

<b>Item No.</b>	<b>Classification:</b> Open	<b>Date:</b> 16 January 2019	<b>Meeting Name:</b> Cabinet Member for Environment, Transport Management and Air Quality
<b>Report title:</b>		Shad Thames – Area Improvement works	
<b>Ward(s) or groups affected:</b>		North Bermondsey Ward	
<b>From:</b>		Strategic Director of Environment and Leisure	

## RECOMMENDATION

1. That the Cabinet Member for Environment, Transport Management and Air Quality approve the implementation of a footway improvement scheme along Shad Thames between the junctions with Queen Elizabeth Street and Tooley Street as shown in the outline design (Appendix A) subject to the necessary statutory procedures.

## BACKGROUND INFORMATION

2. 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.
3. The proposals cover an area of the borough in North Bermondsey ward. Consultation was limited to residents and business in the immediate vicinity of the proposed works as extensive public consultation had previously been carried out in 2017 which showed strong support for the scheme.
4. The scheme focuses primarily on Shad Thames (south) between its junction with Tooley Street and Queen Elizabeth Street. The street operates as two-way in this section and includes a priority junction with Queen Elizabeth Street.
5. Shad Thames (south) provides access to residents car parks and is also used by service vehicles accessing the surrounding commercial premises. Cyclists also use the main carriageway with cycles signs marked on the carriageway.
6. The footways in this section are narrow and uneven with dropped kerbs and tactile paving provided at some crossing locations. Kerb upstand is also observed to be quite low.
7. The proposals include resurfacing of the footway on the western side of Shad Thames and the introduction of raised entry treatment at its junction with Queen Elizabeth Street. The footway at this junction will also be extended into the carriageway by buildouts on either side of Queen Elizabeth Street. In addition, a raised crossing will be provided approximately 10m north of the Shad Thames junction with Queen Elizabeth Street.
8. The proposals are supported by the Ward Councilors, Shad Thames Area Management Partnership (STAMP) and Shad Thames Residents Association (STRA) who have been involved with the proposals and design options.
9. The scheme represents the short term measures that support the proposed longer term Shad Thames area wide improvements.

## **KEY ISSUES FOR CONSIDERATION**

### **Summary of consultation process and findings**

10. Ward members were consulted prior to commencement of the consultation and have been informed of the results.
11. An extensive public consultation was carried out in 2017, in which residents of the Shad Thames area were invited to support, support with changes or oppose short, medium and long term measures – there was strong support for the short term measures.
12. Further consultation on these proposals took place from September 20th to October 5th 2018. All residents and businesses within the consultation area were asked to provide comments on the scheme proposals. A summary report of the most recent consultation exercise is included in Appendix B.
13. In accordance with Part 3H paragraph 19 and 21 of the Southwark Constitution, Bermondsey and Rotherhithe Community Council will be informed of the results of the consultation.
14. If approved for implementation this will be subject to making of a Traffic Notice.
15. STAMP & STRA are in favour of the scheme and has as yet raised no major concerns.
16. STAMP is the area management partnership consisting of residents and businesses in the Shad Thames Area. STRA is the tenants and residents association.

### **Policy implications**

17. The recommendations contained within this report are consistent with the council's Cycle Strategy and policies of the Transport Plan 2011, particularly

Policy 1.1 – Pursue overall traffic reduction

Policy 2.3 – Promote and encourage sustainable travel choices in the borough

Policy 4.2 – Create places that people can enjoy

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**

18. 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.
19. The recommendations are not considered to have a disproportionate affect on any particular community group.
20. The recommendations support the council's equalities and human rights policies and promote social inclusion by;
  - Improving the comfort of pedestrians and increase footfall by providing level footways with dropped kerbs and tactile paving

- Reducing the occurrence of vehicles driving over the footway by the provision of bollards at the junction with Queen Elizabeth Street
- Improving road safety, in particular for vulnerable road users including pedestrians and cyclists, on the public highway with new raised crossing facilities and narrowing of the junction
- Improving the streetscape quality and improve air quality by introducing a street tree and planting on the build out at Shad Thames junction with Queen Elizabeth Street.

### **Financial Implications**

21. The estimated cost of works, including fees and contingencies, of the proposed recommendation is approximately £115,000. This can be funded from the devolved highways budget allocation of £38,096 and S106 funds from the Southbank Accessibility Improvement programme of £225.897.
22. Any on-going maintenance costs will be contained within existing departmental revenue budgets.

### **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

#### **Director of Law and Democracy**

23. The scheme requires a traffic notice to be published prior to commencement on site. The procedure for implementing a traffic notice does not involve a statutory consultation and therefore no objections can be made by the public.
24. Paragraphs 18 to 20 have considered possible impacts of this scheme and one of the conclusions is that the recommendations support the council's equalities policies by improving road safety and in particular for vulnerable road users. The implementation of this transport scheme is therefore not anticipated to have any detrimental impacts on a particular group with protected characteristics in accordance with the Equality Act 2010 or to breach the provisions of the Human Rights Act 1998.
25. The Council's Constitution gives the portfolio holder for Environment and Public Realm responsibility for (amongst other things) traffic management and road safety. Parts 3B and 3D of the Constitution provide that the responsibility for approving the implementation of new roundabouts and associated crossings falls to the individual Cabinet Member where the roads involved are considered to be of strategic importance. The road is not considered to be of strategic importance therefore it is appropriate for the Cabinet Member to determine the recommendations set out in paragraph 1 above.

#### **Strategic Director of Finance and Governance**

26. 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 paragraphs 2 to 9 above.
27. The strategic director of finance and governance notes that there are sufficient funds to implement the scheme with the proposed budget of £115,000, funded by existing resources allocated to Southbank Accessibility Improvement project.
28. It is also noted that any future maintenance costs arising from this investment will be funded from existing Highways division's revenue budgets.
29. 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 Cycle Strategy	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH	Dale Foden 020 7525 2045

## APPENDICES

No.	Title
Appendix A	Final outline design option
Appendix B	2018 Consultation Summary Report

## AUDIT TRAIL

<b>Lead Officer</b>	Dale Foden – Acting Head of Highways	
<b>Report Author</b>	Lola Olanlokun, Highways	
<b>Version</b>	Final	
<b>Dated</b>	January 2019	
<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	Yes	Yes
Strategic Director of Finance and Governance	Yes	Yes
<b>Cabinet Member</b>	Yes	No
<b>Date final report sent to Constitutional Team</b>	16 November 2018	