

Item No. N/a	Classification: Open	Date: 4 December 2017	Meeting Name: Cabinet Member for Environment and the Public Realm
Report title:		Non-strategic Traffic and Highway improvement projects (17-18 Q3)	
Ward(s) or groups affected:		Various (see figure 1 for detail)	
From:		Head of Highways	

RECOMMENDATION(S)

1. It is recommended that the non-strategic traffic and highway improvements, detailed in the appendices to this report and summarised in figure 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 Community Council shall:
 - be consulted on any non-strategic traffic and highways improvement project that has been referred to community council
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. Non-strategic traffic and highway improvements are batched together on a regular basis. Proposals for 2017/18 Q3 programme are summarised in **figure 1**.
7. In line with the council's constitution, all of the individual proposals in this report have been circulated to ward Councilors' in advance to allow them to refer the proposals to the relevant Community Council for consultation. Figure 1 illustrates whether or not they have been subject to a referral. Where they have been, the detail of the referral is included in the relevant appendix.

8. The rationale for each proposal is discussed in the associated appendix and contains a detailed design drawing.

Location	Ward(s)	Proposal	Appendix	Referral
Cadet Drive	South Bermondsey	To extend double yellow lines 9m to maintain passing space for vehicles	001	No
Home Meadow Mews	Peckham Rye	To install 14m double yellow lines across vehicle crossover to prevent obstructive parking and increase visibility	003	No
Grove Hill Road	South Camberwell	To install no loading blips on current no waiting restrictions near school to prevent obstructive parking and increase visibility	004	No
Brunel Road	Rotherhithe	To install double yellow lines to prevent obstruction on bus route	005	No
Scott Lidgett Crescent	Riverside	To remove 6.5m of parking bay and install DYL to allow access to Tupman House parking	006	No
Sylvan Grove	Livesey	To install double yellow lines and two loading bays to maintain vehicular access	007	No
Elmington Road	Brunswick Park	To remove 6m of parking bay to improve visibility at junction to prevent obstructive parking and increase visibility	009	No
Landells Road	East Dulwich	To install Cycle Hangar	010	No
Swan Street	Chaucer	To install Cycle Hangar	011	No
Bournemouth Road	The Lane	To install Cycle Hangar	012	No
Stuart Road	Peckham Rye	To install Cycle Hangar	013	No
Goodrich Road	East Dulwich	To install Cycle Hangar	014	No
Whateley Road	East Dulwich	To install Cycle Hangar	015	No
Tell Grove	East Dulwich	To install Cycle Hangar	016	No
Blackwater Street	East Dulwich	To install Cycle Hangar	017	No
Lower Road/ Surrey Quays Road	Rotherhithe	To revoke existing banned right turn from Lower Road into Surrey Quays Road	019	No
Camberwell Green	Camberwell Green	To change 82.3m of single yellow lines to double yellow lines	020	No
Inverton Road	Peckham Rye / Nunhead	To install zebra crossing outside new school building	021	No
Stoney Street Environs	Cathedrals	Amendments to waiting and loading restrictions	022	No
Camberwell Grove Bridge	Brunswick Park, South Camberwell, The Lane	Reopening of road following bridge strengthening works	023	No

Figure 1

Policy implications

9. The recommendations contained within this report are consistent with the relevant policies 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 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.
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. The proposals have no disproportionate impact on any particular age, disability, faith or religion and ethnicity and sexual orientation.
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 (RTRA) 1984.
18. 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).
19. 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.
20. Should any objections be received they must be properly considered in light of administrative law principles, Human Rights law and relevant statutory powers.
21. 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.
22. 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.
23. 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 25, it is explained that a statutory consultation will now be required to be undertaken.
24. Following that statutory consultation, the proposal will then move forward with due consideration of any objections the Cabinet Member

Consultation

25. 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.

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

26. 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)
 - 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
27. 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.
28. 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

29. If these items are approved by the Cabinet Member they will be progressed in line with the below, approximate timeline:
- Statutory consultation – Winter 2017
 - Implementation – Spring 2018

Strategic Director of Finance and Governance (EL16/032)

30. 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.
31. The strategic director of finance and governance notes that the all related costs will be contained within existing departmental budgets.
32. Staffing and any other costs connected with this report to be contained within existing departmental revenue budgets.

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

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment and Leisure Network development Highways 160 Tooley Street London SE1 2QH	Alwyn Samuel (020 7525 2060)
Link: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011		

APPENDICES

No.	Title
Appendices 1 - 23	Evidence base for each proposal

N.B. Appendices 002, 008 and 018 withdrawn (10/11/2017)

AUDIT TRAIL

Lead Officer	Matthew Hill, Head of Highways	
Report Author	Alwyn Samuel, Principal Engineer	
Version	Final	
Dated	24 November 2017	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Law and Democracy	No	No
Strategic Director of Finance and Governance	Yes	Yes
Cabinet Member	Yes	No
Date final report sent to Constitutional Team	24 November 2017	