

Item No.	Classification: Open	Date: 28 March 2019	Meeting Name: Cabinet Member for Environment, Transport Management & Air Quality
Report title:		20mph – Barry Road Speed Reduction	
Ward(s) or groups affected:		Goose Green and Dulwich Hill	
From:		Head of Highways	

RECOMMENDATIONS

1. The cabinet member approve the implementation of short term measures, which can be completed with no loss of parking, at the junctions of Underhill Road and Upland Road.
2. The cabinet member instructs officers to undertake further monitoring to better understand the extent of speeding on Barry Road, prior to and after the implementation of the above recommendation and other council schemes proposed in the area surrounding Barry Road, to better determine if any further measures are required to reduce speeding on Barry Road.

BACKGROUND INFORMATION

3. A 20mph borough-wide scheme was introduced in March 2015. Post-monitoring was carried out, which as a result identified 10 priority roads where speeds remained a significant issue. A report was commissioned to identify suitable physical traffic calming measures that can be used to reduce inappropriate speeds on the 10 roads, where speeds remained high after the implementation of the 20mph borough wide scheme, and to prioritise those roads according to the budget available.
4. The Barry Road scheme was identified as the No.1 priority, based on a cost benefit assessment.
5. The interventions considered to reduce the speeds along the roads included various physical traffic calming measures. These measures comprised of horizontal (chicanes, traffic islands) and/or vertical measures (raised junction treatments, raised light controlled and zebra crossings). The use of average speed cameras was also considered at an early stage although this option has not been taken further as provision of speed cameras is outside the council's direct control, and having taken advice from TfL, it is unlikely that this solution could be implemented on within the timescales of this project.
6. Consultation for the proposal was carried out between 21 September 2018 and 19 October 2018. The consulted proposal is listed below, with the consultation plans found in Appendix A.

7. Below is a summary of the proposed improvements that were consulted on for Barry Road as part of the 20mph scheme (Appendix A), between Goodrich Road and Upland Road:
 - Raised tables and island chicanes between Goodrich Road and Upland Road.
 - Existing signalized crossings enhanced using raised tables, at the junctions of Underhill Road and Upland Road.
 - Seating and bicycle stands and various locations within the scheme area.
 - Double yellow lines at the junction with Upland Road to improve driver visibility and minimize the risk of future collisions.
8. In accordance with paragraph 22 of section 3D of the council's constitution, the Cabinet Member is responsible for the decision to implement any traffic and highway improvement project, subject to statutory consultation.

KEY ISSUES FOR CONSIDERATION

Summary of consultation process and findings

9. 566 letters were sent to residents on Barry Road affected by works, to participate in the public consultation between 21 September 2018 and 19 October 2018. In total, there were 101 respondents, resulting in a response rate of approximately 18%.
10. Dulwich Hill and Goose Green Ward members were consulted prior to public consultation and the results and support the above recommendations.
11. When asked to indicate their support of the proposed scheme 46% said they did not support the proposed, based on the proposed loss of 43 car parking spaces. 31% of respondents who stated they support the proposals, but with changes, the greatest concern was the loss of car parking spaces.
12. Of those who responded to the question 'Have you observed any incidents or dangerous situations on Forest Hill Road?', 74% of respondents answered yes - regularly/occasionally. 62% said speeding was a problem.
13. Speed cameras were raised as a suggested traffic calming measure (5 comments). Due to cost considerations, and Barry Road not meeting the current criteria for average and fixed speed camera installation as set out by the Metropolitan Police, speed cameras will not be considered as part of this scheme. Post monitoring will be undertaken after 6 months from scheme implementation to assess the impact of the proposed measure on the effectiveness in reducing speeds.
14. The proposed use of traffic island to reduce vehicles speeds required the removal of car parking spaces in order to be successful. This relies on deflecting vehicles around the islands, whereby vehicle speeds are reduced in order to make this maneuver. This proposal is in lieu of major infrastructure changes to the alignment of the road.
15. The proposals and consultation results were presented at the Dulwich Community Council on Tuesday 26 January 2019.

16. If approved for implementation the project will be subject to the traffic order making statutory procedure.
17. There are a number of other schemes in the area, such as the East Dulwich CPZ, which could result in reducing the demand for car parking spaces, including the Dulwich Low Traffic Neighbourhood scheme, which could result in redirecting vehicles away from Barry Road and, as such, may result in vehicle speeds increasing as a result.
18. The council has a responsibility to take action to ensure that legal speed limits are observed and protect the welfare of all road users, therefore not proceeding with a scheme to reduce speeds has not been considered.
19. Full details of the consultation results, conclusions and recommendations can be found in Appendix C.
20. Comments relating to the rerouting of the Southwark Spine down Barry Road will be used to inform any future decision making.

Design changes based on consultation responses

21. In order to reduce vehicle speeds in the short term and allow other schemes in the area to be implemented, and their impacts to be fully assessed, we are proposing to implement those interventions that were less controversial (Appendix B). These include installing raised tables on two existing signalised crossing and two raised tables on the southern approached to junctions of Underhill Road and Upland Road (see plan attached). These two junctions have been highlighted by residents and ward councilors as areas where accidents occur, and in need of improvement to minimise the risk of accidents occurring in the future.
22. The revised proposals will not result in any loss of parking.

Policy implications

23. The recommendations contained within this report are consistent with the council's Transport Plan 2011, particularly:-
 - Policy 2.3 – Promoting and encouraging sustainable travel choices in the borough
 - Policy 4.4 - Make our streets greener
 - Policy 5.1 – Improving safety on our roads and to help make all modes of transport safer.
 - Policy 5.5 - We will make Southwark a 20mph borough.
 - Policy 5.6 - We will seek to create conditions where our roads are safe.
 - Policy 6.1 – Making our streets more accessible for pedestrians

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. The recommendations support the council's equalities and human rights policies and promote social inclusion by:

- Improving road safety, in particular for vulnerable road users including pedestrians and cyclists, on the public highway.
- Improving existing shared use facilities by improving road surface, tactile paving, road marking, and signage.
- Improving existing pedestrian and cycle facilities by improving delineation, tactile paving, road marking, and signage.

Resource implications

26. The total budget for the 20mph programme is £807,854. £199,000 has been allocated for 2018-19 with £58,247 spent to date, project management fees inclusive.
27. The estimated construction cost of the Barry Road scheme, is £113,000.
28. The estimate for the scheme is within the allocated funding and allows for some contingencies.
29. The commencement of the construction stage will be subject to coordination with nearby projects.
30. The total expenditure incurred, including project management fees, against the capital allocation for the scheme will be monitored and reported as part of the overall capital programme.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Democracy

31. The cabinet member for environment, transport management and air quality is asked to approve the implementation of short term measures to reduce vehicle speeds by installing raised tables on two existing signalised crossings and two raised tables on the southern approach to the junctions of Underhill and Upland Road.
32. As referred to in paragraph 21 of the report the council has responsibility to take action to ensure that legal speed limits are observed. It has a duty under the Road Traffic Act 1988 to carry out studies into vehicle accidents and in light of those studies take prevention measures as appropriate, including improvement of on maintained roads and other measures in relation to its powers of controlling, protecting and assisting the movement of traffic.
33. The report refers between paragraphs 10 and 19 to the consultation with local residents and Ward members and the Dulwich Community Council.
34. If these short term measures are approved for implementation the scheme will require a traffic order. The procedure for implementing a traffic order involves a statutory consultation. If any objections received cannot be resolved, then consideration of those objections and a decision whether to proceed with the short term measures will be the subject of a further report to the Cabinet Member for Environment, Transport Management and Air Quality.
35. 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. Paragraph 25 of the report considers that the recommendations support the council's duties under the Equality Act and the Human Rights Act by improving road safety, in particular for vulnerable road users.

36. The implementation of this transport scheme is not anticipated to have any detrimental impacts on a particular protected group or to breach the provisions of the Human Rights Act 1998.
37. The council's constitution gives the cabinet member the responsibility for, amongst other things, street scene, traffic management and parking enforcement. In accordance with Part 3D paragraph 22 of the Southwark Constitution, Individual Cabinet Members can, in respect of a Transport issues, implement a traffic and highway improvement project, subject to statutory consultation.
38. This decision therefore falls within the cabinet member's area of responsibility.

Strategic Director of Finance and Governance

39. This report is requesting approval from the cabinet member for environment, transport management and air quality to implement the scheme, as shown in the draft outline design in Appendix A. The strategic director of finance and governance notes that there are sufficient funds within the current 20mph programme to complete the detailed design and construction phase of the scheme.
40. Staffing and any other costs connected with this recommendation to be contained with existing departmental revenue budgets.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment and Leisure 160 Tooley Street London SE1 2QH	Dale Foden 0207 525 2045
Southwark 20mph Review	Southwark Council Environment and Leisure 160 Tooley Street London SE1 2QH	Dale Foden 0207 525 2045

APPENDICES

No.	Title
Appendix A	Draft Design for Consultation
Appendix B	Draft Scheme Outline Design
Appendix C	Consultation Report

AUDIT TRAIL

Lead Officer	Dale Foden, Head of Highways (Acting)	
Report Author	Alexander Rozema, Highways	
Version	Final	
Dated	March 2019	
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	No
Date final report sent to Constitutional Team	27 March 2019	