

<b>Item No.</b>	<b>Classification:</b> Open	<b>Date:</b> 22 June 2018	<b>Meeting Name:</b> Cabinet Member for Environment, Transport Management and Air Quality
<b>Report title:</b>		Quietway Canada Water to South Dock	
<b>Ward(s) or groups affected:</b>		Rotherhithe Ward Surrey Docks Ward	
<b>From:</b>		Head of Highways	

## RECOMMENDATION

1. That the Cabinet Member for Environment and the Public Realm approve the scheme for implementation, as shown in the draft outline design (Appendix A), which includes the changes summarised in paragraph 4 below, the Albion bridge design (Appendix D), and the South Dock movable bridge recommended option (Appendix E) subject to the necessary statutory procedures and confirmation of construction funding.

## BACKGROUND INFORMATION

2. Quietway 14 is a proposed walking and cycling route that was identified and agreed in the Council's cycle strategy in 2015. Southwark are committed to achieving a modal split of 10% of all journeys being made by bike. This target is aligned with the Mayor's 'Healthy Street' Vision, a plan that is supported by Southwark and which includes the delivery of a network of Quietways. The delivery of Quietways, and the direct funding provided by Transport for London (TfL) are specifically aimed at speeding up the attainment of this target. The routes will overcome barriers to cycling, targeting cyclists who want to use quieter, low-traffic routes, providing an environment for those cyclists who want to travel at a gentler pace.
3. The proposed changes detailed in this report are located between Canada Water station and the Southwark/Lewisham boundary at South Dock.
4. Below is a summary of the proposed improvements as part of the approval:
  - General:
    - Road marking and wayfinding signage
    - Replace existing cobbles with temple setts
    - Raised thermal plastic to delineate cycle and pedestrian paths
    - Corduroy paving for separated and shared paths
    - Reposition existing bollards to improve walking and cycling accessibility whilst restricting vehicular access.
  - Albatross Way:

- Swap existing cycle and pedestrian paths between Needleman Street and Albion Canal.
  - Albion Canal:
    - Existing footbridge adjacent to Brass Talley Alley to be widened to 3.0m clear width. See Albion bridge design report in Appendix D.
  - Archangel Street:
    - New dropped kerbs.
    - Double yellow lines on the northern side to formalise parking on the southern side to improve visibility and allow access to and from the off-road path and Archangel Street. Approximately 4 parking spaces are removed to meet LBS minimum junction treatments.
  - Redriff underpass:
    - Lighting improvement at the underpass and staircase to Redriff Road.
    - Coloured lighting at the underpass and handrail lighting at the staircase for consideration during detailed design, subject to further funding approvals.
    - Pavement improvement
  - Finland Street, South Sea Street, and Helsinki Square junction:
    - Remove the give-way on Finland Street leg of the junction.
    - Install give-way on Helsinki Square junction.
  - Finland Street to South Dock Lock:
    - Approximately 3 low-demand parking spaces are proposed to be removed to improve visibility at Finland Street. Approximately 2 high-demand parking spaces are proposed to be removed to improve visibility at Princes Street and to meet current minimum junction treatments.
  - South Dock Lock movable bridge:
    - New rolling movable bridge over the South Dock Lock gates to improve level of service for cyclists and avoid a 400m detour around the South Dock Marina. See South Dock Lock movable bridge options report in Appendix E.
5. In accordance with paragraph 22 of section 3D of the council's constitution, the Cabinet Member is responsible for the decision to implement any traffic and highway improvement project, subject to statutory consultation.
  6. The consultation for the proposal opened on 20 November 2017 to 18 Dec 2017. The consulted proposal is listed below, with the consultation plans found in Appendix B:

- General:
  - Road marking and wayfinding signage
  - Replace existing cobbles with temple setts
  - Raised thermal plastic to delineate cycle and pedestrian paths
  - Corduroy paving for separated and shared paths
  - Reposition existing bollards to improve walking and cycling accessibility whilst restricting vehicular access.
- Needleman Street:
  - Uncontrolled raised crossing to be shortened subject to asset condition assessment during detailed design.
- Albatross Way:
  - Swap existing cycle and pedestrian paths between Needleman Street and Albion Canal.
- Albion Canal:
  - Existing footbridge adjacent to Brass Talley Alley to be widened to 3.0m clear width.
- Archangel Street:
  - New dropped kerbs.
  - Double yellow lines on the northern side to formalise parking on the southern side to improve visibility and allow access to and from the off-road path and Archangel Street. Approximately 4 parking spaces are removed to meet LBS minimum junction treatments.
- Redriff underpass:
  - Lighting improvement at the underpass and staircase to Redriff Road.
  - Pavement improvement
- Finland Street to South Dock Lock:
  - Approximately 3 low-demand parking spaces are proposed to be removed to improve visibility at Finland Street. Approximately 2 high-demand parking spaces are proposed to be removed to improve visibility at Princes Street and to meet LBS minimum junction treatments.
- South Dock Lock movable bridge:
  - New rolling movable bridge over the South Dock Lock gates to improve level of service for cyclists and avoid a 400m detour around the South Dock Marina.

7. The draft consultation report can be found in Appendix C.

## **KEY ISSUES FOR CONSIDERATION**

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

8. 3500 flyers were sent to local residents to participate in the public consultation between 20 November to 18 December 2018. In total, there were 26 respondents, resulting in a response rate of approximately 0.74%.
9. Ward members were consulted during public consultation.
10. The proposals were presented at the Bermondsey and Rotherhithe Community Council on Wednesday 10 January 2018.
11. Key Stakeholders include Southwark Cyclists, the London Cycling Campaign, and the Friends of Russia Dock Woodlands.
12. It is worth noting that the consultation response rate was very low but in general, the consultation results were positive. Of the 26 respondents, 62% were in favour and 25% were not in favour. A more detailed breakdown can be seen in the draft consultation report in Appendix C. Whilst it is disappointing to have such a low response rate, it is likely that this is a symptom of the fact that the measures, in general, do not make significant changes to the highway network or significantly reduce on-street parking.
13. The draft outline design in Appendix A will be amended to consider and mitigate concerns from all consultation comments received.
14. If approved for implementation the project will be subject to the statutory consultation procedure required to make any permanent Traffic Management Order. Any objections received as part of that statutory procedure and which cannot be resolved will be the subject of a further report for approval by the cabinet member.
15. Full details of the draft consultation results, conclusions and recommendations can be found in Appendix C.
16. Concerns were raised around the significant increase of cyclists through Russia Dock Woodlands as a result of the proposed Rotherhithe Bridge. Addressing these concerns are outside the scope of the Quietway 14 project, and need to be mitigated by the Rotherhithe Bridge project. Currently there are no approved bridge landing options for the Rotherhithe Bridge.
17. Concerns were raised around the increase of moped users as part of the quietway improvement. A range of physical mitigation measures along Quietway 14 have been considered during the design process. Unfortunately, it is not feasible to install physical measures (e.g. kissing gates) to stop mopeds, as they also restrict mobility scooters and cyclist access, particularly non-standard cycles which may be used by disabled cyclists.
18. Traffic Management Orders to allow enforcement of 'no motor vehicle' restrictions along Quietway 14 are being considered for implementation as part of the project.

19. The issue has also been discussed with the community safety team as part of their wider work around moped-enabled crime and disorder. They will support the introduction of these routes with enforcement and warden resource where possible.

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

20. The initial consultation layout is shown in Appendix B. In response to stakeholder concerns and issues raised during consultation, the draft designs shown in Appendix A will be amended following the approval of this report. The changes to the initial design are summarised as follows:
- Needleman Street:
    - Uncontrolled raised crossing to be shortened, subject to asset condition assessment during detailed design.
  - Redriff underpass:
    - Coloured lighting at the underpass and handrail lighting at the staircase for consideration during detailed design, subject to further funding approvals.
  - Finland Street, South Sea Street, and Helsinki Square junction:
    - Remove the give-way on Finland Street leg of the junction.
    - Install give-way on Helsinki Square junction.
21. The latest designs will be uploaded to the project website which will provide further opportunity for stakeholders to provide comment.

### **Policy implications**

22. The recommendations contained within this report are consistent with the council's Transport Plan 2011, particularly:
- Policy 2.3 – Promoting and encouraging sustainable travel choices in the borough.
  - Policy 5.1 – Improving safety on our roads and to help make all modes of transport safer.
  - Policy 6.1 – Making our streets more accessible for pedestrians.

### **Community impact statement**

23. 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.
24. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
- Improving road safety, in particular for vulnerable road users including pedestrians and cyclists, on the public highway.

- Improving existing shared use facilities by improving road surface, tactile paving, road marking, and signage.
- Improving existing pedestrian and cycle facilities by improving delineation, tactile paving, road marking, and signage.

### **Resource implications**

25. The total budget for the scheme is £1,344,625, contingencies inclusive.
26. The estimated construction cost of the scheme, including design and project management fees, is £1,299,024.76, which includes £115,000 for the Albion Canal Bridge and £500,000 for the rollout movable bridge.
27. The estimate for the scheme is to be fully funded as part of the TfL Quietway programme.
28. The estimate for the scheme within the allocated funding and allows for some contingencies.
29. The commencement of the construction stage will be subject to confirmation of funding for construction at the end of the detailed design stage.
30. The contract for work will not be awarded and the scheme will not be started until all the funding for construction is secured.
31. The total expenditure incurred, including project management fees, against the capital allocation for the scheme will be monitored and reported as part of the overall Capital Programme.
32. Subject to asset handover approvals, it is proposed that the South Dock movable bridge is operated by the South Dock Marina Harbour Master, and maintained by the Highways maintenance team.

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

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

33. The Cabinet Member for Environment and Public Realm is being asked to approve the scheme referred to in this report and as shown in the outline design (Appendix A) which incorporates the changes specified in paragraph 24 of this report.
34. Part of the scheme requires a traffic management order. The procedure for implementing a traffic management order involves a statutory consultation. The report acknowledges that if any objections to the consultation cannot be informally resolved, then consideration of those objections and a decision on whether to proceed with that part of the scheme will be subject to a further report to the Cabinet Member for Environment and Public Realm.
35. The report refers at paragraphs 8 and 9 to the consultation with Ward members and the relevant Community Council. Certain objections were raised as a result of the wider consultation and responses to these points are included.

36. 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 21 of the report refers to the various improvements which will be delivered by the project and it considers that these proposals will actually improve the road safety and in particular for vulnerable road users and the scheme will therefore provide an overall benefit.
37. The implementation of this transport scheme is not anticipated to have any detrimental impacts on a particular protected group or to breach the provisions of the Human Rights Act 1998.
38. The Council's constitution gives the cabinet member the responsibility for, amongst other things, street scene, traffic management and parking enforcement. In accordance with Part 3D paragraph 22 of the Southwark Constitution, Individual Cabinet Members can in respect of a Transport issues, implement a traffic and highway improvement project, subject to statutory consultation.
39. This decision therefore falls within the cabinet member's area of responsibility.

**Strategic Director of Finance and Governance (CAP17/118)**

40. This report is requesting approval from the Cabinet Member for Environment and Public Realm to implement the scheme, as shown in the draft outline design (Appendix A) and include changes summarised in paragraph 24, subject to the necessary statutory procedures.
41. The strategic director of finance and governance notes that there are sufficient funds to complete the Detailed Design phase of the scheme.
42. The strategic director of finance and governance also notes that the commencement of the construction stage will be subject to confirmation of funding no commitment will be made on these projects until all the funding secured and confirmed.
43. It is also noted that any future maintenance costs arising from this investment will be funded from existing Highways division's revenue budgets.
44. Staffing and any other costs connected with this recommendation to be contained with existing departmental revenue budgets.

**BACKGROUND DOCUMENTS**

Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment and Social	Matt Hill 020 7525 3541

	Regeneration Network Development 160 Tooley Street London SE1 2QH	
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## APPENDICES

No.	Title
Appendix A	Draft outline design
Appendix B	Draft consultation plan
Appendix C	Draft consultation report
Appendix D	Albion bridge design
Appendix E	South Dock movable bridge options report

## AUDIT TRAIL

<b>Lead Officer</b>	Matthew Hill, Head of Highways	
<b>Report Author</b>	Albert Ang, Highways	
<b>Version</b>	Final	
<b>Dated</b>	June 2018	
<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>
Director of Legal Services	Yes	Yes
Strategic Director of Finance and Corporate Services	Yes	Yes
<b>Cabinet Member</b>	Yes	Yes
<b>Date final report sent to Constitutional Team</b>	22 June 2018	