

Item No.	Classification: Open	Date: August 2018	Meeting Name: Cabinet Member for Environment, Transport Management and Air Quality
Report title:		Quietway Bermondsey to Peckham	
Ward(s) or groups affected:		Old Kent Road Ward, Faraday Ward and Peckham Ward	
From:		Director of Environment	

RECOMMENDATION

1. That the cabinet member for Environment, Transport Management and Air Quality approve the scheme for implementation, as shown in the draft outline design (Appendix A), and will include the changes summarised in paragraph 16 below, subject to the necessary statutory procedures and confirmation of construction funding.

BACKGROUND INFORMATION

2. The Bermondsey to Peckham Quietway is part of a London-wide programme to implement a network of continuous and convenient cycle routes on less-busy streets across London. The routes are clearly marked to help cyclists find their way along roads they may never have cycled along before. Quietways are ideal for less confident cyclists who want to cycle on lower-traffic streets, especially if they are new to cycling in London. We design our quietways in accordance with healthy street principles, intended to make our roads healthier and safer for all road users, especially pedestrians. The proposed quietway also provides an alternative to the north-south Surrey Canal Path which struggles to accommodate demand from cyclists and pedestrians.
3. The proposed changes detailed in this report are located between Oxley Close in Bermondsey, and Peckham High Street in Peckham. The route forms part of a proposed longer route running south through Peckham and Peckham Rye, eventually reaching Catford in London borough of Lewisham. The more southerly sections are not dealt with in this report and will be considered for consultation and implementation at a later date.
4. Below is a summary of the proposed improvements as part of the approval:

General

- Road marking and wayfinding signage.
- Corduroy paving for separated and shared use paths.
- Carriageway and footway resurfacing.
- Repositioning of existing and installation of new bollards to improve walking and cycling accessibility whilst restricting vehicular access.

Rolls Road

- Oxley Close junction - existing asphalt raised traffic carpet to be upgraded with block paving. Single yellow lines replaced with double yellow lines. New double yellow lines and the removal of three on-street parking spaces to improve safety and access.
- Utilise existing shared use path.
- Coopers Road junction - new block paved junction raised traffic carpet. Single yellow lines replaced with double yellow lines.

Coopers Road

- New double yellow lines and the removal of one on-street parking space to improve safety and access at the junction of Rolls Road.
- Removal of two existing speed humps, and installation of three new sinusoidal speed humps to improve speeds and safety at junctions.
- New double yellow lines at junctions. No on-street parking loss.
- New kerb buildout at the junction with Mawbey Place.

Glengall Road

- New speed table at the junction with Surrey Linear Canal Path access.
- Surrey Linear Canal Path (east-west path)
- Widen existing 2.6 metre shared use path to 4.0 metres.

Trafalgar Avenue

- Widen existing toucan crossing and realign shared use paths on the approaches in Burgess Park (west of Trafalgar Avenue), and Surrey Linear Canal Path (east of Trafalgar Avenue).
- New bi-direction segregated cycleway on the western side of Trafalgar Avenue.
- St Georges Way junction – New raised entry table and informal crossings on St Georges Way. Cycle priority on the new table is subject to the reduction of traffic volumes on St Georges Way.
- Davey Street junction – New raised entry table and informal crossings on Davey Street. Cycle priority is subject to the successful delivery of the St Georges Way junction to ensure consistency along the route.
- Sumner Road junction – Kerb buildouts and new raised entry table. Improved kerb radii at the cycleway for ease of entry to and from Sumner Road.

Sumner Road

- One speed cushion removed and replaced with two new sinusoidal speed humps.
- Removal of one existing cushion, and installation of two new sinusoidal speed humps to improve speeds and safety at junctions.
- New double yellow lines to improve safety and access at the junction of Rolls Road.

Sumner Road / Commercial Way junction

- Northern leg of Sumner Road – ban all traffic turning into the northern leg of

Sumner Road. Ban right turn traffic turning from Sumner Road into Commercial Way. Remove the give-way on Finland Street leg of the junction. Bi-directional segregated cycleway.

- Southern leg of Sumner Road – bi-directional segregated cycleway. New informal pedestrian crossing over the new cycleway.
- Western leg of Commercial Way – existing zebra crossing to be upgraded to a parallel crossing to cater for the new bi-directional cycleway.

Jocelyn Street

- One existing speed cushion to be replaced with a sinusoidal speed hump.
 - Existing emergency gates to be replaced with removable bollards at Peckham Library access from Jocelyn Road. Intervention is subject to confirmation of route alignment.
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 19 February 2018 and closed on 19 March 2018. The as consulted proposal is listed below, with the consultation plans found in Appendix B:

General:

- Road marking and wayfinding signage.
- Corduroy paving for separated and shared use paths.
- Carriageway and footway resurfacing.
- Reposition existing and install new bollards to improve walking and cycling accessibility whilst restricting vehicular access.

Rolls Road

- Oxley Close junction - existing asphalt raised traffic carpet to be upgraded with block paving. Single yellow lines replaced with double yellow lines. New double yellow lines and the removal of three on-street parking spaces to improve safety and access.
- Utilise existing shared use path.
- Coopers Road junction - new block paved junction raised traffic carpet. Single yellow lines replaced with double yellow lines.

Coopers Road

- New double yellow lines and the removal of one on-street parking spaces to improve safety and access at the junction of Rolls Road.
- Removal of two existing speed humps, and installation of three new sinusoidal speed humps to improve speeds and safety at junctions.
- New double yellow lines at junctions. No on-street parking loss.
- New kerb buildout at the junction with Mawbey Place.

Glengall Road

- New speed table at the junction with Surrey Linear Canal Path access.

- One new informal pedestrian crossing and speed hump at the junction with Glengall Terrace.

Surrey Linear Canal Path (east-west path)

- Widen existing 2.6 metre shared use path to 4.0 metres,

Trafalgar Avenue

- Widen existing toucan crossing and realign shared use paths on the approaches in Burgess Park (west of Trafalgar Avenue), and Surrey Linear Canal Path (east of Trafalgar Avenue).
- New bi-direction segregated cycleway on the western side of Trafalgar Avenue.
- St Georges Way junction – new raised entry table and informal crossings on St Georges Way.
- Davey Street junction – new raised entry table and a cycle crossings on Davey Street.
- Sumner Road junction – kerb buildouts and new raised entry table. Improved kerb radii at the cycleway for ease of entry to and from Sumner Road.

Sumner Road

- One speed cushion removed and replaced with two new sinusoidal speed humps.
- Removal of one existing cushion, and installation of two new sinusoidal speed humps to improve speeds and safety at junctions.
- New double yellow lines to improve safety and access at the junction of Rolls Road.

Sumner Road / Commercial Way junction

- Northern leg of Sumner Road – ban all traffic turning into the northern leg of Sumner Road. Ban right turn traffic turning from Sumner Road into Commercial Way. Remove the give-way on Finland Street leg of the junction. Bi-directional segregated cycleway.
- Southern leg of Sumner Road – bi-directional segregated cycleway. New informal pedestrian crossing over the new cycleway.
- Western leg of Commercial Way – existing zebra crossing to be upgraded to a parallel crossing to cater for the new bi-directional cycleway.

Jocelyn Street

- One existing speed cushion to be replaced with a sinusoidal speed hump.
- Existing emergency gates to be replaced with bollards at Peckham Library access from Jocelyn Road. Intervention is subject to confirmation of route alignment.

7. The draft consultation report can be found in Appendix C.

KEY ISSUES FOR CONSIDERATION

Summary of consultation process and findings

8. 4273 flyers were sent to local residents to participate in the public consultation between 19 February 2018 and 19 March 2018. In total, there were 121 respondents,

resulting in a response rate of approximately 2.83%.

9. Ward members were consulted prior to public consultation.
10. As per the council's constitution, three community councils have been consulted as follows:
 - Monday 25 June 2018 Bermondsey and Rotherhithe Community Council
 - Wednesday 27 June 2018 Peckham and Nunhead Community Council
 - Monday 9 July 2018 Borough, Bankside and Walworth Community Council
11. Key stakeholders include Southwark Cyclists, the London Cycling Campaign, and the Friends of Burgess Park.
12. The draft outline design in Appendix A will be amended to consider and mitigate concerns from all consultation comments received.
13. If approved for implementation the project will be subject to the statutory consultation procedure required to make any permanent traffic management orders. Any objections received as part of that statutory procedure and which cannot be resolved will be the subject of a further report for approval by the cabinet member.
14. Full details of the draft consultation results, conclusions and recommendations can be found in Appendix C.
15. The continuation of the route past Peckham High Street is subject to the TfL Peckham Town Centre and Southwark Spine projects.

Design changes based on consultation responses

16. The initial consultation layout is shown in Appendix B. In response to stakeholder concerns and issues raised during consultation, the draft designs shown in Appendix A will be amended following the approval of this report. The changes to the initial design are summarised as follows [and are already set out in the list of works found at paragraph 4 of this report]:

Trafalgar Avenue

- St Georges Way junction – provision of cycle priority on the new table is subject to the reduction of traffic volumes on St Georges Way.
- Davey Street junction – provision of cycle priority subject to the successful delivery of the St Georges Way junction to ensure consistency along the route.
- Sumner Road junction – kerb buildouts and new raised entry table. Improved kerb radii at the cycleway for ease of entry to and from Sumner Road.

Glengall Road

- Removal of the proposed informal pedestrian crossing and speed hump at the junction with Glengall Terrace.
17. The latest designs will be uploaded to the project website which will provide further opportunity for stakeholders to provide comment.

Policy implications

18. 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

19. 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.
20. 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.
 - Improving existing shared use facilities by improving road surface, tactile paving, road marking, and signage.
 - Improving existing pedestrian and cycle facilities by improving delineation, tactile paving, road marking, and signage.

Resource implications

21. The total budget for the scheme is £766,691, contingencies inclusive.
22. The estimated construction cost of the scheme, including design and project management fees, is £804,600.
23. The estimate for the scheme is to be fully funded as part of the TfL Quietway programme.
24. The estimate for the scheme within the allocated funding and allows for some contingencies.
25. The commencement of the construction stage will be subject to confirmation of funding for construction at the end of the detailed design stage.
26. The contract for work will not be awarded and the scheme will not be started until all the funding for construction is secured.
27. 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

28. The cabinet member for environment, transport management and air quality is being asked to approve the scheme set out in this report and as shown in the outline design (Appendix A) which incorporates the changes specified in paragraph 16 of this report.
29. 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, transport management and air quality.

30. The report refers at paragraphs 8 and 9 to the consultation with ward members and the relevant community council. Certain objections were raised as a result of the wider consultation and responses to these points are included.
31. 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. Paragraph 4 of the report refers to the various improvements which will be delivered by the project and it considers that these proposals will actually improve the road safety and in particular for vulnerable road users and the scheme will therefore provide an overall benefit.
32. The implementation of this transport scheme is not anticipated to have any detrimental impacts on a particular protected group or to breach the provisions of the Human Rights Act 1998.
33. The council's constitution gives the cabinet member the responsibility for, amongst other things, street scene, traffic management and parking enforcement. In accordance with Part 3D paragraph 22 of the Southwark constitution, individual cabinet members can in respect of a transport issue, implement a traffic and highway improvement project, subject to statutory consultation.
34. This decision therefore falls within the cabinet member's area of responsibility.

Strategic Director of Finance and Governance (CAP18/022)

35. This report is requesting approval from the cabinet member for environment, transport management & air quality to implement the scheme, as shown in the draft outline design (Appendix A) and include changes summarised in paragraph 24, subject to the necessary statutory procedures.
36. The strategic director of finance and governance notes that there are sufficient funds to complete the detailed design phase of the scheme.
37. The strategic director of finance and governance also notes that the commencement of the construction stage will be subject to confirmation of funding no commitment will be made on these projects until all the funding secured and confirmed.
38. It is also noted that any future maintenance costs arising from this investment will be funded from existing Highways division's revenue budgets.
39. 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	Matthew Hill 020 7525 3541

APPENDICES

No.	Title
Appendix A	Draft outline design
Appendix B	Draft consultation plan
Appendix C	Draft consultation report

AUDIT TRAIL

Lead Officer	Matthew Hill, Head of Highways	
Report Author	Albert Ang, Project Manager - Highways	
Version	Final	
August	5 July 2018	
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		9 August 2018