

Consultation report Keyworth Street highways and public realm improvements

On 27 February 2014, Southwark Council began a two week period of public consultation on the proposed highway and public realm improvements to Keyworth Street (SE1). The purpose of the consultation was to identify the level of public support for the proposed changes to the highway and public realm areas on Keyworth Street, which involve:

- Changing the majority of Thomas Doyle St and Keyworth St to one-way for motor vehicles with a contra-flow for pedal cyclists
- Closing the section of Keyworth St between Thomas Doyle St and Borough Rd to motor vehicles and remove the existing parking there. However, two-way access for pedal cyclists will be retained
- Providing new cycle parking, seating and lighting throughout the street
- Providing additional and replacement tree planting in high quality pits and planting beds that will support long and healthy growth
- Introducing meandering routes for motor vehicles which, in association with other improvements, will encourage them to proceed at relatively low speeds

The key objectives of these proposed changes are to create a street environment that is friendly and conducive to pedestrians, cyclists and related activities and which accommodates motor vehicles but is designed in a way that encourages them to give the other users and uses priority and to proceed appropriately.

A letter was sent out to 1133 local residents within a 15m distance of Keyworth Street outlining the proposal. A questionnaire was also sent out which asked the questions;

- 1) Do you support the council's proposal for enhancing Keyworth Street?
- 2) Which aspects of the proposed changes (listed above) do you agree with?
- 3) A space was provided for further comments. Two visualisations and plans, showing the scheme's transport impacts and an Illustrative Master plan, were also included.

The letter also invited residents to a meeting which was held on Tuesday 11th March at The Clarence Centre (SE1) and was attended by Southwark Council, London South Bank University and the design team. This meeting was arranged to give local residents the opportunity to view further plans and images of the proposed scheme and also to ask any questions that they may have.

Results

A total of 37 completed questionnaires (a response rate of 3.5%) were returned via the post and at the event. The results for each of the questions are as follows:

- 1) 97% of people who responded stated that they supported the principal of the proposal.
- 2) 91% of respondents agreed with the proposal to change the majority of Thomas Doyle Street and Keyworth Street to one-way for motor vehicles with contra-flow for pedal cyclists.
- 3) 94% of people agreed with the proposal to make a section of Keyworth Street between Thomas Doyle Street and Borough Road closed to motor vehicles with existing parking remove, retaining two-way access for cyclists.
- 4) 94% of respondents agreed to the proposal to provide new cycle parking, seating and lighting throughout the street.
- 5) 97% of people agreed that introducing meandering routes for motor vehicles which, in association with other improvements, will encourage them to proceed at relatively low speeds.

As these results clearly demonstrate, whilst the overall response rate was low, amongst those who did respond there was a strong level of support for all elements of the scheme. The low response rate could be explained by the fact that of the 1133 properties leafleted, the vast majority are not immediately adjacent to Keyworth Street and indeed are located the other side of London Road, and many residents may feel the proposals do not directly affect them. Most people that use Keyworth Street are the students and staff of the university itself. The university are strongly in support of the

scheme, and are funding it. The public consultation was not aimed directly at students and the Council relied on the university to undertake any engagement with the staff and students.

Comment and suggestions submitted as part of the consultation responses are listed below:

Introduction of one-way route

One comment that was received was that a resident current benefits from the ability to drive from Ontario Road through to Thomas Doyle Street and Borough road in order to avoid traffic.

Response: there is a ready alternative main road route provided

2 comments focused on request to introduce traffic lights or a zebra crossing at the Keyworth St / Borough Road junction due to perceived high risk for pedestrians who wish to cross Borough Road safely.

Response: this is noted but outside of the scope of this scheme

Servicing of building fronting on to Keyworth Street

3 Comments were received which made reference to manoeuvring of large vehicles (i.e. deliveries to 10 Keyworth Street) in terms of the size and layout of the roads. There was a comment raising concerns about the access for delivery vehicles to the South Bank Technopark and the Keyworth Hostel.

One comment from a staff member at LSBU was concerned about the loss of the loading bay outside of the Technopark which is apparently replaced by new tree planting.

Response: an alternative loading bay is to be created slightly north on Keyworth Street. The university are satisfied with the loading arrangements.

Loss of parking

3 comments were received regarding the loss of parking specifically:

- Currently enjoy ability to park on Keyworth St as a way to avoid traffic when their parking permit allows.
- Request to reprovide parking bays with a nearby location
- Concern about loss of parking bays outside of the Keyworth St hostel

Response: officers consider there to be sufficient capacity elsewhere within the zone to accommodate the displaced parking.

Security

4 comments made reference to improved lighting for pedestrians walking at night, and also CCTV for greater cycle parking security.

One resident in particular was concerned about the new proposed seating that may attract street drinkers, loitering and anti-social behaviour particularly in the evening when the university buildings close and natural surveillance is removed. The resident felt that such risk would result in them not using Keyworth Street in the evening

Response: new improved lighting is an integral part of the scheme. CCTV is outside of the scope of this project. These concerns will be raised with the Council's Community Safety team to consider appropriate ways of managing such problems if they do arise. On balance, provision of seating is an integral part of improving the streetscape and providing opportunities for informal social interaction in the space. Officers will review the level of seating to be provided in conjunction with the university to balance this benefit and risk.

Cycle segregation and safety

3 comments were made with reference to improving cyclist facilities and cyclist security. A comment was received on the potential risk which motor vehicles and cyclist may pose to pedestrians and would like to know what the measures will be to help reduce cyclist/pedestrian accidents from a risk.

Response: whilst the scheme is designed to give a greater sense of pedestrian priority, footway and carriageway will continue to be formally and clearly delineated. The 'meandering' design of the street will encourage lower speeds for all vehicles including pedal cycles. The scheme will be subject to independent Road Safety Audit during the detailed design phase.

Trees

2 comments were received about providing more trees and increasing the level of greenery throughout the scheme perhaps in the form of sustainable urban drainage. 1 comment on the mess that tree will pose particularly in the autumn time.

Response: the provision of well designed and maintained street greenery and trees is integral to the scheme. The potential for tree planting in the street is constrained by the amount of underground public utilities in the street. Substantial design development has already been undertaken to verify that what is proposed is deliverable and optimised and represents a major cost element in the scheme. Opportunities for enhanced amenity planting will be considered in the detailed design stage.

Design layout

A number of comments were received regarding the design and layout of the scheme such as the inclusion of a dedicated smoking area, the low wall outside the procurement offices (Room Gc09 Technopark, LSBU) which could invite people to sit on this wall chatting and smoking. This is currently a problem and causes noise and health issues with their current single glazing windows. Sufficient waste facilities, a dedicated taxi drop off and pick up point which would be helpful to local businesses and the South Bank University's Technopark were also raised as well as a crossing facility across Borough Road between Keyworth Street and Milcote Street via the use of build outs.

A comment was received which suggested adding a signature piece to the scheme to help lend identity to the area.

Response: all the above issues can be considered in the detailed design stage.

2 comments made suggested making the area for pedestrians only to create more of a calm and relaxed area for example closing off Keyworth Street beyond the Technopark loading areas to make the space inspirational and a place for the public to use for events, and stall for selling food, and displaying arts.

Response: officers considered a range of options during feasibility. Retention of limited motor vehicle access is important for servicing of the university buildings. The space has been specifically designed however to minimise the impact of motor vehicles. Enabling the street to be usable for occasional events was a key design consideration and the design is flexible enough to enable the street to be used for occasional events (e.g. Freshers' Fairs and the like). Given the limited demand for through vehicular access, this can be achieved by temporary road closures without a significant impact on the wider network.

<name>
<address>
<address>
<address>

Date: XXXXX

Dear XXXXX,

Re: Proposed Keyworth Street highway and public realm improvements

Overview

Southwark Council and London South Bank University are working in partnership to design and deliver a significant programme of highway and public realm improvements to Keyworth Street. The key objective of this project is to transform Keyworth Street into an attractive and exciting space that will benefit both the existing local residential and university community. In particular, we are aiming to create a street environment that is friendly and conducive to pedestrians, cyclists and related activities. We still propose to accommodate motor vehicles but want the design to encourage them to give the other users and uses priority and to proceed appropriately.

The key proposed changes are to

- change the majority of Thomas Doyle St and Keyworth St to one-way for motor vehicles with a contra-flow for pedal cyclists
- close the section of Keyworth St between Thomas Doyle St and Borough Rd to motor vehicles and remove the existing parking there. However, two-way access for pedal cyclists will be retained
- 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

The enclosed plans and visuals show how these changes will affect the layout of Keyworth Street and transform the physical environment.

Consultation

The project team would like to hear your views on these proposals ahead of finalising the designs and seeking approval to formalise changes to the road network. You can provide comments through completing and returning the enclosed freepost questionnaire by the **19th March** or attending the consultation event that has been arranged for:

Tuesday 11th March between 4pm and 7.30pm at The Clarence Centre, 6 St George's Circus SE1 6FE

The event will provide an opportunity to view further plans and images of the proposed scheme and also to ask any questions that you may have. We look forward to either seeing you there or receiving your completed questionnaire by the closing date.

Yours sincerely,

Jon Abbott
Head of Regeneration North

Questionnaire: Your thoughts on the proposal for Keyworth Street highway and public realm improvements

By completing this questionnaire you will help inform the council's proposal for making improvements to Keyworth Street. Please follow the folding instructions overleaf and return to us, FREEPOST, by **Wednesday 19th March**.

1	Do you support the council's proposal for enhancing Keyworth Street (tick)?	Yes	No
2	Please state whether you agree or disagree with each of the proposed layout changes (circle):		
	Majority of Thomas Doyle St and Keyworth St changed to one-way for motor vehicles with contra-flow for pedal cyclists	Agree	Disagree
	Section of Keyworth St between Thomas Doyle St and Borough Rd closed to motor vehicles with existing parking removed. Two-way access for cyclists retained	Agree	Disagree
	New cycle parking, seating and lighting throughout the street	Agree	Disagree
	Additional and replacement tree planting in high quality pits and beds	Agree	Disagree
3	Please provide any other comments that you may have below		

If you would like to be kept up to date on regeneration projects within the Elephant and Castle, please provide your details below (please print in capital letters) and you will be added to our mailing list.

Name(s)	
Full address (including postcode)	
Email address	

For further info and updates please visit www.southwark.gov.uk/elephantandcastle

Please answer all the questions overleaf. When completed please fold as shown below and post it to us (no stamp required) to arrive no later than **Wednesday 19th March**.

c) Third, fold back on this line and tuck in flap

NO
STAMP
REQUIRED

FREEPOST RSCE-TGHU-CUZB
Southwark Council
Regeneration North Team
5th Floor, Hub 1
160 Tooley Street
London
SE1 2QH

a) First, fold back on this line

b) Second, fold back on this line