

Item No. N/a	Classification: Open	Date: 23 April 2020	Meeting Name: Cabinet Member for Environment, Transport and the Climate Emergency
Report title:		Brenchley Gardens 20mph	
Ward(s) or groups affected:		Peckham Rye	
From:		Head of Highways	

RECOMMENDATIONS

1. That the Cabinet Member for Environment, Management and the Climate Emergency approve the Brenchley Gardens 20mph scheme for implementation, as shown in the draft outline design (Appendix A), subject to the necessary statutory procedures.

BACKGROUND INFORMATION

2. Brenchley Gardens was identified as one of top ten roads within the borough where average speeds exceeded 24mph, as identified within the 20mph Review report. Measures have been proposed on Brenchley Gardens to reduce speeds.
3. Below is a summary of the proposed measures:
 - Removal of centre lines to encourage motorised vehicle users to drive with more caution.
 - Removal of central traffic islands and replacement with raised tables for crossing.
 - Pavement buildout at the junction with Buckstone Close and Kelvington Road to encourage drivers to stop before turning.
 - Improvements to the existing raised table at junction with Kelvington Road to encourage speed reduction.
 - Raising the level at the zebra crossing north of the entrance to Camberwell New Cemetery.
 - Relocation of bus stops to discourage overtaking buses.

KEY ISSUES FOR CONSIDERATION

Summary of consultation process and findings

4. Public consultation took place between 24 February and 23 March 2020. The online consultation form was reopened on 3 April until 13 April to allow for further comments following the COVID-19 crisis.
5. 189 flyers were sent out to residents and businesses in the area. Public consultation yielded 21 responses, representing a 11% response rate. This is an average response rate for this type of consultation. The majority of those who responded were residents of Brenchley Gardens or a neighbouring street.

6. Ward members were consulted prior to the consultation and emailed for comments on the consultation outcome on 15 April 2020.
7. Key stakeholders such as Southwark Cyclists and the emergency services were consulted prior to, and during, public consultation.
8. Analysis of the responses shows that the majority of those who responded were in favour of the proposals. Further details can be found in the consultation report and appendices (Appendix A).

Design changes based on consultation responses

9. All of the proposed interventions received a positive response and therefore we recommend that all proposals are progressed to detailed design and the necessary statutory procedures.

Policy implications

10. The recommendations contained within this report are consistent with the Missions of the Movement Plan 2019, particularly:
 - a) M2 Action 2 – Create simple and clear streets
 - b) M4 Action 7 – Reduce the number of cars owned in the borough
 - c) M4 Action 9 – Manage traffic to reduce the demand on our streets.

Community impact statement

11. 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.
12. Any interventions that could pose a risk to cyclists, pedestrians and motorists will be identified and adjusted as part of the road safety audit.
13. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate affect on any particular community group.
14. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
 - a. Improving road safety, in particular for vulnerable road users including pedestrians and cyclists, on the public highway.
 - b. Improving existing shared use facilities by improving road surface, tactile paving, road marking, and signage.
 - c. Improving existing pedestrian and cycle facilities by improving delineation, tactile paving, road marking, and signage.

Resource implications

15. A total of £150,000 is expected to be spent to deliver the scheme with £105,000 of this allocated to the construction of the project. This is to be funded from capital resources.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Democracy

16. The Cabinet Member for Environment, Transport and the Climate Emergency is asked to approve the Brenchley Gardens 20mph scheme, the proposals of which are summarised in paragraph 3 and are set out in the draft outline design detailed in Appendix A. The proposals are to include an additional crossing at the approach to Brockley Way and, will be subject to a safety audit and progressed to detailed design.
17. The Human Rights Act 1998 imposes 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 the Human Rights Act 1998.
18. 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:
 - a) have due regard to the need to eliminate unlawful discrimination, harassment and victimisation; and
 - b) foster good relations between people who share a protected characteristic and those who do not.
19. The PSED duty must be exercised by the decision maker and the member needs to form this conclusion. Paragraph 13 of the report provides that the proposed traffic and highway improvements promote social inclusion by improving road safety, in particular for vulnerable road users and shared use facilities. As such the implementation of the proposals is not anticipated to have any detrimental impacts on a particular protected group.

Strategic Director of Finance and Governance (EL20/001)

20. This report requests approval of the proposed Brenchley Gardens 20mph scheme from the Cabinet Member for Environment, Transport and the Climate Emergency.
21. The strategic director of finance and governance notes the funding for the proposal is to be met from capital resources and there is sufficient funding available.
22. Staffing and any other costs connected with these recommendations to be contained within existing departmental revenue budgets.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Movement Plan	Southwark Council Environment and Leisure Highways Network Development 160 Tooley Street London SE1 2QH	Joanna Redshaw 020 7525 2665

APPENDICES

No.	Title
Appendix A	Consultation summary report Appendix A
Appendix 1	Brenchley Gardens 20 mph flyer
Appendix 2	Brenchley Gardens drawings

AUDIT TRAIL

Lead Officer	Dale Foden, Head of Highways	
Report Author	Joanna Redshaw, Project Manager	
Version	Final	
Dated	23 April 2020	
Key Decision?	Yes	
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	22 April 2020	