

## SUMNER STREET CONSULTATION SUMMARY



The council is working with Tate Modern and Better Bankside to improve the public realm around the new art gallery extension, following the planned completion of the construction project in 2016. The extension project will transform the orientation of the Tate Modern, with a new main entrance on the south side of the building which will create new pedestrian routes into the heart of Southwark. In order to improve the pedestrian environment and create a world class gateway, a project has been developed to improve the main thoroughfare to the new art gallery on the southside along Sumner Street.

This note summarises the reasons for investing in the project, the method of consultation, a detailed response to comments made, and next steps for the project.

### Why invest in improvements at Sumner Street?

The proposal to make further improvements to Sumner Street has arisen from two key opportunities:

- **Create a world class public space adjacent to the new Tate Modern extension** which will be complete in time for the opening of the £215m project in 2016. In addition to creating a 60% increase in the size of the public art gallery at Tate Modern, the extension project will also reconfigure the ground floor layout of the building, creating a new main entrance to the landmark visitor attraction on the south side of the former power station, adjacent to Sumner Street. The attraction currently receives in excess of 5 million visitors a year, which is set to rise following the completion of the extension project, and a substantial proportion will access the site from the new main entrance off Sumner Street. Improving the public realm along Sumner Street will provide a safe and attractive route for visitors accessing the site from local public transport nodes, including Southwark tube, London Bridge and Waterloo stations, and local bus and cycle hire services.
- **The need to create new and improved public realm** to provide for the large numbers of new residents, workers, and visitors moving into and through the area. The council has carried out extensive consultation on a programme of public realm improvement works across Bankside called the “Bankside Urban Forest.” Sumner Street presents a key opportunity to create a high quality public plaza with seating, tree planting, cycle parking and cycle hire facilities which will provide a valuable new amenity and social space for the enjoyment of local residents, workers and visitors. Closing the road to motorised vehicles will improve the safety of access to the international attraction for visitors and also encourage sustainable modes of travel by promoting a high quality new pedestrian and cycle route.

### What improvements are being proposed?

As a first step in the process, the council carried out a traffic study in October 2014 to quantify and analyse the volumes of pedestrian, cycle and vehicle movement through the area. Based on the low volumes of vehicle movement, the report highlighted the potential for the closure of a section of Sumner Street. Please visit our dedicated project webpage at [www.southwark.gov.uk/sumnerstreet](http://www.southwark.gov.uk/sumnerstreet)

Sumner Street between the junction of Holland Street and Bankside House to vehicular traffic in order to create a new world class plaza to link to the new Tate Modern landscape on the southside. Since the traffic study was completed, a draft layout has been designed to detail how improvements can best be made with the budget available and can be downloaded from [www.southwark.gov.uk/sumnerstreet](http://www.southwark.gov.uk/sumnerstreet). The layout will provide a route for pedestrians and cyclists with high quality granite materials throughout and additional tree planting.

### **How will traffic continue to access the area around Sumner Street?**

In order to close the section of Sumner Street between Holland Street and Bankside House, some minor alterations to the highway network are proposed, as set out in the attached highway layout plans. Sumner Street is proposed to be made one way between the junctions with Holland Street and Southwark Street, with no entry signage erected on Southwark Street. Vehicles would continue to have full access to all sites in the area via Hopton and Holland Streets. On Great Guildford Street cul-de-sac signage would be erected to indicate the change in access arrangements, with all other access arrangements remaining in situ.

### **What are the long term plans for the area?**

Planning permission was granted in 2011 for an extension to the existing Bankside House building. Should the project or an alternative proposal for the site be implemented, there is potential to extend the proposed closure of Sumner Street to the junction with Great Guildford Street as set out in the attached plans. We have indicated this proposal as a second phase two, and would be subject to agreement with the owners of the building and future funding.

### **How did we consult you on the designs?**

- We held a series of public consultation events at a stall on the street on Tuesday 17<sup>th</sup> March at 8am to 9am, 12.30pm to 1.30pm or 6.30pm to 7.30pm, or Saturday 21 March at 11am to 12pm.
- We wrote to all residents in the area who would be directly affected by the scheme and asked for comments between 27 February and 31 March 2015.
- We exhibited posters, leaflets, and adverts to advertise the consultation and seek all comments on the plans
- We set up a project webpage so that people could download the plans easily at [www.southwark.gov.uk/sumnerstreet](http://www.southwark.gov.uk/sumnerstreet)

### **What comments were made on the design and how have they affected the design?**

The overall consultation response was very positive and we had a number of representations supporting the initiative. There were 2 objections to the scheme. We received a number of very helpful comments on the design. The list below provides a list of all of the comments made with a response in italics below to address how we have taken these comments into account.

1. Trees are only shown in phase 2 can some be put in in phase 1?

*Officer response: Noted, we will aim to introduce more street trees on Sumner Street in phase 1 if the layout of sub-ground services and utilities allows for more trees to be planted. We are currently carrying out technical surveys to ascertain the exact layout of utilities and will aim to insert additional trees if possible.*

2. There is going to be a need for a lot of bins to cope with the rubbish from a lot more pedestrians on the south side are these planned in properly?

*Officer response: Noted, additional street bins will be included in the scheme on Sumner Street*

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3. The one way system past Neo could become a bit of a race track, especially as drivers get exasperated as their route is blocked further up. Will any calming measures be installed? There will be increased pedestrian traffic in this zone too so it could be dangerous.

*Officer response: Noted, a sum from the project budget has been set aside to provide traffic calming measures on Holland Street adjacent to the art gallery to prevent speeding.*

4. Where will the taxi rank be and has the risk of this backing up into the one way section been considered?

*Officer response: The taxi rank for Tate Modern will remain in its existing location on Holland Street and will be improved with new materials. The layout has been designed to ensure that taxis will not wait on Holland Street to avoid impeding the flow of traffic.*

5. Concern that there is currently significant illegal parking, especially during major events at Tate Modern, such as fashion week and this will be exacerbated by the closure of Sumner Street

*Officer response: The head of parking enforcement has been notified of this reported issue and has instructed the team of enforcement officers to monitor the situation closely to restrict illegal parking.*

6. I am sure this project will stop cars coming up Holland Street from Sumner Street the wrong way. At the moment it seems many drivers ignore the No Entry signs and continue up Holland Street. This scheme should now stop that. I would however like to urge that there is a formalised contra-flow cycle lane because not only cars but also cyclists come up Holland Street the wrong way at the moment often quite fast right in the middle of the road

*Officer response: Noted, the project will include a formal contra-flow cycle lane along Holland Street, with traffic management orders and markings on the street.*

7. Is the intention to make Hopton Street one way as well. I do hope this is not the case because if there are major queues on Southwark Street (which frequently happens when the north side of the river is used for events). If Hopton Street remains two way it would be possible to exit in extremis out of Castle Yard by turning left. You can then cross Southwark Street and drive south quite easily.

*Officer response: Hopton Street will remain two way. As a result of the numerous positive suggestions through this consultation, the council intends to prepare a traffic order to make Holland Street two way north of Castle Yard.*

8. Southwark Living Streets is extremely supportive of these proposals (both phase one and phase two) and in particular the knitting together of the Tate redevelopment with the buildings to the south of Sumner St and the pedestrianisation that is proposed along with the elements of filtered permeability which will serve to reduce the impact of motor vehicles in the area (speeding on Great Guildford is particularly intimidating) and encouraging permeability for bicycles. Opening up Holland St fully to two-way cycling would be particularly useful.

*Officer response: Noted, cycle access will be maintained through Sumner Street.*

9. While we understand that the two phases of the project need to be undertaken separately, the introduction of simple calming on Great Guildford north of Southwark Street (through full-width humps) might help improvement the environment and safety in the short term for cyclists and pedestrians - these are being used widely in the Quietways programme to ensure a 20mph environment.

*Officer response: The current available budget for this project is limited, and we will investigate the options to introduce further traffic calming measures to Great Guildford Street once the final cost of the construction of Sumner Street has been agreed.*

10. Marks and Spencer's have two daily HGV articulated lorry deliveries at 6am and 5pm. Currently the HGV turns into Sumner Street at the Great Suffolk Street junction, and then into Zoar Street where it reverses into the loading bay.

*Officer response: Noted, vehicle swept path analysis will be carried out at the junction of Great Guildford Street and Zoar Street to ensure that service vehicles can access Zoar Street from the south of Great Guildford Street.*

11. There are a number of enforcement issues associated coaches dropping off at Bankside House and ignoring the coach ban.

*Officer response: It is noted that some coaches have been ignoring the coach ban which applies to the area and the council has contacted the owners of Bankside House to ensure that they are aware of the issue.*

12. Please also remove the existing bollards blocking entry into Sumner Street from Park Street and from Great Guildford Street, so that, in case of congestion in Southwark Street, people can drive into Southwark Bridge Road.

*Officer response: The point closure of Sumner Street at the junction with Great Guildford Street was installed a number of years ago at the request of local residents on the Sumner Street estate to prevent rat running through to Southwark Bridge Road.*

13. Please create many more single-yellow lines along Hopton Street, Castle Yard, Holland Street and Sumner Street, allowing people to park after 6 PM from Monday to Friday and all day on Saturday and Sunday

*Officer response: It is noted that the amount of resident on street parking has increased following the recent introduction of the controlled parking zone (CPZ) in 2012. Prior to 2012 there were 27 resident parking bays within 200m walk of Bankside Lofts. The introduction of the new CPZ in (2012) brought about a number of changes there are now 36 resident parking bays within a 200m walk of Bankside Lofts. The council's parking team have been made aware of this request and will investigate as part of the next CPZ review.*

14. I live in Bankside Lofts, and your proposed changes to the traffic flow along Sumner Street and the eventual closure of a part of Sumner street will make it very difficult to drive out of my block of flats' car park and will make it difficult for delivery vans and lorries, for emergency vehicles and for builders, plumbers and other engineers to access my block of flats. Please also understand that the emergency vehicles (police, ambulances, fire engines) must be able to get access to Neo Bankside, Bankside Lofts and all other building in my area easily.

*Officer response: Prior to the commencement of this project, the council carried out a detailed traffic study of the whole area with traffic surveys and an analysis of all future planned developments, including the redevelopment of Samson and Ludgate Houses. The survey includes future trip generation and demonstrates that the closure of Sumner Street will not have a detrimental impact on the capacity of the network, and permanent access to the Bankside Lofts development for all servicing and emergency vehicles will be maintained.*

15. The RV1 stop has been removed – could it be re-instated to improve access for disabled residents



*Officer response: Disabled access to the RV1 bus stop is retained with access to the stop on Upper Grounds via the recently refurbished Thames Path and Marigold Alley. The council has further contacted Transport for London to understand if there is scope to relocate a RV1 bus stop on Southwark Street.*

16. May I suggest that instead of dropped bollards 2 rows being placed at each end of Sumner St to allow the RV1 bus route to be re- instated along there

*Officer response: The council has investigated this option, but there is real concern over the clash between pedestrians and cyclists and bus access, and concern over the maintenance of a technology required to provide for remote access rising bollards.*

17. I notice also that the traffic survey was undertaken in 2014. Presumably for the immediate area. However, this closure would have an effect on the amount of traffic flow along Holland St and also along Hopton St. Carlyle Group's large new development is due to begin shortly in the Hopton St area which will also increase the volume of traffic flow.

*Officer response: The traffic study includes analysis of all future planned developments, including the redevelopment of Samson and Ludgate Houses and the associated future trip generation.*

18. I would also like to suggest that if this proposal does go ahead that traffic light be placed at the junction of Hopton St with Southwark St as more vehicles would need to turn into Hopton St against the Southwark St traffic.

*Officer response: Transport for London have stated that this junction is too close to an existing set of signals to enable further signals to be installed. The traffic survey completed which includes future trip generation does not highlight a detrimental impact on this junction as a result of the proposed closure of Sumner Street.*

19. No through road signs should have 'except cycles' plates underneath

*Officer response: Noted, this will be included in the scheme*

20. Trial without bollards: the paving and amount of people should be enough to discourage most drivers. Having a few CEOs ticketing taxis once scheme is implemented should dissuade taxis.

*Officer response: There is scope to remove the proposed bollards in the long term, but bollards will be needed in the short term in order to ensure that the public is fully aware of the changes to the highway network following completion and to protect the recently completed paving works.*

21. How would the loop for deliveries/access to Neo Bankside on Sumner Street work with one-way traffic? I think it would be better for the one-way to be in the other direction – both for access and arrangements for cycling.

*Officer response: The council has amended the design to create a traffic order to make Holland Street two way north of Castle Yard to enable ease of access to the car parks at Hopton Point and Neo Bankside.*

22. Move existing closure at end of Sumner St east. So perhaps to junction of Emerson St & Sumner St. This would make it easier for the cycles using Sumner Street to reach the bridge. Alternative is to change the give way markings at Emerson St (making drivers coming from it have to give way)

*Officer response: The current available budget for this project is limited, and is not likely to be sufficient to widen the scope at this time.*

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23. Poor conditions for cycling at junction of Great Suffolk St - it needs an advanced stop line (ASL) and lead-in lane if the one-way proposed is not to be reversed, but no island is required

*Officer response: Noted, we will investigate the scope to include advanced stop line in this location to enhance safety.*

## **What happens next?**

The designs have now been amended to ensure all of the comments made as outlined above have been taken into account.

Traffic orders will now be advertised and made to formalise the road closure of Sumner Street to motorised vehicles.

The council is working closely with the project team at the Tate Modern extension to procure a coordinated public realm contract which will deliver the internal landscaping within the Tate project site and the external works along Sumner Street. This joint procurement will facilitate the most efficient logistics for the project and minimise disruption for local residents during the construction of the public realm works.

Works are planned to be delivered in phases starting in Autumn 2015 and completed before the end of March 2016.

## **How can I continue to be updated on this project?**

For any queries about the project please do get in touch

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