

Item No.	Classification: Open	Date: 13 October 2021	Decision Taker: Cabinet Member for Transport, Parks and Sport
Report title:		Cycle Superhighway 7 Improvements	
Ward(s) or groups affected:		Borough and Bankside	
From:		Head of Highways	

RECOMMENDATION(S)

1. It is recommended that the Cabinet Member for Transport, Parks and Sport:-
 - (a) notes the recommendations in the Cycle Superhighway 7 Consultation Report; and
 - (b) instructs officers to carry out the formal consultation procedure, as required by the Road Traffic Management Act 1984 and the Local Authorities Traffic Orders (Procedure) Regulations 1996, in respect of the traffic regulation order(s) required to make the temporary measures implemented as part of Cycle Superhighway 7 permanent.

BACKGROUND INFORMATION

2. This report recommends that the cycle improvement measures along Southwark Bridge Road be made permanent.
3. Cycle Superhighway 7 ('CS7'), which runs along Southwark Bridge Road, is identified as a key transport route connecting Colliers Wood in the South West of London to Central London. Since the construction of the route in 2010, cycleway standards have improved and as a result the council has implemented a series of measures to ensure CS7 continues to meet the relevant standards. To do this, the council have been working in collaboration with Transport for London to implement improvements along route.
4. As a response to COVID-19 the council implemented a number of measures under experimental traffic orders in July 2020, including:
 - i. the provision of additional kerbing to increase safety for cyclists on Southwark Bridge Road between Borough Road and Southwark Bridge;
 - ii. changes to side road junctions (including at America Street, Doyce Street Great Guildford Street and adjacent to the Beleverde Buildings) to minimise vehicle movements across the cycleway;

- iii. increasing the hours of the bus lane on Southwark Bridge Road (between Southwark Bridge and Southwark Street) to operate at all times to improve bus journey times and allow cyclists to use it safely; and
 - iv. changes to parking and waiting restrictions for vehicles and buses to allow cyclists to travel in a straight line and avoid conflict with parked vehicles.
5. The aim of the improvements were to:-
 - i. improve road safety
 - ii. help tackle the climate emergency
 - iii. make cycling enjoyable, safe and an easy way to get around
 - iv. reduce the amount of through traffic
 - v. encourage people to shop locally to help businesses and reduce car use
 - vi. create a greener and healthier environment by improving air quality and reducing pollution and noise levels.
6. The improvements to CS7 were brought to the Cabinet Member for Environment, Transport and the Climate Emergency as part of the Covid19 – Post Lockdown Highway Schemes report (appendix A). The decision for this report was taken on 15 June 2020 and took effect on 25 June 2020.

KEY ISSUES FOR CONSIDERATION

7. Public consultation on the changes to CS7 took place between 6 July and 17 August 2021.
8. 666 letters were sent out to residents and businesses along the road and affected side roads. Key stakeholders such as Southwark Cyclists and Better Bankside also alerted their members to the consultation. The public consultation yielded 295 responses.
9. Council officers held an online meeting with Southwark Cyclists, as a key stakeholder, to gauge their views as a user of CS7.
10. Emergency services were consulted before the improvements were implemented and again during the consultation period.
11. Analysis of the responses shows that 79% (233) of those who responded were in favour of the improvements; a further 12% (35) agreed but with modifications. 8% (23) disagreed with the improvements. Those in support of the scheme included a mix of local residents and businesses, those who work and study in the area and those passing through. Further details

can be found in the Cycle Superhighway 7 Consultation Analysis Report in Appendix A.

Policy framework implications

12. The proposals contained within this report are consistent with the objectives of the Movement Plan 2019, particularly:

M3 Action 4 - Deliver infrastructure to support active travel

M3 Action 5 - Enable people to get active

M4 Action 8 - Use kerbside efficiently and promote less polluting vehicles

M4 Action 9 - Manage traffic to reduce the demand on our streets

M7 Action 15 - Reduce exposure to air pollution

M7 Action 16 - Zero people killed or injured on our streets by 2041

Community, equalities (including socio-economic) and health impacts

Community impact statement

13. 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.
14. The proposals are not considered to have a disproportionate effect on any particular community group.
15. The proposals support the council's equalities and human rights policies and promote social inclusion by:
 - i. improving road safety, in particular for vulnerable road users including pedestrians and cyclists, on the public highway;
 - ii. improving existing shared use facilities by improving road surface, tactile paving, road markings, and signage; and
 - iii. improving existing pedestrian and cycle facilities by improving delineation, tactile paving, road marking, and signage.

Equalities (including socio-economic) impact statement

16. The proposals are not considered to have any adverse effect on socio-economic or health equalities.

Health impact statement

17. The proposals support the council's mission to have zero people killed or injured on our streets by 2041 by introducing cycle segregation, and ban turns across the cycle route.

Climate change implications

18. The report has considered how the proposed measures impact on climate change. The measures support the aims of the council's Climate Change Strategy under Priority 2 – Active and Sustainable Travel. Key aims of the council's Climate Change Strategy include to 'reduce car journeys to a minimum by 2030' and to 'be a borough where walking and cycling becomes the default way to get around'. Part of meeting the borough's ambition of net zero emissions by 2030 includes a reduction in vehicle km's travelled and a shift to active and public transport; road transport currently accounts for 15% of the borough's emissions. These measures strongly support that ambition by implementing improvements to CS7.
19. We will mitigate against the potential negative impact of construction works on the climate by ensuring our contractor uses electric vehicles where possible and a carbon calculator for material specifications.
20. A just and inclusive transition is at the heart of the council's emerging climate policy. These proposals prioritise the movement of people first and foremost, while retaining vehicle access for those who require it. In delivering a safer and more equitable highway network, the measures are in accordance with the council's approach to addressing the climate emergency.

Resource implications

21. All resource implication will be contained within the existing Highways structure.

Financial implications

22. To enable the improvements to CS7 to become permanent a new traffic order will need to be made. This has a value of approximately £4,000.

Consultation

23. Statutory consultation will be undertaken as part of the traffic order making process. However, the emergency services were consulted as part of the design phase, and during the public consultation.
24. If approved, officers will update the 'you said, we did' page of the consultation and publish the statutory consultation as per council best practice and our legal requirement. This includes publishing online, in the Southwark News/The London Gazette and on street.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Governance

25. The report recommends that the Cabinet Member for Transport, Parks and Sport:-
 - (a) notes the recommendations in the Cycle Superhighway 7 Consultation Report; and
 - (b) instructs officers to carry out the formal consultation procedure, as required by the Road Traffic Management Act 1984 and the Local Authorities Traffic Orders (Procedure) Regulations 1996, in respect of the traffic regulation order(s) required to make the temporary measures implemented as part of Cycle Superhighway 7 permanent.
26. The making of traffic management orders is subject to a statutory consultation process pursuant to the Road Traffic Regulation Act 1984 and the Local Authorities Traffic Orders (Procedure) Regulations 1996. This report notes that should any objections be received to the draft traffic management orders, these will be presented to the Cabinet Member for determination.
27. 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.
28. 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 planning purposes are Article 8 (respect for homes); Article 6 (natural justice) and Article 1 of the First Protocol (peaceful enjoyment of property).
29. The issues raised by the Equality Act 2010 and the Human Rights Act 1998 have been considered as part of this report and will continue to be kept under review. No adverse effects have been identified at this stage.
30. The Council's constitution gives the portfolio holder for Cabinet Member for Transport, Parks and Sport responsibility for, amongst other things, traffic management and road safety. Part 3D of the constitution provides that the responsibility for agreeing statutory and other strategies in relation to their area falls to the individual Cabinet Member.

Strategic Director of Finance and Governance (EL21/059)

31. This report requests approval from the Cabinet Member for Transport, Parks and Sport to make permanent the cycle improvement measures along Southwark Bridge Road traffic for Cycle Superhighway 7, initially introduced as response to the impacts of Covid-19.
32. The strategic director of finance and governance notes that funding for these project is to be financed by a Transport for London grant and that there are sufficient resources available to fund this proposal.
33. Staffing and other costs connected with this recommendation to be contained with existing departmental revenue budgets.

Other officers

34. The Policy and Research Officer (Climate Emergency) has reviewed and approved this report.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Movement Plan 2019	Southwark Council Environment and Leisure Highways 160 Tooley Street London SE1 2QH	Joanna Redshaw
http://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?ID=6809		
Climate Change Strategy	Southwark Council Environment and Leisure Highways 160 Tooley Street London SE1 2QH	Chris Page
https://www.southwark.gov.uk/environment/climate-emergency?chapter=3		

APPENDICES

No.	Title
Appendix A	Cycle Superhighway 7 Consultation Analysis Report
Appendix B	CS7 Design Drawings

AUDIT TRAIL

Cabinet Member	Cabinet Member for Transport, Parks and Sport	
Lead Officer	Dale Foden - Head of Highways	
Report Author	Colleen Gardner - Project Manager	
Version	1	
Dated	22/09/2021	
Key Decision?	Yes	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Law and Governance	Yes	Yes
Strategic Director of Finance and Governance	Yes	Yes
List other officers here: Policy and Research Officer (Climate Emergency)	Yes	Yes
Cabinet Member	Yes	No
Date final report sent to Constitutional Team	12 October 2021	