

Item No. N/A	Classification: Open	Date: April 2017	Decision taker: Cabinet Member for Environment and Public Realm
Report title:		Traffic and Highway improvement projects (1617Q4) – determination of statutory objections	
Ward(s) or groups affected:		Brunswick Park, Village, Cathedrals, College, East Dulwich, Camberwell, Chaucer	
From:		Head of Highways	

RECOMMENDATIONS

1. It is recommended that the objections received against non-strategic traffic management orders are considered and determined as detailed in the appendices to this report and summarised in Figure 1.
2. It is recommended that for each case where the proposals are to be implemented, having either rejected the objections or modified the scheme accordingly, the proposals shall now be implemented
3. It is recommended that officers write to all objectors to detail the outcome of the process.

BACKGROUND INFORMATION

4. In line with Part 3D of the council's constitution, the cabinet member shall ‘..determine statutory objections to a traffic and highway improvement project.’
5. This report deals with statutory objections to a number of traffic and highway improvement projects.
6. The origins and reasons for the recommendations are discussed within the key issues section of this report.

KEY ISSUES FOR CONSIDERATION

7. Statutory consultation has recently been carried out on previously approved proposals. During the statutory consultation, objections to the proposals were received and officers have been unable to resolve the issues informally.
8. The detail of the objections is summarised in Figure 1 below. Full details are contained in the relevant appendices.

Location	Ward(s)	Proposal	Appendix
Kerfield Place	Brunswick Park	To install new single yellow lines outside Nos. 8 and 9 and adjacent to the existing private parking areas to maintain access to off street parking and to improve intervisibility with vehicles on Kerfield Place	Obj1
Village Way	Village	To install new double yellow lines adjacent to the existing vehicles crossovers outside Nos.3 and 4, to maintain access to off street parking and to improve inter-visibility with vehicles on Village Way	Obj2
Union Street between Great Guildford Street and Southwark Bridge Road	Cathedrals	To make this section of highway in to pedal cycle only expect for access to local business and residents as part of Quietway 14 cycling Scheme	Obj3
Road junctions in the Dulwich community council area	College, East Dulwich and Village	Proposed double yellow lines on road junctions	Obj 5
Edmund Street, Notley Street, Southampton Way, Dobson Walk and Sam King Walk	Brunswick and Camberwell	To re-configure the parking bays on Edmund Street due to the introduction of 3 new junctions. Re-configure bays on Notley Street and creation of new bays on Southampton Way and the new streets namely Dobson Walk and Sam King Walk	Obj 6
Newcomen Street between Borough High Street and 68 Newcomen Street	Chaucer	To make this section of highway in to pedal cycle only expect for access to local business and residents as part of Quietway 14 cycling Scheme	Obj 7

Figure 1

Policy implications

9. The recommendations contained within this report are consistent with the relevant polices of the Transport Plan 2011:
 - Policy 1.1 – pursue overall traffic reduction
 - Policy 4.2 – create place that people can enjoy
 - Policy 5.1 – Improve safety on our roads and to help make all modes of transport safer

- Policy 5.6 - We will seek to create conditions where our roads are safe
- Policy 6.1 – Make our streets more accessible for pedestrians
- Policy 7.1 - Maintain and improve the existing road network making the best use of it through careful management and considered improvements
- Policy 8.1 – seek to reduce overall levels of private motor vehicle traffic on our streets
- Policy 8.2 - Promote the uptake of low emissions vehicles.

Community impact statement

10. The policies within the Transport Plan have been subject to an equality impact assessment.
11. The recommendations are area 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.
12. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
13. 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 that location. However this cannot be entirely predicted until the recommendation have been implemented and observed.
14. 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.
15. 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

16. All costs arising from implementing the recommendations will be fully contained within the existing Highways budgets.

Legal implications

17. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTTA) 1984.
18. The council must consider any representations received as a result of publishing the

draft order for a period of 21 days following publication of the draft order.

19. Should any objections be received they must be properly considered in light of administrative law principles, Human Rights law and relevant statutory powers.
20. 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.
21. These powers must be exercised so far as practicable having regard to the following matters
 - a) The desirability of securing and maintaining reasonable access to premises
 - b) 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
 - c) The national air quality strategy
 - d) Facilitating the passage of public service vehicles and securing the safety and convenience of their passengers
 - e) Any other matters appearing to the council to be relevant.
22. The constitution has been amended in relation to Traffic Management Orders and these changes are confirmed at paragraph 2 of this report.

Consultation

23. The procedures for making a traffic order are defined by national regulations¹ which include statutory consultation and the consideration of any arising objections.
24. 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)
 - 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.

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

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

25. 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.
26. This report deals with a number of statutory objections which officers have not been able to informally resolve and as a result they must be formally considered and determined.

Programme timeline

27. If these item are approved by the cabinet member they will be progressed in line with the below, approximate timeline:
 - Traffic orders (make only) – Spring 2017
 - Implementation – Spring 2017.

Strategic Director of Finance and Governance (EL16/032)

28. This report is requesting the Cabinet Member for Environment and Public Realm to approve local traffic and parking amendments as detailed in the report and attached appendices.
29. The strategic director of finance and governance notes that the all related costs will be contained within existing departmental budgets.
30. Staffing and any other costs connected with this report to be contained within existing departmental revenue budgets.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011 (available online)	Southwark Council Network development Highways 160 Tooley Street London SE1 2QH	Paul Gellard (020 7525 7764)
http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011		

APPENDICES

No.	Title
Appendices 1 to 7	Associated objection report - can be requested by emailing parkingreview@southwark.gov.uk

AUDIT TRAIL

Lead Officer	Matthew Hill, Head of Highways		
Report Author	Paul Gellard, Principal Project Manager		
Version	Final		
Dated	27 April 2017		
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			27 April 2017