

<b>Item No.</b>	<b>Classification:</b> Open	<b>Date:</b> 7 February 2018	<b>Meeting Name:</b> Cabinet Member for Environment and Public Realm
<b>Report title:</b>		Non-strategic Traffic and Highway improvement projects – Brook Drive and Lancaster Street	
<b>Ward(s) or groups affected:</b>		Cathedrals	
<b>From:</b>		Head of Highways	

### RECOMMENDATION(S)

1. It is recommended that the non-strategic, experimental, traffic and highway improvements detailed in this report are approved for implementation.
2. It is noted that the implementation of the scheme under experimental powers will be deemed to be the statutory consultation and a further report will be brought to the decision maker after twelve months reporting on the feedback received during the trial. At that point a decision will be required as to whether the order should be made permanent or allowed to lapse after its 18 month validity period.

### BACKGROUND INFORMATION

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

### KEY ISSUES FOR CONSIDERATION

7. Non-strategic traffic and highway improvements are batched together on a regular basis. This report details two experimental schemes to address road safety concerns on Brook Drive and Lancaster Street both located in Cathedrals Ward.

8. In line with the council's constitution, both of the individual proposals in this report have been circulated to ward Councillors in advance to allow them to refer the proposals to the relevant Community Council for consultation. No referral request has been received.
9. The rationale for each proposal is set out below and proposal and location drawings are in Appendix A.
10. The two locations of concern provide links to the strategic road network which have had increased usage as 'rat runs'. One causation factor affecting both is the impact of satellite navigation technology. As this technology becomes more sophisticated the more often vehicles are directed onto local roads.
11. There are a several locations in the north-west of the borough where this is having an impact. Due to the on going construction vehicle access some areas cannot be treated however we have identified two that we can trial two types of traffic management options to address rat running under an experimental traffic management order.
12. For both proposals there is a lot of local support on road safety grounds. Local cycle groups and Neil Coyle MP have also communicated their support.

### **Brook Drive**

13. Brook Drive is located on the borough boundary within Lambeth. Local residents and councilors on both sides of the boundary have raised concerns about the rat running of vehicles in both directions. Part of CS7 runs through this area.
14. A local resident's action group was formed and a site visit on 3 October 2017 was attended by residents, officers and councilors from both boroughs identified some options to take forward.
15. Within the Lambeth boundary there is an existing width restriction which is in a state of disrepair for which they will be responsible.
16. Within Southwark's boundary officers have developed a proposal to stop motor vehicles using Dante Road at the junction with Brook Drive to prevent non local traffic access. A video survey of the Brook Drive / Dante Road junction was carried out to inform the process.
17. The proposals are shown in appendix A.

### **Lancaster Street**

18. For some considerable time residents have communicated concerns of freight vehicles rat running from Borough Road to Webber Street via Lancaster Street. To assess the concerns a site visit was carried out on 17<sup>th</sup> November 2016 with local councilors and residents, the Cabinet member, Councillor Ian Wingfield and officers.
19. As a result of that meeting and some subsequent research it was established that key to the rat running is a Transport for London banned right turn onto Blackfriars Road at the junction with Borough Road.

20. Officers informally approached TfL about considering the removal of the banned right turn and it was assessed as unlikely to be considered until the development and changes in and around the Elephant and Castle are complete.
21. In consideration of that a proposal to make Lancaster Street one way was developed. A video survey of the Lancaster Street /Webber Street junction was carried out on to inform the process.
22. The proposals are shown in Appendix B.

### **POLICY IMPLICATIONS**

23. 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 1.7 - Reduce the need to travel by public transport by encouraging more people to walk and cycle
  - Policy 1.8 - Improve the walking environment and ensure that people have the information and confidence to use it.
  - Policy 2.3 - Promote and encourage sustainable travel choices in the borough
  - Policy 4.1 - Promote active lifestyles
  - 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 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.

### **COMMUNITY IMPACT STATEMENT**

24. The implementation of any transport project creates a range of community impacts. All transport schemes aim to improve the safety and security of vulnerable groups and support economic development by improving the overall transport system and access to it.
25. No group has been identified as being disproportionately adversely affected as a result of these proposals. Pedestrians and cyclists will benefit.

### **RESOURCE IMPLICATIONS**

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

### **LEGAL IMPLICATIONS**

27. Experimental Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
28. Section 22 of the Local Authorities Traffic Order (Procedure) (England and Wales Regulations 1996 states that the requirements in the case of an experimental order.

29. The proposals for both Brook Drive and Lancaster Street are trials and the orders are to be experimental, as such consultation and feedback will be considered during the period of the order and a decision made on whether the order is to be made permanent after a period of twelve months.
30. Should any objections be received they must be properly considered in light of administrative law principles, Human Rights law and relevant statutory powers.
31. Following consultation, the proposal will then move forward in accordance with paragraph 7 of this report with due consideration of the objections for consideration by the Community Council prior to final decision by the Cabinet Member

### **CONSULTATION**

32. 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.
33. 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**

34. If these items are approved by the Cabinet Member they will be progressed in line with the below, approximate timeline:
  - Implementation – March 2018
  - Review – March 2019
  - Expiration of order – September 2019.

### **BACKGROUND DOCUMENTS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
n/a		

### **APPENDICES**

<b>No.</b>	<b>Title</b>
Appendix A	Brook Drive Proposal
Appendix B	Lancaster Street Proposal

## AUDIT TRAIL

<b>Lead Officer</b>	Matthew Hill, Head of Highways	
<b>Report Authors</b>	Pip Howson, Team Leader Transport Policy Alwyn Samuel, Principal Engineer	
<b>Version</b>	Final	
<b>Dated</b>	26 Jan 2018	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments Included</b>
Director of Law and Democracy	No	No
Strategic Director of Finance and Governance	No	No
<b>Cabinet Member</b>	Yes	yes
<b>Date final report sent to Constitutional Team</b>		5 February 2018