

Item No.	Classification: Open	Date: 6 April 2018	Decision Taker: Cabinet Member for Environment and the Public Realm
Report title:		Cycling Quietway 14 – Section D Weston Street to Tower Bridge Road	
Ward(s) or groups affected:		Chaucer, Grange	
From:		Director of Environment	

RECOMMENDATION

1. That the cabinet member for environment and the public realm approves the implementation of the additional cycle route proposals, as detailed in Appendix A, subject to the outcome of the necessary statutory procedures.

BACKGROUND INFORMATION

2. Quietways are a network of radial and orbital cycle routes throughout London. The routes will overcome barriers to cycling, targeting cyclists who want to use quieter, low-traffic routes, providing an environment for these cyclists who want to travel at a more gentle pace.
3. Quietway 14 runs between Southwark and Canada Water. A public consultation has been undertaken covering the Central Grid section which covers the section between Blackfriars Road and Tower Bridge Road.
4. A decision was taken in June 2016 by the cabinet member for environment and the public realm. This decision agreed to the implementation of Sections A to C of the original proposals, with a request for officers to “look in more detail at the issues relating to Tanner Street and Bermondsey Street and prepare a further report for consideration”
5. This decision was called in for scrutiny. Following discussion with affected ward members (Cllr Damien O’Brien of Grange Ward and Cllr Adele Morris of Cathedral Ward), officers and the Cabinet Member for Environment and the Public Realm committed to the following:
 - That the decision by TfL to allow the reversal of the proposed one way sections in Tanner Street and Leathermarket Street should allow this section (D) to now proceed to a formal IDM decision, following the statutory consultation that is required;
 - Tanner Street would become one-way eastbound;
 - All parking on Tanner Street would remain on the northern side of the carriageway;
 - Transport for London have stated that the right turn out of Tanner Street would have to be banned should Tanner Street become one-way eastbound.
 - Leathermarket Street would become one-way westbound;
 - Morocco Street would remain two-way;

6. Outline designs were developed, incorporating the comments from TfL and also fine-tuning the design to ensure the proposed layout was feasible for implementation. See Appendix A for design layout. The key elements progressed to public consultation were as described in paragraphs 4 and 5.
7. Ward councillors of the affected wards were engaged prior to the public consultation. An officer presented the proposals to the councillors and discussed a number of specific items including:
 - Impact on surrounding network from point closures on Union Street and Newcomen Street (Section C); and proposed one way operation on Leathermarket Street and Tanner Street.
8. Section D of Quietway 14 continues along Weston St to Leathermarket St from there to Morocco St where it continues in an easterly direction via Bermondsey St along Tanner St before ending at Tower Bridge Rd.
9. At Tower Bridge Rd the scheme ties in with TfL's proposed Cycle Grid Scheme.

Consultation

10. A public consultation was held in October and November 2015 for the route, from Blackfriars Road to Tower Bridge Road. 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 the leaflets, additional leaflets were distributed and the consultation period extended to 8 November 2015 to four weeks in total.
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 was varied and the number of leaflets for each area was 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 and Council appointed consultants were available at these events to discuss / explain the scheme, as well as answering any questions/queries from attendees.
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, a total of 374 responses were received, equating to a 7.5% response rate.
15. A detailed consultation report can be found in Appendix B.
16. In summary, within the consultation area, there was overall support for the route.

Section	Scheme area	Leaflet Delivered	No. of Response	Response Rate	Support	Opposed	No answer
D	Weston Street, Leathermarket Street and Tanner Street	2,676	159	5.9%	81	51	14
					51%	32%	9%

17. However, there were a number of objections and concerns raised regarding:

- Increased restrictions on waiting and loading in certain areas;
- 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 operation is proposed;
- Loss of a tree.

Stakeholder consultation

18. Responses were received from the following stakeholder groups listed below:

- Southwark Cyclists
- Southwark Living Streets
- London Cycle Campaign
- Better Bankside
- Bermondsey Street Area Partnership
- Tabard Gardens North Tenants and Residents Association

19. Southwark Cyclists, Southwark Living Streets, London Cycle Campaign and Better Bankside were all in support of the proposals.

20. Bermondsey Street Area Partnership welcomes improved cycling conditions and reduced traffic in the area but was concerned about the impact on the traffic level in the northern section of Bermondsey Street with the proposed traffic movements on Leathermarket Street and Tanner Street funnelled up Bermondsey Street.

21. Tabard Gardens North TRA did not support the proposal and was concerned about the road network bounded by Newcomen Street and Long Lane.

22. The details of stakeholder responses and officer responses can be found in Appendix B.

Transport for London (TfL)

23. TfL is strongly in favour of the scheme and have as yet raised no concerns.

24. TfL is a statutory body, which can approve or reject all temporary and permanent works that are likely to affect congestion levels, journey times and road safety on the Strategic Route Network, of which Quietways 14 are part.

25. TfL have formally approved the scheme and are keen to have it implemented at the earliest opportunity.

Community Council Consultation

26. As per part 3H of the council's constitution, Borough, Bankside and Walworth Community Council was consulted on 21 November 2015, while Bermondsey and Rotherhithe Community Council was consulted on 2 December 2015. The following comments were made at these meetings:
- Concerns regarding the one-way proposals on Leathermarket Street, Morocco Street and Tanner Street. The proposal would have adverse impact on access for local residents on these streets and Bermondsey Street as Bermondsey Street will become the obvious route to exit the area.
27. The following queries were received from Councillor Damien O'Brien from Grange ward:
- What would happen to ambulance access on Newcomen Street if western end is closed;
 - How local residents would access Morocco Street south of Leathermarket Street. The proposed one-way eastbound on Morocco Street would mean the southern section can only be access via Leathermarket Street which involve a very difficult manoeuvre; or via Lamb Walk which is narrow and unsuitable for large vehicles;
 - Access to the hotel on Archie Street and how this interacts with the one-way of Tanner Street;
 - The flow direction of the proposed one-way of Leathermarket Street, Morocco Street and Tanner Street.

Response to Consultation

28. Responses to the issues raised during the consultation are detailed in the consultation report in Appendix B. The following responses are provided for the concerns raised in the community council meetings.
29. Regarding the outcome of the consultation, including sessions with councillors from the three wards was not adequately reflected in the report. The community council reports summarised the overall results of the consultation. The session with the ward councillors mainly focused on presenting the proposed measures along the route. The main comments raised were:
- The proposed one-way except cyclists on Leathermarket Street, Morocco Street and Tanner Street. The objections mostly relate to the proposed direction of Tanner Street (westbound) and the subsequent rat-running from Tower Bridge Road to Tooley Street via Bermondsey Street.
30. The proposed one-way operation on Leathermarket Street, Morocco Street and Tanner Street (except pedal cycles) is fundamental to the overall scheme proposals. Given the overall proposals are supported by a majority of respondents; officers believe they should be implemented. However, officers will give further consideration to any detailed issues regarding local access in the detailed design process. One-way operation will be subject to a statutory consultation before implementation giving a further opportunity for local objections to be considered.
31. While it is acknowledged that there is local objection to the proposed direction of Tanner Street, the scheme in this section ties into Transport for London's Road Network. TfL ran a consultation for a project at the junction of Tanner Street and Tower Bridge Road that

ran from 15 February to 20 March 2016. This scheme is based on Tanner Street retaining a westbound traffic flows.

32. Due to TfL assertion, the draft Traffic Management Order for the scheme has already been posted and the process of statutory consultation had already begun at the time of the writing of this report. Thus far there has only been one mild objection from an otherwise supportive resident – based on opposition to double-yellow lines prosecution whilst carrying in shopping from their vehicle despite the 40 minute allowance.

Policy implications

33. The recommendations are consistent with the policies of the council's 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

Financial Implications

34. The estimated cost of works, including fees and contingencies, of the proposed recommendations is approximately £220,000. This can be funded from the 2017-18 and 2018-19 LIP budget funded by TfL.
35. Any on-going maintenance costs will be contained within existing departmental revenue budgets.

Strategic Director of Finance and Governance

36. This report is requesting the cabinet member for environment and the public realm to approve the implementation of the additional cycle route proposals, as detailed in Appendix A, subject to the outcome of the necessary statutory procedures. Full details are provided within the main body of the report.
37. The strategic director of finance and governance notes that the costs of the proposals will be contained with the 2017-18 and 2018-19 LIP budgets funded by TfL.
38. Staffing and any other costs connected with this report to be contained within existing departmental revenue budgets.

Director of Law and Democracy

39. The cabinet member for environment and the public realm is being asked to approve the implementation of part of the Cycling Quietway 14 which runs in total between Southwark and Canada Water but this decision relates to the section between Tanner Street and Bermondsey Street as set out in detail within this report.
40. Parts of the scheme require a traffic management order or amendments to existing traffic management orders. The process for implementing and amending a traffic management order involves a statutory consultation procedure. If any objections to the consultation cannot be informally resolved, then consideration of those objections and a decision whether or not to proceed with that part of the scheme will be subject to a further IDM report to the cabinet member for the environment and the public realm.

41. The relevant section covered in this report has been widely consulted within the immediate area and also with specific stakeholder groups as reported at paragraphs 18 to 21 and in detail at Appendix B to the report. It is further reported at paragraph 22 that TfL is strongly in favour of the scheme.
42. The proposal has also been raised with the relevant community councils and their comments are included at paragraphs 26 and 27.
43. 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. It is not anticipated that this proposal relating to a section of Quietway 14 will have an adverse effect on the equalities rights of any protected group.
44. The council's constitution gives the cabinet member for the environment and the public realm responsibility for (amongst other things) traffic management and road safety. Part 3D of the constitution provides the responsibility of agreeing statutory and other strategies in relation to their area falls to the individual cabinet member. Approving the implementation of the additional cycle route proposals for the relevant part of Quietway 14 would therefore fall within the cabinet member's area of responsibility.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011 Cycle Strategy	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH	Matt Hill 020 7525 3541

APPENDICES

No.	Title
Appendix A	Final outline design option - Plan
Appendix B	Technical Note - Consultation

AUDIT TRAIL

Lead Officer	Matthew Hill, Head of Highways		
Report Author	Donovan Johnson, Highway Project Manager		
Version	Final		
Dated	27 March 2018		
Key Decision?	No		
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 Corporate Services		Yes	Yes
Cabinet Member		Yes	No
Date final report sent to Constitutional Team			28 March 2018