

Meymott Street Summary Report

Street Improvements – Summary Report

March 2019

Introduction

This report has been produced by the London Borough of Southwark Highways team to provide a summary on the consultation exercise for proposed street improvements on Meymott Street.

Meymott Street is located in Borough and Bankside Ward.

Southwark has identified several interventions that could improve the look and feel of Meymott Street for those who use it. The interventions would also continue Quietway 14 from Blackfriars Road towards Hatfields at the borough boundary with Lambeth.

The proposals include:

- 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 us to build out the footway.
- 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.

Public consultation on these proposals took place from 7 January 2019 to 1 February. All residents and businesses within the consultation area and those travelling through the area were invited to comment on the proposals.

Consultation Process

The views of the local community were sought as part of this consultation exercise. A letter was dropped through the mailbox of all addresses in a 50m radius of Meymott Street on the Western side of Blackfriars Road.

The distribution area was large enough to gain views from the wider community that may be considered to be affected by the proposed measures. A mailing list was drawn using the Council's Smart2 mapping system and database.

A copy of the letter is appended.

Consultees were advised to respond to the consultation via the online consultation portal. They were also given an email address and telephone number by which to respond.

The letters were delivered by Royal Mail.

The consultation was also available online via the consultation portal. The portal included the following downloads/links:

<https://consultations.southwark.gov.uk/environment-leisure/meymott-street-1/>

Public access to the online form was removed at the end of the consultation period.

Summary of Consultation Results

Consultation Returns and Response Rate

The consultation closed on 1 February 2019. Public access to the online portal was removed at midnight on this date.

A total of 86 online responses were received during the consultation period. This represents a 106% response rate – this is high for this type of consultation.

Question 1: Are you

| Are you | Number |
|-------------------------|-----------|
| A business/organisation | 5 |
| A passer-by | 6 |
| A visitor | 19 |
| A resident | 23 |
| A commuter | 33 |
| Grand Total | 86 |

Question 2: When you travel near Meymott Street, are you most often

| Response | Number |
|--------------------|-----------|
| Motorcyclist | 1 |
| Not Answered | 1 |
| Other | 2 |
| Wheelchair user | 2 |
| Car driver | 16 |
| A pedestrian | 22 |
| A cyclist | 42 |
| Grand Total | 86 |

Question 3: This question is for monitoring only to ensure that everyone's needs are addressed through the plans we develop as a result of this survey.

Question 4: With regards to travel on Meymott Street and the surrounding area, what is most important to you?

| With regards to travel on Meymott Street, what is most important to you? | Number |
|--|-----------|
| Seating | 1 |
| Cycle parking | 3 |
| Crossing points | 4 |
| Green spaces | 5 |
| Not Answered | 7 |
| Car parking spaces | 9 |
| Other | 13 |
| Air Quality | 18 |
| Safety | 26 |
| Grand Total | 86 |

Question 5: If you currently walk or cycle in this area, what do you like about it and what could be improved?

Responses in Appendix 1 additional comments

6. What would encourage you to walk or cycle more in the area?

Responses in Appendix 1 additional comments

7. Do you use Meymott Street to load or service your business?

| Do you use Meymott Street to load or service your business? | Number |
|---|-----------|
| Not Answered | 2 |
| Yes | 11 |
| No | 73 |
| Grand Total | 86 |

Additional responses in Appendix 1 additional comments

8. Do you support proposals to improve the look and feel of Meymott Street?

| Response | Permitting cyclists to travel eastbound along the whole of Meymott Street including the section east of Colombo Street | Percentage |
|----------------------|--|------------|
| Support | 54 | 63% |
| Don't support | 28 | 33% |
| Support with changes | 4 | 5% |
| Grand Total | 86 | |

| Response | • Widening of footways, including the removal of three parking spaces, to create a better environment for pedestrians | • Percentage |
|----------------------|---|--------------|
| Support | 52 | 60% |
| Don't support | 30 | 35% |
| Support with changes | 3 | 3% |
| No answer | 1 | 1% |
| Grand Total | 86 | |

| Response | Introduction of raised features on Colombo Street and Hatfields to further slow vehicular traffic and improve pedestrian accessibility | Percentage |
|----------------------|--|------------|
| Support | 50 | 58% |
| Don't support | 29 | 34% |
| Support with changes | 5 | 6% |
| No answer | 2 | 2% |
| Grand Total | 84 | |

| Response | Removal of redundant street clutter such as bollards and non-essential signage and the introduction of additional cycle stands | Percentage |
|----------------------|--|------------|
| Support | 57 | 66% |
| Don't support | 26 | 30% |
| Support with changes | 2 | 2% |
| No answer | 1 | 1% |
| Grand Total | 86 | |

| Response | The removal of the splitter island at the junction of Meymott Street and Hatfields allowing us to build out the footway | Percentage |
|----------------------|---|------------|
| Support | 47 | 55% |
| Don't support | 31 | 36% |
| Support with changes | 5 | 6% |
| No answer | 3 | 3% |
| Grand Total | 83 | |

| Response | 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 | Percentage |
|----------------------|---|------------|
| Support | 39 | 45% |
| Don't support | 38 | 44% |
| Support with changes | 7 | 8% |
| No answer | 2 | 2% |
| Grand Total | 84 | |

. Additional responses in Appendix 1 additional comments

9. Do you have any further suggestions for improving Meymott Street to make it healthier and safer for all road users?

Free text response, answers can be found in Appendix 1

Additional comments received from key stakeholders

Metropolitan Police Road Safety Engineering Unit

I don't have any issues with these proposals.

Southwark Cyclists

Southwark Cyclists overall support the changes with the following caveats. The junction with Colombo Street should be fully filtered. The reduction in parking is welcome but the transferring of a bay from residents parking to paid parking is not as these bays have fewer restrictions on times of general/free use. Ideally all parking here would be removed or at very least all paid parking. The junction entrance from Hatfields to Meymott needs to be repainted as the angles of the existing markings will encourage motorists turning right to take a road position further over than necessary making it difficult for those following the route to safely make the right turn. The eastbound on street cycle markings should be further from the door zone as to not encourage inexperienced cyclists into danger.

We are concerned Quietway 14 might end up being a route to nowhere as we can find no matching consultation from Lambeth that would enable an onward journey in both directions. We are also concerned that there is difficulty for people cycling to reach this section of the Quietway as there is no safe crossing provided over Blackfriars road from the existing open sections of Quietway 14. More broadly this route is becoming increasingly diverted from the desire line which would be along The Cut. This would allow it to connect with Quietway 1 and Quietway 5 as well as more easily with Cycle Superhighway 6, due to the controlled crossing. Filtering The Cut and reducing the traffic on the West end of Union Street would provide a simpler, better and more welcoming route. As it would allow people to access the shops and restaurants that are key trip generators in addition to providing better connections to the existing cycle network.

Focused questions

- The majority of those who responded were in favour of permitting cyclists to travel eastbound along the whole of Meymott Street.
- The majority of those who responded were in support of widening footways which includes the removal of three parking spaces.
- The majority of those who responded were in favour of introducing raised features on Colombo Street and Hatfields.
- The majority of those who responded were in favour of removing redundant street clutter and introducing cycle parking.
- The majority of those who responded were in favour of removing the splitter island.
- A small majority were in favour of reducing the number of residents bays from six to four and increase the number of pay by phone bays from three to five,

Recommendations

For those who responded, safety and air quality are most important when it comes to travelling near Meymott Street but as part of the additional comments section there was still an emphasis on maintaining vehicular access.

When asked what was good about walking and cycling on Meymott Street and what could be improved, the most common theme was improving connectivity between cycle routes, reducing traffic flow and having a contraflow,

When asked what would encourage you to talk or cycle more in the area, the most common themes were a reduction in traffic, better cycling provisions i.e. segregated cycle lanes and cycle parking, how cycle lanes cause congestion, two-way cycling.

We do not recommend making any changes to the outline design based on the outcome of the public consultation. Small changes may need to be made following the road safety audit; this will not require any further decision making.

Appendix 1 – Consultation letter

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Project Manager
Transport Projects
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Date: 07 January 2019

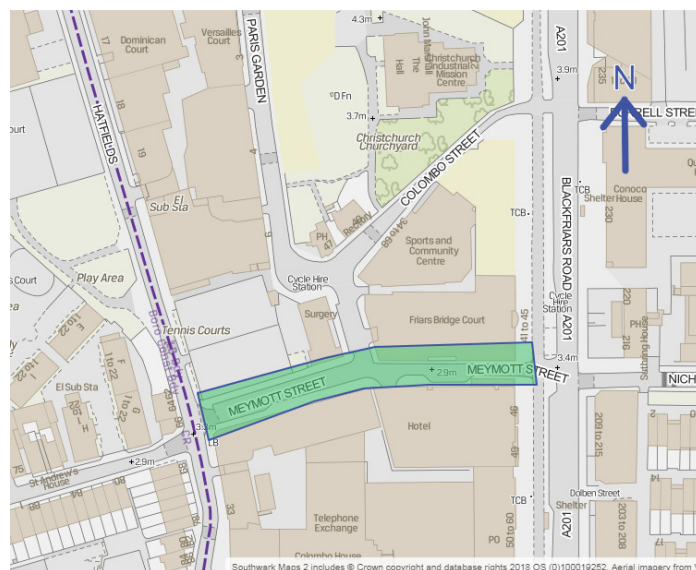
Ref: **Meymott Street**

Dear Resident/Business

Street Improvements – Summary Report

Southwark Council would like to improve the look and feel of Meymott Street for those who use it by making some changes to the layout.

The improvements will continue Quietway 14 from Blackfriars Road towards Hatfields at the borough boundary with Lambeth.



The proposals include:

- Permitting cyclists to travel from Hatfields to Blackfriars Road along the whole of Meymott Street including the section east of Colombo Street.

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**Please let us know what you think by visiting
www.southwark.gov.uk/meymottstreet**

If you have any questions please email highways@southwark.gov.uk or telephone 020 7525 2665

Regards

Joanna Redshaw
Project Manager