

<b>Item No.</b> N/a.	<b>Classification:</b> Open	<b>Date:</b> 26 March 2019	<b>Meeting Name:</b> Cabinet Member for Environment, Transport Management and Air Quality
<b>Report title:</b>		Quietway - Cornwall Road to Blackfriars Road (Meymott Street) SE1	
<b>Ward(s) or groups affected:</b>		Borough & Bankside	
<b>From:</b>		Strategic Director of Environment and Leisure	

## RECOMMENDATION

1. That the Cabinet Member for Environment, Transport Management and Air Quality approve the Quietway (QW) Cornwall Road to Blackfriars Road (Meymott Street) scheme for implementation, as shown in the draft outline design (Appendix A), subject to the necessary statutory procedures.

## BACKGROUND INFORMATION

2. This cycle way forms a link between QW 14 on Cornwall Road to the Cycle Superhighway on Blackfriars Road.
3. The proposed introduction of cycling and walking interventions has been approved by Transport for London for implementation and the route will be continued into Lambeth by the London Borough of Lambeth.
4. Consultation with residents and businesses in the area was undertaken to establish the level of support for the scheme and how the street could be improved to facilitate the safe movement of cyclists and pedestrians.
5. Borough & Bankside ward councillors were emailed on 21 February 2019 regarding the results of the consultation.
6. This report draws upon the detailed analysis of the consultation report (Appendix B), government legislation, council policy, cycling and walking experiences and financial considerations.
7. Below is a summary of the proposed improvements to Meymott Street:
  - Permitting cyclists to travel from Hatfields to Blackfriars Road along the whole of Meymott Street including the section east of Colombo Street.
  - Widening of footways, including the removal of three parking spaces, to create a better environment for pedestrians.
  - Introduction of raised features on Colombo Street and Hatfields to further slow vehicular traffic and improve pedestrian accessibility.
  - Removal of redundant street clutter such as bollards and non-essential signage and the introduction of additional cycle stands.

- The removal of the island at the junction of Meymott Street and Hatfields allowing the proposed footway buildout.
- Reduction in the number of residents' bays from six to four and increase in the number of Pay by Phone bays from three to five.

## **KEY ISSUES FOR CONSIDERATION**

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

8. Public consultation took place 7 January - 1 February 2019.
9. 81 letters were sent out to residents and businesses in the area. The public formal consultation yielded 86 returned questionnaires, representing a 106% response rate. This is a high response rate for this type of consultation. The majority of those who responded were either a commuter or a resident and mostly cyclists and pedestrians.
10. Ward members were consulted prior to the consultation and emailed for comments on the consultation outcome on 1 March 2019.
11. Key stakeholders such as Southwark Cyclists and the emergency services were consulted during public consultation.
12. Analysis of the responses shows that the majority of those who responded were in favour. Further details can be found in the consultation report (Appendix B) and in the additional comments (Appendix C).

### **Design changes based on consultation responses**

13. The majority of the proposed interventions received a positive response and thus it is not considered necessary to make any design amendments. Officers may need to make minor changes subject to the outcome of the Road Safety Audit conducted in the next design stage.

### **Policy implications**

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

Policy 1.1 – pursue overall traffic reduction

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

Policy 4.2 – create places that people can enjoy.

Policy 4.4 – Make our streets greener

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

Policy 5.6 – We will seek to create conditions where our roads are safe.

Policy 6.1 – Making our streets more accessible for pedestrians

### **Community impact statement**

15. 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.

16. There is a risk that interventions such as removing the splitter island at the Hatfield's junction could pose a risk for cyclists. This will be identified and adjusted as part of the road safety audit. However this cannot be entirely pre-empted until the recommendations have been implemented and observed.
17. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate affect on any particular community group.
18. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
  - a. Improving road safety, in particular for vulnerable road users including pedestrians and cyclists, on the public highway.
  - b. Improving existing shared use facilities by improving road surface, tactile paving, road marking, and signage.
  - c. Improving existing pedestrian and cycle facilities by improving delineation, tactile paving, road marking, and signage.

### **Resource implications**

19. A total investment of £52,495 has been allocated so far for the outline design and detailed design for 2018/19. A total of £283,202 is expected to be spent to deliver the scheme. This is Local Implementation Plan (LIP) funding.

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

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

20. The Cabinet Member for Environment, Transport Management and Air Quality is being asked to approve the implementation of Quietway 14 from Cornwall Road to Blackfriars Road (Meymott Street) and improvements in Meymott Street scheme as shown in the draft outline design in Appendix A of this report.
21. Part of the scheme relating to the reduction in resident's parking bays and an increase in the number of Pay by Phone bays requires a traffic management order. The procedure for implementing a traffic management order involves a statutory consultation and consideration of any objections received within the statutory consultation period. Any valid objections received to the traffic management order will be subject to a further report for consideration of and a decision on whether to proceed with that part of the scheme by the Cabinet Member.
22. The report details the public consultation which has taken place with residents, businesses, ward councillors, key stakeholders Southwark Cyclists and the emergency services as set out in the consultation report (Appendix B) and additional comments (Appendix C) . Part 3H of the Constitution sets out the requirement for consultation on any non strategic and highway improvement projects.
23. 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 17 refers to the proposed scheme improving road safety on the public highway and in particular for vulnerable road users

24. 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 highway and planning purposes are Article 8 (respect for homes); Article 6 (natural justice) and Article 1 of the First Protocol (peaceful enjoyment of property). The implementation of the Quietway cycle scheme and associated improvements to Meymott Street is not anticipated to breach the provisions of the Human Rights Act 1998.
25. The Council's Constitution gives the Cabinet Member for Environment Transport Management and Air Quality the responsibility for (amongst other things) road traffic management and road safety. Part 3D of the constitution provides that the responsibility for implementing a new traffic improvement project falls to the individual Cabinet Member and it is therefore appropriate for the Cabinet Member for Environment Transport Management and Air Quality to determine the recommendations set out in paragraph 1 above.

#### **Strategic Director of Finance and Governance (CAP18/073)**

26. The report is requesting the cabinet member for Environment, Transport Management and Air Quality approve the QW Cornwall Rd to Blackfriars Rd (Meymott Street) scheme for implementation.
27. The strategic director of finance and governance notes that funding has been verified from TfL for the design phase of the project.
28. Additionally it is noted that funding for the implementation phase has been ring-fenced by TfL, however it is advised that this should not proceed until this funding has been fully confirmed by TfL.
29. Both the design phase funding and the implementation funding when confirmed, will require inclusion in the capital monitoring schedules.
30. Staffing and any other costs connected with these recommendations to be contained within existing departmental revenue budgets.

## BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan	Southwark Council Environment and Leisure Highways Network Development 160 Tooley Street London SE1 2QH	Joanna Redshaw (020 7525 2665)

## APPENDICES

No.	Title
Appendix A	Outline design drawings
Appendix B	Consultation summary report + appendix
Appendix C	Additional comments

## AUDIT TRAIL

<b>Lead Officer</b>	Dale Foden – Head of Highways (Acting)	
<b>Report Author</b>	Joanna Redshaw – Project Manager	
<b>Version</b>	Final	
<b>Dated</b>	26 March 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>	No	No
<b>Date final report sent to Constitutional Team</b>	26 March 2019	