

Item No. N/a	Classification: Open	Date: 9 April 2020	Meeting Name: Cabinet Member for Environment, Transport and the Climate Emergency
Report title:		Rotherhithe Cycleway Section 1 (Rotherhithe Street\Salter Road\Redriff Road)	
Ward(s) or groups affected:		Surrey Docks and Rotherhithe	
From:		Strategic Director of Environment and Leisure	

RECOMMENDATIONS

1. That the cabinet member for environment, transport and the climate emergency approve Section 1 of Rotherhithe Cycleway scheme for implementation with design costs of £354,484, as shown in the draft outline design (Appendix A), subject to the necessary statutory procedures.
2. The works will commence in February 2020 and be completed by March 2021.

BACKGROUND INFORMATION

3. This section of Cycleway forms part of the proposed route between Peckham and Rotherhithe. Sections 2 and 3 alignments are currently being developed for consultation.
4. The proposed introduction of cycling and walking interventions has been approved by Transport for London for implementation.
5. Consultation with residents and businesses in the area was undertaken to establish the level of support for the scheme and how the street could be improved to facilitate the safe movement of cyclists and pedestrians. The consultation formed part of a combined consultations in the area known as the Rotherhithe Movement Plan, which included the following proposals:
 - a. Lower Road two way streets and Cycleway 4
 - b. Rotherhithe and Surrey Docks Controlled Parking Zone.
6. This report draws upon the detailed analysis of the consultation report (Appendix B), government legislation, council policy, cycling and walking experiences and financial considerations.
7. Below is a summary of the proposed improvements along Redriff Road, Salter Road and Rotherhithe Street:
 - a. Existing roundabouts at Redriff Road junction with Surrey Quays Road and Quebec Way replaced with traffic signals with pedestrian crossings on each arm of the junction
 - b. Two-way segregated cycleway on Redriff Road \ Salter Road between Lower Road and Rotherhithe Street

- c. Four new zebra crossings with three with cycle crossings
- d. Fifteen trees removed with nine new trees proposed. Over the two projects there is an overall gain of five trees.

KEY ISSUES FOR CONSIDERATION

Summary of consultation process and findings

- 8. Public consultation took place 15 July - 4 October 2019.
- 9. 1,600 postcards were sent out to residents and businesses in the area. The public formal consultation yielded 357 returned questionnaires, representing a 22% response rate. This is a high response rate for this type of consultation. The majority of those who responded were residents.
- 10. Ward members were consulted prior to the consultation.
- 11. Key stakeholders such as Southwark Cyclists and the emergency services were consulted during public consultation.
- 12. Analysis of the responses shows that the majority of those who responded were in favour. Further details can be found in the consultation report (Appendix B) and in the additional comments (Appendix C).

Design changes based on consultation responses

- 13. The majority of the proposed interventions received a positive response, however a number of suggestions have been considered and the designs amended accordingly. Officers may need to make minor changes subject to the outcome of the Road Safety Audit conducted in the next design stage.

Policy implications

- 14. The recommendations contained within this report are consistent with the missions of the Movement Plan 2019, particularly:
 - a) M2 Action 2 – Create simple and clear streets
 - b) M3 Action 4 – Deliver infrastructure to support active travel
 - c) M4 Action 7 – Reduce the number of cars owned in the borough
 - d) M4 Action 8 – Use kerbside efficiently and promote less polluting vehicles
 - e) M4 Action 9 – Manage traffic to reduce the demand on our streets
 - f) M7 Action 15 – Reduced exposure to air pollution
 - g) M7 Action 16 – Zero people killed or injured on our streets by 2041.

Community impact statement

- 15. 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.
- 16. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate affect on any particular community group.

17. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
 - a. Improving road safety, in particular for vulnerable road users including pedestrians and cyclists, on the public highway.
 - b. Improving existing shared use facilities by improving road surface, tactile paving, road marking, and signage.
 - c. Improving existing pedestrian and cycle facilities by improving delineation, tactile paving, road marking, and signage.

Resource implications

18. This project will be carried out in three sections and will cost £422,000 to deliver the scheme. For section one, a total investment of £354,484 has been allocated so far for the outline design and detailed design for the years 2019/20 and 2020/21. This project will be funded by Local Implementation Plan (LIP) funding.
19. TfL has signed a service level agreement with LBS to pay £422,000 for implementation of Rotherhithe Cycleway scheme.
20. The actual expenditure against the allocations will be monitored and reported on as part of the LIP capital programme management.
21. Any future maintenance costs arising from this investment will be funded from the existing Highways business unit's revenue budgets.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Democracy

22. The cabinet member for environment, transport and the climate emergency is being asked to approve the implementation of Rotherhithe Cycleway scheme as shown in the draft outline design in Appendix A of this report.
23. The report details the public consultation which has taken place with residents, businesses, ward councillors, key stakeholders Southwark Cyclists and the emergency services as set out in the consultation report (Appendix B) and additional comments (Appendix C). Part 3H of the constitution sets out the requirement for consultation on any non strategic and highway improvement projects.
24. 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 16 refers to the proposed scheme improving road safety on the public highway and in particular for vulnerable road users

25. 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 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 Cycleway scheme and associated improvements is not considered by the officer to have a disproportionate affect on any particular community group and is not anticipated to engage or breach the provisions (including the above Articles) of the Human Rights Act 1998.
26. The council's constitution gives the cabinet member for environment, transport and the climate emergency the responsibility for (amongst other things) road traffic management and road safety. Part 3D of the constitution provides that the responsibility for implementing a new traffic improvement project falls to the individual cabinet member and it is therefore appropriate for the cabinet Member for environment, transport and the climate emergency to determine the recommendations set out in paragraph 1 above.

Strategic Director of Finance and Governance (CAP19/031)

27. The report is requesting the cabinet member for environment, transport and climate emergency to approve Section 1 of Rotherhithe Cycleway scheme for implementation with design costs of £354,484, as shown in the draft outline design (Appendix A), subject to the necessary statutory procedures. The works will commence in February 2020 and be completed by March 2021.
28. The strategic director of finance and governance notes that funding for this scheme will be provided by TfL, as mentioned in the resource implications.
29. Staffing and any other costs connected with these recommendations to be contained within existing departmental revenue budgets.
30. Any future maintenance costs arising from this investment will be funded from the existing highways business unit's revenue budgets.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan	Southwark Council Environment and Leisure Highways Network Development 160 Tooley Street London SE1 2QH	Ian Ransom 020 7525 3152

APPENDICES

No.	Title
Appendix A	Rotherhithe Cycleway Outline design
Appendix B	Consultation summary report + appendix
Appendix C (1 and 2)	Consultation flyer and responses

AUDIT TRAIL

Lead Officer	Sally Crew, Transport Policy Manager	
Report Author	Ian Ransom, Project Manager	
Version	Final	
Dated	9 April 2020	
Key Decision?	Yes	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Law and Democracy	Yes	Yes
Strategic Director of Finance and Governance	Yes	Yes
Cabinet Member	No	No
Date final report sent to Constitutional Team		8 April 2020