

<b>Item No.</b> 12.	<b>Classification:</b> Open	<b>Date:</b> 2 April 2014	<b>Meeting Name:</b> Borough, Bankside and Walworth Community Council
<b>Report title:</b>		Keyworth Street and Thomas Doyle Street public realm improvements	
<b>Ward(s) or groups affected:</b>		Cathedrals	
<b>From:</b>		Head of Public Realm	

## RECOMMENDATION

1. That the Borough, Bankside and Walworth Community Council approve the implementation of the above scheme (subject to statutory consultation) in line with the positive public consultation outcome outlined in the attached consultation summary (Appendix A).

## BACKGROUND INFORMATION

2. In accordance with Part 3H paragraph 16 of the Southwark constitution, community councils have the executive function to determine whether to implement non-strategic traffic and highway schemes.
3. The scheme on Keyworth Street and Thomas Doyle Street is classified as non-strategic.
4. Full details of all results associated with the study can be found in Appendix A the 'consultation report'.
5. It is proposed that the following measures be implemented:

### a) Keyworth Street

- Change traffic route to one-way (southbound) for motor vehicles between Thomas Doyle St and Ontario Street
- Stop non emergency motorised vehicle access between Thomas Doyle St and Borough Road
- Remove on-street parking bays
- Provide new cycle parking, seating and lighting throughout the street
- Provide additional and replacement tree planting in high quality pits and planting beds that will support long and healthy growth
- Introduce meandering routes for motor vehicles which, in association with other improvements, will encourage them to proceed at relatively low speeds

### b) Thomas Doyle Street

- Change traffic route to one-way (south bound) for motor vehicles between Rotary Street and Keyworth Street junction
- Raised table treatment between junction with Rotary Street and Keyworth Street.

- New tree planting, lighting, cycle stands and street furniture.
- Narrowing of carriageway width.

For more detail of scheme proposals, please refer to Appendix B.

## **KEY ISSUES FOR CONSIDERATION**

6. Keyworth Street is currently an unattractive, low motor vehicle trafficked section of public highway that runs through the heart of the London South Bank University (LSBU) campus. Southwark council have been working closely with LSBU to bring forward acceptable design proposals for the enhancement of Keyworth Street that is to be funded by LSBU.
7. LSBU is an important partner in the on-going regeneration of the Elephant & Castle area and continues to invest significant amounts of money in the enhancement of its campus in order to be more competitive in attracting new students to the university and to Southwark. The urban environment is proved to play an important role in attracting students as it directly influences the student experience. Therefore LSBU have made available up to £2m for Southwark to significantly enhance the public highway in Keyworth Street.
8. The proposed design and network alterations will reduce the number of motor vehicles driving along Keyworth Street whilst retaining a pedal cycle contra-flow route. The overall design of the street seeks to convey a sense of pedestrian priority throughout the space whilst still allowing for necessary vehicular traffic. The curved nature of the realigned vehicular route means an increase of footway widths is achievable outside of main university building entrances so easing congestion.
9. Existing dead, dying or diseased trees will be removed and replaced with semi-mature trees planted in high quality rooting zones ensuring long-term vitality and enhancement to the appearance of the street.
10. Through retaining the cycle contra-flow along Keyworth Street the route will become an attractive and quiet alternative to London Road for cyclists wishing to travel between the Elephant and Castle and St. George's Circus.
11. A three week public consultation exercise has been carried out seeking the views of local residents, businesses and university staff and students. The council has written to all residents within a 150m distance of Keyworth Street and sought comments via a freepost questionnaire. A consultation event was held at LSBU's Enterprise Centre on Tuesday 11 March, attended by the design team, to provide a further opportunity for stakeholders and the general public to discuss the proposals.
12. Full details of the consultation strategy, results, conclusions and recommendations can be found in Appendix A.
13. Appendix B outlines the design elements of the proposed scheme.

## **Policy implications**

14. The recommendations contained within this report are consistent with the

council's streetscape design policies and with the policies of the transport plan 2011, particularly:

Policy 1.1 – pursue overall traffic reduction

Policy 2.3 – promote and encourage sustainable travel choices in the borough

Policy 4.2 – create places that people can enjoy

Policy 5.1 - Improve safety on our roads and to help make all modes of transport safer.

### **Community impact statement**

15. The implementation of any transport project creates a range of community impacts. All transport schemes aim to improve the safety and security of vulnerable groups and support economic development by improving the overall transport system and access to it.
16. The policies within the transport plan which are listed within this report have been subject to an equality impact assessment.
17. This scheme is particularly geared towards improving the environment for pedestrians and cyclists. It also will have a significant effect on the student population in the area.

### **Resource implications**

18. This report is for the purposes of consultation only and there are no resource implications associated with it.
19. It is, however, noted that this project is funded solely by a financial contribution provided by London South Bank University and approval of contract sum is subject to LSBU internal sign-off requirements.

### **Consultation**

20. Ward members were consulted prior to commencement of the study.
21. Informal public consultation was carried out in March 2014, as detailed above.
22. This report provides an opportunity for approval of the scheme to proceed to the detailed design and implementation stage, subject to statutory consultation.
23. If approved for implementation this will be subject to statutory consultation required in the making of any permanent traffic management orders. If there are any unresolved objections to the statutory consultation then a further report will be brought to the community council to consider and determine those objections prior to any implementation.

## BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH  Online: <a href="http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011">http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011</a>	Matthew Hill  020 7525 3541

## APPENDICES

No.	Title
Appendix A	Keyworth Street and Thomas Doyle Street public realm improvements – Consultation Summary
Appendix B	Final scheme proposals

## AUDIT TRAIL

<b>Lead Officer</b>	Des Waters, Head of Public Realm	
<b>Report Author</b>	Matthew Hill, Public Realm Programme Manager	
<b>Version</b>	Final	
<b>Dated</b>	21 March 2014	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	Yes	No
<b>Date final report sent to Constitutional Team</b>	21 March 2014	