

Item No.	Classification: Open	Date: 24 April 2020	Meeting Name: Cabinet Member for Environment, Transport and the Climate Emergency
Report title:		Sydenham Hill 20mph	
Ward(s) or groups affected:		Dulwich Wood	
From:		Head of Highways	

RECOMMENDATIONS

1. That the Cabinet Member for Environment, Transport and the Climate Emergency approve the Sydenham Hill 20mph scheme for implementation, as shown in the draft outline design (Appendix A), subject to amendments proposed in the consultation summary report and the necessary statutory procedures.

BACKGROUND INFORMATION

2. Following a scoping report after the introduction of the borough-wide 20mph limit, which was completed in 2017, Sydenham Hill was identified as one of the top ten roads in the borough for drivers failing to comply with the speed limit. Measures have been proposed to reduce speeds along Sydenham Hill.
3. Below is a summary of the proposed measures:
 - Introduction of a segregated cycle lane.
 - Removal of central traffic islands and replacement with raised tables
 - Introduction of a bus stop bypass for cyclists
 - Raising existing zebra crossings
 - Introduction of a new parallel crossing for pedestrians and cyclists near to Crescent Wood Road
 - Footway buildout at the entrance to Crescent Wood Road (west) and low level planting
 - Footway buildout at the entrance to Crescent Wood Road (east)

KEY ISSUES FOR CONSIDERATION

Summary of consultation process and findings

4. Public consultation took place between 17 February and 16 March 2020
5. 991 flyers were sent out to residents and businesses in the area. The public formal consultation yielded 123 responses, representing a 12% response rate. This is an average response rate for this type of consultation. The majority of those who responded were residents of Sydenham Hill or a neighbouring street.
6. Ward members were consulted prior to the consultation and provided feedback to officers on 15 April. This feedback has been included in the informal report and includes ensuring that Police comments were taken to the next stage of design and cycle parking is included. We will also reassess the distance

between crossings.

7. Key stakeholders such as Southwark Cyclists and the emergency services were consulted during public consultation.
8. Lewisham Council has been kept informed throughout the design process but are not currently planning to implement the same measures as Southwark. As part of the detailed design process, officers will ensure that there is a safe transition from the Southwark maintained section and the Lewisham section of Sydenham Hill and continue consultation with Lewisham.
9. Analysis of the responses shows that the majority of those who responded were in favour of the proposals but with slight amendments. Further details can be found in the consultation report and appendices (Appendix A).

Design changes based on consultation responses

10. All of the proposed interventions received a positive response and therefore we recommend that all proposals are progressed to detailed design subject to changes based on feedback from the consultation, the main changes/investigations to be undertaken are:
 - Reassessment of car parking spaces and location particularly near to Bluebell Close and potential conflict with cyclists.
 - Reassessment of relocation of pedestrian crossing.
 - Reassessment of removal of island near to Dome Hill Park which is often used by school children and measures to demark cycleway crossing on Dome Park Road
 - The junction buildouts to be reassessed to ensure that larger vehicles can make the turn.

Policy implications

11. 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

12. 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.
13. Any interventions that could pose a risk to cyclists, pedestrians and motorists will be identified and adjusted as part of the road safety audit.
14. 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.

15. 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 markings, and signage.
 - c. Improving existing pedestrian and cycle facilities by improving delineation, tactile paving, road marking, and signage.

Resource implications

16. A total investment of £247,446 has been allocated so far for the construction of the project. A total of £321,648 is expected to be spent to deliver the scheme. This is to be funded from capital resources.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Democracy

17. The Cabinet Member for Environment, Transport and the Climate Emergency is asked to approve for implementation the Sydenham Hill 20mph scheme as summarised in paragraph 3 and in the draft outline design shown in Appendix A, subject to the design changes as a result of consultation as referred to paragraph 9 in the consultation summary report in Appendix A and the statutory procedures.
18. 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.
19. 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.
20. The PSED duty must be exercised by the decision maker and the member needs to form this conclusion. Paragraph 14 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

21. This report requests approval of the proposed Sydenham Hill 20mph scheme from the Cabinet Member for Environment, Transport and the Climate Emergency.
22. The Strategic Director of Finance and Governance notes the funding for the proposal is to be met from is to be met from capital resources and there is sufficient funding available.
23. 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 1	Sydenham Hill 20mph Flyer
Appendix 2	Consultation drawings

AUDIT TRAIL

Lead Officer	Dale Foden, Head of Highways	
Report Author	Joanna Redshaw, Project Manager	
Version	Final	
Dated	22 April 2020	
Key Decision?	Yes	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Law and Governance	Yes	Yes
Strategic Director of Finance and Governance	Yes	Yes
Cabinet Member	No	No
Date final report sent to Constitutional Team	22 April 2020	