN, from Thursday 2nd June 2022 to Thursday 23rd June 2022. Over the 3-week period, walks were done during the weekday and weekend at alternating times. The researcher inquisitively wondered along the spine of Railton Road and into peripheral streets. Walks roughly were 1.5 to 2 hours in duration. Detailed observations were made for the whole of the Railton LTN, apart from Railton Road Cul de sac/ Herne Hill Station Square regarding the vast volume of people observed.

7.1.1 Observational counts per walk

This section will reflect on observational counts per walk in the Railton LTN. Table 3 combines detailed observations (429 people) with approximates made at Railton Road Cul de Sac/Herne Hill Station square (670 people). Coinciding local and national events which may have influenced observational counts have also been registered.

Table 3: Observational counts per walk in the Railton LTN.

Walk	Date/Time	Number of stationary people observed	Coinciding local/national events
1	Thursday 2nd June 2022, 3pm - 4pm	162	- Jubilee Bank Holiday weekend (street party on Spenser Road and festivities at Herne Hill Station Hall) - Brockwell Park Summer Series
2	Saturday 4th June 2022, 2pm - 4pm	222	- Jubilee Bank Holiday weekend - Brockwell Park Summer Series
3	Monday 13 th June 2022, 1pm – 2:30pm	55	
4	Thursday 16 th June 2022, 11:30am – 1:30pm	79	
5	Friday 17 th June 2022, 7:30pm – 8:45pm	157	
6	Sunday 19 th June 2022, 2:45pm – 4pm	124	- Herne Hill Sunday Market
7	Monday 20 th June 2022, 8:45am – 10:00am	75	
8	Wednesday 22 nd June 2022, 3:45pm – 6pm	150	
9	Thursday 23 rd June 2022, 7:15pm – 8:30pm	75	
	TOTAL	1099	

7.1.2 Demographic counts

This section highlights demographic statistics for detailed observations made in the Railton LTN.

See Tables 4, 5, 6 & 7.

Table 4: Gender statistics for detailed observations made in Railton LTN

Gender	Number of observations	Percentage of observations
Male	263	61.31%
Female	166	38.69%
Other	0	00.00%
TOTAL	429	100.00%

Table 5: Age statistics for detailed observations made in Railton LTN

Age group	Number of observations	Percentage of observations
Baby: Few months old	4	0.93%
Child: <13	25	5.83%
Teenager: 13 - <18	14	3.26%
Adult: 18- <60	368	85.78%
Senior: 60+	18	4.20%
TOTAL	429	100.00%

Table 6: Ethnicity statistics for detailed observations made in the Railton LTN

Ethnic group	Number of observations	Percentage of observations
White	225	52.45%
Black	165	38.46%
Asian	22	5.13%
Mixed	17	3.96%
TOTAL	429	100.00%

Table 7: Physical disability statistics for detailed observations made in Railton LTN

Physical disability	Number of observations	Percentage of observations
Has a physical disability	2	0.47%
Does not have a physical disability	427	99.53%
TOTAL	429	100.00%

7.1.3 Observational counts per spatial regions in Railton LTN

This section illuminates observational counts for different spatial regions across the Railton LTN – see Figure 10 & Table 8. Spatial areas vary in size. Atlantic Highstreet (Area A) is small, regarding the high concentration of social behaviours and activities seen there. By contrast, places like Mid Railton Road (Area D) are much larger regarding sporadic occurrence of social behaviours and activities. Some spatial areas were also created, regarding occurrence of rather unconventional or extremely minimal social behaviours and activities i.e. Shakespeare Road Modal Filter (Area E).

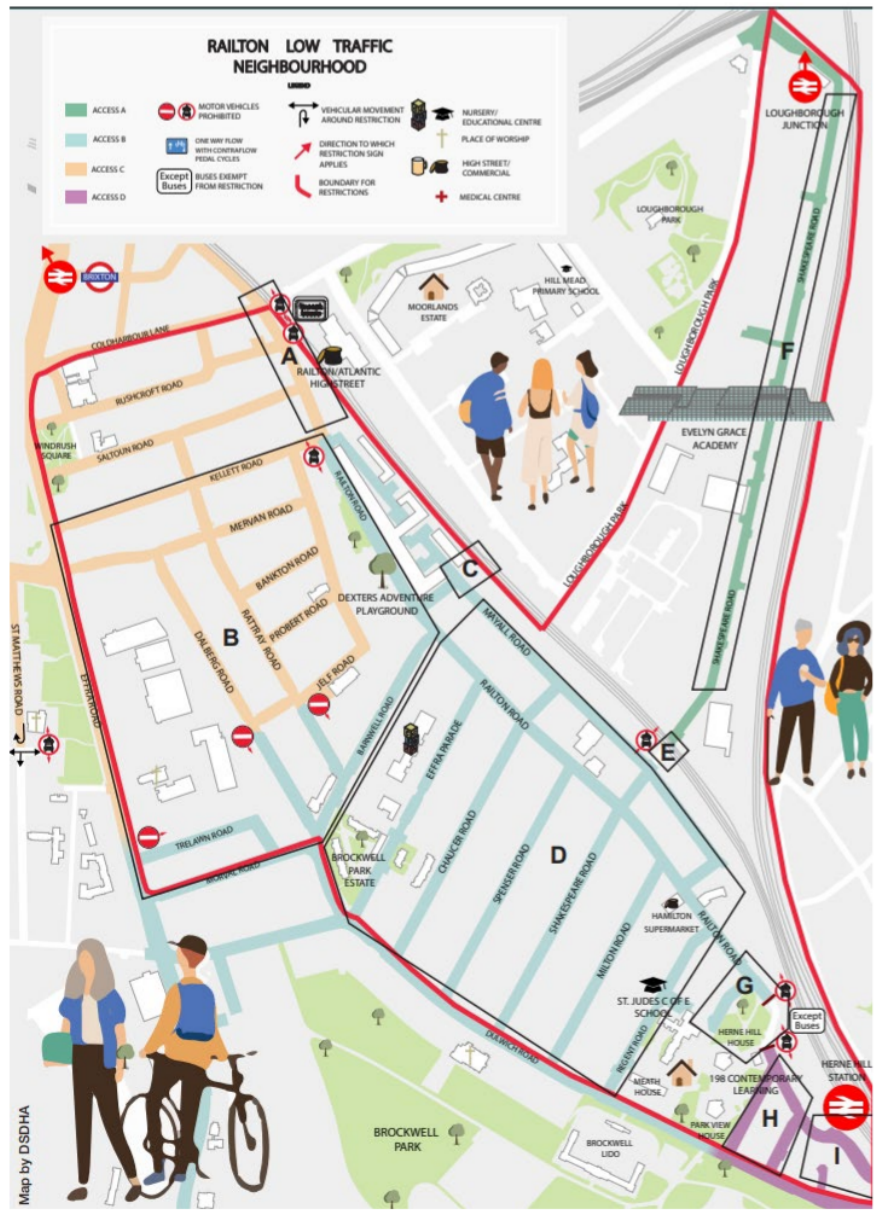


Figure 10 – Nine spatial regions in RAILTON LTN non-participant observational analysis was oriented around (Author’s own, 2022).

Table 8: Description of nine spatial regions in the Railton LTN, with corresponding observational counts.

Spatial Area	Spatial Description	Number of observations	Percentage of observations
A - Atlantic Highstreet	5-minute walk from Brixton Train & Underground Station. Stretch of high street from Coldharbour Lane/ Atlantic Road intersection down to Marcus Garvey Way.	164	38.23%
B - Upper Railton Road	Area bounded by Kellett Road to the North, Railton Road to the East, Barnwell Road & Morval Road to the South and Effra Road to the West.	112	26.11%
C - Somerleyton Passage	Passageway connecting Leeson Road to Somerleyton Road on Eastern side of railway track.	5	1.17%
D- Mid Railton Road	Area bounded by Barnwell Road to the North, Mayall Road to the East, Herne Place to the South and Dulwich Road to the West.	106	24.71%
E - Shakespeare Road Modal Filter	Modal filter situated at the Shakespeare Road/ Mayall Road intersection.	5	1.17%
F- Shakespeare Road East	Stretch of Shakespeare Road, which continues from Eastern side of railway bridge to Loughborough Junction.	5*	1.17%
G- Herne Hill House and immediate periphery	Herne Hill House and immediate boundary roads (Herne Place and small	21	4.90%

	stretch of Railton Road which extends to 198 Contemporary Arts Gallery).		
H - Railton Road South	Hurst Street, Rymer Street and stretch of Railton Road connecting both.	8	1.86%
I-Railton Road Cul De Sac/ Herne Hill Station Square	Stretch of Railton Road leading from Brockwell Passage to A204/Dulwich Road . In proximity of Herne Hill Train Station.	3*	0.70%
	TOTAL	429	100.00%

* **Shakespeare Road East** – A few observations were made here, in regard to time constraints. Further to this, location is on a considerable tangent to rest rest of the Railton Road LTN.

***Railton Road Cul De Sac/Herne Hill Station**- Proceeding the first two walks, researcher decided it was easier to make approximates, supplemented by photos.

7.2 Social behaviours and activities observed in the nine spatial regions of Railton LTN

Most pertinent to this thesis, this section will examine different types of social behaviours and activities seen in nine spatial regions within Railton LTN. Spatial areas will be assessed, starting at the Northern end of the Railton Road (by Brixton Central) and ending at the Southern end (by Herne Hill) Town Centre. Table 9 elucidates on how social behaviours and activities were categorised.

Table 9 – Categories for social behaviours and activities (Mehta,2019)

Categories for social behaviours and activities	Description
Passive Sociability	<ul style="list-style-type: none"> • Person witnessed by themselves • Not directly interacting with others • Example: watching the street, listening to music in solitude, talking on the phone
Fleeting Sociability	<ul style="list-style-type: none"> • Low intensity, ephemeral interactions with others • Example: Briefly greeting or having short conversations with neighbours, staff members, or strangers
Enduring Sociability	<ul style="list-style-type: none"> • Entails activities with those whom we have intimate affiliations with. • Example: Conversing, eating, drinking with close family, acquaintances, and community members
Functional activities	<ul style="list-style-type: none"> • Necessary part of everyday life, with such activities not conducted in our free time • Examples: Working, going to school.

Area A: Atlantic Highstreet

This section will examine social behaviours and activities seen along Atlantic Highstreet (Figure 11). Atlantic High Street predominantly comprises of commercial uses, including chain and independent restaurants, bars, cafés, hairdressers/barbers, convenience shops. At the end of Atlantic Highstreet is residential Lord David Pitt House. Regarding LTN additions, guerrilla gardens have been added to the entrance of Atlantic Highstreet. A large scale parklet also sits outside Dim Sim restaurant and Black & White Caribbean Café.

Along Atlantic Highstreet, most social behaviours and activities were witnessed by:

- Prominent restaurants and night-time bars – i.e., Brixton Lounge, Tequilla Mockingbird and Happy Dumplings
- The council-installed parklet feature
- BAME businesses – i.e., the Black & White Caribbean Café, Oh La La Hair Salon and Klassique Barbers
- Lord David Pitt House

Figures 12,13,14 and 15 and Tables 10,11,12 & 13 highlight findings for these four micro locations.



Figure 11 – Micro-locations on Atlantic Highstreet where most social behaviours and activities were observed (Digimap,2022).

Area A1: Prominent restaurant and night- time economy businesses on Atlantic Highstreet

Figure 12: Pie chart illustrating different social behaviours and activities seen by prominent restaurant and night-time economy businesses on Atlantic Highstreet

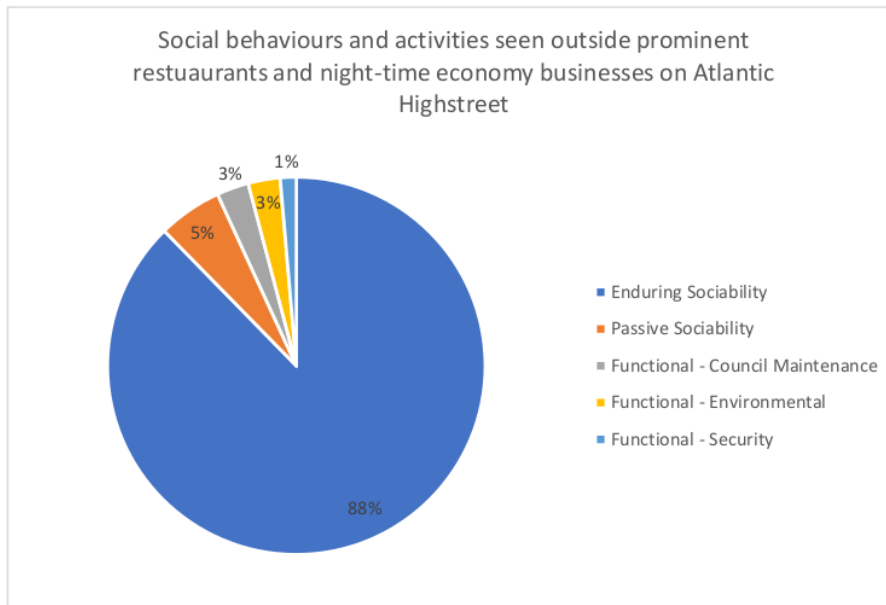


Table 10: Comprehensive breakdown of social behaviours and activities seen by major restaurants and night-time economy businesses on Atlantic Highstreet

Social behaviour category	Breakdown of social behaviours and activities in category	Number of observations
Enduring Sociability	Talking (32) Eating (16) Drinking (12) Smoking (2) On the phone (2)	64
Passive Sociability	On the phone – Texting/ Scrolling (2) On the phone - Talking (1) Walking the dog (1)	4
Functional - Council Maintenance	Highways maintenance – pavement renovations	2
Functional - Environmental	Phase 1 Filter upgrades – positioning and planting in designated spaces	2
Functional - Security	Bar regulation	1
	TOTAL	73

Area A2: Atlantic Highstreet parklet

Figure 13: Pie chart illustrating different social behaviours and activities seen by the parklet feature on Atlantic Highstreet

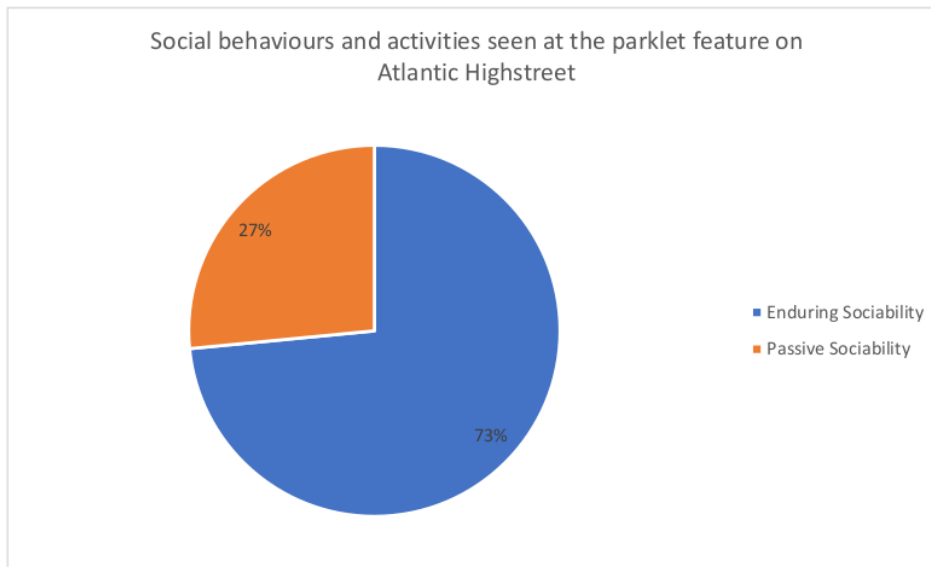


Table 11: Comprehensive breakdown of social behaviours and activities seen at the parklet on Atlantic Highstreet

Social behaviour category	Breakdown of social behaviours and activities in category	Number of observations
Enduring Sociability	Talking (18) Drinking (16) Eating (2)	36
Passive Sociability	On phone – Texting/ scrolling (6) Smoking (2) Observing the street (2) Reflecting (2) Listening to audio recording/message (1)	13
	TOTAL	49

Area A3: BAME Businesses on Atlantic Highstreet

Figure 14: Pie chart illustrating social behaviours and activities seen by BAME Businesses on Atlantic Highstreet

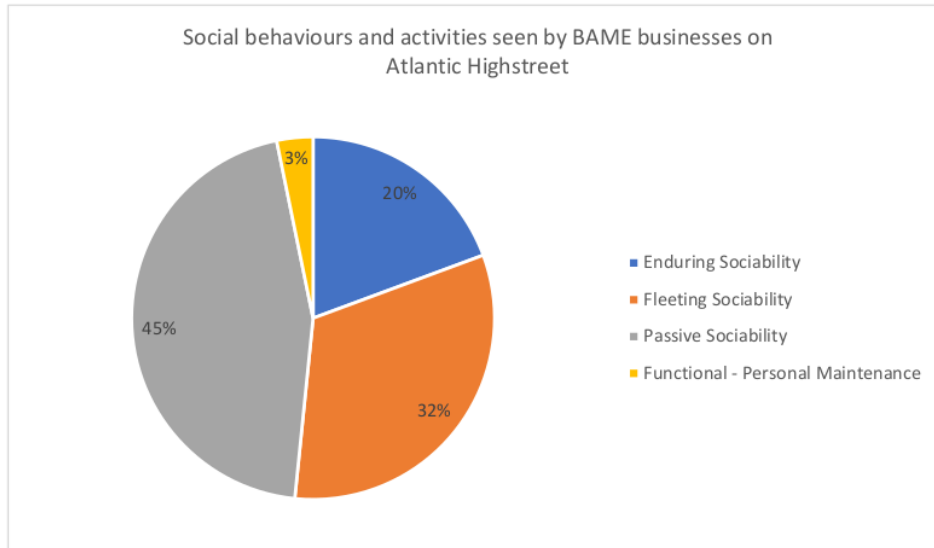


Table 12: Comprehensive breakdown of social behaviours and activities seen by BAME businesses situated on Atlantic Highstreet

Social behaviour category	Breakdown of social behaviours and activities in category	Number of observations
Passive Sociability	Observing the street (7) On the phone - Talking (4) Smoking (2) Listening to music (1)	14
Fleeting Sociability	Talking (5) Smoking (2) Observing the street (2) Greeting others (1)	10
Enduring Sociability	Talking (2) Eating (2) Observing the street (2)	6
Functional - Personal Maintenance	Picking fluff off clothes	1
	TOTAL	31

Area A4: Lord David Pitt House

Figure 15: Pie chart illustrating different social behaviours and activities seen by Lord David Pitt House.

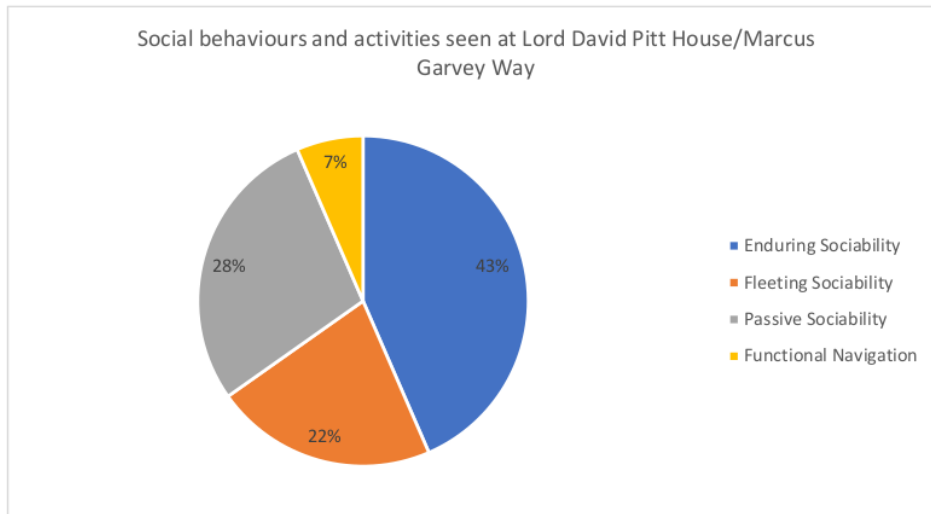


Table 13: Comprehensive breakdown of social behaviours and activities seen by Lord David Pitt House on Atlantic Highstreet

Social behaviour category	Breakdown of social behaviours and activities in category	Number of observations
Enduring Sociability	Talking (17) Drinking (3)	20
Fleeting Sociability	Talking (9) Greeting others on the street (1)	10
Passive Sociability	Observing people on the street (7) Smoking (3) Drinking (1) On the phone (1) Listening to music (1)	13
Functional -Navigation	Figuring out route particular location/event	3
	TOTAL	46

Area B: Upper Railton Road

Travelling south, this section will next review social behaviours and activities seen in Upper Railton Road (Figure 16). Upper Railton Road is predominantly residential, with few commercial uses. Major amenities include: the Effra Hall Tavern pub on Kellett Road and Dexter’s Adventure Playground. Regarding LTN additions, two modal filters have been installed at the Rattray Road/Jelf Road and Dalberg Road/Jelf Road intersections respectively. During Covid-19, a community parklet was erected on Barnwell Road.

In Upper Railton Road, most social behaviours and activities were seen by:

- Kellett Road (The Effra Hall Tavern & outside properties from 40-80)
- Barnwell Road (especially by community parklet which fronts on Railton Road)
- Rattray Road/Jelf Road intersection, amidst the completion of Phase 1 council led permanent LTN renovations

Figures 17,18 and 19 and Tables 14,15 and 16 highlight findings for these three micro locations.

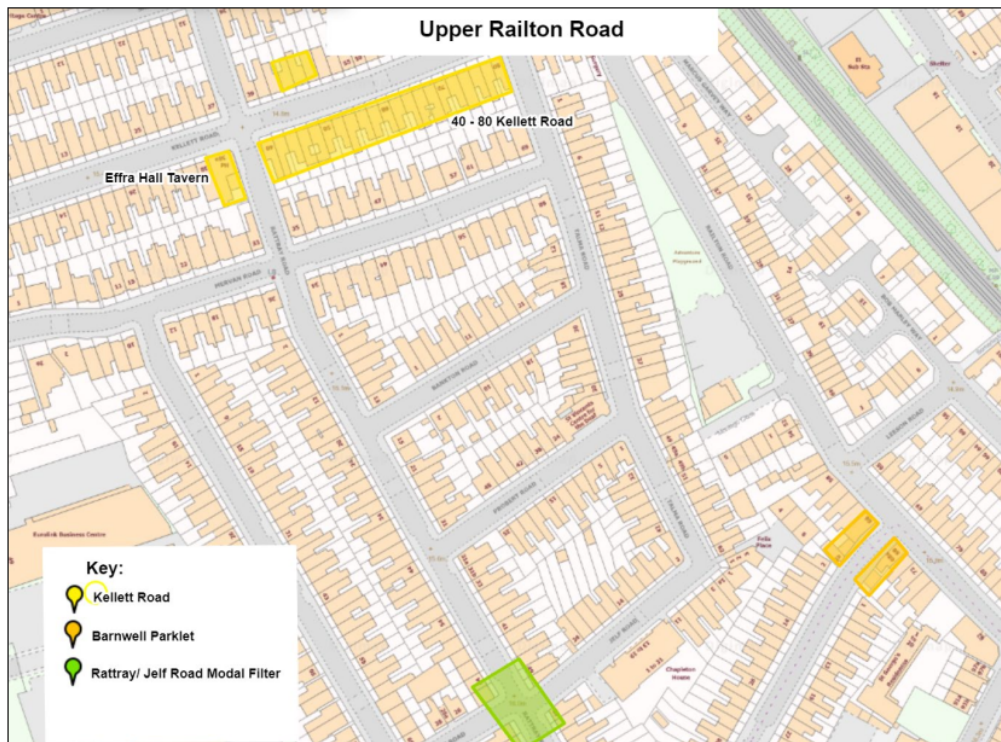


Figure 16 – Micro-locations within the Upper Railton Road spatiality where most social behaviours and activities were observed (Digimap,2022).

Area B1: Kellett Road

Figure 17: Pie chart illustrating different social behaviours and activities seen on Kellett Road, within Upper Railton Road

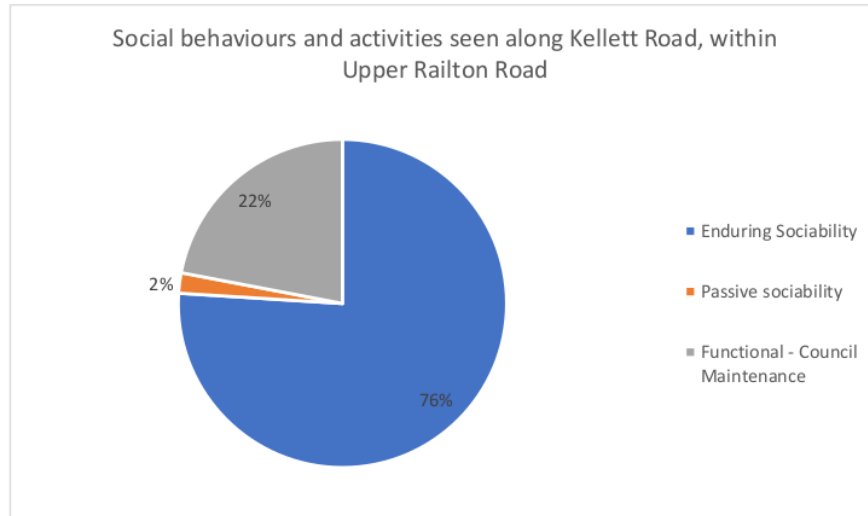


Table 14: Comprehensive breakdown of social behaviours and activities seen on Kellett Road, within Upper Railton Road

Social behaviour category	Breakdown of social behaviours and activities in category	Number of observations
Enduring Sociability	Talking (23) Conversing in foreign language (fibre optic installation workers on break (5) Smoking (5) Drinking (5)	38
Functional - Council Maintenance	Highway maintenance – fibre optic installation	11
Passive sociability	On the phone - Talking	1
	TOTAL	50

Area B2: Barnwell Road

Figure 18: Pie chart illustrating different social behaviours and activities seen on Barnwell Road, especially by Barnwell parklet, within Upper Railton Road

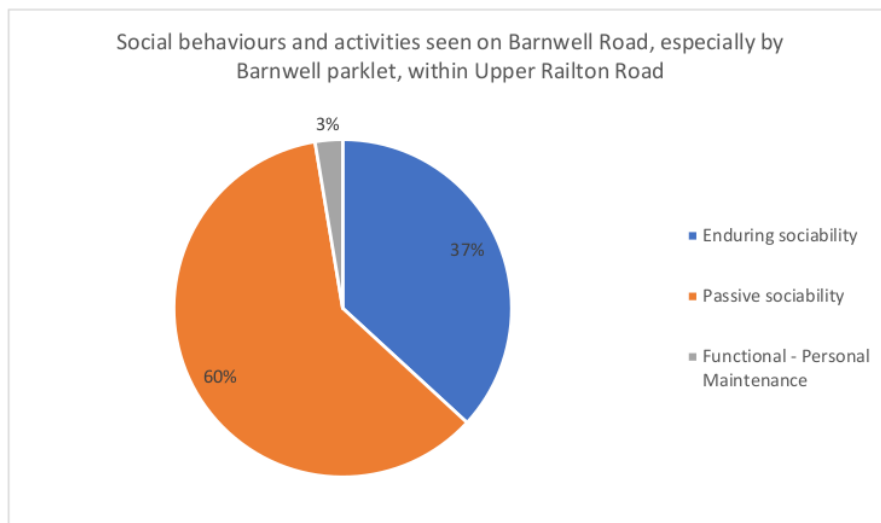


Table 15: Comprehensive breakdown of social behaviours and activities seen on Barnwell Road, especially by Barnwell parklet, within Upper Railton Road

Social behaviour category	Breakdown of social behaviours and activities in category	Number of observations
Passive sociability	Observing Railton Road/Barnwell Road (9) Observing "Lost Dog poster" (1) Observing partner's activities (1) Staring at the ground (1) On the phone - Talking (3) On the phone - Scrolling (1) Smoking (1) Relaxing in the sun (1) Contemplating/reflecting (1) Eating (1) Reading a newspaper (1) Doing crossword puzzle (1) Sensory engagement – touching/feeling the plants(1)	23
Enduring sociability	Talking (10) - in English & other foreign languages Kissing (2) Looking at revision guide (2)	14
Functional - Personal Maintenance	Re-tying shoelaces	1
	TOTAL	38

Area B3: Rattray Road Modal Filter

Figure 19: Pie chart illustrating different social behaviours and activities seen by Rattray Road/ Jelf Road Modal Filter, within Upper Railton Road

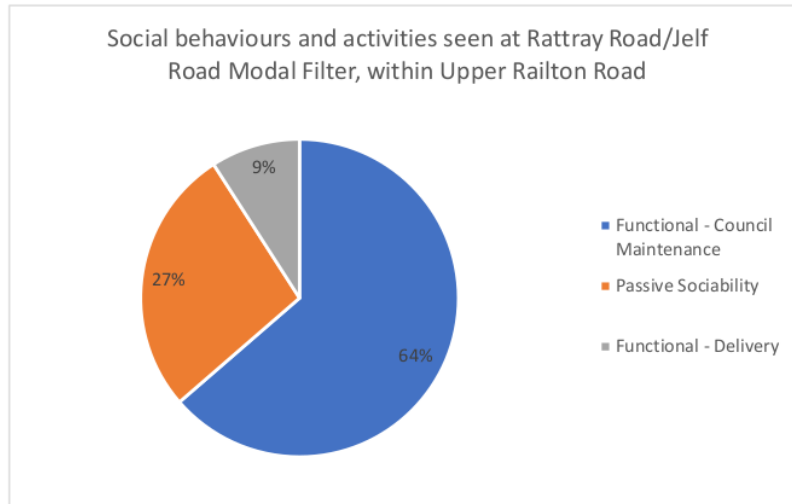


Table 16: Comprehensive breakdown of social behaviours and activities seen at the Rattray Road Modal Filter, within Upper Railton Road

Social behaviour category	Breakdown of social behaviours and activities in category	Number of observations
Functional - Council Maintenance	Highway maintenance - drilling pavement (4)	7
	Highway maintenance - sweeping up construction dust (1)	
	Highway maintenance - positioning planters on road (2)	
Passive Sociability	Observing the street (2)	3
	On the phone - Scrolling (1)	
Functional - Delivery	Food takeaway delivery	1
	TOTAL	11

Area C: Somerleyton Passage

Reflecting on areas adjacent to Upper Railton Road, this section will review the social behaviours and activities seen at Somerleyton Passage (Figure 20). Somerleyton Passage is a throughfare, connecting Railton Road/Leeson Road to Somerleyton Road on the opposite side of the railway track. Regarding LTN community projects, “Your Streets Your Way” competition was recently instigated by Lambeth Council to improve the space. New features include a community noticeboard, planters, artistic mural, street furniture and book swap unit.

Figure 21 and Table 17 highlight findings for Somerleyton Passage.

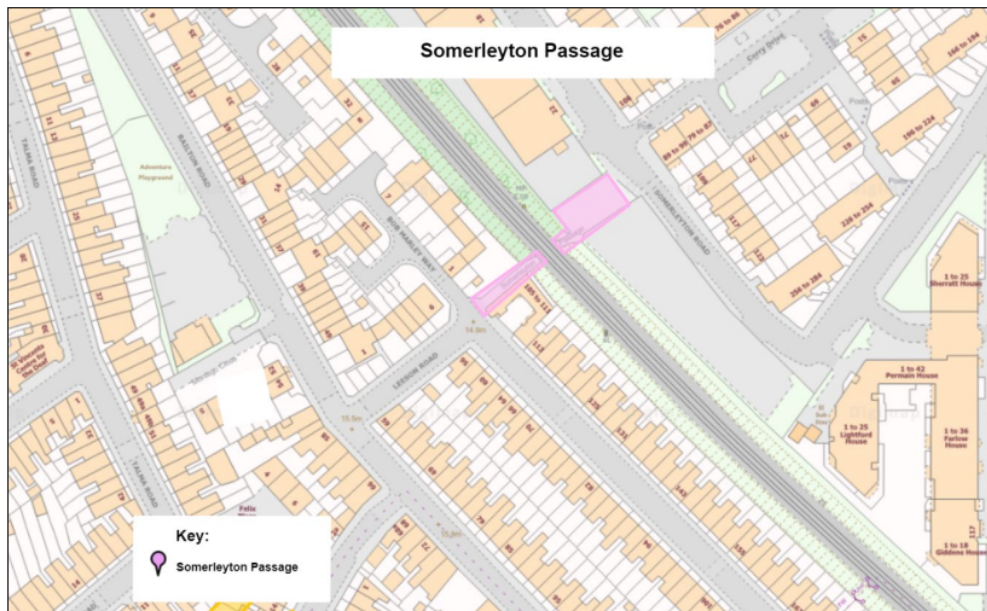


Figure 20 – Somerleyton Passage within the Railton LTN (Digimap, 2022).

Figure 21: Pie chart illustrating different social behaviours and activities seen at Somerleyton Passage

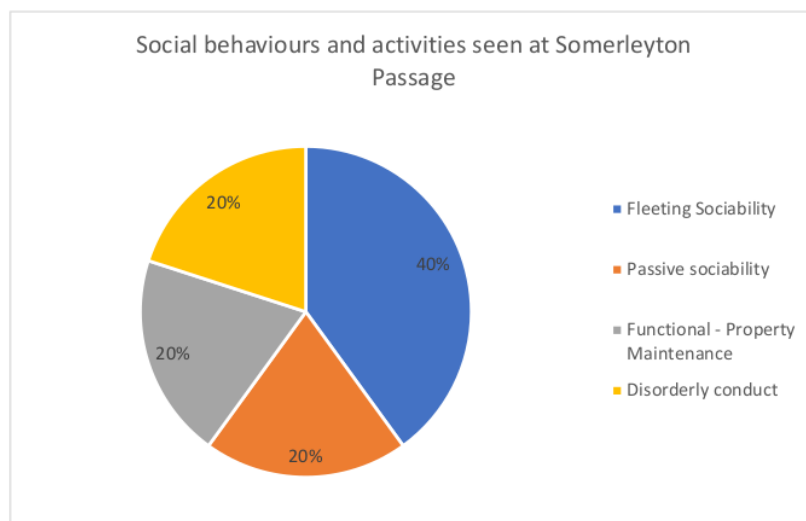


Table 17: Comprehensive breakdown of social behaviours and activities seen at Somerleyton Passage

Social behaviour category	Breakdown of social behaviours and activities in category	Number of observations
Fleeting Sociability	Conversing	2
Passive sociability	On the phone - talking	1
Functional - Property Maintenance	Inspection of newly installed community noticeboards	1
Disorderly conduct	Urinating	1
	TOTAL	5

Area D: Mid Railton Road

Travelling further South along Railton Road, this section will review the social behaviours and activities seen in Mid Railton Road spatiality (Figure 22). Mid Railton Road is predominantly residential, with major amenities including Railton Methodist Church, The German Kindergarten and St Judes Primary School on Regents Road. Regarding new LTN additions, a small parklet (comprising of planters, seating, a community noticeboard, board games and book swap feature) was installed on the exterior of local convenience stop Hamilton Supermarket.

A large but extremely dispersed number of social behaviours and activities were observed in the Mid Railton Road spatiality. Most activities were observed by Hamilton Supermarket and its parklet. Sam's Cycles also presented itself as an interesting space.

Figures 23 and 24 and Tables 18 and 19 highlight findings for these two micro locations.



Figure 22 – Micro-locations within the Mid Railton Road spatiality where most social behaviours and activities were observed. Locations of sporadic social behaviours and activities also indicated (Digimap,2022).

Area D1: Hamilton Road Supermarket & Parklet

Figure 23: Pie chart illustrating different social behaviours and activities seen at Hamilton Supermarket & supplementary parklet feature in the Mid Railton Road spatiality

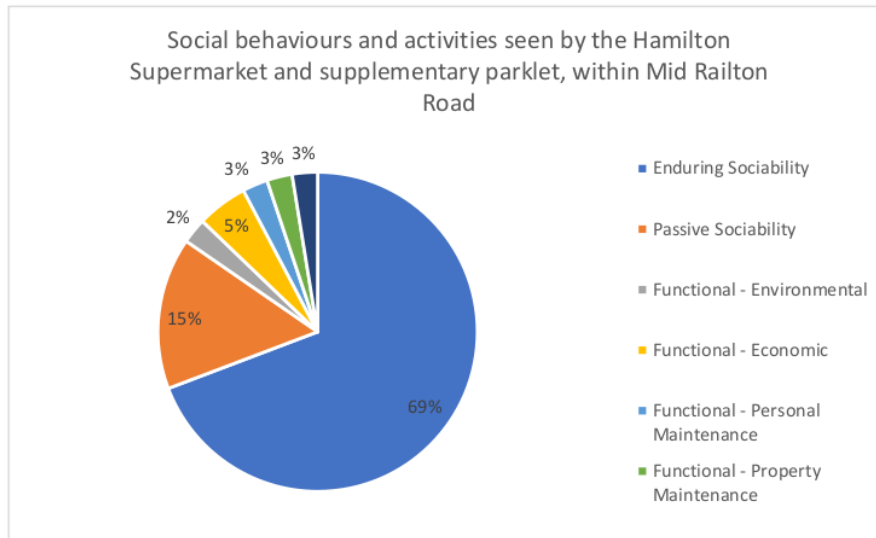


Table 18: Comprehensive breakdown of social behaviours and activities seen at Hamilton Supermarket shop and parklet, within the Mid Railton Road spatiality

Social behaviour category	Breakdown of social behaviours and activities in category	Number of observations
Enduring Sociability	Talking (18) Observing shop front renovations (1) Eating ice lolly (7) Flirtatious playing around (1)	27
Passive Sociability	Smoking (1) On the phone - talking (1) Observing - shop front renovations or Railton Road (2) Playing with cat (1) Waiting for friend (1)	6
Functional - Economic	Replenishing stock in Hamilton Supermarket Shop	2
Functional - Environmental	Deconstructing cardboard boxes to go into recycling	1
Functional - Personal Maintenance	Changing into gym wear	1
Functional - Property Maintenance	Painting exterior of new shop	1
Mental Health	Walking around entrance of shop disorientated	1
	TOTAL	39

Area D2: Sam's Cycles

Figure 24: Pie chart illustrating different social behaviours and activities seen at Sam's Cycles, within the Mid Railton Road spatiality

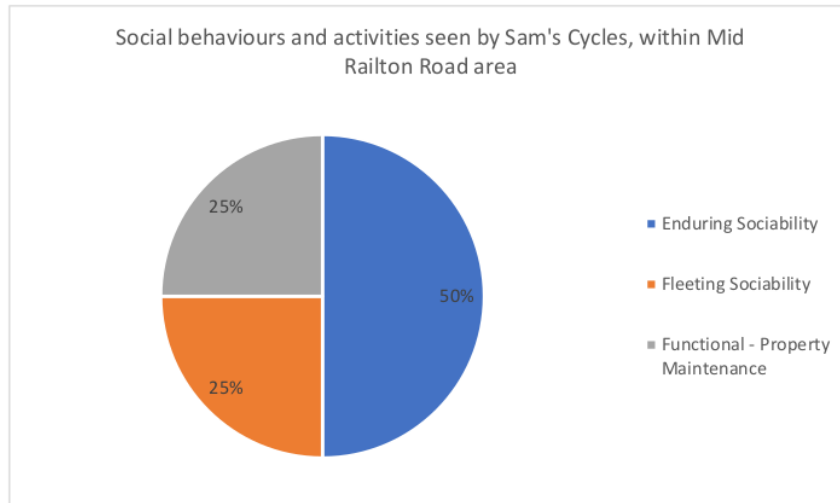


Table 19: Comprehensive breakdown of social behaviours and activities seen at Sam's Cycles, within the Mid Railton Road spatiality

Social behaviour category	Breakdown of social behaviours and activities in category	Number of observations
Enduring Sociability	Observing bicycle display (3) Playing around porch of business owner's house (1)	4
Fleeting Sociability	Talking/ enquiry into cycles being sold	2
Functional - Property Maintenance	Washing bicycle (1) Tightening joints on a bicycle (1)	2
	TOTAL	8

Area E: Shakespeare Road Modal Filter

Reflecting on the area adjacent to Mid Railton Road, this section will review the social behaviours and activities seen at the Shakespeare Road Modal Filter (Figure 25). The modal filter is situated in a predominantly residential location, with a few industrial uses in vicinity including Norris' solid waste transfer/recycling plant and Network Rail depot on the opposite side of the railway track.

Shakespeare Road is also a major throughfare, enabling direct access to Loughborough Junction town centre and the A2214/ Dulwich Road. Regarding LTN additions, a modal filter with planters, street furniture was installed. A painted play space was (though contentiously) added by London Cycling Campaign and Extinction Rebellion.

At Shakespeare Road Modal Filter, extremely minimal social behaviours and activities were documented. Figure 26 and Table 20 highlight findings for Shakespeare Road Modal Filter.

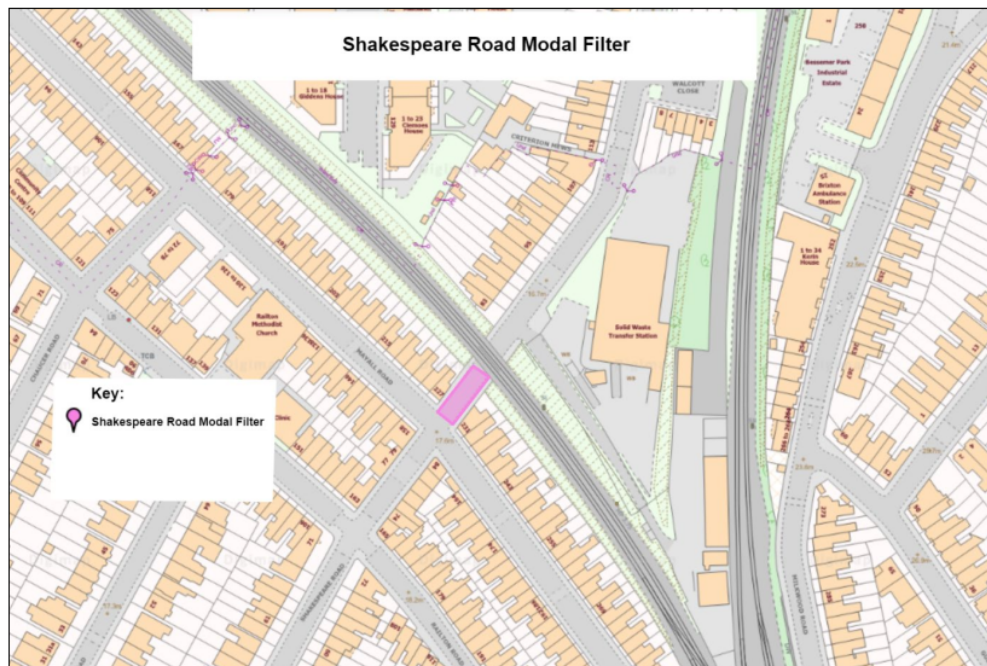


Figure 25– Shakespeare Road Modal Filter within the Railton LTN (Digimap,2022).

Figure 26: Pie chart illustrating different social behaviours and activities seen at Shakespeare Road Modal Filter

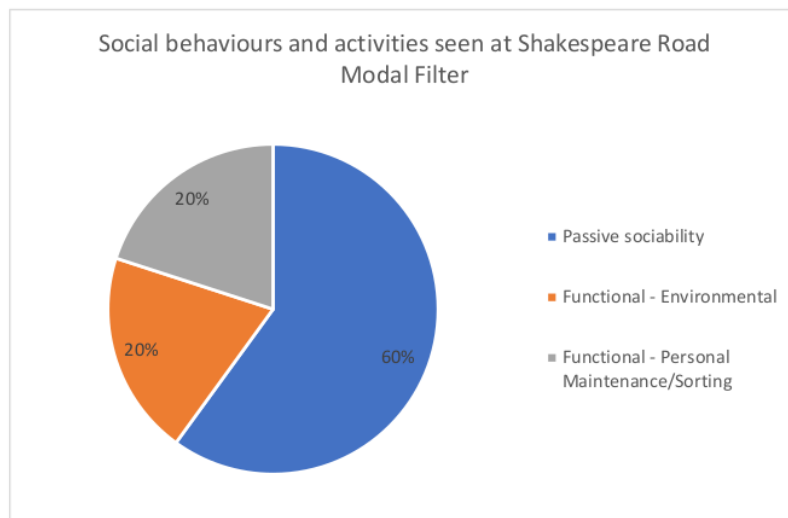


Table 20: Comprehensive breakdown of social behaviours and activities seen at the Shakespeare Road Modal Filter

Social behaviour category	Breakdown of social behaviours and activities in category	Number of observations
Passive sociability	On the phone - Talking (2) On the phone - Scrolling (1)	3
Functional - Environmental	Removing dead plants	1
Functional - Personal Maintenance/Sorting	Retrieving item from backpack	1
	TOTAL	5

Area F: Shakespeare Road East

As earlier explained, infrequent trips were made to Shakespeare Road East in regard to researcher time constraints – Shakespeare Road East is on a considerable tangent from the rest of the Railton LTN. Subsequently, findings for this section have been omitted.

Area G: Herne Hill House

Further progressing South, this section will review the social behaviours and activities seen in the immediate vicinity of Herne Hill House (Figure 27). Herne Hill House and its immediate periphery is predominantly residential. Regarding LTN additions, two modal filters forming a bus gate were installed on the estate periphery.

Figure 28 and Table 21 highlight findings for Herne Hill House.

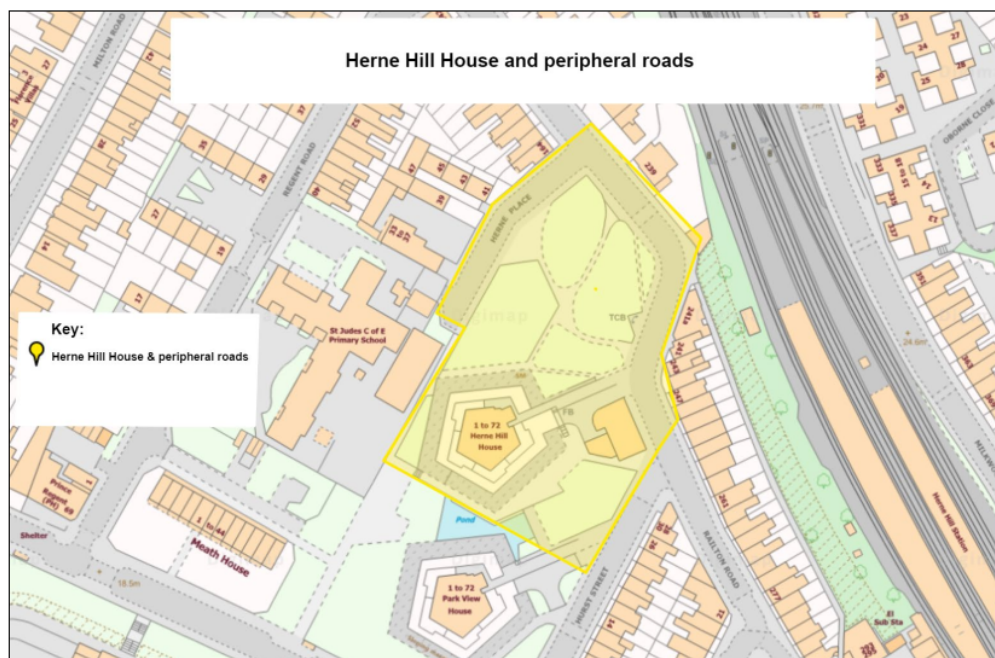


Figure 27 – Herne Hill House and its peripheral roads within the Railton LTN (Digimap, 2022).

Figure 28: Pie chart illustrating different social behaviours and activities seen in the immediate vicinity of Herne Hill House

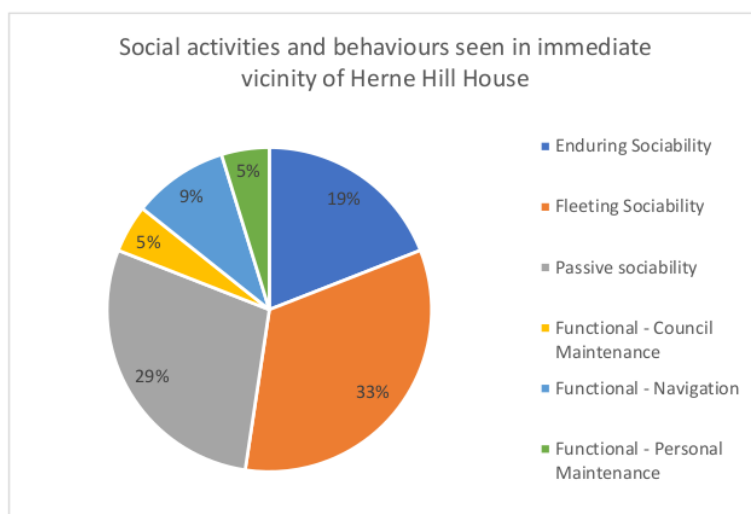


Table 21: Comprehensive breakdown of social behaviours and activities seen in the immediate vicinity of Herne Hill House.

Social behaviour category	Breakdown of social behaviours and activities in category	Number of observations
Fleeting Sociability	Talking	7
Passive sociability	Observing the street (2)	6
	Reflecting	
	On phone - Talking	
	On phone- Scrolling	
Enduring Sociability	Talking	1
Functional - Council Maintenance	Mowing the grass in estate green space	4
Functional - Navigation	Figuring out route to particular location/route	2
Functional - Personal Maintenance	Tying up shoelaces	1
	TOTAL	21

Area H: Railton Road South

Nearing the end of the Railton LTN, this section will review the social behaviours and activities seen in Railton Road South (Figure 29). Again, uses are predominantly residential. One important community feature is the 198 Contemporary Learning art gallery. Regarding LTN changes, there have been no new additions.

Figure 30 and Table 22 highlight findings for Railton Road South.

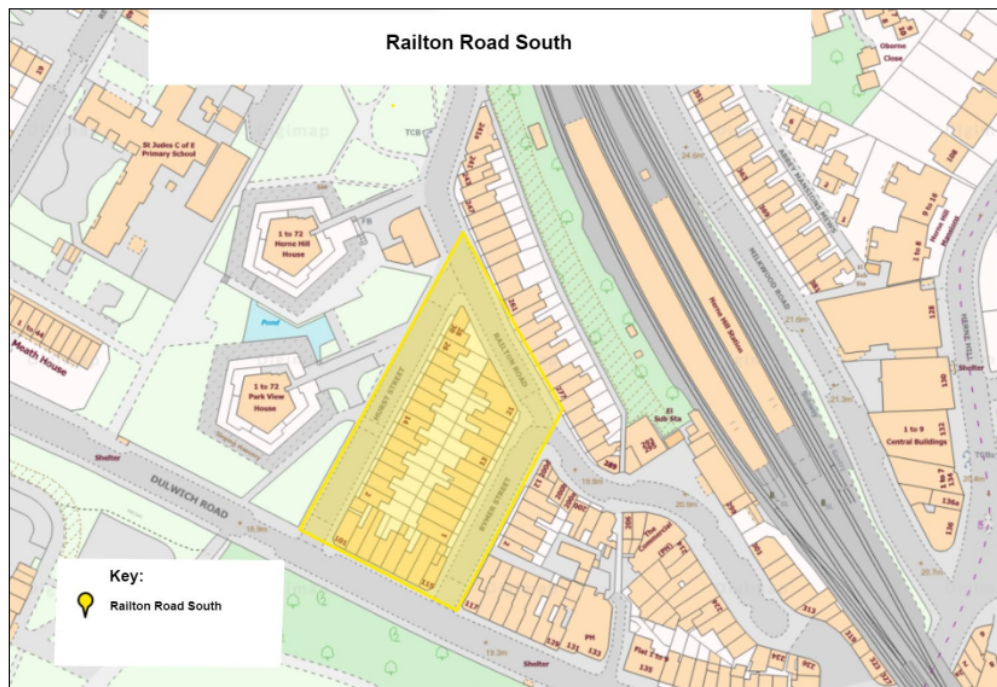


Figure 29 – Railton Road South within the Railton LTN (Digimap,2022).

Figure 30: Pie chart illustrating different social behaviours and activities observed in Railton Road South

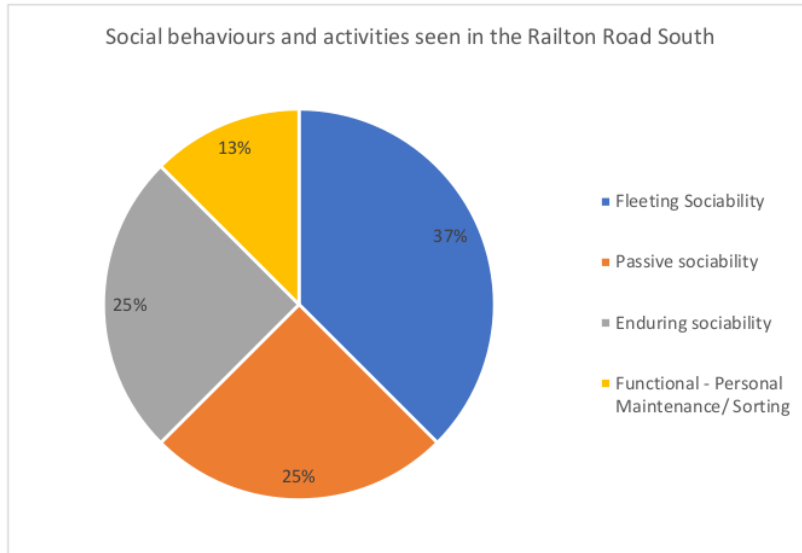


Table 22: Comprehensive breakdown of social behaviours and activities seen in the Railton Road South.

Social behaviour category	Breakdown of social behaviours and activities in category	Number of observations
Fleeting Sociability	Conversing with parking regulation/enforcement officers (3)	3
Passive sociability	Observing (partner looking through bag) (1) Talking on the phone (1)	2
Enduring sociability	Conversing (about closing time of 198 Contemporary Art Gallery)	2
Functional - Personal Maintenance/ Sorting	Sorting through backpack	1
	TOTAL	8

Area I: Railton Road Cul De Sac/ Herne Hill Station Square

Lastly, this section will review the social behaviour and activities seen in Railton Road Cul De Sac/Herne Hill Station Square (Figure 31). The Railton Road Cul De Sac area is predominantly commercial, comprising of various independent restaurants, pubs, live music venues, cafes and shops which surround a semi-pedestrianised square. Railton Road Cul De Sac is situated next to Herne Hill Train Station. Brockwell Park is to the West, which runs a number of local events and festivals. Regarding LTN changes, there have been no new additions.

A detailed assessment of social behaviours and activities was impractical to conduct in regard to the high density of people. Instead, rough notes and photos were taken for analysis.

Figures 32 and 33 and Table 23 highlight findings for Railton Road Cul de Sac/Herne Hill Station Square.



Figure 31 – Railton Road Cul De Sac/ Herne Hill Station Square within the Railton LTN (Digimap,2022).



Figure 32: Photos illuminating social behaviours and activities seen at Railton Road Cul De Sac/ Herne Hill Station Square, on a non-market day (Author's own,2022).



Figure 33: Photos illuminating social behaviours and activities seen at Railton Road Cul De Sac/ Herne Hill Station Square, during Sunday Herne Hill Market (Author's own,2022).

Table 23: Comprehensive breakdown of social behaviours and activities at Railton Road Cul De Sac/ Herne Hill Station Square.

Social behaviour category	Breakdown of social behaviours and activities in category
Passive Sociability	<ul style="list-style-type: none"> • Eating • Drinking • Smoking • Waiting for others • Studying/ WFH
Enduring Sociability	<ul style="list-style-type: none"> • Conversing/Eating/Drinking with close affiliations • Smoking with close affiliations • Listening to music performance • Playing games (Jubilee Weekend Celebrations)
Functional - Cultural	<ul style="list-style-type: none"> • Busking outside entrance of Herne Hill
Functional - Economic	<ul style="list-style-type: none"> • Selling items- Herne Hill Sunday Market • Food Takeaway collection & delivery
Functional - Political	<ul style="list-style-type: none"> • Raising awareness of Knife Crime
Functional – Council Maintenance	<ul style="list-style-type: none"> • Regulation- Herne Hill Sunday Market • Restaurants/Cafes - Deconstructing chairs and tables in semi-pedestrianised square at the end of the day
Functional - Security	<ul style="list-style-type: none"> • Locking bicycle in stands
Mental Health	<ul style="list-style-type: none"> • Observing shop display

7.3 Holistic review of social behaviours and activities seen in nine spatial regions of Railton LTN

Now that we have presented the findings for the social activities and behaviours observed in different areas of the Railton LTN, we are now ready to holistically review this.

Area A: Atlantic Highstreet

On Atlantic High Street, 164 social activities and behaviours were seen in total. Out of the whole Railton LTN, the greatest frequency of social behaviours was seen here.

Many social behaviours and activities were seen by established restaurants and bars –Brixton Lounge, Tequilla Mockingbird and Happy Dumplings restaurant (Area 1A). Out of the 73 social behaviours and activities seen, a substantially large proportion of activities (88%) related to enduring sociability. Enduring sociability included conversing, eating, and drinking with close family or friends. Activities of passive sociability were a rarity (5%). A few functional activities were seen (12%), including Father Nature orchestrating environmental improvements to guerrilla gardens and a bouncer enforcing security by Tequilla Mockingbird bar.

A high concentration of social behaviours and activities were documented by the vast Atlantic parklet (Area 1B). See Figure 34. Out of the 49 observations, 73% of social behaviours and activities related to enduring sociability and 27% passive sociability. Regarding enduring sociability, a substantial proportion of people were seen conversing and drinking, with notable spillover from the Dim Sum Restaurant and Black & White Caribbean Café. Regarding passive sociability, a few people were seen reflecting, smoking, observing the high street alone or scrolling/texting on their phone.



Figure 34: Vast council parklet feature spanning outside Dim Sum Restaurant & Black & White Caribbean Café (Author's own, 2022)

Travelling a few seconds down, various social behaviours and activities were seen by BAME shops, including Oh La La Hair Salon, Klassique Barbers and Gear Convenience store (Area 1C). Out of the 31 observations, activities predominantly related to passive sociability (45%) and fleeting sociability (32%). Passive sociability included people standing, silently observing the street at shop entrances, or talking on their phone. Fleeting sociability included greeting, talking, smoking, or observing the street with others.

Finally at the end of Railton Highstreet, a large volume of social activities and behaviours were witnessed on the exterior of Lord David Pitt House (Area 1D). Out of 46 observations, majority of activities were affiliated with enduring sociability (43%) - groups of two, four and sometimes five people conversing on the wide spacious exterior public realm. Regarding passive sociability (28%), few individuals seen observing the street, smoking, drinking, and listening to music. Regarding

infrequent functional activities (7%), a few people were seen dismounting from Human Forest bikes in the public realm.

Area B: Upper Railton Road

In total, 112 social behaviours and activities were seen in the Upper Railton Road spatiality. Out of the whole Railton LTN, the second highest number of social behaviours were registered here.

Within Upper Railton Road, many social behaviours and activities were seen on Kellett Road (Area B1). Out of the 50 observations, majority of social activities and behaviours were affiliated with enduring sociability (76%). Enduring sociability included talking, drinking and smoking, particularly outside Effra Tavern Pub. 22% of activities were functional, acknowledging recent fibre optic installation works. Rattray Road modal filter was also an interesting site for observation (Area B3). Out of the 11 observations, seven related to functional council maintenance activities – road resurfacing, configuration of planters around the modal filter and the sweeping up construction dust (Figure 35).



Figure 35: Maintenance works observed at the Rattray Road/Jelf Road modal filter (Author's own, 2022)

Finally, a large proportion of social behaviours and activities within the Upper Railton Road were seen at Barnwell Road, especially by the parklet (Area B2). Within the spatiality, Barnwell Road also conveys the greatest heterogeneity of social behaviours. Out of 38 observations, 60% were affiliated with passive sociability. Within passive sociability: people were seen at Barnwell Road parklet (Figure 36) watching the street, inquisitively spectating community posters, talking /scrolling through their phone, smoking, relaxing in the sun and contemplating. Some enduring activities at the parklet included people conversing, studying and engaging in intimate activities. Guerrilla style interventions have percolated into surrounding roads like Rattray Road (Figure 37). At the entrance of Rattray Road by newly constructed seating, one individual was spotted eating; another reading a newspaper and completing crossword puzzles.



Figure 36: Barnwell Road Parklet, where high heterogeneity of social behaviours and activities were spotted (Author's own,2022)



*Figure 37: New mini guerrilla garden spotted at entrance of Rattray Road, coming off Barnwell Road
(Author's own, 2022)*

Area C: Somerleyton Passage

At Somerleyton Passage, five observations made. Out of the whole Railton LTN, the smallest frequency of social behaviours and activities was seen here. Fleeting sociability, passive sociability and disorderly conduct (urination) were observed at the site. Regarding functional activities, In Use Re Use were documented checking the stability of the new community noticeboard feature (Figure 38). Despite these minimal sightings, the passageway is frequently utilised by pedestrians, e-scooters and bikes (Figure 39), giving nod to Hill Mead Primary School in vicinity.



Figure 38: New community noticeboard installed on Somerleyton Passage (Author's own, 2022)

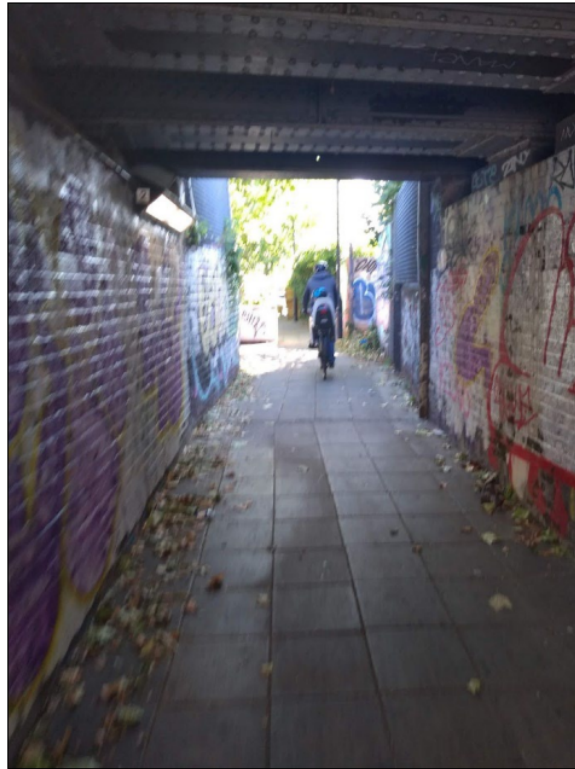


Figure 39: Pedestrians, e-scooters and cyclists using Somerleyton Passage, particularly during the school run (Author's own, 2022)

Area D: Mid Railton Road

In the Mid Railton Road spatiality, 106 social behaviours and activities were registered. Out of the whole Railton LTN, the Mid Railton Road spatiality had the third highest number of social activities and behaviours. Most social behaviours were sporadic, but a large concentration was observed at Hamilton Supermarket and its parklet (Figure 40).

At Hamilton Supermarket (Area D1), 39 social behaviours were counted. 69% of social behaviours and activities related to enduring sociability. Enduring sociability predominantly comprised of: people conversing, eating or waiting for others at the entrance of the shop. 16% of social behaviours related to passive sociability. Passive sociability included people: smoking in solitude at Hamilton Supermarket parklet, waiting for others to finish purchasing items, and talking on the phone. Regarding the remaining 12%, a few functional activities were witnessed outside the shop.



Figure 40: Hamilton Supermarket and its supplementary parklet (Author's own, 2022)

Within Mid Railton Road, Sam's Cycles (Area D2) presented itself as unconventional space. 8 social behaviours and activities were recorded. Half the observations related to enduring sociability – people were seen spectating or playfully interacting with the eccentric display of bicycles (Figure 41). A quarter related to fleeting sociability – people enquiring with the proprietor about bicycles being sold. Functional activities were also orchestrated to maintain the bikes.



Figure 41: Eccentric bicycle display fronting Sam's Cycles (Author's own, 2022)

It is also critical to note the occurrence of sporadic social behaviours in the spatiality. On Chaucer Road by the Stanley Mini convenience store, social behaviours spotted related to enduring sociability (close friends speaking with one another), homelessness and disorderly conduct. Within the Mid Railton spatiality, there is an abundance of seemingly defunct facilities like Railton Road Methodist Church and St Jude's Hall – activities affiliated with passive sociability have been seen here. Finally, fleeting and enduring sociability has been seen on the corner of Regents Road, in correlation with after school hours.

Area E: Shakespeare Road Modal Filter

At the Shakespeare Road Filter, five social behaviours were observed. Three activities related to passive sociability – people talking/ scrolling through the phone. One individual used the modal seating to sort through their bag. Finally, one person was observed removing dead plants from the planters. Alike Somerleyton Passage, Shakespeare Road Filter is a dynamic throughfare for pedestrians, e-scooters and bicycles (Figure 42).



Figure 42: Three cyclists pacing Shakespeare Road Modal Filter during afternoon rush hour (Author's Own, 2022).

Area F: Shakespeare Road East

Out of the 9 observational walks, the researcher inconsistently ventured into this part of the Railton LTN, due to time constraints. Henceforth, analysis has been omitted for this area.

Area G: Herne Hill House and the immediate peripheries

In total, 21 social behaviours and activities were seen nearby Herne Hill House. 33% of activities were affiliated with fleeting sociability – people conversing intermittently on the fringe by the 322-bus stop or at the entrances/exits of the block. 29% of observations related to passive sociability. One individual was spotted contemplating, and another dog walking in the green space. 19% of activities related to enduring sociability. A few functional activities were also documented.

Area H: Railton Road South

Continuing further down Railton Road, number of social behaviours and activities continued to diminish. In total, eight social activities and behaviours were recorded by Railton Road South. Three observations were affiliated with fleeting sociability, two with enduring sociability and another two with passive sociability. One activity was functional.

Area H: Railton Road Cul De Sac/Herne Hill Station Square

Finishing observational walks at the Railton Road Cul De Sac, frequency of social behaviours and activities sharply increased.

Heterogenous social behaviours and activities was exhibited in this area. Reflecting upon passive sociability, a number of people were seen eating, drinking, smoking, listening to music in solitude, studying/working and waiting for others by the entrance of the train station. Regarding enduring sociability, a vast number of people also were seen conversing, eating, drinking with close friends and family by prominent restaurants. Fleeting sociability included few intermittent conversations in the pedestrianised square. Some social activities and behaviours were highly functional. Regarding cultural activities, one individual was seen busking by the Herne Hill Station. Regarding economic activities, many traders were observed during the Herne Hill Sunday Market. Regarding council maintenance activities, some restaurant staff members were witnessed deconstructing chairs and tables in the pedestrianised square amidst closing hours.

To conclude this section, non-participant observation findings revealed that it is still hard to decipher what social activities and behaviours pertain to a feminist ethics of care. Some social behaviours and activities seen in the Railton LTN visibly manifest care – i.e. the watering of guerrilla gardens. With other social behaviours and activities, care potentially is more implicit i.e., reading of a newspaper, relaxing in the sun or having intermittent conversations with neighbours. For this reason, community walkabouts were deployed to help dispel this ambiguity.

8. Stage 3 Community walkabout findings

8.1 Introduction to community walkabouts

On Thursday 21st July 2022 (3pm – 4:30pm) and Friday 22nd July (9:30am – 11am), community walkabouts were conducted with two representatives of One Lambeth and one representative of Railton LTN respectively. Concerning four distinct locations in the Railton LTN (Appendix C), participants were asked a series of questions relating to the 5 different feminist ethics of care stages (Appendix D). Notably, these locations displayed interested heterogeneity or frequency of activities.

8.2 Resident perspectives shared during community walkabouts

For the four locations in the Railton LTN (Atlantic Highstreet, Barnwell Road, Shakespeare Road modal Filter and the Railton Road Cul De Sac), this section will review the perspectives of One Lambeth and Railton LTN representatives. Results include rough notes, interspersed with distinct quotes from the walkabout.

Stop 1 - Atlantic Highstreet

Q1 - Why do you think all these LTN changes were made here?

One Lambeth

- LTN changes benefit the white middle class.
- LTN changes correlate with the growing restaurant and night-time economy on Atlantic Highstreet.
- LTN changes have also been in the pipeline for a while; Covid-19 pandemic added momentum.

“During lockdown, we were all in WhatsApp groups and people were saying – lockdown, isn’t it lovely we don’t have any traffic. Wouldn’t it be lovely if it was like this all the time?”

- The LTN does not actually benefit periphery areas like theorised.

“I know how numbers work; they fiddle with them.... They use them deceptively. I.e. they will say there has been a 50% car reduction on Railton Road and only a 10% increase on Coldharbour Lane. They know people won’t go back and check the statistics – the statistics are actually incorrect. There has been a substantial increase of cars on Coldharbour Lane, in which the people living there take the burden”

Railton LTN

- LTN changes were done in relation to climate change crises.
- LTN changes also a reaction to Covid-19 pandemic.

Q2 - Who made the LTN changes here?

One Lambeth

- Lambeth Council received Covid-19 Emergency funding
- Atlantic Highstreet parklet – Lambeth Council pay Father Nature.

Railton LTN

- Lambeth Council.
- Transport planning work subcontracted to Sustrans.
- Father Nature responsible for new planting at parklet
- Representative expressed concern with dependency on Father Nature.

“There is already an organisation in Lambeth called Freshview – a council run project from within Veolia, the waste people. The most ideal thing would be for Freshview to not just after the planters, but the watering of them. Would be ideal for them to have the budget to put standpipes in and form a deal with Thames Water. They can build up local networks of community who would do the watering.”

Q3 - How do you think the LTN project here contributes to the local community?

One Lambeth

- LTN changes benefits the white middle class
- BAME businesses (i.e., Black & White Caribbean café) have been drastically impacted – the Atlantic Highstreet parklet means there is nowhere practical for vehicles to unload stock and for customers to park.

Railton LTN

- LTN changes benefits emergency services.
- Benefits businesses, though success more profoundly impacted by changing demographics

Stop 2 – Barnwell Road

Q4 - Why do you think all these LTN changes were made?

One Lambeth

- The Barnwell Road parklet was erected by locals wanting to improve the area.

“If the residents here want to have lovely parklets here, then that is not a problem. It’s like they don’t need the LTN to plant trees, which help climate change”

Railton LTN

- Barnwell parklet is a matter of people genuinely wanting to do things and getting to know one another.
- Street parties been happening on adjacent roads (i.e. Spenser Road) for 30 years.
- Also strong desire to do something on Barnwell Road.

Q5 – Who made these LTN changes here?

One Lambeth

- Local community

“The difference is this has been done by people who live here, and put where people want it. The council doesn’t do that. And it is not a roadblock. The most notorious parklet in the area is the one by Hamilton supermarket”

Railton LTN

- Barnwell parklet was synthesised through a semi-organic process amongst local residents.

“It’s lots of individuals... I got involved and then when I started, I started persuading my neighbours to. They said “this is great, can I have a go?”.

Q6 - How do you think the LTN changes here contributes to the local community?

One Lambeth

- Not entirely sure, as we don't live on Barnwell Road.

"I mean all these things are nice in theory, but you've got to put them some where people are actually going to want to use them"

Railton LTN

- Street parties at Barnwell parklet – entails people coming out and seeing the potential of the space.

"I mean in the last few days, I have been planting on the street. People have gone past with their children, and they have stopped. I have given the children some plants to take home and grow at home. Helped to develop community spirit. There are lots of individuals doing bits and bobs"

Stop 3 – Shakespeare Road Modal Filter

Q7 – Why do you think all these LTN changes were made here?

One Lambeth

- LTN changes mainly done to “teach us a lesson”.

“Teach us a lesson because we protested. Originally, 2 planters went in and then suddenly after we had one of those meetings, they put another 2 in”.

- Expressed concern over spontaneous emergence of play street.

“We woke up one morning and someone sent us a photo – whoever painted these things taped off the entrances to block off everything, so any emergency vehicles couldn’t come through. We were absolutely furious and reported it to the police and Council. We then got slated on Twitter by London Cycling Campaign. They wanted to turn Shakespeare Road into a play street. They did not ask us. The people who did it do not live here. And the fact they blocked it off without any prompting was upsetting”.

Railton LTN

- There are 2 core throughfare routes in the Railton LTN– Railton Road (Brixton Central to Herne Hill town centre) and Shakespeare Road (Loughborough Junction to Dulwich Road).
- Modal filter was purely implemented to reduced traffic volumes.

Q8 – Who made these LTN changes here?

One Lambeth

- Extinction Rebellion and London Cycling Campaign were contentiously involved in play street.
- Planters & street furniture – Lambeth Council.

Railton LTN

- Lambeth Council
- Regarding community intervention, one resident of Barnwell Road cycles across to Shakespeare Road to water and de-weed the planters.

Q9 - How do you think the ltn project here contributes to the local community?

One Lambeth

- Does not benefit anyone- emergency vehicles frequently use Shakespeare Road
- There is lot of anti-social behaviour by modal filter – nitrogen cannisters left on the pavement and people urinate in the planters.
- Graffiti is an issue.
- Frequent water main bursts occur.
- Massive articulated skip lorries leave the nearby recycling plant, dislodging dust onto Shakespeare Road as they travel over speed bumps.
- Modal filter does not carry the same potential as Barnwell Road parklet, because it is in a controversial location

“Barnwell Road has no controversy. It is an isolated road, mean-whilest Shakespeare Road isn’t. This is the main route for an ambulance or a fire brigade – if they need to get across the area, this is the road they use quite rightly.”

Railton LTN

- No one benefits. It's just a modal filter. Purely functional in purpose.
- Community activity occurs spontaneously; could occur on edge of street corner. Can't necessarily be engineered into some spaces like the Shakespeare Road modal filter

Stop 4 – Railton Road Cul de Sac/ Herne Hill Station Square

Q10 – Why do you think all these LTN changes were made?

One Lambeth

- Area was a ghost town before pedestrianisation in 2010
- Recent lockdown has assisted with social manifestation

Railton LTN

- Businesses were initially apathetic about pedestrianised changes.
- Post pedestrianisation, business started to boom.
- Herne Hill Sunday Market started, progressively extending from 2 hours to 6 hours.

Q11 – Who made these LTN changes?

One Lambeth

- Lambeth Council

Railton LTN

- TFL
- Lambeth Council and Southwark Council
- Herne Hill Forum

Q12 - How do you think the LTN project here contributes to the local community and any takeaways for the rest of the LTN?

One Lambeth

Lessons for rest of LTN

- Don't completely block of an area completely – traffic evaporation to peripheral areas will result in excessive congestion there (i.e. Coldharbour Lane, Milkwood Road on Herne Hill end).

“Railton Road – lived here for 17 years and I've never seen any traffic congestion. Why make the area even quieter at the expense of others.... There's a simple explanation, that's where the rich people live”

Railton LTN

Lessons for the rest of the LTN

- Drive a similar design around rest of LTN, and it will reduce traffic .
- Benefits have already been illustrated outside UK, i.e. Superblocks in Spain
- LTN management offers a fantastic opportunity for community to get involved. If you have a community group which has the right expertise, have a real chance of instigating change.

“If you put together my set of skills with other people's set of skills, we are more than capable of design an LTN. Because we know people around us (i.e., Sustrans) and we can pull them together...”

8.3 Holistic review of resident perspectives shared during community walkabouts

Now that we have presented the findings for the community walkabouts across the Railton LTN with One Lambeth and Railton LTN Residents, we are now ready to holistically review these findings, highlighting similarities and contradistinctions. See Tables 24,25,26 and 27.

Table 24 – Summary of findings for Atlantic Highstreet

Ethics of Care Question	One Lambeth	Railton LTN Residents
Stage 1: What is the nature of the problem we care about?	<ul style="list-style-type: none"> • LTN changes done for the white middle class • Also done for growing restaurant and night life economy 	<ul style="list-style-type: none"> • LTN changes are a reaction to climate change.
Phase 2: Who is responsible for addressing that problem?	<ul style="list-style-type: none"> • Lambeth Council • Subcontract work to Father Nature 	<ul style="list-style-type: none"> • Lambeth Council • Subcontract work to Sustrans & Father Nature
Phase 3: How is care then enacted?	<ul style="list-style-type: none"> • Father Nature do maintenance works 	<ul style="list-style-type: none"> • Father Nature constructs and waters the planters
Phase 4: Whom are the receivers of care? And how is it recognised?	<ul style="list-style-type: none"> • Receivers – Upper middle class and restaurant economy • LTN changes are to detriment of BAME businesses and those on the periphery (i.e. Coldharbour Lane) 	<ul style="list-style-type: none"> • Emergency services – quick travel. • Whole neighbourhood
Phase 5: Acknowledging dynamisms in our individual capacities and needs, how can care be practiced through mutual aid and solidarity?	<ul style="list-style-type: none"> • Caring practices wholly executed by Father Nature 	<ul style="list-style-type: none"> • Caring practices mainly executed by Father Nature

Table 25 – Summary of findings for Barnwell Road Parklet

Ethics of Care Question	One Lambeth	Railton LTN Residents
Stage 1: What is the nature of the problem we care about?	<ul style="list-style-type: none"> Locals want to improve area, independent of LTN 	<ul style="list-style-type: none"> Insufficient spaces where community can come together
Phase 2: Who is responsible for addressing that problem?	<ul style="list-style-type: none"> Local people, distinctly living on Barnwell Road 	<ul style="list-style-type: none"> Local people, distinctly living on Barnwell Road
Phase 3: How is care then enacted?	<ul style="list-style-type: none"> Not sure 	<ul style="list-style-type: none"> Lambeth Council's Freshview scheme - provide soil and timber. Local residents garden, construct new street furniture and offer surveillance of space
Phase 4: Whom are the receivers of care? And how is it recognised?	<ul style="list-style-type: none"> Barnwell Road residents Anyone else who uses Barnwell parklet 	<ul style="list-style-type: none"> Barnwell Road residents Expressed keenness get involved
Phase 5: Acknowledging dynamisms in our individual capacities and needs, how can care be practiced through mutual aid and solidarity?	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Self-sustained by residents and businesses

Table 26 – Summary of findings for Shakespeare Road Modal Filter

Ethics of Care Question	One Lambeth	Railton LTN Residents
Stage 1: What is the nature of the problem we care about?	<ul style="list-style-type: none"> • LTN changes instigated in reaction to One Lambeth complaints 	<ul style="list-style-type: none"> • Modal filter implemented for functional purposes
Phase 2: Who is responsible for addressing that problem?	<ul style="list-style-type: none"> • Lambeth Council – installation of planters • London Cycling Campaign and Extinction Rebellion – attempted installation of play street 	<ul style="list-style-type: none"> • Lambeth Council – have expenditure
Phase 3: How is care then enacted?	<ul style="list-style-type: none"> • Care not enacted, contributing to deterioration. 	<ul style="list-style-type: none"> • Care extremely minimal- one Barnwell Road resident cycles to modal filter to water and de-weed planters
Phase 4: Whom are the receivers of care? And how is it recognised?	<ul style="list-style-type: none"> • No one benefits • Residents on Eastern side of Shakespeare Road take on full brunt of impacts 	<ul style="list-style-type: none"> • Benefits no one – purely functional with no social value.
Phase 5: Acknowledging dynamisms in our individual capacities and needs, how can care be practiced through mutual aid and solidarity?	<ul style="list-style-type: none"> • LTN changes not a democratic process – minimal engagement with Shakespeare Road residents 	<ul style="list-style-type: none"> • N/A

Table 27 – Summary of findings for Railton Road Cul de Sac/Herne Hill Station Square

Ethics of Care Question	One Lambeth	Railton LTN Residents
Stage 1: What is the nature of the problem we care about?	<ul style="list-style-type: none"> • Pedestrianisation a reaction to ghost town nature of area 	<ul style="list-style-type: none"> • Pedestrianisation intended to amplify local business • And alleviate traffic congestion and air pollution
Phase 2: Who is responsible for addressing that problem?	<ul style="list-style-type: none"> • Lambeth Council 	<ul style="list-style-type: none"> • Lambeth Council & Southwark Council • TFL • Herne Hill Forum
Phase 3: How is care then enacted?	<ul style="list-style-type: none"> • Lambeth Council look after the space 	<ul style="list-style-type: none"> • Project is a part of co-design process
Phase 4: Whom are the receivers of care? And how is it recognised?	<ul style="list-style-type: none"> • Local businesses • Disadvantageous to those on periphery (i.e. Milkwood Road) and blue badge holders 	<ul style="list-style-type: none"> • Local businesses
Phase 5: Acknowledging dynamisms in our individual capacities and needs, how can care be practiced through mutual aid and solidarity?	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • Project apart of co-design process.

Advantageously, the community walkabouts have given us an insight into the complex, implicit nature of care around the Railton LTN. Amidst this, Stage 2 and Stage 3 findings can now be critically discussed in context of wider literature.

9. Discussion

As mentioned in the literature review, an ethics of care is a feminist-orientated moralistic theory, which concentrates on responsibility, social interdependency, and collaboration (Groot et al.,2019; Giraud,2021). This theory is less orientated around conceptual rules, assumptions, and moral judgements; but places great emphasis on caring, benevolence and empathy (Groot et al.,2019). As established earlier on, neoliberalism substantially has impacted the way in which a feminist ethics of care is orchestrated in cities (Bragaglia & Caruso,2020; Williams,2020). Tronto subsequently advocated a “second generation ethics of care” (Groot et al.,2019, pp. 288). Paramount, Tronto’s ethics of care comprises of 5 stages: caring about; caring for; care giving; care receiving; and caring with (Groot et al.,2019). Sequentially going through these five phases, this discussion section will examine to what extent the Railton LTN manifests a feminist ethics of care and potential social capital engendered.

Stage 1 – The Railton LTN Caring About What Exactly?

In correlation with the first half of research objective 1, this section will identify the issues and opportunities the Railton LTN and its evolving temporary use projects respond to. To re-instate, Tronto’s notion of “caring about” refers to the illustration of awareness and attentiveness to a caring deficit. Furthermore, this caring stage entails hearing out communicated needs, pinpointing unspoken needs, differentiating and deliberating about what needs to focus on (Parsons et al.,2021).

The community walkabouts with local residents revealed multifarious motivations for the deployment of the Railton LTN. Some of the LTN’s micro-scale projects i.e. modal filters and parklets on Atlantic Highstreet and Shakespeare Road, were seen as response to implications of car-orientated cities. London’s population is anticipated to increase in the next 10 years, from 8.6 million concurrently to 10 million (Living Streets,2019). London’s roads have insufficient capacity for additional cars. Further to this, pertinent issues of climate change, air pollution and physical inactivity need to be expeditiously addressed (Living Streets,2019). During the community walkabouts, some interpreted the modal filters as a response to the implications of the Covid-19 pandemic. At the height of the Covid-19 pandemic capacity on public transport was substantially reduced. Corresponding with this, there was a paramount need for citizens to traverse safely and sustainably (Lambeth Council,2022).

Regarding other motivations, community walkabouts reveal possible partial suspension of Lambeth Council from their own self-interests (Groot et al.,2019). Two residents of One Lambeth suggested ostensible affiliation of LTN interventions (notably the parklet on Atlantic Highstreet) with gentrification of Brixton. Brixton is already renowned for its proliferating restaurant and night-time economy - such representatives argued that environmental enhancements further elevate aesthetic appeal (Figure 43). “Green gentrification” occurs when environmental legislation has a severe impact on vulnerable groups (i.e. BAME, disabled, young/elderly, poorer communities) situated on the periphery of LTNs, where traffic congestion is amplified (Figure 44). One Lambeth lamented over possible synergies between “villagisation” and increased local economy prosperity; and equally synergies between this and social cleansing of poorer communities (Chakelian,2020). Finally, during community walkabouts, some expressed concern over LTN micro-scale projects carrying substantial political impetus, garnering support of residents and businesses in recent May 2022 local elections. LTNs provided an opportunity to advantage of unparalleled restrictions imposed on people’s freedoms and mobility, encouraging radical alterations in attitudes to car use and allocation of street space (BBC News,2022).



Figure 43 - New LTN planting spaces besides the Lounge Brixton Restaurant (Left) and Brixton Wholefoods (right) on Atlantic Highstreet (Author’s own,2022)



Figure 44: Excessive traffic spotted on Coldharbour Lane near Atlantic Highstreet (Authors's own,2022)

Stage 2 - Who Is Doing The Caring For the Railton LTN?

In correlation the second half of research objective 1, this section will identify whom assumes caring responsibility for the Railton LTN and its evolving temporary use projects. To re-instate, Tronto's notion of "caring for" refers to when someone embodies responsibility to resolve a need which has been recognised (Parsons et al.,2021).

Findings revealed that Lambeth Council is responsible for execution of nearly all new interventions in the Railton LTN; i.e. modal filters on Atlantic Highstreet, Kellet Road, Somerleyton Passage, Rattray Road/Jelf Road, Rattray Road/Dalberg Road and Railton South. Barnwell Road parklet was the only

intervention presumed to be looked after by residents. With regards to the modal filter on Shakespeare Road, elongated dilapidation poses questions about who assumes responsibility.

To understand who assumes responsibility, it may be helpful to draw upon socio-semiotics. A socio-semiotic philosophy builds on urban semiotics, conceiving social interactions (temporary uses and actors), material/environmental objects (i.e. streets and buildings) and ideologies (i.e. conjectural or theoretical) as catalysts of signification processes (Chang,2021). Examining spatial interventions on Atlantic Highstreet, the parklets look meticulously engineered, strategically placed and materiality extortionate in cost (Brixton Buzz,2021c). Around some modal filters, the presence of sub-contractor branding and signposts (pertaining to “No Motor Vehicles”, “One Way Entry”, “Enforcement Cameras Live”) further exudes this notion of institutionalisation (Figure 45). Certain meanings and symbols have been espoused onto the physical built environment since Railton LTN introduction in June 2020 (Madanipour,1996). Technical language used in community consultation i.e. “traffic filter upgrades” entailing the addition of “bespoke street furniture” and “tactical street paving”, may further galvanise the stabilisation of certain significations (Lara-Hernandez et al.,2019). In contradistinction, the Barnwell community parklet radiates informality. The design of the Barnwell Road parklet is considerably haphazard (Figure 46), with miscellaneous household objects (i.e., vases, wellington boots, car tyres and bicycle wheels) assembled in a creative way. Also with each non-participant observation walk, a certain playful spontaneity was revealed with guerrilla citizen-orchestrated initiatives incrementally extending into surrounding streets like Rattray Road. All these observations illustrate that temporary urbanism practices are very diverse (Braggaglia & Rossignolo,2021), carrying polysemic qualities in symbols (Chang,2021).

Reviewing community walkabouts, there was sentiment of Lambeth Council predominantly subcontracting care work to Sustrans (transport planning), Father Nature (maintenance of modal filters and parklets), In Use Re Use (maintenance specific to Somerleyton Passage). During the community walkabouts, there was prominent mention of Father Nature being seen in the locality. One may argue that some basic routines carry ritual symbolism (DeLanda,2016). One representative of Railton LTN residents however conveyed concern with insufficient shared responsibility of care management (Groot et al.,2019). With the expansion of the Railton LTN (Brixton Buzz,2020), capacity of subcontractors to look after micro-scale projects is constrained, potentially ascertaining to substandard caring practices (Groot et al.,2019). Barnwell Road community parklet illuminates potentialities of the community to also assist. Finally, it was not explicit who assumes responsibility

for the modal filter on Shakespeare Road. Perhaps this specific location illustrates a temporal dimension to care (Williams,2020), amidst incessant conflict between pro LTN (i.e., London Cycling Campaign & Extinction Rebellion) and anti LTN groups (One Lambeth).



Figure 45 – Council modal filters by besides Kellett Road within the Railton LTN (Author's own,2022)



*Figure 46 – Intricately assembled DIY street furniture at entrance of Barnwell Road
(Author's own,2022)*

Stage 3 - What Physical Work Is Entailed In The Caring of the Railton LTN?

In correlation with objective 2, this section will assess who is executing care giving practices in the Railton LTN. To re-instate, Tronto's notion of "care giving" refers to an organisations propensity to react to a need; this is orientated around its staff and volunteer's inclination to be acknowledgeable of the needs of others and be available when required (Parsons et al.,2021).

Father Nature plays a significant role in the execution of care giving practices in the Railton LTN. Acts of institutional care giving are prominent at Atlantic Highstreet. At this site, Father Nature have been seen reconstructing and reconfiguring parklets, watering and de-littering planters, erecting educational boards and painting designs in alignment with local Caribbean heritage. All these activities convey care for non-human others, including biodiversity and other material objects

(Powers & Williams,2020). In Use Re Use have been observed checking stability of a new community notice board at Somerleyton Passage. Iterative non-participant observations also revealed other transformations: including the re-painting of walls (Figure 47), maintenance of new street furniture and repopulation of the book swap space. Again, this illustrates care of non-human others (Powers & Williams,2020). Community walkabouts however revealed the ephemeral interaction of care givers with the actual local community. Lambeth Council may have a desire for caring practices to be conducted efficiently and instrumentally, addressing the borough's most pressing needs (Langford & Richardson,2020; Okkonen et al.,2021). Regarding implications, some may argue that an entrenched technocratic model of care attributes to the dehumanisation of care work and disempowerment of local communities (Backes et al.,2021). Manifestation of power within a few hands may also attribute to incompetence (Beacham,2018). Father Nature operates on macro-geographical scale, commissioned to do care work in other Lambeth LTNs indicated in Figure 3 (Father Nature,2022). Repetitive non-participant observation walks revealed apparent neglect of planters at Railton South (Figure 48), nearer to Herne Hill.

The Barnwell Road community parklet powerfully illuminates what the local community can do. Various care giving acts have been seen, orchestrated by residents and businesses. Caring giving acts include the collection and reassembling fly-tipped waste into street furniture. Other care giving acts include the painting of new street furniture, cultivation of food spaces and watchful surveillance (curtailing uncivil behaviours like theft and property defamation). Regarding surveillance, care additionally extends into the virtual space (Figure 49). Analysing the parklet, caring practices are bountiful and frequent, with regards to residents living on the doorstep of this intervention and/or the space being incorporated into everyday journeys.



Figure 47 – Fresh re-painting of the Somerleyton Passage underpass (Author's own,2022)



Figure 48– Neglected planter spotted at Railton Road South (Author's Own,2022)



Figure 49 – Extension of caring practices into the virtual space for Barnwell Road parklet and other guerrilla interventions in vicinity (Twitter,2022a).

Stage 4 – Who is it Railton LTN intended to benefit?

In correlation with objective 3, this section will assess who exactly the Railton LTN and its evolving temporary use practices benefit. To re-instate, Tronto’s notion of “care receiving” evokes questions about democracy in caring practices. In this stage, the lens shifts from subject to the object of care; respectively from the care giver to care receiver (Alam & Houston,2020). Here, reflexive and responsive assessment of care giving practices is paramount (Groot et al.,2019).

From the community walkabout, a greater degree of concern with the LTN scheme was exhibited by One Lambeth. During community walkabouts, One Lambeth expressed fear over the Railton LTN being affiliated with gentrification (Aldred et al.,2021), predominantly privileging the restaurant economy and vocal over-represented upper middle-class residents. One Lambeth further elaborated on this being to the detriment: of BAME businesses (one representative cited forceful conversion of customer parking bays outside the Black & White Caribbean Café on Atlantic Highstreet into parklets and cyclist provision); disabled people (one representative cited elongated travel times to GP facilities); and those living on the periphery (in regard to amplified traffic congestion). During the community walkabouts, One Lambeth exhibited concerns over the Council insufficiently examining impacts. With the most recent manifestation of LTNs, equity considerably carried less gravitas – 4 months were granted to plan and submit schemes during amidst the Covid-19 pandemic (Aldred et al.,2021). In addition to this, One Lambeth expressed fears of sharing their feedback in regard to the possibility of receiving verbal abuse from pro LTN groups. Groot et al. (2019) argues that feelings of infringed safety can compromise improvements to care giving practices. Finally, One Lambeth expressed uneasiness with lacklustre consultation approaches deployed by Lambeth Council. Creative consultation methodologies, like the community walkabouts deployed here, may enable Lambeth Council to grasp truly nuanced intersectional experiences (Groot et al.,2019).

The Barnwell Road community parklet was perceived to the most beneficial to society. Perhaps this corresponds with residents dualistically assuming the role of the care giver and care receiver (Alam & Houston,2021). In contradistinction, the modal filter on Shakespeare Road was deemed the most ineffectual. In this location, community walkabouts illuminated accumulative problems of: rife anti-social behaviour and significant noise and dust pollution from a nearby recycling plant. Despite ongoing contention between One Lambeth, Extinction Rebellion and the London Cycling Campaign which physically manifests in the space (Figure 50), Lambeth Council should still bare responsibility for tending to dilapidation, cited indifference and material violence (Vaitinen,2022).



Figure 50 –Numerous “Boris Loves LTN” stickers amongst vandalised planters at Shakespeare Road modal filter (Author’s own,2022).

Stage 5 – What is the synergy between care givers and receivers in the Railton LTN?

In correlation with objective 4, this section will assess the dynamic between care givers and care receivers in the Railton LTN, hence social capital obtained. Tronto’s notion of “caring with” acknowledges care as an synergistic relationship, where both the care giver and care receiver participate in the execution of meaningful caring practices (Alam & Houston,2020). Care is only significant when the entities receiving care employ care incentives to diminish their vulnerability (Alam & Houston,2020).

Most Railton LTN micro-scale projects are looked after by Lambeth Council, with devolution of responsibility to Father Nature and In Use Re Use. As previously stated, there are very post-democratic interactions between the care givers and care receivers. The entrenched technocratic model of care not only champions instrumentality and efficiency in the delivery (Langford & Richardson,2020), but actual legacy of the Railton LTN. During community walkabouts, care in the Railton LTN was perceived to be exclusionary (Amorim-Maia et al.,2022). For this reason, it is critical to scrutinize these approaches, whilst advocating community ownership over places in the Railton LTN which are a constituent element of people’s everyday lives and histories (Amorim-Maia et al.,2022). Barnwell Road community parklet highlights the socially revelatory nature of caring practices (Amorim-Maia et al.,2022).

Reflecting on the Barnwell Road parklet, there seems to be a less of a hierarchical relationship between care givers and care receivers. In one community walkabout, a representative of the Railton LTN group explained the emergence of the Barnwell parklet being a self-fulfilling and subsequently self-perpetuating phenomena - *It’s lots of individuals... I got involved and then when I started, I started persuading my neighbours to. They said “this is great, can I have a go?”*. Novel caring practices warranted through the Barnwell parklet has considerably triggered affective predispositions (Foster,2021). Occasional street parties have further highlighted multifunctionalities and multi-potentialities of the space (Figure 51). Further explaining this phenomena, feelings of generosity, kindness, respect, a yearn to do and be with others has evidently ascertained to transformation of oneself and transformation of relationships with others (Foster,2021).



Figure 51 – Barnwell Road Street Party Invitation (Author’s own, 2022)

10. Conclusions & inter-disciplinary reflections

A feminist ethics of care philosophy has been extremely useful in trying to comprehend the social capital harnessed by the Railton LTN in Brixton. A feminist ethics of care framework has helped to identify discrepancies between power and privilege which ultimately determines who does and does not execute caring practices, who acquires and who outsources care, who is and is not able to contribute to caring practices (Williams,2020). Specific to the Railton LTN, society evidently lies entrenched within asymmetrical power relations with different capacities. Despite this, Alam & Houston (2020) argue that is still paramount to acknowledge every individual's egalitarian right to contribute to care, whether it be giving or receiving (Alam & Houston,2020).

Findings revealed that two different types of care exist simultaneously within the Railton LTN – institutional and citizen-led care. Institutional care is conducted on macro-geographical scale, with Lambeth Council predominantly subcontracting caring responsibilities to Father Nature and In Use Re Use. By contrast, citizen-led care is extremely prevalent on the micro in places like the Barnwell Road pop-up parklet. These different spheres of care operate independent of each other. Findings have also indicated that a technocratic model of care has attributed to the underestimation of other care collectives' potential in assisting with care management (Langford & Richardson,2020). This is problematic given recent expansion and transition of the Railton LTN from a state of temporality to permanence (Brixton Buzz,2020; Brixton Buzz,2021b). Both these factors will compound the amount of care work required to retain LTN effectiveness. Subsequently, this conclusion calls for three recommendations in further research: 1) spatial identification of all care collectives in Railton LTN spatiality; 2) recognition of care's transformative potential, empowering local communities; and 3) hybridisation of different care collectives in the Railton spatiality, alleviating ramifications of care absence.

Firstly, this conclusion advocates for Lambeth Council to identify all care collectives which exist in the Railton LTN spatiality. Care is not restricted to institutional site and the home (Williams,2020). Like the Barnwell pop-up community parklet, it is critical to enhance the visibility of places where people are endeavouring to respond to inequities and neglect and cultivate more caring and equitable worlds (Williams,2020). Simply enhancing visibility is not sufficient. It may require Lambeth Council to recruit researchers which work in parallel and with local communities via participatory action and activism research (Williams,2020). It is also paramount to not exclude antagonistic groups

like One Lambeth from this process. Secondly, this conclusion advocates for Lambeth Council to acknowledge the transformative potential of care to local communities (Alam & Houston,2020). Grounded in post-humanism scholarship, de Bellacasa (2011) states that caring practices can transform one's ethos. Ethical principles do not derive from normative morality, but rather from everyday practices conducted as a part of ordinary life and understanding very implications presented for human and non-human others (de Bellacasa,2011). Finally, this conclusion advocates for Lambeth Council to resource hybrid care networks, with the hopes of this alleviating care absence in places like Shakespeare Road modal filter (Power et al.,2022). We have entered a post-welfare era, where there is vast neoliberal state retrenchment (Power et al.,2022). Lamenting over a shadow care infrastructures philosophy, Lambeth Council should reflect upon continually emergent welfare typologies – the informal amidst the formal, non- state amidst state, and non-market amidst market care (Power et al.,2022). A representative of Railton LTN residents dwelled upon a Barnwell Road occasionally to Shakespeare modal filters to water and de-weed planters. On the note of responsibility, Lambeth Council should rigorously delineate the impacts state progressive retrenchment on networks of disadvantage (Powers et al.,2022). There are numerous opportunities for this given the incessant, indispensable nature of care (de Bellacasa,2011).

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12. Appendices

Appendix A – Non-Participant Observation Notes Sheet

Non-participant Observation Sheet

Walk number:

Date & Day: / / | Monday Tuesday Wednesday Thursday Friday Saturday Sunday

Time:

Other notes (i.e., weather, events in the local area, description of route walked etc.):

Remember:

- Recording number of **STATIONARY PEOPLE** on the street
- **EXCLUDING** those walking past, waiting at a bus stop or walking into a shop

PROMPTS:

Adult's behaviours and activities

Talking; Eating and drinking; Working; Reading; Sunbathing; Sharing time with family or friends (eating, drinking, socializing); Kissing and other intimate physical contact;

Cleaning and maintaining shop front and sidewalk; Decorating—putting planters out, hanging planters, putting out advertising boards, changing signs, etc.; Smoking;

Talking on a mobile phone; Playing a musical instrument; Playing board games; Preaching; Panhandling; Vending; Greeting others on the street; Walking pets;

Observing other people and activities; Window-shopping; Protesting; Soliciting signatures for a petition; Distributing flyers

Children's behaviours and activities

Sharing time with family and other children (eating, drinking, socializing); Greeting adults and children; Assisting grandparents; Walking pets; Observing adults, older children, pets, objects and activities

Inquiring about people, objects and activities; Climbing on and going under objects (furniture, telephone/electrical boxes, bicycle racks, etc.) for play and exploration; Walking in and out of building nooks, entrances, alcoves, etc. Looking inside shop windows and entrances; Playing hide and seek—using street furniture, trees, parked cars, etc; Playing chasing games—using street furniture and trees, etc.

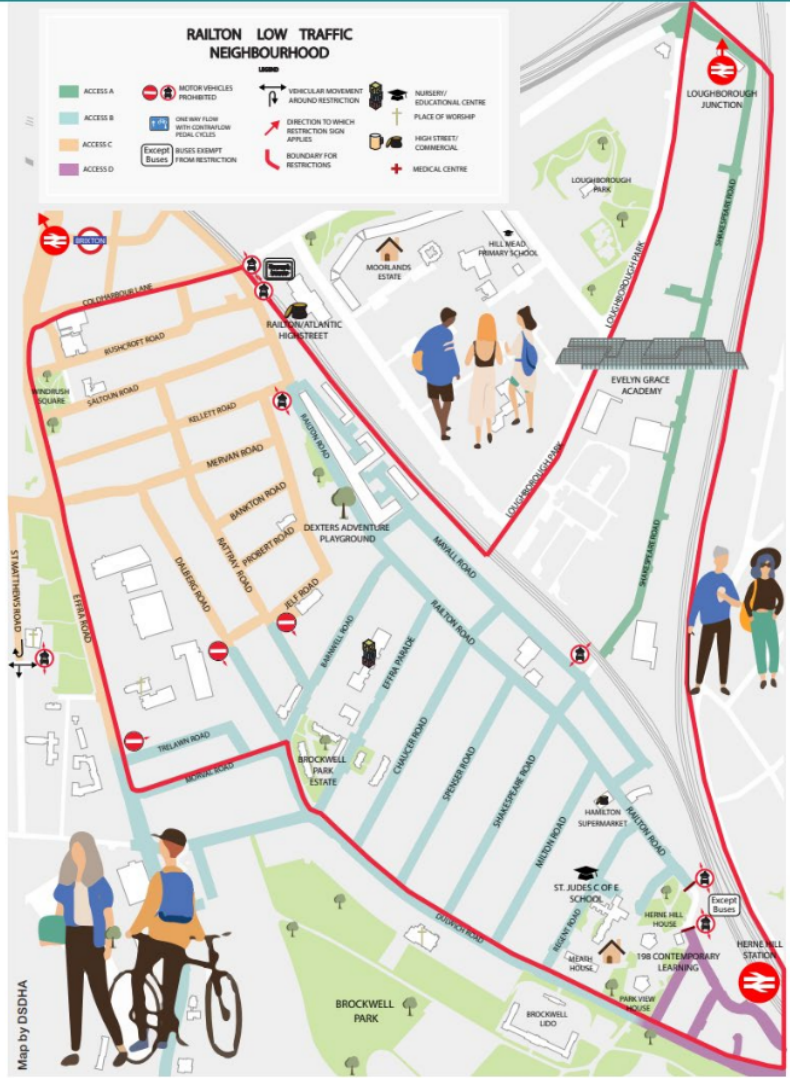
Driving toys on building walls and in nooks, entrances, alcoves, etc.; Playing with newspaper dispensing boxes—opening, shutting, hiding things, etc.; Playing with parked cars—leaning, looking in, looking at reflections, etc.

1 | Page

ID	Location encountered (Descriptions clear and concise.)	Gender (M/F)	Age <13 (Child) 13 - <18 (Teen) 18 - <60 (Adult) 60+ (Senior)	Ethnicity White Black Asian Mixed	(Physical) disability (Y/N)	Social Activities/Behaviours Code afterwards: (Social, Economic, Cultural, Leisure/Play, <u>Political</u>)***	Posture Standing Sitting Lying Sleeping	Solo/Group Activity (S/G)
1								
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Appendix B– Non-Participant Observation Map Annotation Sheet

Railton Low Traffic Neighbourhood – Update

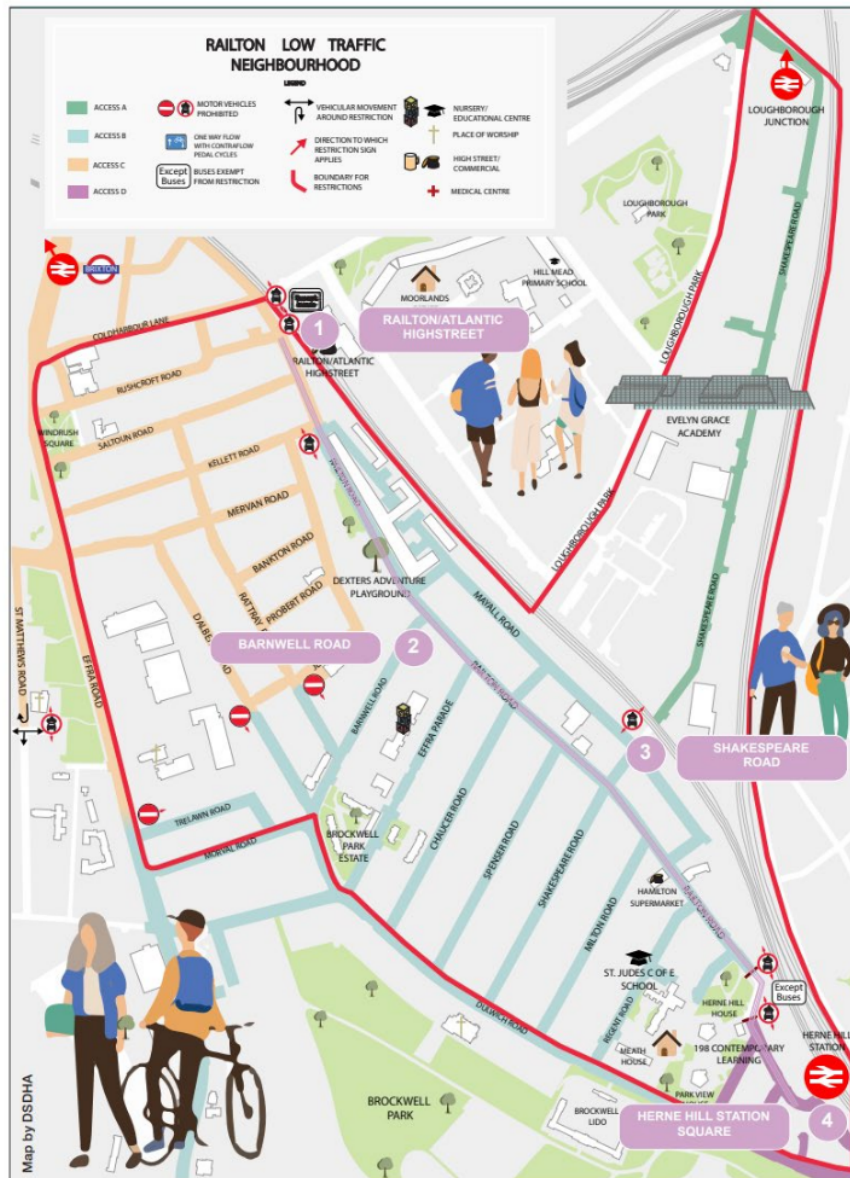


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Appendix C – Community Walkabout Map Annotation Sheet

**RAILTON ROAD LTN COMMUNITY WALKABOUT
JULY 2022**



Appendix D – Community Walkabout Script Example

Community Walkabout Stop 1 – Atlantic Highstreet

Location for speech:

By Marcus Garvey Way

Time spent at location:

15mins

Thursday - 3:10pm- 3:25pm

Friday – 9:40am – 9:55am

- **Setting the Scene (Overview of typology)**

- This part of the Railton Road LTN is heavily commercial
- As you probably noticed, this part of Atlantic Road comprises of many restaurants, bars (i.e. Brixton Lounge & Tequila Mockingbird), coffee shops, a couple of hairdressers and barbers, a community health store and a convenience shop.

- **Reflections on LTN changes**

- In June 2020, a traffic filter was added by Coldharbour Lane/ Atlantic Road junction restricting entry of motor vehicles, apart from 322 bus.
- New planting was recently added by Brixton Wholefoods and Brixton Lounge
- New street furniture and cycle parking stands also will be added.
- A long parklet (sidewalk extension with seating) is situated by Black & White Caribbean Café.

- **Ethics of Care questions**

- 1) Why do you think all these changes were made?
- 2) Who made these changes?
- 3) How do you think the LTN project here contributes to the local community?

ALL – WALK TO NEXT STOP- BARNWELL ROAD (5 mins)

Thursday - 3:25pm- 3:30pm

Friday – 9:55am – 10:00am

Appendix E – Ethical Clearance Pro Forma

Home Events My courses This course Staff Help Student Help Services

Your response

Respondent: Chloe McFarlane Submitted on: Wednesday, 30 March 2022, 2:02 PM

Ethical Clearance Pro Forma

It is important for you to include all relevant information about your research in this form, so that your supervisor can give you the best advice on how to proceed with your research.
You are advised to read through the relevant sections of UCL's Research Integrity guidance to learn more about your ethical obligations.

Submission Details

1 * Please select the type of research output you are working toward:

Major Research Project : Major Research Project

2 * Please provide the current working title of your research.

Temporary uses, diverse social relations of care and influence on institutional policy logics: A case study of the Railton Road Low Traffic Neighbourhood in Brixton, Lambeth, London

3 * Please select your supervisor from the drop-down list.

Borden, Iain : Borden, Iain

Research Details

4 * Please indicate here which data collection methods you expect to use. Tick all that apply.

- Interviews
- Focus Groups
- Questionnaires (including oral questions)
- Action research
- Observation / participant observation
- Documentary analysis (including use of personal records)
- Audio-visual recordings (including photographs)
- Collection/use of sensor or locational data
- Controlled trial
- Intervention study (including changing environments)
- Systematic review
- Secondary data analysis
- Advisory/consultation groups

5 * Please indicate where your research will take place.

UK only : UK only

6 * Does your project involve the recruitment of participants?

'Participants' means human participants and their data (including sensor/location data and observational notes/images.)

Yes No

Appropriate Safeguard, Data Storage and Security

7 * Will your research involve the collection and/or use of personal data?

Personal data is data which relates to a living individual who can be identified from that data or from the data and other information that is either currently held, or will be held by the data controller (you, as the researcher).

This includes:

- Any expression of opinion about the individual and any intentions of the data controller or any other person toward the individual.
- Sensor, location or visual data which may reveal information that enables the identification of a face, address etc. (some postcodes cover only one property).
- Combinations of data which may reveal identifiable data, such as names, email/postal addresses, date of birth, ethnicity, descriptions of health diagnosis or conditions, computer IP address (of relating to a device with a single user).

Yes No

8 * Is your research using or collecting:

- special category data as defined by the General Data Protection Regulation*, and/or
- data which might be considered sensitive in some countries, cultures or contexts?

*Examples of special category data are data:

- which reveals racial or ethnic origin, political opinions, religious or philosophical beliefs, trade union membership;
- concerning health (the physical or mental health of a person, including the provision of health care services);
- concerning sex life or sexual orientation;
- genetic or biometric data processed to uniquely identify a natural person.

Yes No

9 * Do you confirm that all personal data will be stored and processed in compliance with the General Data Protection Regulation (GDPR 2018)?

Yes
 No
 I will not be working with any personal data

10 * I confirm that:

The information in this form is accurate to the best of my knowledge.
 I will continue to reflect on, and update these ethical considerations in consultation with my supervisor.

You **MUST** download a copy of your responses to submit with your proposal, and for your own reference.

Appendix F – Approved Risk Assessment Form



RISK ASSESSMENT FORM (SIGNED) FIELD / LOCATION WORK

DEPARTMENT/SECTION: BARTLETT SCHOOL OF PLANNING
LOCATION(S): CENTRAL HOUSE, 14 UPPER WOBURN PLACE, WC1H 0NN, LONDON, UK
PERSONS COVERED BY THE RISK ASSESSMENT: CHLOE MICHAELA MCFARLANE

BRIEF DESCRIPTION OF FIELDWORK (including geographic location):
I will be conducting interviews with key stakeholders and leading a series of community walkabouts with local residents to understand inherent social value of temporary uses implemented within the Railton Road Low Traffic Neighbourhood, Brixton, London.

COVID-19 RELATED GENERIC RISK ASSESSMENT STATEMENT:

Coronavirus disease (COVID-19) is an infectious disease caused by coronavirus SARS-CoV-2. The virus spreads primarily through droplets of saliva or discharge from the nose when an infected person coughs or sneezes. Droplets fall on people in the vicinity and can be directly inhaled or picked up on the hands and transferred when someone touches their face. This risk assessment documents key risks associated with fieldwork during a pandemic, but it is not exhaustive and will not be able to cover all known risks, globally. This assessment outlines principles adopted by UCL at an institutional level and it is necessarily general. Please use the open text box 'Other' to indicate any contingent risk factors and control measures you might encounter during the course of your dissertation research and writing. Please refer to page 26-33 of your Dissertation in Planning Guidance Document (available on Moodle) to help you complete this form.

Hazard 1: Risk of Covid -19 infection during research related travel and research related interactions with others (when face-to-face is possible and/or unavoidable)
Risk Level - Medium /Moderate

Existing Control Measures: Do not travel if you are unwell, particularly if you have COVID-19 symptoms. Self-isolate in line with NHS (or county-specific) guidance.

- Avoid travelling and face-to-face interactions, if you need to travel and meet with others:
- If possible, avoid using public transport and cycle or walk instead.
- If you need to use public transport travel in off-peak times and follow transport provider's and governmental guidelines.
- Maintain (2 metre) social distancing where possible and where 2 metre social distancing is not achievable, wear face covering.
- Wear face covering at all times in enclosed or indoor spaces.
- Use hand sanitiser prior to and after journey.
- Avoid consuming food or drinks, if possible, during journey.
- Avoid, if possible, interchanges when travelling - choose direct route.

28 | Page

- Face away from other persons. If you have to face a person ensure that the duration is as short as possible.

- Do not share any items i.e. stationary, tablets, laptops etc. If items need to be shared use disinfectant wipes to disinfect items prior to and after sharing.

- If meeting in a group for research purposes ensure you are following current country specific guidance on face-to-face meetings (i.e. rule of 6 etc.)

- If and when possible meet outside and when not possible meet in venues with good ventilation (e.g. open a window)

- If you feel unwell during or after a meeting with others, inform others you have interacted with, self-isolate and get tested for Covid-19

- Avoid high noise areas as this mean the need to shout which increases risk of aerosol transmission of the virus.

- Follow one way circulation systems, if in place. Make sure to check before you visit a building.

- Always read and follow the visitors policy for the organisation you will be visiting.

- Flush toilets with toilet lid closed.

- Other 'Control Measures you will take (specify):

In addition to this,

- If and when possible, will express preference for stakeholder interviews to be conducted online via Zoom/ Microsoft Teams, rather than face to face.
- In the instance of face to face interviews, will take an Lateral Flow test prior to meeting in the morning.

NOTE: The hazards and existing control measures above pertain to Covid-19 infection risks only. More generalised health and safety risk may exist due to remote field work activities and these are outlined in your Dissertation in Planning Guidance document. Please consider these as possible 'risk' factors in completing the remainder of this standard form. For more information also see: [Guidance Framework for Fieldwork in Taught and MBas Programmes, 2020-21](#)

Consider, in turn, each hazard (write on black). If **NO** hazard exists select **NO** and move to next hazard section.

If a hazard does **exist** select **YES** and assess the risks that could arise from that hazard in the risk assessment box.

Where risks are identified that are not adequately controlled they must be brought to the attention of your Departmental Management who should put temporary control measures in place or stop the work. Detail such risks in the final section.

ENVIRONMENT

The environment always represents a safety hazard. Use space below to identify and assess any risks associated with this hazard

Examples of risk: adverse weather, illness, hypothermia, assault, getting lost.

Is the risk high / medium / low?

Risk: Personal attack/Assault

Risk Level - Low

30 | Page

Risk: Adverse weather
Risk Level - Low

CONTROL MEASURES Indicate which procedures are in place to control the identified risk

work abroad incorporates Foreign Office advice
participants will wear appropriate clothing and footwear for the specified environment
refuge is available
work in outside organisations is subject to their having satisfactory H&S procedures in place
OTHER CONTROL MEASURES: please specify any other control measures you have implemented.

Regarding Personal attack/ Assault will:

- Conduct my fieldwork during the daytime, and in highly visible locations within the Railton Road Low Traffic Neighbourhood.
- Avoid approaching inappropriate people.
- Always carry my mobile phone on me.

Regarding Adverse weather will:

- In the instance, postpone dates of community walkabouts around the Railton Road Low Traffic Neighbourhood.
- Always request for community walkabout participants to wear comfortable clothing, appropriate clothing, and carry water.

EMERGENCIES Where emergencies may arise use space below to identify and assess any risks
e.g. fire, accidents

Risk- Accidental physical injury to myself or participants attending community walkabout
Risk Level- Low

CONTROL MEASURES Indicate which procedures are in place to control the identified risk

participants have registered with LOCATE at http://www.fco.gov.uk/ent/Travel-and-living-abroad/
contact numbers for emergency services are known to all participants
participants have means of contacting emergency services
a plan for rescue has been formulated, all parties understand the procedure
the plan for rescue /emergency has a reciprocal element
OTHER CONTROL MEASURES: please specify any other control measures you have implemented.

Will:
- Always carry my mobile phone on me.

FIELDWORK 1 May 2010

EQUIPMENT Is equipment If 'No' move to next hazard

used? NO If 'Yes' use space below to identify and assess any risks

Examples of risk- inappropriate, failure, insufficient training to use or repair, injury. Is the risk high / medium / low?

e.g. clothing, outdoor motors.

CONTROL MEASURES Indicate which procedures are in place to control the identified risk

the departmental written Arrangement for equipment is followed
participants have been provided with any necessary equipment appropriate for the work
all equipment has been inspected, before issue, by a competent person
all users have been advised of correct use
special equipment is only issued to persons trained in its use by a competent person
OTHER CONTROL MEASURES: please specify any other control measures you have implemented.

LONE WORKING Is lone working a possibility? YES If 'No' move to next hazard If 'Yes' use space below to identify and assess any risks

Examples of risk- difficult to summon help. Is the risk high / medium / low?
lone interviews.

Risk- Personal attack/ Assault, Accidental physical injury to myself
Risk Level - Low

CONTROL MEASURES Indicate which procedures are in place to control the identified risk

the departmental written Arrangement for lone/out of hours working for field work is followed
lone or isolated working is not allowed
location, route and expected time of return of lone workers is logged daily before work commences
all workers have the means of raising an alarm in the event of an emergency, e.g. phone, flare, whistle
all workers are fully familiar with emergency procedures
OTHER CONTROL MEASURES: please specify any other control measures you have implemented.

Will

- Conduct my fieldwork during the daytime, and in highly visible locations within the Raiton Road Low Traffic Neighbourhood and wider Brixton area.
- Avoid approaching inappropriate people.
- Always carry my mobile phone on me.
- Alert family members where I am, what time I intend to arrive and leave study site area.

FIELDWORK 2

May 2010

ILL HEALTH
e.g. accident, illness, personal attack, special personal considerations or vulnerabilities.

CONTROL MEASURES

Indicate which procedures are in place to control the identified risk

all participants have had the necessary inoculations/ carry appropriate prophylactics
 participants have been advised of the physical demands of the research and are deemed to be physically suited
 participants have been adequate advice on harmful plants, animals and substances they may encounter
 participants who require medication should carry sufficient medication for their needs

OTHER CONTROL MEASURES: please specify any other control measures you have implemented.

Will:
 - Always carry my mobile phone on me.

TRANSPORT
e.g. hired vehicles

Will transport be required	NO	YES	YES	NO

Indicate which procedures are in place to control the identified risk

Examples of risk: accidents arising from lack of maintenance, suitability or training
 Risk: Covid-19 infection
 Risk level: Medium/ moderate

CONTROL MEASURES

X only public transport will be used
 the vehicle will be hired from a reputable supplier
 transport must be properly maintained in compliance with relevant national regulations
 drivers comply with UCL Policy on Drivers. http://www.ucl.ac.uk/hr/dfs/collage_drivers.php
 drivers have been trained and hold the appropriate licence
 there will be more than one driver to prevent driver/operator fatigue, and there will be adequate rest periods
 sufficient spare parts carried to meet foreseeable emergencies
 OTHER CONTROL MEASURES: please specify any other control measures you have implemented.

Will travel on public transport to and from study site area during off peak hours.
 Within the Raiton Road Low Traffic Neighbourhood/ wider Brixton area, will cycle or walk where possible.

- Comply with other control measures listed in Covid 19 risk assessment section of form.

DEALING WITH THE PUBLIC YES NO If 'No' move to next hazard If 'Yes' use space below to identify and assess any risks

e.g. interviews, observing
Examples of risk: personal attack, causing offence, being misinterpreted. Is the risk high / medium / low?

Risk: Personal attack/ assault
Risk Level - Low

CONTROL MEASURES Indicate which procedures are in place to control the identified risk

all participants are trained in interviewing techniques
 advice and support from local groups has been sought
 participants do not wear clothes that might cause offence or attract unwanted attention
 interviews are conducted at neutral locations or where neither party could be at risk
OTHER CONTROL MEASURES: please specify any other control measures you have implemented.

FIELDWORK Will Always carry my mobile phone on me 3 May 2010

WORKING ON OR NEAR WATER YES NO If 'No' move to next hazard If 'Yes' use space below to identify and assess any risks

e.g. rivers, marshland, sea
Examples of risk: drowning, malaria, hepatitis A, parasites. Is the risk high / medium / low?

CONTROL MEASURES Indicate which procedures are in place to control the identified risk

lone working on or near water will not be allowed

coastguard information is understood, all work takes place outside those times when tides could prove a threat

all participants are competent swimmers
participants always wear adequate protective equipment, *e.g.* buoyancy aids, wellingtons
boat is operated by a competent person
all boats are equipped with an alternative means of propulsion *e.g.* oars
participants have received any appropriate inoculations

OTHER CONTROL MEASURES: please specify any other control measures you have implemented:

MANUAL HANDLING (MH) YES NO If 'No' move to next hazard If 'Yes' use space below to identify and assess any risks

e.g. lifting, carrying, moving large or heavy equipment, physical unsuitability for the task
Examples of risk: strain, cuts, broken bones. Is the risk high / medium / low?

CONTROL MEASURES Indicate which procedures are in place to control the identified risk

the departmental written Arrangement for MH is followed
 the supervisor has attended a MH risk assessment course
 all tasks are within reasonable limits, persons physically unsuited to the MH task are prohibited from such activities
 all persons performing MH tasks are adequately trained
 equipment components will be assembled on site
 any MH task outside the competence of staff will be done by contractors
OTHER CONTROL MEASURES: please specify any other control measures you have implemented.


FIELDWORK 4 May 2010

SUBSTANCES Will participants work with any substances? NO YES. Use space below to identify and assess any risks.
 Examples of risk: Ill health - poisoning, infection, illness, burns, cuts. Is the risk high / medium / low?

CONTROL MEASURES Indicate which procedures are in place to control the identified risk
 the departmental written Arrangements for dealing with hazardous substances and waste are followed
 all participants are given information, training and protective equipment for hazardous substances they may encounter
 Participants who have allergies have advised the leader of this and carry sufficient medication for their needs
 Waste is disposed of in a responsible manner
 Suitable containers are provided for hazardous waste
 OTHER CONTROL MEASURES: please specify any other control measures you have implemented:

OTHER HAZARDS Have you identified any other hazards? NO YES. Use space below to identify and assess any risks.
 Hazard:
 Risk is the
 Give details of control measures in place to control the identified risks:

CONTROL MEASURES Have you identified any risks that are not adequately controlled? NO YES. Move to Declaration Use space below to identify the risk and what action was taken

DECLARATION The work will be reassessed whenever there is a significant change and at least annually. Those participating in the work have read the assessment.
 Select the appropriate statement.
 I, the undersigned have assessed the activity and associated risks and declare that there is no significant residual risk.
 I, the undersigned have assessed the activity and associated risks and declare that the risk will be controlled by the method(s) listed above.
 CHLOE MICHAELA MCFARLANE - DATED: 30.03.2022

 Iain Borden 30.03.2022
 FIELDWORK 5 May 2010

Appendix G – Community Walkabout Participant Invitation Email

Dear XXXX,

My name is Chloe McFarlane, and I am a masters student studying urban design at the UCL Bartlett School of Planning (<https://www.ucl.ac.uk/bartlett/planning/>). I am currently undertaking my final year research project, in which I am exploring the social value of the Railton Road Low Traffic Neighbourhood (LTN) to local residents and businesses, uniquely through an 'Ethics of Care' framework.

I understand that the Railton LTN Residents collective/One Lambeth is prominent in the area, and I would love to hear your thoughts and opinions on the topic. I would like to ask if **you and two other members** of Railton LTN Residents collective/ One Lambeth would be open to participating in a community walkabout in the near future, roughly lasting 1hr 30mins.

I further wish to clarify that all data will be anonymised. Regarding the date, time and format of the community walkabout, I am incredibly flexible.

I believe that your input could be greatly valuable to this research project.

I look forward to hearing from you soon.

Kind regards,

Chloe

Appendix H – Community Walkabout Participant Information Sheet

Information and consent form

Project Title

Low Traffic ~~Neighbourhoods~~, temporary uses and exploring social value through an 'Ethics of Care' framework

Researcher

Chloe Michaela McFarlane, ~~MRes~~ Inter-disciplinary Urban Design student,
University College London (UCL)

Introduction

You are being invited to take part in a research project being undertaken by a Masters student from the Bartlett School of Planning, University College London (UCL).

Before you decide ~~whether or not~~ to participate it is important for you to understand why the research is being conducted and what participation will involve. Please read the following information carefully, feel free to discuss it with others if you wish, or ask the research team for clarification or further information. Please take time to decide ~~whether or not~~ you wish to take part.

Why is this research being conducted?

The aim of this project is to explore the social value of the Railton Road Low Traffic ~~Neighbourhood~~ (LTN) to ~~local residents~~ and businesses, through an 'Ethics of Care' framework.

Why am I being invited to take part?

You are being invited to take part to understand the impacts and social value of the Railton Road LTN to those living and/or working within a one-mile radius of the scheme.

Do I have to participate?

Participation is entirely voluntary. If you do choose to participate and then change your mind, you may withdraw from the research at any time with no consequences and without having to give a reason.

What will happen if I choose to take part?

If you do choose to participate, you will be invited to face-to-face community walkabout to explore the issues highlighted above. The community walkabout will be conducted at a mutually agreed location. The community walkabout will last approximately 1 hour and 30 minutes and will be audio recorded (and transcribed ~~at a later date~~). You will have the opportunity to see the community walkabout transcript and agree any amendments with the researcher after the interview is concluded. Travel and subsistence expenses are not offered for participation.

What are the advantages of taking part?

There are no immediate benefits for participating in this project and no financial incentive or reward is offered, however it is hoped that this project will inform academic understanding of the social value of the Railton Road LTN.

What are the possible disadvantages of taking part?

We anticipate no significant disadvantages associated with taking part in this project. If you experience any unexpected adverse consequences as a result of taking part in the [project](#) you are encouraged to contact the researcher as soon as possible using the contact details on page 2 of this information and consent sheet.

If I choose to take part, what will happen to the data?

The community walkabout interview data will be [anonymised](#) at the point of transcription and identified by a general identifier (e.g. 'Planning officer A' or 'Planning consultant B' or a suitable pseudonym). A record of participant identities and any notes will be kept separately and securely from the [anonymised](#) data. All data and information affiliated with this project will be securely stored on an encrypted computer drive and physical documents will be stored securely on [University](#) property.

The data will be only used for the purposes of this research and relevant outputs and will not be shared with any third party. The [anonymised](#) data may be [utilised](#) in the written dissertation produced at the end of this project, and this dissertation may then be made publicly available via the University Library's Open Access Portal, however no identifiable or commercial sensitive information will be accessible in this way.

What will happen to the results of the research project?

It is anticipated that the data collected in this project will be included in the dissertation produced at the end of this project, submitted for the award of a [Masters](#) degree at University College London (UCL). You will not be personally identified in any of the outputs from this work, and attributions and quotations will be [anonymised](#). If you would like to receive an electronic copy of any outputs stemming from this [project](#) please ask the contact below who will be happy to provide this.

Contact Details

If you would like more information or have any questions or concerns about the project or your [participation](#) please use the contact details below:

Primary contact

Chloe McFarlane | [MRes](#), Inter-disciplinary Urban Design student, UCL | chloe.mcfarlane.19@ucl.ac.uk

Supervisor

Iain Borden | [MRes](#), Inter-disciplinary Urban Design supervisor, UCL | i.borden@ucl.ac.uk

Concerns and / or Complaints

If you have concerns about any aspect of this research project please contact the MSc student contact the student in the first instance, then escalate to the supervisor.

Informed Consent Sheet

Title of project

If you are happy to participate, please complete this consent form by ticking the boxes to acknowledge the following statements and signing your name at the bottom of the page.

Please give the signed form to the researcher conducting your interview at the interview. They will also be able to explain this consent form further with you, if required.

1.	I have read and understood the information sheet.	<input type="checkbox"/>
2.	I agree to participate in the above research by attending a face-to-face interview as described on the Information Sheet.	<input type="checkbox"/>
3.	I understand that my participation is entirely voluntary.	<input type="checkbox"/>
4.	I understand that I may withdraw at any time without giving a reason and with no consequences.	<input type="checkbox"/>
5.	I agree for the interview to be audio recorded.	<input type="checkbox"/>
6.	I understand that I may see a copy of the interview transcript after it has been transcribed and agree any amendments with the researcher.	<input type="checkbox"/>
7.	I understand that the intention is that interviews are anonymised and that if any of my words are used in a research output that they will not be directly attributed to me unless otherwise agreed by all parties.	<input type="checkbox"/>
8.	I understand the data from this project will be considered for repository in the UCL Open Access repository as described on the Information Sheet but that this will be anonymised data only.	<input type="checkbox"/>
9.	I understand that I can contact the student who interviewed me at any time using the email address they contacted me on to arrange the interview, or the dissertation supervisor using the contact details provided on page 2 of the information sheet.	<input type="checkbox"/>

Participant name: Signature: Date:

Researcher name: Signature: Date:

FINAL GRADE

GENERAL COMMENTS

/100

Instructor

PAGE 1

PAGE 2

PAGE 3

PAGE 4

PAGE 5

PAGE 6

PAGE 7

PAGE 8

PAGE 9

PAGE 10

PAGE 11

PAGE 12

PAGE 13

PAGE 14

PAGE 15

PAGE 16

PAGE 17

PAGE 18

PAGE 19

PAGE 20

PAGE 21

PAGE 22

PAGE 23

PAGE 24

PAGE 25

PAGE 26

PAGE 27

PAGE 28

PAGE 29

PAGE 30

PAGE 31

PAGE 32

PAGE 33

PAGE 34

PAGE 35

PAGE 36

PAGE 37

PAGE 38

PAGE 39

PAGE 40

PAGE 41

PAGE 42

PAGE 43

PAGE 44

PAGE 45

PAGE 46

PAGE 47

PAGE 48

PAGE 49

PAGE 50

PAGE 51

PAGE 52

PAGE 53

PAGE 54

PAGE 55

PAGE 56

PAGE 57

PAGE 58

PAGE 59

PAGE 60

PAGE 61

PAGE 62

PAGE 63

PAGE 64

PAGE 65

PAGE 66

PAGE 67

PAGE 68

PAGE 69

PAGE 70

PAGE 71

PAGE 72

PAGE 73

PAGE 74

PAGE 75

PAGE 76

PAGE 77

PAGE 78

PAGE 79

PAGE 80

PAGE 81

PAGE 82

PAGE 83

PAGE 84

PAGE 85

PAGE 86

PAGE 87

PAGE 88

PAGE 89

PAGE 90

PAGE 91

PAGE 92

PAGE 93

PAGE 94

PAGE 95

PAGE 96

PAGE 97

PAGE 98

PAGE 99

PAGE 100

PAGE 101

PAGE 102

PAGE 103

PAGE 104

PAGE 105

PAGE 106

PAGE 107

PAGE 108

PAGE 109

PAGE 110

PAGE 111

PAGE 112

PAGE 113

PAGE 114

PAGE 115

PAGE 116

PAGE 117

PAGE 118

PAGE 119

PAGE 120

PAGE 121

PAGE 122

PAGE 123

PAGE 124

PAGE 125

PAGE 126

PAGE 127

PAGE 128
