

Item No. N/a	Classification: Open	Date: 7 May 2019	Decision Taker: Cabinet Member for Environment, Transport Management and Air Quality
Report title:		Non-strategic Traffic and Highway Improvement projects – Minor Traffic Schemes (Batch 1 – 2019-20)	
Ward(s) or groups affected:		Various (detailed in Figure 1)	
From:		Head of Highways	

RECOMMENDATIONS

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. In line with the council's constitution, all 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, if they deem it necessary.
7. The rationale for each proposal is discussed in the associated appendix and contains a detailed design drawing.

Location	Ward(s)	Proposal	Appendix	Referral	Scheme
Radnor Road	Old Kent Road	To install 19.75m double yellow lines for junction protection and prevent obstructive parking	001	No	MTS
Jasper Road	Dulwich Wood	To install 15m DYL to prevent obstructive parking	002	No	MTS
Bartholomew Street	Chaucer	Remove 39.75m of SYL and install Permit Holder only parking bays	003	No	MTS
Gallery Road	Dulwich Village	To install 85.75m DYL to improve visibility and remove pinch points	004	No	MTS
Royal Oak Place	Dulwich Hill	To Install 29.5m DYL with no loading restrictions to maintain sightlines and prevent obstructive parking	005	No	MTS
Swan Mead	London Bridge & West Bermondsey	To convert Swan Mead from two-way to one-way	006	No	MTS
Norwood Road	Dulwich Village	To convert short stay free parking bays to pay by phone parking bays with the first 30 mins free	007	No	MTS
Chadwick Road	Rye Lane	To move existing disabled bay to allow access to pedestrian dropped kerb	008	No	MTS
Crystal Palace Road	Goose Green	To install 3.5m DYL to prevent obstructive parking	009	No	MTS
Sydenham Hill	Dulwich Wood	To install an additional 20m of DYL to the existing junction protection to improve sightlines	011	No	MTS
Bermondsey Street	London Bridge & West Bermondsey	To convert 45m of SYL to DYL and remove 2.2m of parking bay	012	No	DHB
Avondale Rise	Rye Lane	To install DYL and raised table as part of junction improvements	013	No	DHB
Soames Street	Rye Lane	To install DYL and two raised tables as part of junction improvements	014	No	CGS
Hollydale Road	Nunhead & Queens Road	To install a raised zebra crossing	015	No	DHB
Lyndhurst Grove	St Giles	To install a raised zebra crossing	016	No	DHB
Rotherhithe CPZ	Rotherhithe	To implement various minor waiting and loading restrictions to CPZ	017	No	MTS
West Square	St George's	To implement minor CPZ amendments	018	No	MTS

Thurlow Street	Faraday	Provision of pedestrian refuge island at existing zebra crossing	019	No	RMP
Galleywall Road	South Bermondsey	Relocation of bus stop flag and shelter, shortening of bus cage and bus border realignment	020	No	RMP
Southwark Park Road	South Bermondsey	Removal of an on-street loading bay and conversion of an inset short stay parking bay to a loading bay as replacement and introduction of loading restrictions	021	No	RMP
Flint Street	North Walworth	To extend hours of operation on school entrance markings	022	No	RMP
Brockley Way	Peckham Rye	Introduction of double yellow lines	023	No	RMP
Bestwood Street	Rotherhithe	Extension of bus lane hours of operation	024	No	RMP
Crawthow Grove/ Lacon Road	Goose Green	To install 20m of DYL lines to prevent parking in front of pedestrian dropped kerbs	025	No	MTS
Montague Close	Borough & Bankside	To install DYL to prevent obstructive parking	026	No	MTS
Alleyn Road	Dulwich Wood	To install 3.5m of DYL between vehicle crossovers to prevent obstructive parking	027	No	MTS
Colby Road	Dulwich Wood	To install additional junction protection and relocate existing Car Club bay	028	No	MTS
Weston Street	London Bridge & West Bermondsey	To install a new Car Club parking bay	029	No	MTS

Figure 1

Scheme key

MTS – Minor Traffic Scheme
DHB – Devolved Highways Budget

CGS – Cleaner Greener Safer
RMP – Road Modernisation Plan

Policy implications

- 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 places 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 6.2 - Improve access to public transport.
- Policy 7.1 - Maintain and improve the existing road network making the best use of it through careful management and considered improvements
- 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

9. The policies within the Transport Plan have been subject to an equality impact assessment
10. 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.
11. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
12. 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 the locations proposed. However this cannot be entirely predicted until the recommendations have been implemented and observed. The proposals have no disproportionate impact on any particular age, disability, faith or religion and ethnicity and sexual orientation.
13. 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.
14. 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

15. All costs arising from implementing the recommendations will be fully contained within the existing business unit capital and revenue Highways budgets.
16. MTS schemes will be contained within Parking Revenue, DHB/CGS will be contained within their own individually allocated capital budgets and RMP schemes are covered by TfL funding which has already been received.

17. The estimated costs for the batch of schemes detailed in Figure 1 are:

- MTS schemes - £26,000
- DHB/CGS schemes - £125,000
- RMP schemes - £60,000

Legal implications

18. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
19. 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).
20. 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.
21. Should any objections be received they must be properly considered in light of administrative law principles, Human Rights law and relevant statutory powers.
22. 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.
23. 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.
24. 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.
25. Following statutory consultation, the proposals will then move forward with due consideration of any objections by the Cabinet Member.

Consultation

26. 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.

27. 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.
28. 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.
29. 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

30. If these items are approved by the cabinet member they will be progressed in line with the below, approximate timeline:
- Statutory consultation – Spring 2019
 - Implementation – Summer 2019

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Strategic Director of Finance and Governance (EL18/058)

31. This report requests approval from the cabinet member for environment, transport management and air quality for non-strategic traffic and highway improvements detailed in Figure 1 of this report.
32. The strategic director of finance and governance notes that funding for the improvements are to be met from existing capital budgets, revenue resources and external TfL funding. Sufficient funding is available as confirmed by the service project leads.

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

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

Director of Law and Democracy

33. The cabinet member for environment, transport management and air quality is asked to approve, subject to the outcome of statutory consultation, the implementation of non-strategic traffic and highway improvements in the locations detailed in the respective appendices and summarised in figure 1.
34. Paragraphs 16 to 21 of the report sets out the powers under the Road Traffic Regulation Act 1984 with regard to traffic management orders and the procedure and statutory consultation required by the associated regulations. Any valid written objections received following statutory consultation in respect of the proposed traffic management orders required to implement the traffic and highway improvements must be considered in accordance with the legal principles referred to in paragraph 19. The report acknowledges that if any such objections received regarding the proposals are unable to be resolved, those objections will be reported to the cabinet member for environment, transport management and air quality for a decision regarding the proposals.
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 11 of the report refers to the benefit to all road users from the introduction of double yellow lines at the junctions which will improve visibility and road safety. The implementation of the proposals is not anticipated to have any detrimental impacts on a particular protected group or to breach the provisions of the Human Rights Act 1998.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment and Leisure Network development Highways 160 Tooley Street London SE1 2QH Online: http://www.southwark.gov.uk/assets/attach/2214/Transport%20plan.pdf	Tobias Allen 020 7525 3197

APPENDICES

No.	Title
Appendices 1-29	Evidence base for each proposal

AUDIT TRAIL

Lead Officer	Dale Foden, Head of Highways	
Report Author	Tobias Allen, Technician	
Version	Final	
Dated	7 May 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		7 May 2019