

Item No. 18.1	Classification: Open	Date: 17 September 2014	Meeting Name: Bermondsey and Rotherhithe
Report title:		Quietway Cycle Route Proposals – Site A Rossetti Road and Stevenson Crescent	
Ward(s) or groups affected:		South Bermondsey	
From:		Head of Public Realm	

RECOMMENDATION

1. That the Bermondsey and Rotherhithe Community Council comment upon the recommendations detailed in the appendix that are due to be made to the Cabinet Member for Regeneration, Planning, and Transport regarding the Quietway Cycling Proposals for Site A. Due to the majority of respondents supporting the scheme and Southwark’s on-going commitment to improve and promote cycling in the borough, it is recommended that the scheme proceed to implementation, subject to required statutory procedures, including a number of revised design elements detailed below. The revisions to the scheme include:
 - a) Removal of footway buildouts at either end of the cycle path and introduction of raised asphalt junction tables at both Stevenson Crescent and Rossetti Road, with tightened kerb corner radii.
 - b) Change of junction priority at Stevenson Crescent and Rossetti Road so that the Quietway route takes precedence over adjacent side roads.
 - c) Introduction of an additional Dutch style double hump on the cycle track and repositioning the humps on approach to the pedestrian footpaths crossing either end of the cycle track.

BACKGROUND INFORMATION

2. In accordance with Part 3H paragraph 19 and 21 of the Southwark constitution, community councils are to be consulted on the detail of strategic parking/traffic/safety schemes. In practice this is carried out following public consultation.
3. The community council is now being given opportunity to make final representations to the Cabinet Member following public consultation.
4. Full details of all results associated with the study can be found in Appendix 1 the ‘consultation report’.
5. The cabinet member for regeneration, planning, and transport supports the principle of the route subject to the outcome of public consultation.

KEY ISSUES FOR CONSIDERATION

6. Informal public consultation took place with all residents and businesses within the consultation area from 25 July 2014 until 15 August 2014. (Online comments / responses were accepted until the 25 August 2014).
7. The consultation results are summarised as follows:
 - The consultation documents were delivered by mail to 171 addresses within the defined consultation area. A total of 20 responses were received during the consultation period (13 returned questionnaires, 6 online responses and one email response), equating to a 12% response rate.
 - 60% of consultees support the introduction of the Quietway cycle route proposals for Site A;
 - 40% of consultees are opposed to the proposals.
8. The below table summarises the key objections to the scheme and officer response:

Objection	Response
No further parking restrictions	Parking restrictions are only proposed at road junctions and therefore do not effect kerbside parking availability.
Removal of chicane barriers and bollards	Existing chicane barriers at Rossetti Road adversely affect cycle access and movement. Bollards serve no purpose.
Footway buildouts are dangerous	Footway buildouts have been replaced with raised junction tables.
Cyclists travel too fast and humps will not be effective	Double hump design based on successful Dutch style measures. Additional hump has been proposed to reduce speeds further. These measures will be monitored post-implementation to ensure their effectiveness

More detailed information on objections and responses can be viewed in section 2.3 of the attached appendix consultation report.

9. Full details of the consultation strategy, results, conclusions and recommendations can be found in Appendix 1.

Recommendations to the cabinet member for regeneration, planning, and transport

10. On the basis of the results of the public consultation the Cabinet Member is recommended to approve the implementation of the Quietway Cycling Site A proposals (subject to formal statutory consultation), including the design revisions in light of comments received from respondents throughout the consultation period.

Policy implications

11. 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 – 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.

The proposals are in line with the Mayor of London's Vision for Cycling.

Community impact statement

12. 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. Cycling infrastructure proposals also have the added advantage of improving the environment through reduction in carbon emissions and social health and fitness benefits. No group has been identified as being disproportionately adversely affected as a result of these proposals. Cyclists and pedestrians will benefit.

Resource implications

13. This report is for the purposes of consultation only and there are no resource implications associated with it.
14. It is however noted that this project is funded by Transport for London in the 2014/2015 financial year with an allocated budget of £4.6m. (£2.6m for the central grid section – Sites H to M and £2m for the external section of the route – Sites A to G).

Consultation

15. Ward members were consulted prior to commencement of the consultation.
16. Informal public consultation was carried out in July / August 2014, as detailed above.
17. This report provides an opportunity for final comment to be made by the Community Council prior to a key decision scheduled to be taken by the Cabinet Member for Regeneration, Planning, and Transport in November 2014.
18. If approved for implementation this will be subject to statutory consultation required in the making of any permanent Traffic Management Orders.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011 Online: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH	Matthew Hill 020 7525 3541

APPENDICES

No.	Title
Appendix 1	Quietway Cycling Proposals Site A – Consultation Report (circulated separately)

AUDIT TRAIL

Lead Officer	Des Waters	
Report Author	Chris Mascord	
Version	Final	
Dated	29 August 2014	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	Yes	No
Date final report sent to Constitutional Team		4 September 2014