

Item No.	Classification: Open	Date: 10 August 2018	Decision Taker: Cabinet Member for Environment, Transport Management and Air Quality
Report title:		Rotherhithe New Road Safety Improvements	
Ward(s) or groups affected:		Old Kent Road	
From:		Strategic Director of Environment and Social Regeneration	

RECOMMENDATION

1. That the cabinet member for environment, transport management and air quality approves the implementation of the highway improvement scheme at Rotherhithe New Road as per the drawing in Appendix A subject to detail design, road safety audit and the outcome of the necessary statutory consultation.

BACKGROUND INFORMATION

2. The development of the parcel of land bounded by Verney Road, Verney Way, St James Road and Rotherhithe New Road under planning application 13/AP/0065 has introduced two new educational facilities and residential dwellings above. The City of London Academy (CoLA) is located at the western end of the development and the John Keats Primary School (JKPS) is located at the eastern end of the development.
3. CoLA has a nearby campus to the north, near the junction of St James Road and Lynton Road.
4. A Section 106 agreement attached to planning application 13/AP/0065 lists the highway improvements to be completed in the vicinity of the site. The £368,500 required to implement the improvements was released by the Planning Committee on 2 February 2016.
5. The list of works approved by the planning committee is as follows:
 - A new pedestrian crossing (zebra with raised table) including the provision of dropped kerbs and tactile paving;
 - Improvements to the Verney Way / Rotherhithe New Road junction that enhance pedestrian crossing facilities including the provision of dropped kerbs and tactile paving together with carriageway narrowing;
 - Improvements to lighting along Verney Way adjacent to the property;
 - Improvements to the pedestrian crossing facilities at the St James's Road / Rotherhithe New Road junction;
 - Assessment of on-street car parking;
 - Measures to reduce vehicle speeds along Rotherhithe New Road and improvement of cyclist and pedestrian safety and road safety measures at junctions in the vicinity of the property.
6. The report detailing the source of the funds and the decision to release them for use to deliver highway and public realm improvements can be found here (please copy and paste link into your browser):

http://modern.gov.southwark.gov.uk/documents/s59442/Report_To_release_368500_from_S106_agreement_13AP0065_and_723_for_highway_improvements_to_Rot.pdf

7. CoLA has further requested that a space for coach parking is provided on Verney Road.

KEY ISSUES FOR CONSIDERATION

8. The improvements will be delivered using Section 106 funding of £368,500 released in February 2016 for defined highway and public realm improvements in the vicinity of the development.
9. CoLA is now operational and there are frequent pedestrian movements of both pupils and staff between a campus at the junction of St James Road and Lynton Road, and the newer site at Rotherhithe New Road. Staff and pupils move north-southbound in both directions throughout the day, crossing Rotherhithe New Road at its junction with St James Road.
10. The JKPS will begin operating in September 2018 and by 2025 will have an estimated 420 pupils and 60 staff.
11. CoLA, via Neil Coyle MP, had requested the movement of the existing zebra crossing closer to its entrance near Verney Road. Discussions took place between Officers and representatives from CoLA.

Officer's note: this aligns with the commitment made in the S106 funding release report "Improvements to the pedestrian crossing facilities at the St James's Road / Rotherhithe New Road junction"

12. A public consultation exercise has not been undertaken, for the following reasons:
 - The proposals were defined within the S106 agreement attached to the development and offer little flexibility or scope for change;
 - Aside from the dwellings constructed as part of the development, there are no residential premises fronting directly onto any works area. The closest dwellings are set back from Rotherhithe New Road and Verney Road with a boundary wall and no direct access to the street;
 - The proposals are largely safety-related and the schools will be operational with an expected increase in the number of pedestrians. The works are considered critical;
 - Consultation has been carried out directly with CoLA and JKPS, as well as the nearby Selco Builders Warehouse. The emergency services and London Buses have also been consulted via e-mail.

Stakeholder consultation

13. South Bermondsey and Livesey Ward Councillors (pre-May 2018 boundaries) were issued the plans in March 2018. No responses were received.
14. Old Kent Road Ward Councillors (post-May 2018) were reissued with the plans in May 2018. No concerns were raised.
15. The emergency services did not object to the proposals. The police asked for and were provided with clarification of motor vehicle speeds at night time, no further comments or objections were received.

16. CoLA did not raise any issues with the proposals.
17. JKPS had raised the following concerns with the proposals:
 - Lack of pedestrian guardrail outside the entrance on Rotherhithe New Road;
In response, guardrail is generally considered for removal, rather than installation. The Stage 1 Road Safety Audit did not raise the lack of guardrail as an issue. A technical note has been produced by the design team at ConwayAecom, which does not recommend the installation of guardrail.
 - Lack of measures on Verney Road relating to pedestrian guardrail and vehicular access.
In response, the recent highway works undertaken by the developer did not include guardrails or vehicular access into the development. This request should be made through a separate planning application.

These responses were accepted.
18. Selco Builders' Warehouse, which has a commercial access to its car park adjacent to the scheme, has also been consulted. No objections were received.
19. The Silverlock Medical Centre, adjacent to JKPS to the east, were issued the plans and made no comments.
20. SELVIS (South East London Vision) and Southwark Disablement Association were issued the plans and made no comments.

Policy implications

21. The recommendations are consistent with the policies of the council's Transport Plan 2011, particularly:
 - Policy 1.8 – improve the walking environment and ensure that people have the information and confidence to use it
 - Policy 1.9 – We will remove guard railing where appropriate
 - Policy 2.1 - Work with the school community to encourage more children to travel to school sustainably
 - 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 6.2 - Improve access to public transport
 - Policy 7.2 - The borough will prioritise improvements for buses in areas where they experience delays
 - Policy 8.1 - Seek to reduce overall levels of private motor vehicle traffic on our streets

Community impact statement/equalities

22. 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.
23. This scheme was identified as one which would help to deliver the council's aim of increasing walking levels in the borough by improving the footways, in both width and

surface quality. It will also directly contribute to improved road safety for school children.

24. The council believes the scheme (having regard to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of the locality affected and the importance of facilitating the passage of public service vehicles) contributes towards the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

Resource Implications

25. The available monies for the proposed scheme are £368,500. However, the cost of works will be approximately £275,000 and this together with the cost of fees and contingency of approximately £93,500 will be contained within the aforementioned S106 funding for public realm improvements in the area.
26. All costs arising from implementing the recommendations will be fully contained within the existing budgets, which are funded by released S106 contributions.
27. Any future maintenance costs arising from this investment will be funded from existing revenue maintenance budgets.
28. Staffing and any other costs connected with this recommendation to be contained with existing business unit budgets.
29. Any future requirement to undertake enforcement of the traffic management order is expected to be self-sustaining.

Consultation

30. Consultation details are outlined in the key issues section above.
31. Parts of the scheme require a Traffic Management Order (TMO). The procedure for implementing a TMO involves a statutory consultation which will follow this decision being taken. If any objections to the consultation cannot be informally resolved, then consideration of those objections and a decision as to whether or not to proceed with that part of the scheme will be the subject of a further IDM report to the cabinet member for environment, transport management and air quality.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Democracy

32. The cabinet member for environment, transport management and air quality is being asked to approve the implementation of the Rotherhithe New Road improvements. The funding for these works has already been approved by the council's planning committee.
33. Part of the scheme requires a traffic management order. The process for implementing a traffic management order involves a statutory consultation procedure pursuant to the Road Traffic Regulations 1984 and the Local Authorities Traffic Orders (Procedure) Regulations 1996. If any objections to the consultation cannot be informally resolved, then consideration of those objections and a decision as to whether or not to proceed with that part of the scheme will be the subject of a further

IDM report to the Cabinet Member for Environment, Transport Management and Air Quality.

34. 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.
35. The proposals of the works to Rotherhithe New Road are considered between paragraphs 22 and 24 of the report and are not anticipated to have an adverse effect either on the equalities of any group with protected characteristics or on any human rights as protected by the Human Rights act 1998 of any individual.
36. The council's constitution gives the cabinet member the responsibility for, amongst other things, traffic management and road safety. This decision therefore falls within the cabinet member's area of responsibility.

Strategic Director of Finance and Governance (ESR18/012)

37. The report is requesting approval from the cabinet member for environment, transport management and air quality to implement the Rotherhithe New Road improvements, subject to detail design, road safety audit and the outcome of the necessary statutory procedures. Full details are contained within the main body of the report.
38. It is noted that the total cost of the proposed scheme including fees and contingency is estimated to be £368,500 and funded from various S106 contributions.
39. It is also noted that any future maintenance costs arising from this investment will be funded from existing departmental revenue budgets.
40. Staffing and any other costs connected with this recommendation to be contained with existing departmental revenue budgets.

BACKGROUND PAPERS

Background Papers	Held At	Contact
	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH	Matt Hill 020 7525 3541

APPENDICES

Name	Title
Appendix A	Proposed Layout

AUDIT TRAIL

Lead Officer	Matthew Hill, Head of Highways	
Report Author	Richard Wells, Group Manager	
Version	Final	
Dated	19 July 2018	
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	No	No
Date final report sent to Constitutional Team	9 August 2018	