

Item No. N/a	Classification: Open	Date: 11 December 2017	Meeting Name: Cabinet Member for Environment and the Public Realm
Report title:		Quietway 14 – Tower Bridge to Canada Water	
Ward(s) or groups affected:		Grange Ward, Riverside Ward, Rotherhithe Ward	
From:		Head of Highways	

RECOMMENDATION

1. That the Cabinet Member for Environment and the Public Realm approve the scheme for implementation, as shown in the outline design (Appendix A) and summarised in paragraph 3 below, subject to the necessary statutory procedures and confirmation of construction funding from TfL.

BACKGROUND INFORMATION

2. The section of Quietway 14, between Tower Bridge Road and Canada Water, is part of the Transport for London (TfL) funded Quietways programme. This section of the route runs between Tower Bridge Road and Canada Water. It connects to the western section of Quietway 14 between Blackfriars Road and Tower Bridge Road, the proposed eastern section of Quietway 14 between Canada Water and Deptford in LB Lewisham. It is a medium-intervention route, mainly focusing on the provision of a modal filter, surfacing improvements, direction signing, improved shared use paths for pedestrians and cyclists, and some changes to parking spaces. The proposed scheme aims to improve conditions for cyclists, increase the number of cyclists in the Borough, reduce motor vehicle traffic and speeds and improve accessibility for all road users.
3. Below is a summary of the proposed improvements as part of the approval:
 - Raised contra-flow cycle lane on Tanner Street, between Maltby Road and Druid Street. The proposals at the Druid Street junction will be coordinated with proposals by TfL between Druid Street and Jamacia Road.
 - Two sinusoidal speed humps on George Row, either side of the Wolseley Street junction.
 - Kerb buildout on the south-eastern corner of the Chambers Street and George Row junction to tighten junction.
 - New cycle symbol road markings along key sections of Chambers Street to highlight cyclists and improve safety. Resurfacing/repitch Chamber Street prior to construction of the Quietway. Drawings to be included in Detailed Design phase.
 - Modal filter, and convert existing road to a raised shared path facility on Bermondsey Wall East, between Marigold Street and Cherry Garden Street. Implement rumble strip at the pedestrian access half way between Marigold Street and Cherry Garden Street.

- Widen footway and provide inset loading bay on Bermondsey Wall East, opposite Cherry Garden Street junction.
 - Kerb buildout on the south-eastern corner of Bermondsey Wall East and Cherry Garden Street junction.
 - Replace cobbles on Bermondsey Wall East with temple setts north of Moated Manor House of King Edward III.
 - New shared path, bollards and new surfacing opposite The Angel pub.
 - Rotherhithe CPZ project to implement new waiting restrictions on Fulford Street and Paradise Street.
 - New tram and ladder and replacing chicanes with bollards on Cottle Way to improve accessibility for physically impaired pedestrians and cyclists.
 - Surfacing improvements on St Marychurch Street on damaged/uneven cobblestones.
 - New segregated bi-directional cycle facility between Tunnel Road and Railway Avenue.
 - Rotherhithe CPZ project to implement new waiting restrictions on Railway Avenue.
 - Improve accessibility of existing bi-directional cycle facility between Railway Avenue and Albion Street.
 - Removal of two parking spaces on Albion Street to improve safety and visibility.
 - Two new sinusoidal speed humps on Swan Road.
 - Replace cobble stones with temple setts at the access point from Swan Road into Albatross Way.
4. Certain sections of the route fall within Parks and Open Spaces rather than public Highway. Officers from Parks and Open Spaces team have been closely involved in the development of the proposals.
5. In accordance with paragraph 22 of section 3D of the council's constitution, the Cabinet Member is responsible for the decision to implement any traffic and highway improvement project, subject to statutory consultation.
6. The consultation for the proposal opened on Friday 24th November 2016 to Monday 19th December 2016. The consulted proposal is listed below, with the consultation plans found in Appendix B:
- New raised contra-flow cycle lane on Tanner Street, between Maltby Road and Druid Street. The proposals at the Druid Street junction will be coordinated with proposals by TfL between Druid Street and Jamacia Road.
 - Two sinusoidal speed humps on George Row, either side of the Wolseley Street junction.
 - Kerb buildout on the south-eastern corner of the Chambers Street and George Row junction to tighten junction.
 - Modal filter, and convert existing road to a raised shared path facility on Bermondsey Wall East, between Marigold Street and Cherry Garden

Street. Implement rumble strip at the pedestrian access half way between Marigold Street and Cherry Garden Street.

- Widen footway and provide inset loading bay on Bermondsey Wall East, opposite Cherry Garden Street junction.
 - Kerb buildout on the south-eastern corner of Bermondsey Wall East and Cherry Garden Street junction.
 - Replace cobbles on Bermondsey Wall East with temple setts north of Moated Manor House of King Edward III.
 - Implement new waiting restrictions on Fulford Street and Paradise Street.
 - New tram and ladder and replacing chicanes with bollards on Cottle Way to improve accessibility for physically impaired pedestrians and cyclists.
 - Surfacing improvements on St Marychurch Street on damaged/uneven cobblestones.
 - New segregated bi-directional cycle facility between Tunnel Road and Railway Avenue.
 - Improve accessibility of existing bi-directional cycle facility between Railway Avenue and Albion Street.
 - Removal of two parking spaces on Albion Street to improve safety and visibility.
 - Two new sinusoidal speed humps on Swan Road.
7. The draft consultation report can be found in Appendix C.
8. In general, the proposal was well supported; Further surfacing and road marking improvements will be proposed on Chambers Street prior to the quietway's implementation to mitigate safety concerns during the construction of Thames Tideway.

KEY ISSUES FOR CONSIDERATION

Summary of consultation process and findings

9. Public consultation, including with key stakeholders, was carried out between Friday 24th November 2016 and Monday 19th December 2016.
10. Ward members were consulted during public consultation.
11. On the 31st January 2017, an on-site meeting with Riverside Ward Councillor Anood Al-Samerai, Cabinet Member Ian Wingfield, and LBS Council officers was undertaken to discuss safety mitigation measures on Chambers Street during the Thames Tideway construction (completion in 2023). It was agreed that the quietway scheme would include the following:
- New cycle symbol road marking along key sections of Chambers Street to highlight cyclists and improve safety.
 - Work with maintenance team to ensure a programme to resurface/repatch road to acceptable standard prior to the installation of Q14.
 - Re-fresh all road markings on Chambers Street and at the junctions of

Bevington and George Row.

- Install additional signage where appropriate, include school signs.
12. The proposals were presented at the Bermondsey and Rotherhithe community Council on 20th February 2017.
 13. Key Stakeholders include Southwark Cyclists, Southwark Living Streets and Southwark Liberal Democrat Council Group. A summary of their comments can be found in Appendix C.
 14. There was overall support for the project with 70% of respondents in favor of the scheme.
 15. Project officers carried out discussions with Bermondsey Wall East residents in early-mid 2017 regarding the retention of the modal filter on Bermondsey Wall East and the reduction of pedestrian and cycle conflict on the proposed shared path.
 16. The outline design in Appendix A has been amended to consider and mitigate concerns from all consultation comments received.
 17. If approved for implementation the project will be subject to the statutory consultation procedure required to make any permanent Traffic Management Order. Any objections received as part of this statutory procedure and that cannot be resolved will be the subject of a further report.
 18. Full details of the draft consultation results, conclusions and recommendations can be found in Appendix C.
 19. TfL had originally proposed a route via Elephant Lane, King Stairs Close, and Rotherhithe Street. However given concerns raised by local councilors there are no proposals on Elephant Lane, King Stairs Close, and Rotherhithe Street as the route was realigned to utilise St Marychurch Street, Paradise Street, and Fulford Street to mitigate pedestrian and cycle conflict concerns between Elephant Lane and Rotherhithe Street. In addition, the alternative route will mitigate conflicts during the Mayflower 400 anniversary event in 2020.
 20. During a project update meeting with Councilor Anood, it was asked whether the project team could consider an alternative route through Loftie Street. A scoping report is currently being developed to consider the alternative route and the preferred route will be proceed into Detailed Design subject to further internal approvals and consultation with ward councilors.
 21. The section of Tanner Street between Maltby Street and Druid Street is currently in Detailed Design phase.

Design changes based on consultation responses

22. The initial consultation layout is shown in Appendix B. In response to stakeholder concerns and issues raised during consultation, the designs have been amended and the revised outline design is shown in Appendix A. The changes to the initial design are summarised as follows:
 - Modal filter, and convert existing road to a raised shared path facility on Bermondsey Wall East, between Marigold Street and Cherry Garden

Street. Implement rumble strip at the pedestrian access half way between Marigold Street and Cherry Garden Street.

- New shared path, bollards and new surfacing opposite The Angel pub.
23. The following improvements will be included in the final outline design drawings:
- New cycle symbol road marking along key sections of Chambers Street to highlight cyclists and improve safety. Resurfacing/repitch Chamber Street prior to construction of the Quietway.
24. The latest designs will be uploaded to the project website which will provide further opportunity for stakeholders to provide comment.

Policy implications

25. The recommendations contained within this report are consistent with the council's Transport Plan 2011, particularly:-

Policy 2.3 – Promoting and encouraging sustainable travel choices in the borough

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

Policy 6.1 – Making our streets more accessible for pedestrians

Community impact statement

26. 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.
27. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
- Improving road safety, in particular for vulnerable road users including pedestrians and cyclists, on the public highway.
28. The proposals include a number of 'shared use' areas between pedestrians and cyclists. Whilst no specific concerns were raised during the public consultation, there is a risk that such areas have a disproportionate impact on disabled people, particularly those who are visually impaired. An EQIA (Equalities Impact Assessment) will be undertaken during the Detailed Design phase to ensure this impact has been properly assessed and designed out. Any concerns raised will be considered for mitigation subject to internal approvals.

Resource implications

29. The estimated cost of the scheme, including design and project management fees, is £832,164.14. The total budget earmarked by TfL for the project is £951,000. There is currently £110,000 available in cost code R-2017-0080.05 to complete the Detailed Design stage.
30. The commencement of the Construction stage will be subject to confirmation of funding for construction from TfL at the end of the Detailed Design stage.

31. Work will not be awarded and the scheme will not be started until all the funding for construction from TfL is secured.
32. The total expenditure incurred, including project management fees, against the capital allocation for the scheme will be monitored and reported as part of the overall Capital Programme.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Democracy

33. The Cabinet Member for Environment and Public Realm is being asked to approve the scheme referred to in this report and as shown in the outline design (Appendix A).
34. Part of the scheme requires a traffic management order. The procedure for implementing a traffic management order involves a statutory consultation. The report acknowledges that if any objections to the consultation cannot be informally resolved, then consideration of those objections and a decision on whether to proceed with that part of the scheme will be subject to a further report to the Cabinet Member for Environment and Public Realm.
35. The Equality Act 2010 introduced the public sector equality duty, which merged existing race, sex and disability equality duties and extended them to include other protected characteristics; namely age, gender reassignment, pregnancy and maternity, religion and belief and sex and sexual orientation, including marriage and civil partnership. In summary those subject to the equality duty, which includes the Council, must in the exercise of their functions: (i) have due regard to the need to eliminate unlawful discrimination, harassment and victimisation; and (ii) foster good relations between people who share a protected characteristic and those who do not. The report considers that these proposals will actually improve road safety and will therefore provide an overall benefit.
36. The Human Rights Act 1998 imposed a duty on the Council as a public authority to apply the European Convention on Human Rights; as a result the Council must not act in a way which is incompatible with these rights. The most important rights for planning purposes are Article 8 (respect for homes); Article 6 (natural justice) and Article 1 of the First Protocol (peaceful enjoyment of property).
37. The implementation of this transport scheme is not anticipated to have any detrimental impacts on a particular group or to breach the provisions of the Human Rights Act 1998.

Strategic Director of Finance and Governance (CAP17/066)

38. This report is requesting approval from the Cabinet Member for Environment and Public Realm to implement the scheme, as shown in the outline design (Appendix A) and summarised in paragraph 3, subject to the necessary statutory procedures and confirmation of construction funding from TfL, as detailed in the report.
39. The strategic director of finance and governance notes that there are sufficient

funds to complete the Detailed Design phase of the scheme.

40. The strategic director of finance and governance also notes that the commencement of the construction stage will be subject to confirmation of funding from TfL and no commitment will be made on these projects until all the funding from TfL is secured and confirmed.
41. It is also noted that any future maintenance costs arising from this investment will be funded from existing Highways division's revenue budgets.
42. Staffing and any other costs connected with this recommendation to be contained with existing departmental revenue budgets.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment and Social Regeneration Network Development 160 Tooley Street London SE1 2QH	Matt Hill 020 7525 3541

APPENDICES

No.	Title
Appendix A	Outline design
Appendix B	Consultation plan
Appendix C	Consultation report

AUDIT TRAIL

Lead Officer	Matthew Hill – Head of Highways	
Report Author	Albert Ang, Highways	
Version	Final	
Dated	13 November 2017	
Key Decision?	Yes	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Law and Democracy	Yes	Yes
Strategic Director of Finance and Governance	Yes	Yes
Cabinet Member	Yes	Yes
Date final report sent to Constitutional Team		29 November 2017