

<b>Item No.</b> 15.	<b>Classification:</b> Open	<b>Date:</b> 2 December 2015	<b>Meeting Name:</b> Bermondsey and Rotherhithe Community Council
<b>Report title:</b>		Central London Cycling Grid: Quietway 14 – Results of Public Consultation	
<b>Ward(s) or groups affected:</b>		Grange	
<b>From:</b>		Head of Highways	

## RECOMMENDATION

1. That the community council supports the proposed recommendations to the cabinet member for environment and the public realm to implement the cycle route proposals subject to statutory procedures, as detailed in paragraph 19.

## BACKGROUND INFORMATION

2. In accordance with Part 3H, paragraph 20 of the Southwark constitution, the community councils are to be consulted on traffic management decisions of a strategic nature.
3. The objectives of the scheme are to:
  - Provide a network of continuous and safe cycle routes across inner London;
  - Improve road safety;
  - Better conditions for cyclists;
  - Improve accessibility for all road users; and,
  - Enhance quality of the streetscape.
4. Jubilee Cycle Grid forms part of Quietway 14 that runs between Blackfriars Road and Canada Water. A public consultation has been undertaken covering the section between Blackfriars Road and Tower Bridge Road, part of which falls within Grange ward. A report has been taken to the Borough, Bankside and Walworth Community Council on 21 November with the results of the consultation as part falls within that area.
5. As part of the proposal, a number of traffic movement restrictions would be put in place. This involves:
  - Nicholson Street, to be one-way eastbound for traffic except pedal cycles;
  - Union Street between Great Guildford Street and Southwark Bridge Road to be pedal cycle only except for access.
  - No motor vehicle access to Southwark Bridge Road from Union Street;
  - Newcomen Street closed to motor vehicle traffic at Borough High Street. The section between Borough High Street and Crosby Row to become two-way
  - Leathermarket Street one-way eastbound only for traffic except cycles
  - Tanner Street one-way westbound only for traffic except cycles

6. In addition to ensure that the route is suitable throughout the day existing stretches of single yellow line are proposed for upgrading to 24 hour waiting and loading restrictions. A small number of parking bays are proposed for removal at key locations to address road safety concerns.
7. Due to the potential impact of the proposals, pre-consultation engagement was carried out specifically for the Newcomen Street area.
8. If approved, the implementation of the proposal will start in the first quarter of 2016-17.

## **KEY ISSUES FOR CONSIDERATION**

9. Pre-consultation engagement was carried out for the closure of Newcomen Street to gauge the views of local residents / businesses. During this exercise, 99 properties were consulted with seven responses. Officers also spoke to the businesses on the western end of Newcomen Street as part of the exercise. The general consensus was in support and the closure would transform the environment of the area, providing access / loading is maintained.
10. A public consultation was held October to November 2015 for the area concerned. The consultation started on 12 October 2015, initially for a 3 week period. However after reports that a small number of residents and businesses had not received leaflets, additional leaflets were distributed and the consultation period extended to 8 November 2015.
11. Due to the size of the area the scheme covers, it was decided to divide the consultation area into four sections. Each area was based around the likely impact of the proposed measures, thus the size of the sections varies and the number of leaflets for each area is different. However, each leaflet referenced the other three sections and informed the consultees that information could be found on the Southwark Council website.
12. Two public exhibitions were held on 23 and 26 October 2015 between 2pm and 6pm & 4pm and 8pm respectively. Officers were available at these events to discuss / explain the scheme as well as answering any questions/queries attendees had.
13. Officers or council appointed consultants attended additional meetings with Better Bankside, Edward Edwards' House and Bermondsey Street Area Partnership to discuss the scheme.
14. A total of 4,993 leaflets were delivered as part of the consultation with a 7.5% overall response rate.

Section	Scheme area	Leaflets Delivered	No. of Responses	Response Rate
A	Nicholson Street, Chancel Street and Dolben Street	319	41	12.9%
B	Union Street	585	100	17.1%
C	Newcomen Street, Kipling Street and Guy Street	1,413	74	5.2%

Section	Scheme area	Leaflets Delivered	No. of Responses	Response Rate
D	Weston Street, Leathermarket Street and Tanner Street	2,676	159	5.9%

15. Sections C (part) and D fall within the Bermondsey and Rotherhithe Community Council boundary. Hence Section A and B are not considered in this report, although the results are included in Appendix B for completeness.
16. The consultation leaflet asked respondents to give their views on each of the individual proposals, as well as their overall support for the measures.
17. The consultation responses are summarised as follows:

Section	Scheme area	Leaflet Delivered	No. of Response	Response Rate	Support	Opposed	No answer
C	Newcomen Street, Kipling Street and Guy Street	1,413	74	5.2%	37	29	8
					50%	39%	11%
D	Weston Street, Leathermarket Street and Tanner Street	2,676	159	5.9%	81	51	14
					51%	32%	9%

18. Full details of responses received, objections and concerns raised and officer response to those is contained in Appendix B. Whilst there was overall support for the route, the key themes of objection and concern were around:
- Diversion of local traffic onto other unsuitable roads where closures are proposed
  - Increase traffic level on other roads and local access difficulty where one-way traffic are proposed
  - Loss of one tree

### **Recommendations to the cabinet member for environment and the public realm**

19. On the basis of the results of the public consultation the cabinet member is recommended to approve the implementation of the Jubilee Cycle Grid Route Section C to D proposals (subject to formal statutory consultation).

### **Policy implications**

20. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly

Policy 2.3 – Promote and encourage sustainable travel choices in the borough  
 Policy 5.1 – Improve safety on our roads and to help make all modes of transport safer  
 Policy 6.1 – Make our streets more accessible for pedestrians

## **Community impact statement**

21. 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.
22. The recommendations are area based and therefore will have greatest affect upon those people living, working or traveling in the vicinity of the areas where the proposals are made.
23. The proposed cycle route will not only create a better cycle route for existing cyclists but also encourage people who are not currently cycling to do so.
24. As part of the scheme public realm improvements will be made to which will be enjoyed by all road users.
25. The proposed closure of Newcomen Street (by Borough High Street) except for cyclists will vastly reduce the traffic volume on this street and along the route. There will be no obvious benefit for through traffic to use the local streets. However, there will be some negative impact on local access where vehicles will have to travel a longer distance to enter or exit the local network.
26. Newcomen Street between Tennis Street and Crosby Row is proposed to become two-way to ensure local access is maintained.
27. The proposed one-way traffic flow with contra-flow cycling on Leathermarket Street, Morocco Street and Tanner Street will reduce the rat-running traffic through the area and allow for a safer environment for two-way cycling.
28. The introduction of double yellow lines at junctions and narrow sections gives benefit to all road users through the improvement of inter-visibility and therefore road safety. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighboring properties at that location.
29. The scheme will result in a loss of 4 parking spaces in total, two of which are pay and display.

## **Resource implications**

30. All costs arising from implementing the recommendations will be fully contained within the existing budgets, which are funded by Transport for London.

## **Consultation**

31. Consultation to date has been carried out as described in paragraph 9 to 14.
32. Ward members were consulted prior to the commencement of the public consultation.
33. Pre-engagement was carried out in February/March 2015.
34. This report is to consult the community council prior to a decision being taken by

the cabinet member for environment and the public realm. Should the cabinet member approve, statutory consultation, as defined by national regulations, is required before the implementation of traffic management orders for certain aspects of the scheme. The council will place a proposal notice in proximity to the site location and also publish the notice in the Southwark News and the London Gazette. The notice and any associated documents and plans will also be made available for inspection on the council's website or by appointment at its Tooley Street office.

35. Any person wishing to comment upon or object to the proposed order will have 21 days in which to do so. Should an objection be made that officers are unable to informally resolve, this objection will be reported to the cabinet member for determination, in accordance with the Southwark Constitution.

#### REASON FOR URGENCY

36. Not reporting until the next community council meeting would put the overall programme at risk. This would put Transport for London (TfL) funding for the proposals at risk. For the proposals to be completed in 2016 as per TfL's funding conditions, a decision by the cabinet member is required in early January 2016.

#### REASON FOR LATENESS

37. The consultation period was extended for an extra week due to reports of missed delivery. As these proposals affect two community councils, consultation in the same cycle is essential to ensure the cabinet member can make a decision in January 2016 and not put at risk funding from TfL.

#### BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011 Cycle Strategy	Southwark Council Environment and Leisure Parks Design Team 160 Tooley Street London SE1 2QH  Online: <a href="http://www.southwark.gov.uk/info/2/00107/transport_policy/1947/transport_plan">http://www.southwark.gov.uk/info/2/00107/transport_policy/1947/transport_plan</a>	Matt Hill 020 7525 3541

#### APPENDICES

No.	Title
Appendix A	Overview plans for Section C and D
Appendix B	Consultation report
Appendix C	Pre-consultation letter

**AUDIT TRAIL**

<b>Lead Officer</b>	Matthew Hill, Head of Highways	
<b>Report Author</b>	Ian Ransom, Project Manager	
<b>Version</b>	Final	
<b>Dated</b>	19 November 2015	
<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 Law and Democracy	No	No
Strategic Director of Finance and Governance	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>	16 November 2015	