

COVID-19 Post-Lockdown Highway Schemes

Appendix	2
Location	Bermondsey Street
Proposal	Modal filter, between Morocco Street and Whites Grounds, and social distancing and cycling improvements
Ward(s) affected	London Bridge and West Bermondsey

Background / Request

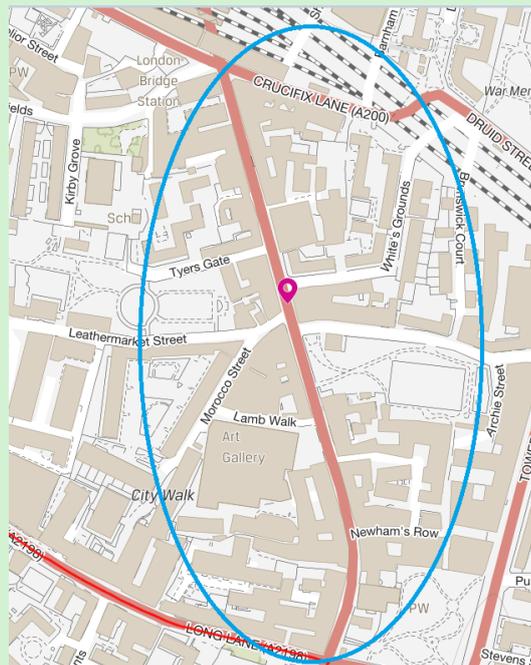
The Council's transport response to Covid-19 includes promoting active travel measures to make it easier to walk, cycle and use public transport, whilst removing through traffic, especially as the lockdown movement restrictions are reduced.

The scheme extents are on Bermondsey Street, between the junction with St Thomas Street/Crucifix Lane and the junction with Long Lane. The proposals are intended to improve conditions for walking and cycling and reduce the volume of traffic going through Bermondsey Street as part of Southwark's response to the COVID-19 emergency.

The proposals for this scheme are:

- Modal filter between Morocco Street and White's Grounds, with lockable bollards to allow Southwark refuse access and limited access for White Cube articulated lorries.
- Single yellow line will be replaced by double yellow line on Bermondsey Street.
- Loading restrictions are proposed in places, between 7am-10am and 4pm-7pm Monday to Friday, to accommodate a southbound advisory contraflow cycle lane.
- Removal of parking bays north of modal filter to accommodate advisory contraflow cycle lane and maintain servicing of businesses.
- Decluttering on Bermondsey Street.
- Provision of loading bays adjacent to the entry of White's Grounds and any displaced parking bays relocated within White's Grounds.
- Double yellow line with blips around the junction of Morocco Street and Leathermarket Street, junction with Crucifix Lane, junction of Tyre Gates and junction of White's Grounds to improve safety of cyclists and pedestrians.
- 'One way' entry into Morocco Street to Lamb Walk
- Additional no stopping restrictions around junctions to improve safety for cyclists.
- Partial advisory cycle contra-flow lane from the junction of Crucifix Lane to Long Lane, subject to safety review.
- Long term temporary footway widening in place of existing COVID-19 social distancing measures, where possible.
- Advance Direction Signs (ADS) in Long Lane to notify the road users the change of Bermondsey Street – motor vehicles are prohibited beyond Tanner Street and Morocco Street

Location



Feedback from Stakeholders

Comments

Emergency services (Ambulance, Police and Guy's hospital) have indicated that they will not support schemes which promote hard road closures, as they will increase response times. Their preference is installing ANPR camera enforced closures without physical prevention for vehicles.

Fire Service is fine with the scheme as long as we provide the keys for the lockable bollards to the near Fire Stations – Dockhead, Old Kent Road, Dowgate and possibly Whitechapel.

Due costs associated with the installation of ANPR cameras are not appropriate for an experimental scheme, and we have preserved access to all roads. We will ensure advance signage is installed to prevent vehicles from turning unnecessarily into no-through roads in error. ANPR cameras will be considered should the scheme be made permanent.

Southwark Waste Management was consulted and raised concerns over their ability to service the properties on and around Bermondsey Street. As a result we have agreed to provide a lockable bollard that they can remove through the filter.

Ward councillors were consulted and are happy proceed with the proposed measures.

Investigation and conclusions

- The aim is that reducing the traffic on Bermondsey Street will make it safer for vulnerable road users by providing more carriageway space for cycling and walking, in response to the COVID-19 emergency.
- Based on the report from completed by Sustrans, and the responses from commonplace, some residents and businesses feel that the traffic levels are high and footways are narrow, and pedestrians are often forced to walk in the carriageway on Bermondsey Street.
- Cyclists are unable to travel from the junction with Crucifix Lane to the south of Bermondsey Street. They need to travel through Snowfields and Weston Street in order to go to the South.
- There are commercial car-free developments planned on St Thomas Street bringing an additional 10,000 people to the area, it will increase the footfalls in Bermondsey Street.
- Bermondsey Street is part of West Bermondsey Area Study. With a future increase in population predicted St Thomas Street area, reopening of offices and schools, it is envisaged that the increased levels of cycling will be maintained for the foreseeable future as people continue to use cycling as their preferred mode of transport.
- Following the experimental phase of this scheme, we would also look at the junction improvement with Crucifix Lane/Snowfields to further cycling improvements to better connections between C14 and C4.

Recommendation

It is recommended to install proposed measures described above.

This proposal is subject to Experimental Traffic Management Order (ETMO). As such consultation and feedback will be considered during the period of the order and a decision made on whether the order is be made permanent, amended or rescinded after a period, normally six to twelve months. The maximum time an experimental order can be in place is eighteen months

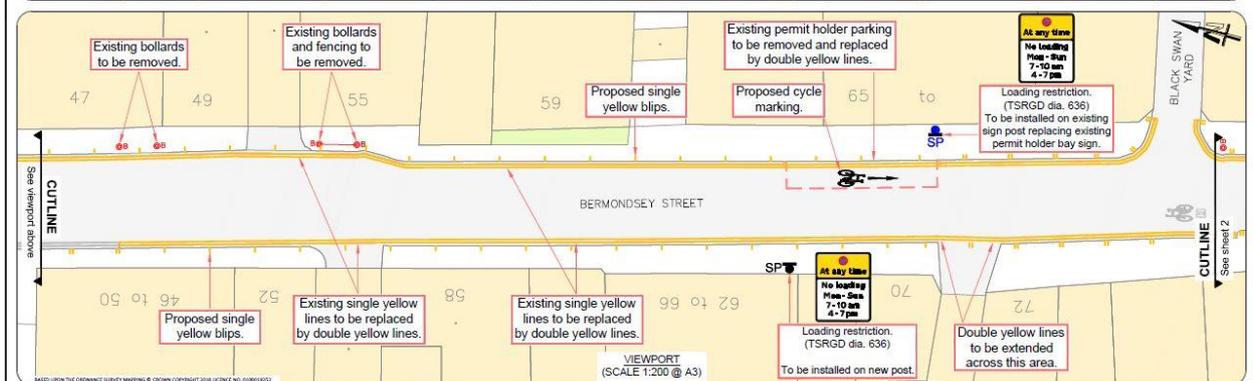
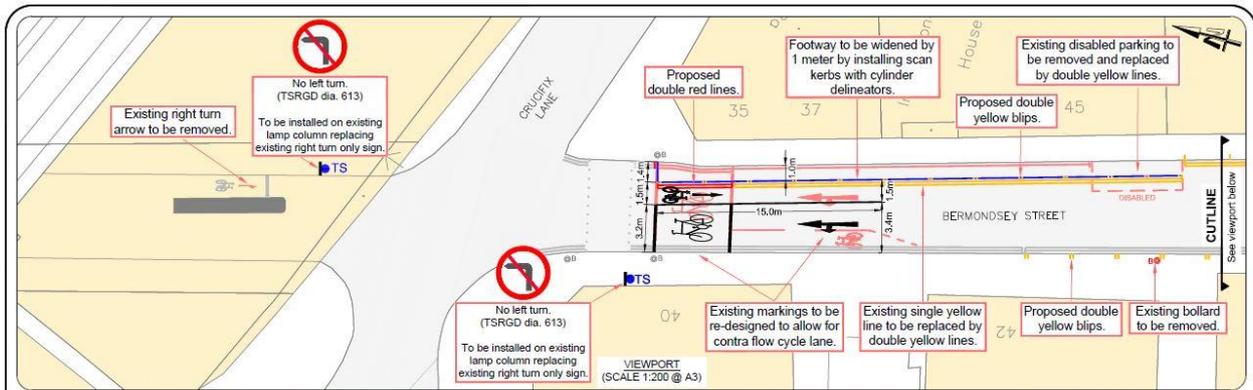
A preliminary design drawing of the proposal is provided within this document.

Next steps

Should this non-strategic Traffic and Highway improvement proposal be approved, then arrangements will be made to commence the ETMO and implementation of the changes.

Audit trail

Reference	2
Report author	Coco Mak
Ward members notified	Yes



NOTES

- Exact location of proposed signs and road markings to be agreed on site with the site supervisor to ensure conflicts are avoided.
- Any existing markings that conflict with proposed measures, are to be removed.

KEY

- Proposed road marking
- Proposed double yellow marking
- Existing road marking
- Existing road marking to be removed
- Proposed sign on new post
- Existing sign plate only to be removed
- Existing sign and post to be removed
- Proposed Manchester bollard
- Proposed scan kerb / cylinder delineators
- Proposed sign on existing traffic signal
- Proposed sign on existing lamp column
- Proposed sign on existing sign post

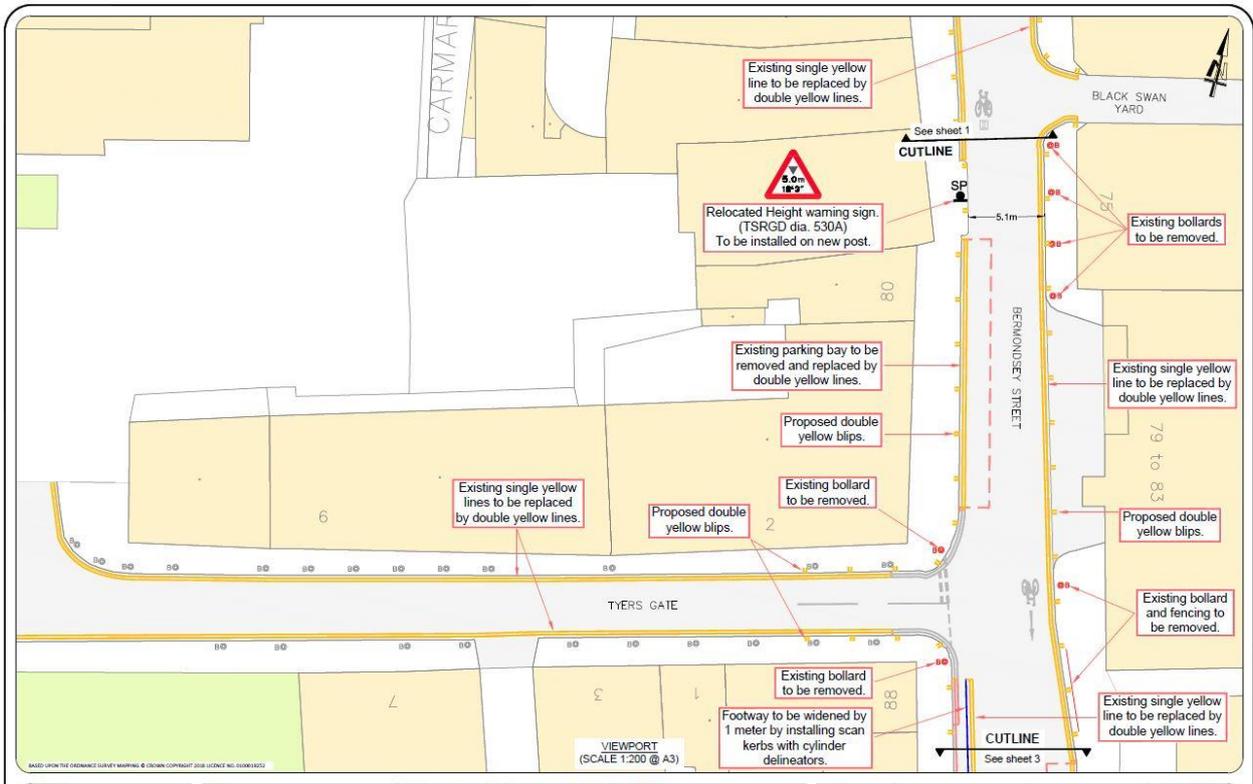
KEY PLAN

REVISIONS

REV	DATE MODIFIED	DESCRIPTION
B	28/08/2020	Updated following safety review comments
A	28/08/2020	Updated as per clients comments

DESIGN PACK (SHEET 1 of 7)

LONDON STREET SPACE PROGRAMME
BERMONDSEY STREET
DATE DRAWN: August 2020
REV: B



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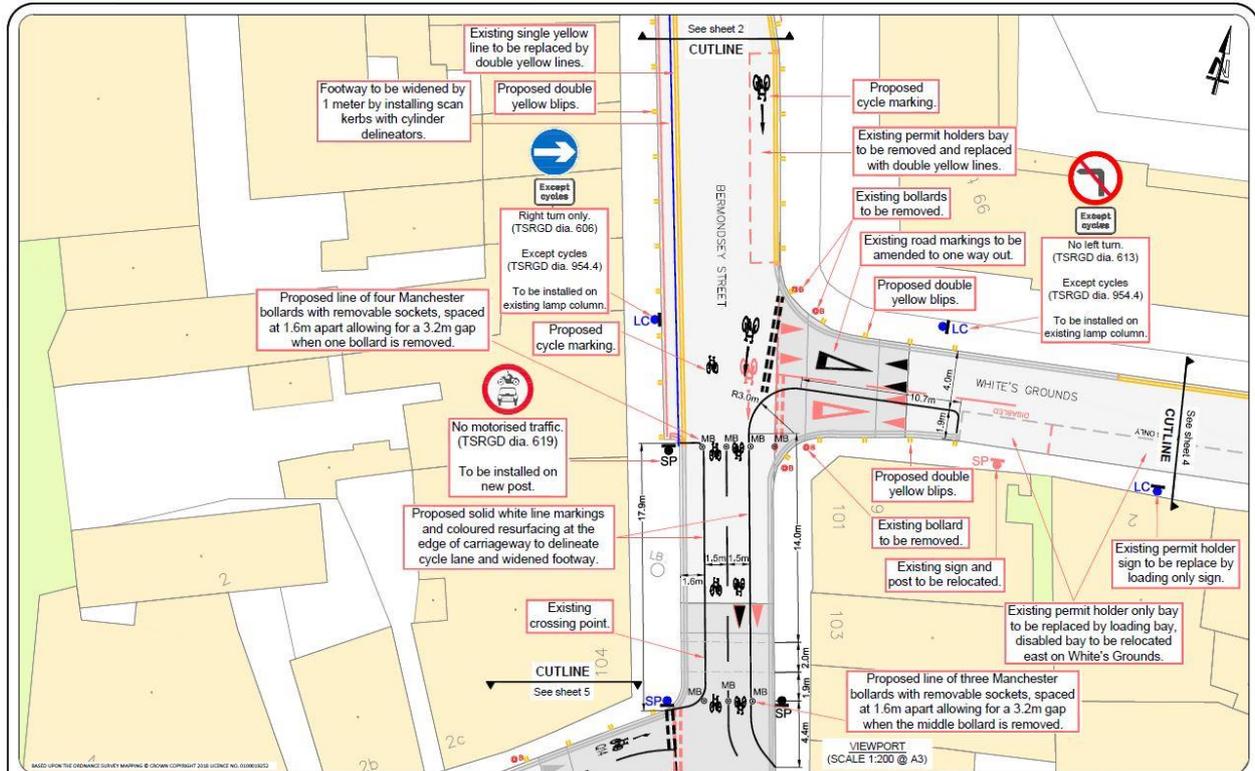
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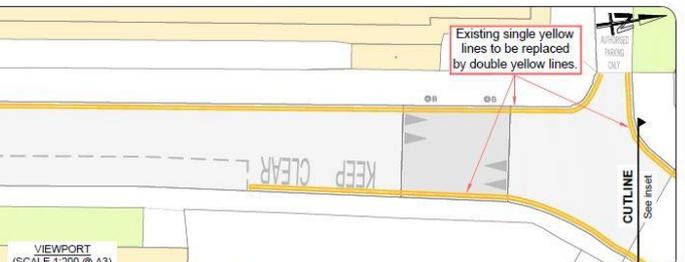
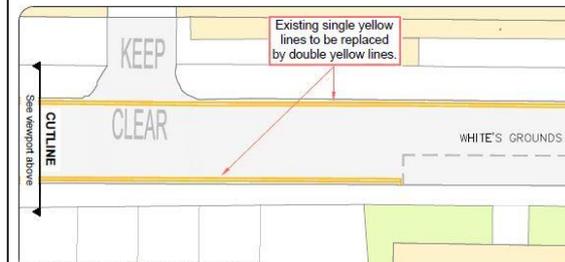
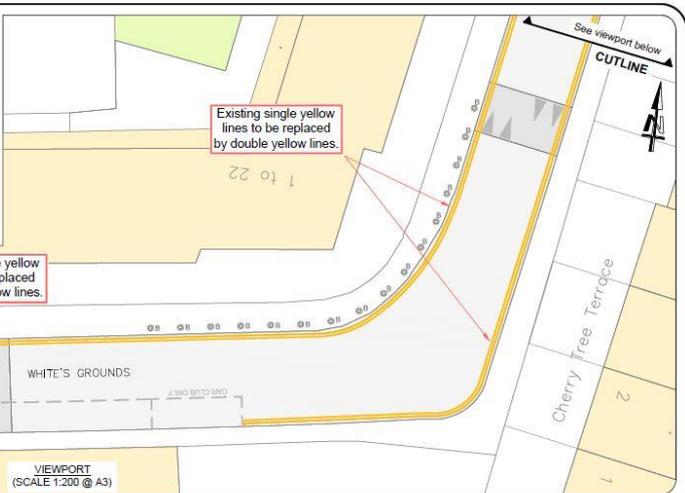
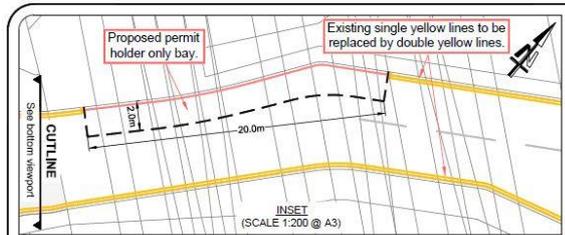
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Southwark Council
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LONDON STREET SPACE PROGRAMME
BERNONSEY STREET
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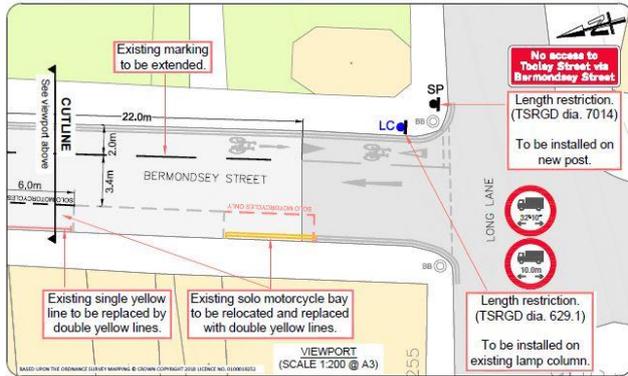
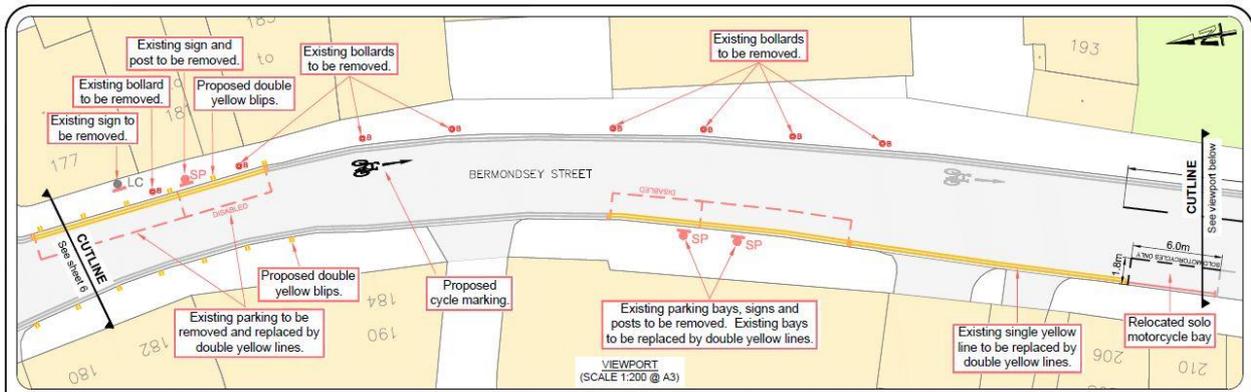
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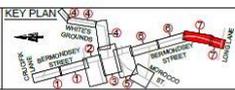
Southwark Council
DESIGN PACK (SHEET 4 of 7)

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		LONDON STREET SPACE PROGRAMME BERMONDSEY STREET	
B 08/09/2020 A 28/08/2020 REV	Updated following safety review comments Updated as per clients comments DATE MODIFIED	DESIGN PACK (SHEET 7 of 7)	DATE DRAWN: August 2020 REV: B