

# Streetspace Plan

## Appendix B – Funding and delivery update 24 June 2020

July 2020



# Introduction

**Please see below an update on the work that's happening on the Southwark Streetspace.**

The works cuts across Highways and Transport policy, with part also being in the network management team - with support from Wardens. All the teams are linked up and working well and at pace. We've spilt the work into three main areas - though they are all joined up.

- (1) Immediate lengths being taken for social distancing
- (2) Bringing forward schemes that were happening to make them happen quicker
- (3) Bringing forward schemes that were wanted but may been in the 'too hard' box for whatever reason.

To demonstrate Southwark's intention to be transformative and bold, our intention is to use the London climate change joint statement providing a sense of purpose and demonstrate the wider cause. Six programmes that were agreed at TEC, with the focus here being '*halve petrol and diesel road journeys*'. Therefore, if we use that as our premise/challenge what does that mean we have to do as a guiding principle. So, the concept is to encourage a modal shift by delivering three items of work, as follows:

- Changing key junctions on main roads with TfL (to reduce road space and driving),
- Improving main roads between key junctions with TfL to assist buses and bikes, and
- Use Commonplace comments to reduce traffic and improve walking and cycling on side / residential streets (i.e. Low Traffic Neighbourhoods).

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## Overall Approach and Strategy

The approach of the Southwark Streetspace Plan (SSP) is to keep traffic as low as possible to maintain as many transport, health and environmental benefits as possible from the lockdown. The challenge is that there is currently only 20% capacity on public transport due to social distancing, which will potentially encourage more people to drive than before the lockdown. Hence our proposal to work with TfL on traffic reduction, modal change and social distancing measures. We will create an appendix of junctions and main roads to encourage TfL to improve.

## Community Engagement

The webpage has been up and running since Friday 15 May. The webpage explains Southwark Council's transport response to Covid-19 and inviting comments and suggestions on where we can potentially carry out works to improve areas such as pinch points for social distancing or promote cycling and walking. Highway's will soon update the Commonplace website to explain how people's requests have influenced the choice of experimental schemes to be implemented.

<https://southwarkstreetspace.commonplace.is/about>

As of 22<sup>nd</sup> June, we had received well over 6,000 visitors with 3,777 individual suggestions and comments having been made, nearly 2,000 free text comments and over 10,000 agreements registered.

 @lb\_southwark  facebook.com/southwarkcouncil

Of the individual suggestions and comments

- 721 about traffic volume
- 628 about traffic speeds
- 604 about there not being enough space for social distancing
- 510 about bad driving
- 260 about there not being a safe place to cross the road

Improvements suggested

- 535 wanted more space for cycling
- 495 wanted the street shut to drivers.
- 462 wanted the pavements widened
- 441 wanted traffic slowed down
- 236 wanted the speed limit reduced

So far the suggestions have led to:

- 282 people reported issues on TfL roads (such as Old Kent Road), all of which have been passed on to TfL, albeit we are working closely with TfL at the junctions with Borough maintained roads
- 102 people reported issues that were being dealt with via the above experimental scheme process
- 71 people's suggestions have been taken up as discreet social distancing measures
- 64 people's suggestions have been taken up as part of the next round of Experimental schemes

### Short term and longer future works

Following on from the initial opening of business in w/c 15/6/20, and using the following sources of information:

- reports from our wardens, enforcement, network management and highway officers
- previously provided desktop study undertaken by an independent transport consultant which identified all the theoretical pinch points and cycle problem areas across the Borough
- Commonplace information

A programme has been derived of extensive social distancing measures to promote the opening of businesses in the safest possible manner, protecting the customers by maximising the available highway space and helping the businesses wherever possible. The measures are comprehensive and being added to continuously as information becomes available. Measures typically range from:

- Full road closures (e.g. Rye Lane)
- Removal of street furniture
- Minor footway widening

These schemes will be implemented from next week and involve nearly 0.5km of water filled barriers. In the next 4-6 weeks, we will be submitting a further IDM of experimental schemes building on the first tranche and with the benefit of knowing the available funding.

### TfL funding bid

Southwark bid for £1.693m is our bid in conjunction with the TfL London Streetspace plan. TfL received almost double the funding bids for the money available and had a third less funding as their budget also included sunk costs (items we had already spent at the start of the financial year).

TfL have been allocating funding in six tranches every Wednesday in June. This explains the small amounts of funding we have received for tranches 1 and 2, which leaked onto social media. Tranche 3 has provide a large amount of what we bid for. A few of these bids were part funded, which officers presume is to pay to design measures in detail, with further funding possible in future tranches from TfL. If further funding is not forthcoming then funds will be spent to progress these measures as far as possible (usually to complete their design) and will then be on hold until monies are available to construct them (excluding Schools Streets).

### TfL London Streetspace Plan funding - Tranche 1 allocations

Route Name	EFC (Estimated Final Cost)	Allocated amount
Lower Road ext to CS4	£500,000	£15,000
Rotherhithe to Peckham cycle route	£55,000	£15,000
Gt Suffolk St / Southwark Bridge Road area wide traffic	£57,500	£7,500

### TfL London Streetspace Plan funding - Tranche 2 allocations

Route Name	EFC (Estimated Final Cost)	Allocated amount
C7 Southwark Bridge Road	£127,500	£7,500
Rye Lane cycle links	£17,250	£2,250

### TfL London Streetspace Plan funding - Tranche 3 allocations (approved 22 June 2020)

Project Name	TfL Funding request	Intervention type	Summary of proposals	Recommendation	Initial funding granted
Dulwich Village	£23,000	Low traffic neighbourhoods	Experimental TMO to trial closure of Calton Avenue between Dulwich Village and Court Lane to provide additional footway space beside local shops, prevent rat running traffic and supports quietway 23 Green Dale - includes investigating complimentary measures to minimise displaced traffic onto the local network to expand the Low Traffic Neighbourhood where practicable.	PROCEED - FULL AMOUNT	£23,000
Dulwich Village Phase 2	£110,000	Low traffic neighbourhoods	Phase 2 continuation of above with further investigations to ensure Low Traffic Neighbourhood and support social distancing	PROCEED - PARTIAL	£40,000
Dog Kennel Hill / Champion Hill Champion Hill No Entry trial	£3,000	Low traffic neighbourhoods	Convert signal aspects on Grove Hill Road phase to cycles only to reduce through traffic which is beside Dog Kennel Hill Primary School and enhance quietway 23.	PROCEED - FULL AMOUNT	£3,000
Melbourne Grove North	£5,000	Low traffic neighbourhoods	Point closure to reduce motor vehicle traffic and encourage walking and cycling.	PROCEED - FULL AMOUNT	£5,000
Melbourne Grove South	£5,000	Low traffic neighbourhoods	To close Melbourne Grove at a point between Tell Grove and Ashbourne Grove to reduce motor traffic and encourage walking and cycling.	PROCEED - FULL AMOUNT	£5,000
Comber Grove Primary School	£3,450	School Streets	To assess all schools in the borough for LSP. First phase to implement experimental TMOs for a permeable closure / timed closures at 5 schools.	PROCEED - FULL AMOUNT	£3,450
Alleyns School	£3,450	School Streets	To assess all schools in the borough for LSP. First phase to implement experimental TMOs for a permeable closure / timed closures at 5 schools.	PROCEED - FULL AMOUNT	£3,450
Goodrich Primary School	£3,450	School Streets	To assess all schools in the borough for LSP. First phase to implement experimental TMOs for a permeable closure / timed closures at 5 schools.	PROCEED - FULL AMOUNT	£3,450

Rye Oak Primary School	£3,450	School Streets	To assess all schools in the borough for LSP. First phase to implement experimental TMOs for a permeable closure / timed closures at 5 schools.	PROCEED - FULL AMOUNT	£3,450
Camelot Primary School	£3,450	School Streets	To assess all schools in the borough for LSP. First phase to implement experimental TMOs for a permeable closure / timed closures at 5 schools.	PROCEED - FULL AMOUNT	£3,450
Peckham Rye	£50,000	Space at town centres	Peckham Rye east side, north of Nunhead Lane, convert road to buses & cycles only and overcome barrier on longer cycle route.	PROCEED - FULL AMOUNT	£50,000
Bermondsey Street	£50,000	Space at town centres	Road closure on Bermondsey Street that redirects traffic and creates a permeable closure on quietway between Whites Grounds and Tanner Street. Provide cycle contraflow on Snowsfields and in the northern section of Bermondsey. Trial bagging over signals at the Bermondsey Street / St Thomas Street / Crucifix Lane and converting to raised, give way junction.	PROCEED - PARTIAL	£10,000
Consort Rd	£50,000	Space at town centres	Trial a zebra crossing on Consort Road to link Cossal Estate to Rye Lane and improve conditions and safety at this risky junction.	PROCEED - PARTIAL	£7,500
Gt Suffolk St / Southwark Bridge Road area wide traffic	£57,500	Low Traffic Neighbourhoods	Acceleration of measures proposed under Grid Phase 2 programme which focuses on the cycle route along Great Suffolk Street. Proposed interventions to improve cycling and walkability of the area bound by Southwark Street to the north and Webber Street to the south.	PROCEED - FULL AMOUNT	£57,500

### Good Growth Fund

Officers are currently discussing with Team London Bridge a possible contribution to help cover the funding shortfall from TfL for the Bermondsey Street trial.

### Guy's and St Thomas Charity

The GSTC have provided £250,000 to install health focused transport measures to reduce air pollution and childhood obesity, which are principally within low-income areas during the next six months. Officers are working with GSTC staff to identify and cost a long list of possible measures to present to the Lead Member to decide which ones to implement.

### The Reopening High Streets Safely fund

The Regeneration department has received £285,000 from the European Regional Development Fund. Highways will enter into discussions to see what monies can be used to deliver reactive social distancing measures to support the safe economic recovery of high streets and town centres from the Covid lockdown.

## DfT COVID-19 Emergency Active Travel Fund (approved 26 June 2020)

Southwark received £100,000 from the DfT to help deliver the measures below.

Location	Summary of proposals	Initial funding
Walworth Road	Prohibition of motor vehicles and Reallocation of carriageway to provide additional space for social distancing around shops at 3 junctions: Browning Street E: 532259 N:178457 Larcom Street E:532223 N:178545  East Street Market E: 532474 N:178327	
Goose Green Primary School	Social distancing measures introduction of Motor vehicles restrictions at side road junctions of Grove Vale (Elsie Road and Tintagel Crescent) to provide traffic reductions around Goose Green Primary School. E:533672 N:175327	
The Charter School	Social distancing measures introduction of Motor vehicles restrictions at northern end of Melbourne Grove to provide traffic reductions Complementary restriction to be placed on parallel road (Derwent Grove) to address traffic displaced from Melbourne Grove onto residential Street. E:533467 N:175201	



Figure 1: Plan of all measures up to 16 June 2020 the dfn in the orange hatched areas.

