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| <b>Item No.</b>                    | <b>Classification:</b><br>Open | <b>Date:</b><br>20 March 2023        | <b>Decision Taker:</b><br>Cabinet Member for<br>Leisure, Parks, Streets<br>and Clean Air |
| <b>Report title:</b>               |                                | Bermondsey Street Streetspace scheme |  |
| <b>Ward(s) or groups affected:</b> |                                | London Bridge and West Bermondsey    |  |
| <b>From:</b>                       |                                | Head of Highways                     |  |

## RECOMMENDATIONS

That the Cabinet Member for Leisure, Parks, Streets and Clean Air:

1. Considers the 290 responses received in relation to the proposed street improvements on Bermondsey Street and the recommendations made by highways officers regarding the future of the scheme based on the consultation report in Appendix 1, further details in Appendix 2 and 3 and wider council policies.
2. Instructs officers to proceed with detailed design stages and any statutory requirements to implement the scheme as shown in Appendix 4 which supports the council's Streets for People aspirations.
3. Notes that a further report will be brought to the cabinet member should the council receive objections at the statutory consultation stage.

## BACKGROUND INFORMATION

4. This report makes recommendations for the implementation of permanent measures on Bermondsey Street.
5. This follows a consultation undertaken from July to September 2021 during which the council asked whether the traffic filter at the junction of Morocco Street, Whites Grounds and Bermondsey Street should remain.
6. In November 2021, the cabinet member for transport, parks and sport instructed officers to go through the necessary statutory procedures to make the temporary footway widening and modal filter permanent, subject to officers investigating possible further measures to reduce through traffic in the area.
7. This report makes recommendations for phase one of the proposed improvements and another report will be brought to the cabinet member for phase two, which will look to mitigate against through traffic in the area.

## **KEY ISSUES FOR CONSIDERATION**

8. The scheme was initially proposed during the Covid-19 pandemic as a social distancing measure and to improve traffic and congestion on Bermondsey Street. The scheme was implemented using temporary materials. The proposals in this report aim to introduce permanent materials and replace the closure with an ANPR cameras rather than bollards to improve accessibility for the emergency services.
9. In relation to the public consultation period that ran between 2 December 2022 and 27 January 2023, 290 responses were received and 80.7% of those respondents were in favour of proposed pavement widening.
10. 56% of 290 responses were also in favour of the proposal to raise the carriageway on Tyer's Gate at the junction of Bermondsey Street to prioritise people walking.
11. 59% of 290 responses were also in favour of the proposals to raise the carriageway between Morocco Street and White's Grounds and prioritise access for those walking and cycling.
12. The public consultation also highlighted some other issues around the Bermondsey Street area. The most frequently mentioned requests are highlighted below and will be passed onto the relevant departments (Further information can be found in Appendix 1):
  - i. Increase the footway width at the southern end of Bermondsey Street
  - ii. There's an ongoing problem with commercial waste being left on street.
  - iii. There is a large amount of traffic on Tanner Street.
13. It was noted from the consultation responses that there was an under-representation from certain black, Asian and minority ethnic groups. The council will take additional steps to encourage participation of such minority groups as part of the statutory consultation process should that be considered the way forward.

## **Policy framework implications**

14. 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

15. The proposals contained in this report are consistent with the actions contained in the council's climate action plan, in particular:
  - F.1.vi – Improve access to walking in the borough and actively promote this as a zero-carbon method of transport.
  - S.1.i - Encourage and promote shopping locally to support business and reduce miles travelled.
16. The recommendations in this report will support achieving the following objectives of the council's Delivery Plan:
  - 24a - Work with local communities to design safer, greener and healthier streets for walking and cycling, prioritising areas with high health inequalities and low car ownership first.
  - 24c - Deliver on our equal pavements pledge, working with older people, those with disabilities and limited mobility to make sure Southwark's streets are accessible for everyone
  - 25e - Ensure older and younger people, women and our Black, Asian and minority ethnic communities all have a full say, so we design streets and public transport that works for everyone.
17. The proposed scheme fully support and align with the council's Streets for People strategy which outlines the council's ongoing commitment to, and ambition for, healthier neighbourhoods, cleaner air, thriving town centres and safer roads.

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

### **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. This scheme will have no detrimental impacts on a particular protected group or on the equality of opportunity under the Equality Act 2010.
20. If implemented, further monitoring regarding the potential traffic displacement will be carried out in the form of traffic counts in the area.
21. Additional work will be undertaken with Transport for All on accessibility improvements that can be made as part of phase two of this scheme.

## **Equalities (including socio-economic) impact statement**

22. The proposals are not considered to have any adverse effect on socio-economic or health equalities. The proposals will have no disproportionate impact on any particular age, gender, disability, faith, religion, ethnicity or sexual orientation

## **Health impact statement**

23. The proposals support the council's mission to have zero people killed or injured on our streets by 2041. Increasing the footway widths on Bermondsey Street will reduce the need for pedestrians to use the carriageway to travel along Bermondsey Street, this will particularly benefit those with reduced mobility and those pushing pushchairs.

## **Climate change implications**

24. 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 kms travelled and a shift to active and public.
25. 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 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**

26. All resourcing implications will be contained within the existing Highways structure.

## **Legal implications**

27. Should the cabinet member approve the recommendations set out at paragraph 1 of the report, one or more traffic management orders (TMO(s)) under the powers contained within the Road Traffic Regulation Act 1984 Act ("RTRA 1984") will need to be made.
28. Should the recommendations in this report be approved, officers will proceed with statutory consultation as per the requirements set out in regulation 23 of the Local Authorities Traffic Order (Procedure) (England and Wales Regulations 1996) ("1996 Regulations").

29. Any objections the council receives must be properly considered in light of administrative law principles, Human Rights law and relevant statutory powers. A further report will be brought to the cabinet member should objections be received.
30. The council shall, within 14 days of making the TMO(s), publish in the London Gazette and a newspaper circulating in the area in which any road or place to which the order relates is situated, a notice:
  - (i) Stating that the order has been made; and
  - (ii) Containing the particulars specified in Parts I and III of Schedule 1 of the 1996 Regulations
31. A TMO(s) shall only come into force once the council has published the notice, which confirms the notice has been made.
32. After TMO(s) are made the council must ensure proper signage is implemented in the vicinity in accordance with Regulation 18 1996 Regulations.

### **Financial implications**

33. The scheme has a budget of £143,389 and £72,232 from camera revenue funding.

### **Timescales**

34. The timescales for the scheme as follows:
  - i. Detailed Design – April 2023 to July 2023,
  - ii. Statutory consultation – September 2023
  - iii. Implementation – December 2023

## **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

### **Assistant Chief Executive – Governance and Assurance**

35. The cabinet member for leisure, parks, streets and clean air is asked to approve the implementation of the detailed design of Bermondsey Street Improvements detailed in paragraphs 1-3.
36. The recommendations in the reports relate to streets and have clean air implications and so are within the cabinet member's portfolio.
37. In accordance with Part 3D (17) of the council's constitution, individual cabinet member are responsible for agreeing consultation arrangements in relation to their area of responsibility.

38. Implementation of the proposals will require one or more TMO(s) made in accordance with the procedure prescribed by the RTRA 1984 and the 1996 Regulations.
39. Should the cabinet member be satisfied with the contents of this report they have the authority to make the decision to implement the scheme (subject to statutory consultation) as recommended at paragraph 2 pursuant to paragraph 22, Part 3D of the council's constitution.
40. The Human Rights Act 1998 imposes 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 proposals is not anticipated to engage or breach the provisions of the Human Rights Act 1998.
41. The council has a duty, pursuant to section 149 of the Equality Act 2010, to have due regard in the exercise of its functions to eliminate discrimination, advance equality of opportunity and foster good relations between persons who share a relevant protected characteristic and persons who do not share it. Protected characteristics include age, sex, disability, pregnancy and maternity. Officers have considered the public sector equality duty as set out in paragraphs 16 - 20 of this report and have concluded that at this time the proposals will have no detrimental impacts on a particular protected group or on the equality of opportunity under the Equality Act 2010. Officers will continue to monitor the effect of the proposals in the event detrimental impacts to a protected group come to light at a later date.
42. Council Assembly on 14 July 2021 approved a change to the council's constitution to confirm that all decisions made by the council will consider the climate and equality (including socio-economic disadvantage and health inequality) consequences of taking that decision. This has been considered in the report at paragraphs 24 to 25 above.

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

43. This report requests approval from the cabinet member for leisure, parks, streets and clean air to implement the recommendations in paragraphs 1-3 of this report.
44. The strategic director of finance and governance notes that the estimated costs associated with these proposals is £215,621 and there is sufficient funding from existing Highways Capital and Parking Revenue budgets to fund these proposals.
45. Staffing and other costs connected with these recommendations are to be contained with existing departmental revenue budgets.

## BACKGROUND DOCUMENTS

| Background Papers   | Held At   | Contact                         |
|---|---|---------------------------------|
| Movement Plan 2019  | Southwark Council<br>Environment and<br>Leisure<br>Highways<br>160 Tooley Street<br>London<br>SE1 2QH | Joanna Redshaw<br>020 7525 0343 |
| <b>Link:</b><br><a href="http://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?ID=6809">http://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?ID=6809</a>         |   |                                 |
| Climate Change Strategy   | Southwark Council<br>Environment and<br>Leisure<br>Highways<br>160 Tooley Street<br>London<br>SE1 2QH | Joanna Redshaw<br>020 7525 0343 |
| <b>Link:</b><br><a href="https://www.southwark.gov.uk/environment/climate-emergency?chapter=3">https://www.southwark.gov.uk/environment/climate-emergency?chapter=3</a> |   |                                 |

## APPENDICES

| No.        | Title                          |
|------------|--------------------------------|
| Appendix 1 | Consultation overview document |
| Appendix 2 | Additional comments            |
| Appendix 3 | Drop in session – comments     |
| Appendix 4 | Outline designs                |

## AUDIT TRAIL

|   |                               |                          |
|---|-------------------------------|--------------------------|
| <b>Lead Officer</b>   | Dale Foden, Head of Highways  |                          |
| <b>Report Author</b>  | Jacob Larbey, Project Manager |                          |
| <b>Version</b>  | Final                         |                          |
| <b>Dated</b>  | 17 March 2023                 |                          |
| <b>Key Decision?</b>  | Yes                           |                          |
| <b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b> |                               |                          |
| <b>Officer Title</b>  | <b>Comments Sought</b>        | <b>Comments Included</b> |
| Assistant Chief Executive – Governance and Assurance                    | Yes                           | Yes                      |
| Strategic Director of Finance and Governance                            | Yes                           | Yes                      |
| Climate Change Team   | Yes                           | Yes                      |
| <b>Cabinet Member</b>   | Yes                           | No                       |
| <b>Date final report sent to Constitutional Team</b>                    |                               | 20 March 2023            |