

COUNCIL ASSEMBLY

(ORDINARY MEETING)

25 NOVEMBER 2020

PUBLIC QUESTIONS

1. QUESTION FROM SACHIN SHAH TO THE CABINET MEMBER FOR LEISURE, ENVIRONMENT AND ROADS

Is it the Council's intention to channel traffic into residential roads where it can affect the lives of residents more than when kept on main roads – with more noise, pollution and danger on foot/cycle? The changes to The Cut have left residential roads bearing the burden of displaced traffic.

RESPONSE

The part closure of The Cut to motor traffic is a scheme located on the border between Lambeth and Southwark. This is a Transport for London (TfL) experimental scheme being promoted and led by Lambeth Council, with Southwark approving Lambeth to progress the scheme.

The aim of closing part of The Cut is to reduce traffic on this busy high street, which has a significant volume of pedestrians, customers, businesses, tube passengers, and cyclists as the route forms part of Quietway 14.

This council has submitted a bid to TfL for funding for further experimental measures on the other side of Blackfriars Road in the Union Street area to encourage people to continue walking and cycling and to further reduce the through traffic. TfL and both councils will therefore be monitoring the closure of The Cut and, due to the experimental nature of the scheme, any changes deemed necessary can be made relatively quickly.

Mr Shah's comments on behalf of Southwark residents have been duly noted and I would be happy to engage directly with him and residents about the scheme. The council will work with TfL to monitor the scheme and to determine if any further refinements are needed and ensure that improvements to this experimental measure are taken swiftly.

2. QUESTION FROM CLIVE RATES TO THE CABINET MEMBER FOR LEISURE, ENVIRONMENT AND ROADS

In consultation, the aim of proposed roads measures were "to tackle only through traffic at peak hours" and to "minimise inconvenience to local journeys". Given that the measures in Dulwich Village are not consistent with those aims, how can Southwark claim there is significant support among residents for those measures?

RESPONSE

Recent changes to the measures in Dulwich have involved a move to timed restrictions on many roads. This was partly in response to the area wide traffic counts that indicated that the “peaks” for traffic volumes were spread over much longer times than the usual morning and afternoon peaks.

The measures introduced in Dulwich were also based on the previous consultations undertaken over the past 18 months as part of Our Healthy Streets Dulwich, and initially included those measures that had a majority of local resident support.

We will be carrying out an in depth review process and consultation that targets the local community. People will be asked to supply an address so that we can understand how the views of the residents compare with the general feedback from the wider area that we are receiving. We will also be continuing our conversations with local groups. We are already looking at and working to ensure that the issues raised by our most vulnerable residents and those with specific acute needs are dealt with prior to that process.

Whilst it was necessary to take immediate action in response to a public health emergency, the council has always planned to carry out an in depth discussion on these measures, as it has done in the past with any major change. However any really meaningful discussions around long term sustainable change take a considerable amount of time. For this reason it has not been possible to have these conversations prior to taking action to revise the first phases; however we will be carrying out detailed engagement before any decisions are made on the future of these measures.