

Item No.	Classification: Open	Date: January 2020	Meeting Name: Cabinet Member for Environment, Transport and the Climate Emergency
Report title:		Denmark Hill Improvement Works	
Ward(s) or groups affected:		Champion Hill London Borough of Lambeth	
From:		Head of Highways	

RECOMMENDATION

That the Cabinet Member for Environment, Transport and the Climate Emergency:

1. Approve the implementation of widening of various sections of the bus lane along Denmark Hill between its junction with Champion Hill and Sunray Avenue, replacing the staggered crossing by Champion Hill with a straight crossing on a raised table, provision of dropped kerbs at the existing informal crossing by Deepdene Road and removal of the traffic island by Blanchdowne as shown in the report and Appendix 1.

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,
3. The proposals cover an area of the borough in Champion Hill ward as well as parts of LB Lambeth. Consultation was limited to residents and business in the immediate vicinity of the proposed works that may be directly impacted by the implementation of the works.
4. The proposals are supported by London Buses (this is a Bus Priority scheme funded by Transport for London).
5. The origins and reasons for the recommendations are discussed within the key issues section of this report.

KEY ISSUES FOR CONSIDERATION

6. As part of their Route Modernisation Plan, TfL has identified several locations where improvements to the highway would reduce bus journey times and this location is included in that list. Southwark Council has been asked to investigate ways to improve bus journey times on borough roads.

7. The proposals include widening of various sections of the bus lane along Denmark Hill between its junction with Champion Hill and Sunray Avenue, replacing the staggered crossing by Champion Hill with a straight crossing on a raised table, provision of dropped kerbs at the existing informal crossing by Deepdene Road and removal of the traffic island by Blanchedowne.

SUMMARY OF CONSULTATION PROCESS AND FINDINGS

8. In line with the council's constitution, ward members were consulted about the proposal in July 2019, prior to commencement of the consultation and have been informed of the results. No comments were received regarding the scheme.
9. The borough has consulted with the London Borough of Lambeth (due to the site forming the borough boundary with the two boroughs) who have agreed the scheme in principle.
10. Consultation on these proposals took place from 9 October to 10 November 2019. All residents and businesses within the consultation area were asked whether they support, support with changes or do not support the proposed scheme. Of the 25 responses received, 76% were in support/ support with changes and 24% did not support the changes. A summary report of the consultation exercise is included in Appendix 2.

POLICY IMPLICATIONS

11. The recommendations contained within this report are consistent with the missions of the Movement Plan 2019, particularly:
 - M2 Action 2 – Create simple and clear streets
 - M3 Action 4 – Deliver infrastructure to support active travel
 - M4 Action 8 – Use kerbside efficiently and promote less polluting vehicles
 - M4 Action 9 – Manage traffic to reduce the demand on our streets
 - M7 Action 16 – Zero people killed or injured on our streets by 2041

COMMUNITY IMPACT STATEMENT

12. The policies within the Movement Plan have been subject to an equality impact assessment.
13. 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.
14. The widening of the bus lane along a section of Denmark Hill provides improvements to bus journeys as the buses will be able to safely pass cyclists using the lane. Changes to the pedestrian crossing facilities will also assist pedestrians to cross the road.
15. The proposals have no disproportionate impact on any particular age, disability, faith or religion, ethnicity or sexual orientation.

16. With the exception of those benefits identified above, the recommendations are not considered to have a disproportionate effect on any other community or group.
17. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
 - Providing improved conditions to encourage active travel within the borough with improved pedestrian crossing and cycling facilities
 - Improving reliability of bus journey times thereby increasing bus patronage and providing an alternative to private car use.

RESOURCE IMPLICATIONS

18. The works are estimated to cost £280,000.
19. All costs arising from implementing the recommendations will be fully contained within the funding provided by TfL as part of the Route Modernisation Plan. A revised budget of £320,000 was recently approved by the Scheme Progression Group at TfL.

CONSULTATION

20. For the recommendations in paragraph 1, the widening of the bus lanes and changes to pedestrian crossing facilities do not require making of a traffic order as the bus lane exists and no changes are proposed to the hours of operation, waiting or loading restrictions. However, a traffic notice is required for the construction of a flat-top hump under sections 90A to 90I of the Highways Act 1980. A traffic notice will be published in advance of the works commencing on site.

PROGRAMME TIMELINE

21. If these items are approved by the Cabinet Member they will be progressed in line with the below, approximate timeline:
 - Implementation – March 2020

Strategic Director of Finance and Governance (EL19/024)

22. This report requests approval from the Cabinet Member for Environment, Transport and the Climate Emergency for the widening of various sections of the bus lane along Denmark Hill between its junction with Champion Hill and Sunray Avenue, replacing the staggered crossing by Champion Hill with a straight crossing on a raised table, provision of dropped kerbs at the existing informal crossing by Deepdene Road and removal of the traffic island by Blanchedowne as shown in the report and Appendix 1.
23. The Strategic Director of Finance and Governance notes that the cost of the project is to be met from funding provided by TfL as part of the Route Modernisation Plan Programme.
24. Staffing and any other costs connected with these recommendations to be

contained within existing departmental revenue budgets

Director of Legal Services

25. The Cabinet Member for Environment, Transport and the Climate Emergency is asked to approve, the widening of various sections of the bus lane along Denmark Hill between its junction with Champion Hill and Sunray Avenue, replacing the staggered crossing by Champion Hill with a straight crossing on a raised table, provision of dropped kerbs at the existing informal crossing by Deepdene Road and removal of the traffic island by Blanchedowne as summarised in Appendix 1 of this report.
26. The scheme requires a traffic notice under sections 90A to 90I of the Highways Act 1980 and in accordance with the provisions of the Highways (road humps) regulations 1999 and the Highways (traffic calming) Regulations 1999 to be published prior to commencement on site. The procedure for implementing a traffic notice does not involve a statutory consultation and therefore no objections can be made by the public.
27. The Equality Act 2010 introduced the public sector equality duty (PSED), 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. The PSED is a duty which the decision maker has to exercise. Paragraph 14 of the report refers to the benefits from the widening of the bus lane and improvements to pedestrian crossing facilities which will improve bus journey times and provide a safer environment for cyclists and pedestrians. The officer's view in paragraph 15 is that the implementation of the proposals is not anticipated to have any detrimental impacts on any particular protected group but it is the member who needs to form this conclusion.
28. The Human Rights Act 1998 imposed a duty on the council as a public authority to apply the European Convention on Human Rights; as a result the council must not act in a way which is incompatible with these rights. The most important rights for highway and planning purposes are Article 8 (respect for homes); Article 6 (natural justice) and Article 1 of the First Protocol (peaceful enjoyment of property). The implementation of the proposals is not anticipated to engage or breach the provisions of these articles of the Human Rights Act 1998.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Movement Plan 2019	Southwark Council Environment and Leisure Network development Highways 160 Tooley Street London SE1 2QH Online: http://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?ID=6809	Lola Olanlokun 020 7525 4571

APPENDICES

No.	Title
Appendix 1	Denmark Hill Improvement Works outline design drawing
Appendix 2	Denmark Hill Improvement Works Consultation Summary report

AUDIT TRAIL

Lead Officer	Dale Foden, Head of Highways (A)	
Report Author	Lola Olanlokun, Project Manager	
Version	Final	
Dated	7 January 2020	
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 January 2020