

Item No.	Classification: Open	Date: 30 July 2020	Meeting Name: Cabinet Member for Environment, Transport and the Climate Emergency
Report title:		Non-strategic Traffic and Highway improvement projects (19/20 Batch 4)	
Ward(s) or groups affected:		Various (detailed in Table 1)	
From:		Head of Highways	

RECOMMENDATION

1. It is recommended that the non-strategic traffic and highway improvements, detailed in the appendices to this report and summarized in Table 1, are approved for implementation subject to the outcome of any necessary statutory consultation and procedures.

BACKGROUND INFORMATION

2. Under Part 3D of the council's constitution, the Cabinet Member is responsible for:
 - 4.1 Transport Issues:
 - To decide to implement a traffic and highway improvement project, subject to statutory consultation
3. Under Part 3H, the relevant ward councillors shall:
 - be consulted on any non-strategic traffic and highways improvement
4. This report deals with a number of non-strategic traffic and highway improvement proposals.
5. The origins and reasons for the recommendations are discussed within the key issues section of this report and relevant appendices.

KEY ISSUES FOR CONSIDERATION

6. In line with the council's constitution, all of the individual proposals in this report have been circulated to ward councillors to allow them to make comments on the proposals before they go for decision making. No comments were received.
7. The rationale for each proposal is discussed in the associated appendix and contains a detailed design drawing.

Location	Ward(s)	Proposal	Appendix
Reverdy Road	South Bermondsey	Install DYL to allow clear access	001
Highshore Road	Rye Lane	Removal of a parking bay for a dropped kerb	002
Pomeroy Street	Nunhead and Queens Road	Install DYL for junction protection	003
Nicholson Street/Chancel Street	Borough and Bankside	Install Shared use bays and install DYL	004
Forester Road	Peckham Rye	Consolidate TMO for the existing one way	007
Upland Road	Dulwich Hill	Install DYL to prevent vehicles obstructing crossovers	008
Montpelier Road	Nunhead and Queens Road	Install Speed humps	009
Gainsford Street	North Bermondsey	Convert SYL to DYL to maintain access to Courage Yard	010
Brisbane Steet	Camberwell Green	Extend existing DYL	011
Dulwich Wood Avenue	Dulwich Wood	Install DYL for junction protection	012
Consort Road	Rye Lane	Extend existing DYL, install DYL and extend existing cycle lane	013
Library Street	St Georges	Install permit holder only bays and install DYL	015
Holly Grove	Rye Lane	Install a destination disabled bay	016
Pickwick Road	Dulwich Village	Install DYL for junction protection	017
Calton Avenue	Dulwich Village	Install a destination disabled bay	018
Boyfield/Silex Street	St Georges	Convert SYL to DYL and Install speed humps	019

Gautrey Road	Nunhead and Queens Road	Install DYL for obstructive parking	020
Mandela Way	London Bridge and West Bermondsey	Convert SYL to DYL	021
Amott Road	Rye Lane	Install speed humps to prevent speeding	022
Webber Row	St Georges	Install Motorcycle bay	023
Commercial Way/Furley Road	Peckham	Install DYL for junction protection	024
Knatchbull Road	Camberwell Green	Convert SYL to DYL	025
Crawford Road	Camberwell	Introduction of zig-zag lines, proposed zebra crossing and SKC to fit at both sides of the crossing	026
Commercial Way	Camberwell Green	Install DYL	027
Peckham Grove	Peckham	Extend existing DYL and remove existing bays	028
Ruskin Walk	Dulwich Village	Introduce North bound one-way and advisory cycle contra-flow	029

Table 1 – list of schemes

Scheme key

MTS – Minor Traffic Scheme
 DYL – Double yellow lines
 DHB – Devolved Highways Budget

SYL – Single yellow lines
 CGS – Cleaner Greener Safer
 RMP – Road Modernisation Plan

Policy implications

8. The recommendations contained within this report are consistent with the relevant policies of the Movement Plan 2019, particularly:
- M2 Action 2 – Create simple and clear streets
 - M3 Action 4 – Deliver infrastructure to support active travel
 - M4 Action 8 – Use kerbside efficiently and promote less polluting vehicles
 - M4 Action 9 – Manage traffic to reduce the demand on our streets
 - M7 Action 16 – Zero people killed or injured on our streets by 2041

Community impact statement

9. The policies within the Movement Plan have been subject to an Equality Impact Assessment.
10. The recommendations are locally based and therefore will have greatest effect upon those people living, working or travelling in the vicinity of the areas where the proposals are made.
11. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
12. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighbouring properties at the locations proposed. However, this cannot be entirely predicted until the recommendations have been implemented and observed. The proposals have no disproportionate impact on any particular age, disability, faith or religion and ethnicity and sexual orientation.
13. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate effect on any other community or group.
14. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
- Providing improved access for key services such as emergency and refuse vehicles.
 - Improving road safety, in particular for vulnerable road users, on the public highway.

Resource implications

15. All costs arising from implementing the recommendations will be fully contained within the existing business unit capital and revenue Highways budgets.
16. MTS schemes will be contained within Parking Revenue.
17. The estimated costs for the batch of schemes detailed in Table 1 are:
- MTS schemes - £25,000

Legal implications

18. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
19. Should the recommendations be approved the council will give notice of its intention to make a traffic order in accordance with the Local Authorities Traffic Order (Procedure) (England and Wales Regulations 1996).
20. These regulations also require the Council to consider any representations received as a result of publishing the draft order for a period of 21 days following publication of the draft order.
21. Should any objections be received they must be properly considered in light of administrative law principles, Human Rights law and relevant statutory powers.
22. By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and provision of suitable and adequate parking facilities on and off the highway.
23. These powers must be exercised so far as practicable having regard to the following matters
 - The desirability of securing and maintaining reasonable access to premises
 - The effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity
 - The national air quality strategy
 - Facilitating the passage of public service vehicles and securing the safety and convenience of their passengers
 - Any other matters appearing to the Council to be relevant
24. The Constitution has been amended in relation to Traffic Management Orders and these changes are confirmed at paragraphs 2 and 3 of this report. Further, at paragraph 26, it is explained that a statutory consultation will now be required to be undertaken.
25. Following statutory consultation, the proposals will then move forward with due consideration of any objections by the Cabinet Member.

Consultation

26. For the recommendations in paragraph 1, the implementation of changes to parking requires the making of a traffic order. The procedures for making a traffic order are defined by national Regulations¹ which include statutory consultation and the consideration of any arising objections.
27. Should the recommendations be approved, the Council must follow the procedures contained with Part II and III of the Regulation which are supplemented by the Council's own processes. This process is summarised as:
 - a) publication of a proposal notice in a local newspaper (Southwark News)

¹ <http://www.legislation.gov.uk/ukxi/1996/2489/contents/made>

- b) publication of a proposal notice in the London Gazette
 - c) display of notices in roads affected by the orders
 - d) consultation with statutory authorities
 - e) making available for public inspection any associated documents (eg. plans, draft orders, statement of reasons) via the council's website² or by appointment at 160 Tooley Street, SE1
 - f) a 21 day consultation period during which time any person may comment upon or object to the proposed order
28. Following publication of the proposal notice, any person wanting to object must make their objection in writing, state the grounds on which it is made and send to the address specified on the notice.
29. Should an objection be made that officers are unable to resolve so that it is withdrawn, it will be reported to the cabinet member for determination. The cabinet member will then consider whether to modify the proposal, accede to or reject the objection. The council will subsequently notify all objectors of the final decision.

Programme Timeline

30. If these items are approved by the Cabinet Member they will be progressed in line with the below, approximate timeline:
- Statutory consultation – Spring 2020
 - Implementation – Spring/Summer 2020

Strategic Director of Finance and Governance (EL19/084)

31. This report requests approval from the Cabinet Member for Environment, Transport and the Climate Emergency to implement a number of non-strategic traffic and highway improvement proposals as summarised in Table 1 of this report.
32. The strategic director of finance and governance notes that there is sufficient funding from existing Highways capital and revenue budgets to fund these improvements.
33. Staffing and other costs connected with this recommendation to be contained with existing departmental revenue budgets.

Director of Law and Democracy

34. The Cabinet Member for Environment, Transport and the Climate Emergency is asked to approve, subject to the outcome of statutory consultation, the implementation of non-strategic traffic and highway improvements in the locations detailed in the respective appendices and summarised in Table1.
35. Paragraphs 18 to 25 of the report set out the powers under the Road Traffic Regulation Act 1984 with regard to traffic management orders which are required to implement these improvements. Paragraphs 26 to 29 set out the statutory consultation procedure as required by the regulations.

² <http://www.southwark.gov.uk/trafficorders>

36. Any valid written objections received following statutory consultation in respect of the proposed traffic management orders required to implement the traffic and highway improvements must be considered in accordance with law, human rights law and statutory powers as referred to in paragraph 21. The report confirms that if any such objections received regarding the proposals are unable to be resolved and withdrawn, they will be reported to the Cabinet Member for Environment, Transport and the Climate Emergency to make a decision on the proposals.
37. The Human Rights Act 1998 imposes 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 proposals is not anticipated to breach the provisions of the Human Rights Act 1998.
38. 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. The PSED duty must be exercised by the decision maker and the Member needs to form this conclusion. Paragraph 14 of the report provides that the proposed traffic and highway improvements promote social inclusion by improving road safety, in particular for vulnerable road users. As such the implementation of the proposals is not anticipated to have any detrimental impacts on a particular protected group.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Movement Plan 2019	Southwark Council Environment and Leisure Network development Highways 160 Tooley Street London SE1 2QH Online: http://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?ID=6809	Tobias Allen (020 7525 3197)

APPENDICES

No.	Title
Appendices 1 - 29	Evidence base for each proposal

AUDIT TRAIL

Lead Officer	Dale Foden, Head of Highways	
Report Author	Katie Houselander, Highways	
Version	Final	
Dated	28 July 2020	
Key Decision?	No	
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	Yes	Yes
Date final report sent to Constitutional Team	28 July 2020	