

<b>ITEM NO.</b>	<b>CLASSIFICATION</b> Open	<b>Date</b> 8.7.2003	<b>Meeting Name</b> Executive
<b>Report title</b>		<b>Modification of the Trinity Street Area Traffic Scheme</b>	
Ward (s) or groups affected		<b>Cathedrals and Chaucer Wards</b> ( Borough and Bankside Community Council Area)	
From		<b>Strategic Director of Regeneration</b>	

## RECOMMENDATIONS

1 That the Executive considers the evidence given within the following Report together with the recommendations made by the Borough and Bankside Community Council at its meeting held on 2<sup>nd</sup> July and that it agrees to:

a) The measures as fully set out in point 39, and summarised below, subject to funding being agreed by Transport *for* London (TfL).

### **Phase One**

- Remove the existing speed table at the entrance of Falmouth Road/Trinity Street under a temporary road closure.
- To facilitate these works, close the junctions of Trinity Street and Globe Street at Great Dover Street, under a temporary road closure

### **Phase Two**

- On completion of the works open Trinity Street/Falmouth Road to traffic.
- The junctions of Trinity Street and Globe Street with Great Dover Street to remain closed to vehicular traffic
- The closure of Swan Street at Great Dover Street,
- The return of two way working to Cole Street, Globe Street and the northern section of Swan Street.

### **Phase Three**

- Examine the option of reopening the gated road closure in Trinity Street.

b) That a review of the workings of the above scheme be considered 6 months after the possible reopening of the gate and a report back be made to the Borough and Bankside Community Council.

c) That a scheme be developed for the enhancement and support of pedestrian movement in the Great Suffolk Street Area as part of the 2003/04 Safer Routes to Schools Initiative and that the provisions of the 2004/05 Borough Spending Plan bid be investigated to seek further improvements regarding shopping and pedestrian movements in the road.

- d) That the proposals by Transport *for* London to route the C10 bus through Harper Road/Falmouth Road/Great Dover Street be formally rejected and that TfL be requested to look at an alternative route, which would be subjected to full consultation by that authority, that could serve Great Suffolk Street and Long Lane.
- e) Give consideration to the introduction of future traffic calming measures in Stones End Street.

## **BACKGROUND**

### ***General***

- 2 Trinity Street/Trinity Church Square joins Great Dover Street (A2) and Borough High Street (A3), forming junctions with each. Both of these roads are main roads and form part of Transport *for* London's strategic Greater London Road Network (TLRN) and are Red Routes as shown on the attached plan (Drawing No 1)
- 3 Trinity Street/Trinity Church Square is of a residential nature, with the exception of the Henry Wood Hall site that is used for orchestral rehearsals and for community events. This area forms part of a conservation area. For more than 20 years residents of the area have been lobbying the Council to undertake measures to restrict the flow of through traffic in the road.
- 4 Representations were made by local people in 1976 about the use of the road by heavy lorries to reach Tower Bridge Road and the Old Kent Road. To reduce this, a width restriction was introduced in 1978. Although this prevented passage of lorries through the road it had no impact on the flow of general traffic. Residents continued to lobby the Council for improvements to reduce the flow of vehicles through Trinity Street and as part of a package of schemes, the Council introduced the following measures:
  - The redesign of the junction entry from Great Dover Street to Trinity Street;
  - Speed cushions in Falmouth Road;
  - The introduction of a zebra crossing in Trinity Street near to Swan Street.
- 5 In 1993 The Traffic Director for London commenced on a programme for the introduction of Red Routes on major traffic routes throughout London, the purposes of which were:
  - To improve the movement of all classes of traffic on the Red Route network so that goods and people can reach their destinations more easily and safely in London;
  - To provide special help for the movement of buses;
  - To reduce the impact of congestion, improve the local environment and provide better conditions for pedestrians and cyclists;
  - To achieve these objectives without encouraging further car commuting into central London or for more traffic to cross into the central London area.

- 6 Two of the Red Routes, Great Dover Street (A2) and Borough High Street (A3), are in close proximity to Trinity Street/Trinity Church Square. Following petitions to the Council, representations were made by the Local Member of Parliament to the Traffic Director about traffic movements. These were, that as a result of the introduction of the Red Routes traffic might displace to the Trinity Street route, and compound the traffic problems that residents had been complaining about for a number of years. To reduce this impact the Council requested that the Traffic Director should consider making funds available to Southwark to install a road closure to prevent such displacement.
- 7 From 1998 onwards a number of public meetings were held in the area regarding the closure of the road. Whilst local people agreed with the principle of a road closure, its location and type was the subject of much discussion within the community. Consultants were appointed to develop a scheme, the objective of which was to prevent 'rat-running' traffic and encourage the use of Great Dover Street for through traffic. The consultant's proposals were displayed in the John Harvard Library Borough High Street from 21st January to 11<sup>th</sup> February 2002 in order that the general public could write to the Council with their views on the proposed measures. The outline scheme suggested;
- A road closure of Trinity St near to Globe St
  - One way workings in Swan Street, Cole St and Globe St
  - Traffic calming measures in Harper Road
  - A short section of one way working in Trinity St from Falmouth Road to Great Dover Street
- 8 The result of this exercise was that there was little support for the short section of one way working from Falmouth Road to Great Dover Street. As a result of which this was not included as part of the final scheme. Residents were informed of this via the distribution of a circular letter. The scheme shown on the attached plan (Drawing no 2) has been introduced.

### ***Scheme Specific***

- 9 Experimental Traffic Orders were made to introduce the measures under the provisions of the 1984 Road Traffic Act. The powers contained within this Act allow a Local Authority to introduce traffic measures on an experimental basis for up to 18 months, after which time the orders cease to be valid unless they have been made permanent by a subsequent permanent traffic order. The use of experimental powers provides a flexible approach so that a local authority may modify or change a scheme as a result of unforeseen changes that may arise from changing traffic patterns.

- 10 Work on introducing the scheme started in May 2002 with traffic calming measures being introduced into Harper Road. The road closure at the junction of Trinity Street/Globe Street was introduced in late August 2002. The introduction of the scheme initially resulted in many drivers ignoring the new one-way workings in the area and driving the wrong way in one-way streets. In addition there was substantial displacement of traffic flow to Falmouth Road. To address this the Council introduced additional temporary measures associated with the one-way workings and held a public exhibition/meeting in October 2002, asking local people how they thought the displacement of traffic to Falmouth Road, and other issues, could be addressed.
- 11 The resulting exhibition gave the results of a questionnaire that was distributed throughout the Trinity estate area. In addition plans were displayed indicating proposed scheme options. The options included the original scheme element that was proposed by consultants during January 2002 (one way working from Falmouth Road to Great Dover Street). This measure was widely supported throughout the consultation exercise on this occasion, primarily given the traffic impact being experienced in Falmouth Road. A suggested adaptation was the inclusion of the closure of Globe Street to deter vehicles simply bypassing the road closure point via Globe Street and Trinity Street.
- 12 Subsequent to this consultation Globe Street and the Trinity Street entrance at Great Dover Street were closed experimentally on the 29<sup>th</sup> November 2002 to northbound traffic. The measures were implemented in an effort to reduce traffic levels in Falmouth Road. However, the temporary works were removed after a period of five days because of TfL concerns regarding the impact on the TfL road network. In addition the Metropolitan Police had concerns regarding lack of driver compliance in relation to the works, with drivers often ignoring no entry signs, even with Police enforcement in place.
- 13 A leaflet was immediately distributed in the area informing the local community of the reasons behind the withdrawal of the experimental works. Furthermore plans were put into place for the future implementation of the scheme after the implementation of the Congestion Charging Scheme (CCS). In addition another measure to reduce traffic flow in Falmouth Road was negotiated with TfL that consisted of adaptation to the Great Dover Street/Borough High Street traffic signal junction. This change, implemented during April 2003 by TfL, resulted in longer green times for traffic using Great Dover Street and hence reduced traffic waiting times thus encouraging its use as an alternative route to Falmouth Road.
- 14 Other scheme options that were raised as part of this consultation exercise have since been discussed and developed further with support from local Residents Groups, TfL and Ward Members. The schemes form the principle options that are now being considered for introduction in the area.

## **KEY ISSUES FOR CONSIDERATION**

### ***General***

- 15 Some of the measures associated with the Trinity Street Area Traffic scheme, such as the closure point and associated one-way streets, were introduced under experimental powers. As such the Council must decide to make the scheme permanent, extend it, vary it, or remove it, prior to the expiry of the traffic orders

### ***Policy Implications***

- 16 Reducing traffic congestion and encouraging modal shift from private car to more sustainable modes such as walking, cycling and public transport are all objectives of the Interim Local Transport Plan. This plan compliments and supports the Councils key Strategies and Policies on such things as health and green issues.
- 17 The objective of removing unnecessary through traffic from residential roads and encouraging it to use the major London Road network accords with the above strategies and policies.

### ***Relationship with other schemes***

- 18 In 1994 residents of Great Suffolk Street petitioned the Council to introduce a zebra crossing in the road. At that time the criteria for introducing such measures was based on recorded numbers of personal injury incidents and this location was not in the highest category of sites that would be considered for investigation of such facilities.
- 19 The Council submitted a bid to Transport for London on 31<sup>st</sup> July 2002, which included a request for funding for a "Safer Routes to Schools" initiative to cover the schools of St Johns and Cathedral, for works to be undertaken in the current financial year 2003/2004. Although this project has yet to be fully consulted on, early indications are that the scheme would give consideration to the following measures:
- A pedestrian crossing on Great Suffolk Street;
  - A pedestrian phase at the junction of Borough High St/ Great Suffolk St;
  - A pedestrian phase at the junction of Borough High St /Harper Road.
- 20 There is a proposal by London Buses to reroute the C10 bus route via Harper Road and Falmouth Road to serve the Tabard Estate. Recent consultation undertaken by the Council shows that local people are opposed to the bus using Falmouth Road. An alternative routing could be via Great Suffolk St and Long Lane.

- 21 As part of the Mayor of London Congestion Charging measure Councils such as Southwark were invited to bid for money to introduce reciprocal measures to offset the displacement of traffic as a result of the scheme. One such complementary scheme that Southwark put forward and obtained funding for was for traffic calming in the area of Harper Road/Falmouth Road/Trinity Street. Due to the ongoing review of the Trinity Street scheme some of the measures, such as the introduction of additional speed tables in Falmouth Road, have not been introduced and accordingly there is a surplus of funding available from TfL. Should the Council agree an option that removes through traffic from Falmouth Road there would be no advantage in introducing further traffic calming measures into this road. Therefore this funding would be available to fund other measures to reduce the impact of through traffic on the area as a whole. This would be subject to TfL agreeing the use of these funds for this purpose.
- 22 The introduction of the closure point into Trinity Street/Trinity Church Square has:
- Reduced the flow of through traffic in Trinity Street/Trinity Church Square;
  - Displaced through traffic to Falmouth Road/Harper Road;
  - Reduced the flow of through traffic in Great Suffolk Street;
  - Encouraged through traffic to use the route of Stones End Street/Great Suffolk Street.

### **Traffic Flows**

- 23 The following table gives details of the change in traffic flow in Falmouth Road since the introduction of the road closure in Trinity Street (Note: All traffic flows are daily volumes averaged from one weeks data collection started on the date given):

<i>Location</i>	<i>Date</i>	<i>Traffic Flow SE to NW</i>	<i>Traffic Flow NW to SE</i>	<i>Total</i>
Falmouth Road	05/03/02	692	1497	2189
		<i>Gated closure Introduced</i>		
"	06/09/02	5153	2073	7226
"	19/09/02	5781	2093	7874
"	01/10/02	4530	1747	6277
	29/11/02	<i>Experimental Closure Introduced</i>		
"	30/11/02	1641	1393	3034
	17/02/03	<i>Congestion Charging Introduced</i>		
"	14/02/03	3147	1229	4376
"	22/02/03	3060	1039	4099
"	06/03/03	2969	1008	3977
"	11/04/03	2964	953	3917
"	25/04/03	3198	1049	4247

### **Road Traffic Incidents**

- 24 Records of personal injury incidents for the period prior to the introduction of the gated road closure are outlined below, together with details of incidents after. Although only 3 months data is available early indications are that the scheme has had an impact on reducing personal injury incidents in the area.

Date	Location	Total Personal Injury Incidents	Monthly Average
From Jan 1998.	Great Dover Street (Falmouth to Swan St)	8	1.21
	Trinity Church Square	2	
	Trinity Street	3	
	Falmouth Road	0	
	Harper Road	8	
	Globe Street	2	
	Swan Street	3	
	Great Suffolk Street	4	
	Borough High Street/ Trinity Street Junction.	28	
	Swan Street/ Trinity Street Junction.	10	
<b>Gated Road Closure Introduced</b>			
First three months after.	Great Dover Street (Falmouth to Swan St)	0	0.67
	Trinity Church Square	0	
	Trinity Street	0	
	Falmouth Road	0	
	Harper Road	0	
	Globe Street	1	
	Swan Street	0	
	Great Suffolk Street	0	
	Borough High Street/ Trinity Street Junction.	1	
	Swan Street/ Trinity Street Junction.	0	

### **Falmouth Road**

- 25 Traffic from the Trinity Street route has displaced to Falmouth Road. Details of flows of traffic on this road are contained in point 23 of this report. Since September 2002 residents have been making representations to the Council to reduce the impact of traffic displacement. Residents are particularly concerned about the increase in noise from large vehicles, particularly skip lorries travelling over the speed cushions in the road. Residents also feel that since the introduction of Congestion Charging that traffic uses their road at new times of the day to avoid paying the £5 charge to enter the central area.

### ***Great Suffolk Street***

- 26 For many years there has been an established traffic route from the Bricklayers Arms area through Trinity Street into Great Suffolk Street and onwards towards Blackfrairs Bridge and Waterloo. Drivers have adopted this route to avoid using main roads (classified roads). Shopkeepers in Great Suffolk Street feel that as a result of the reduction in through traffic in this road that their passing trade has been affected. In addition representations have been received from residents of the road, stating that they previously used the Trinity Street route to access their homes by car but they now have to make a detour to do this.

### ***Stones End Street***

- 27 Representations have been received from residents of Stones End Street that the displacement of traffic to Falmouth Road and Harper Road has created a 'rat run' into Great Suffolk Street. As such the local Residents Association have requested the introduction of traffic calming measures.

### ***Transport for London***

- 28 Transport for London is both the Highway and Traffic Authority for both Great Dover Street and for Borough High Street and as such Southwark has to consult with that Authority regarding any changes to the local road network that could have implications for the Greater London Road Network.
- 29 The Mayor of London introduced his Congestion Charging scheme into the central area of the capital in February this year, this covers all of the roads mentioned above. In addition to these traffic signals were introduced at the Bricklayers Arms junction to regulate the flow of traffic at this junction in January of this year. As TfL was uncertain of the impacts of the Congestion Charging they imposed a moratorium on local authorities throughout London on doing works that could impact on their Road Network. This ban was removed in May, however local Boroughs still have to obtain the agreement of TfL to introduce measures that could impact on their roads.
- 30 TfL have agreed to the principle of traffic management changes in the Trinity Street Area subject to such measures having limited detrimental impact on the operation of the TLRN.
- 31 The latest information supplied by GLA indicates that traffic flows in the central area have gone down by 20% and that traffic is moving more quickly within the central area.

### ***Consultation and Options for Change***

- 32 Petitions were brought forward to the Council's Petitions Panel on 19<sup>th</sup> March 2003 from the Traders in Great Suffolk St asking for the removal of the barrier gate and from the Trinity and Newington Residents Association asking for further traffic calming measures to reduce displaced traffic from using Falmouth Rd. The petitioners were informed that further consultation on the future of the scheme would be undertaken in May.



33 In addition to these representations, the following consultation processes have taken place since September 2002:

- Consultation questionnaire – 16<sup>th</sup> September 2002 and public exhibitions, Henry Wood Hall, Trinity Church Square 5<sup>th</sup> October 2002 from 10.00 until 14.00 & John Harvard Library, Borough High Street 9<sup>th</sup> October 2002 from 14.00 until 21.00;
- Residents leaflet regarding results of consultation November 2002.
- Residents leaflet regarding removal of temporary closure - December 2002;
- Consultation questionnaire - April 2003 and public exhibition, Henry Wood Hall, Trinity Church Square 20<sup>th</sup> May 2003 from 14.00 until 21.00.

34 Questionnaires were delivered as part of the May consultation exercise. The distribution area included an area bounded by Great Dover Street, Harper Road, Stones End Street and Great Suffolk Street. In addition an exhibition was held at Henry Wood Hall, Trinity Church Square on the 20th May 2003 from 14.00 until 21.00. Options given in the consultation document were:

- **Option 1.** One-way working on Falmouth Road, from Harper Road to Trinity Street;
- **Option 2.** The closure of Trinity Street, Globe Street and Swan Street at Great Dover Street;
- **Option 3.** The closure of Trinity Street, Globe Street and Swan Street at Great Dover Street with the inclusion of a bus only gate at Trinity Street;
- **Option 4.** Local people also had the option of making suggestions for their schemes or variations of the above.

One hundred and twenty nine responses were received, equating to a 17% response rate. Out of the first three scheme Options the following support was given:

- Option 1 received 25% support;
- Option 2 received 67.7% support;
- Option 3 received 7.3% support;
- Overall, Other Schemes received 28.4% support.

35 In addition further comments were received from comment forms that were made available at the exhibition. This encouraged further comment following the discussion of the options. Thirty-four comment forms were deposited:

- Option 1 received no support;
- Option 2 received 85.3% support;
- Option 3 received no support;
- Other Schemes received 14.7% support.

36 Traders, residents and users of Great Suffolk Street have requested that the Council give consideration to the removal of the gated road closure so that traffic will have the option of using the route of Trinity Street/ Great Suffolk Street or Falmouth Road/Harper Road. They consider that this would restore their access requirements to the road. It is their view that the traffic reduction that has been achieved through Congestion Charging would allow this action without undue disbenefit to these roads, as traffic volumes would be evenly spread throughout the area. To reduce any increase in vehicular speeds in the roads they are proposing the introduction of speed cushions and chicanes. A petition containing 274 signatures and 50 duplicated standard letters calling for the removal of the gate were received at the Council Offices on 18<sup>th</sup> June.

37 A summary of traffic management advantages and disadvantages of each of the scheme Options follows:

<i>Option</i>	<i>Description</i>	<i>Advantages</i>	<i>Disadvantages</i>
1	One-way working on Falmouth Road, from Harper Road to Trinity Street.	<ul style="list-style-type: none"> <li>• Removal of non-essential traffic from Falmouth Road.</li> <li>• Low cost.</li> </ul>	<ul style="list-style-type: none"> <li>• Loss of local access.</li> <li>• Continued use of Globe Street and Cole Street by through traffic.</li> <li>• Increase in potential traffic speed.</li> <li>• Does not remove use of road by large vehicles.</li> </ul>
2	The closure of Trinity Street, Globe Street and Swan Street at Great Dover Street.	<ul style="list-style-type: none"> <li>• Removal of non-essential traffic In Falmouth Road.</li> <li>• Highest level of local support from consultation exercise.</li> <li>• May allow further traffic management changes in the area.</li> </ul>	<ul style="list-style-type: none"> <li>• Loss of local access.</li> <li>• Continued use of Globe Street and Cole Street by through traffic without removal of gated road closure in Trinity Street.</li> </ul>
3	The closure of Trinity Street, Globe Street and Swan Street at Great Dover Street with the inclusion of a bus only gate at Trinity St.	<ul style="list-style-type: none"> <li>• Provision of bus service.</li> </ul>	<ul style="list-style-type: none"> <li>• Service not supported locally.</li> <li>• Potential abuse of bus gate.</li> </ul>
4	Another scheme.  Removal of Trinity Street gated road closure, most supported scheme in Option 4.	<ul style="list-style-type: none"> <li>• Removal of non-essential traffic In Falmouth Road.</li> <li>• Greater area wide access.</li> </ul>	<ul style="list-style-type: none"> <li>• Not currently supported by a local majority of residents.</li> <li>• Return of traffic volume to Trinity Street.</li> <li>• Likely increase in road traffic personal injury incidents.</li> </ul>

In addition to the above, a late representation has been received from a resident of Meadow Row that the area bounded by Great Dover Street, the New Kent Road, and Newington Causeway/ Borough High Street should be considered as a unit with a view to making access to the entire area for residents and deliveries only.

38 The main wishes of residents of those roads affected are outlined below:

<b>Location</b>	<b>Main Wishes of local people</b>
Trinity St/ Trinity Church Square	For the road not to be used as a rat run
Falmouth Rd	To remove high levels of displaced traffic from the road, reduce the noise of large vehicles passing over the speed table at Falmouth Rd/Trinity St junction.
Stones End St	To reduce increased levels of traffic from the road
Great Suffolk St	To remove the gate from Trinity St and re-establish previous access routes for residents and shopkeepers

39 It is clear from the results of the consultation that there are varying views in the community between those who want to use local roads as part of a wider journey and residents who wish to see reductions in traffic flows for safety and environmental reasons. In order to address and reflect as many of the issues raised as possible the following course of phased action is recommended as a technical solution, this is based on scheme Option 2 - The closure of Trinity Street, Globe Street and Swan Street at Great Dover Street.

**Phase One**

- a. Break out and remove the existing speed table at the entrance of Falmouth Road/Trinity Street. This will contribute to the reduction of traffic noise levels at this location. To do this it will be necessary to close (in sections) the junction of Falmouth Road/Trinity Street and fully the junction of Trinity Street/Great Dover Street, , to facilitate a safe method of working. Details of the proposed closure are shown on attached plan ( Drawing No 3 ).The period of this closure could be used as a trial to assess the impact of a permanent road closures on the strategic road network. To ensure that traffic did not displace to Globe Street, it is suggested that a temporary closure with cycle access be installed at the junction of Globe Street /Great Dover Street. This process would be undertaken via a temporary road closure.

**Phase Two**

- b. It is estimated that it would take approximately 3 weeks to fully complete the works at the Trinity Street/Falmouth Road site after which it could be fully reopened to traffic. The junctions of Trinity Street and Globe Street with Great Dover Street would however remain closed to vehicular traffic with the exception of cycles, this would be undertaken via an experimental road closure, which would be subject to ongoing agreement with TfL.
- c. The closure of Swan Street at Great Dover Street, under experimental powers
- d. The return of two way working to Cole Street, Globe Street and the northern section of Swan Street.

### **Phase Three**

- e. It is recommended that a settling in period (to be determined) be allowed to take place after which the gated road closure in Trinity Street could be reopened (but not removed) to provide greater local access. By retaining the gate the option of closing it again, should “rat runs” re-establish themselves, would be available.
- f. That a review of the workings of the above scheme be considered by The Borough and Bankside Community Council 6 months after the reopening of the gate

It is considered that the above approach will achieve the objective of removing unnecessary through traffic from Trinity Street and Falmouth Road whilst restoring opportunities for access for people in both the areas of Great Suffolk Street and Trinity Street.

### **BOROUGH AND BANSIDE COMMUNITY COUNCIL COMMENTS**

- 40 A report was presented to the Borough and Bankside Community Council on 2<sup>nd</sup> July which considered the options for change as set out above and the proposed technical solution set out in point 39 of this report.
- 41 A deputation was received from people from Great Suffolk Street calling for the removal of the gate and the introduction of width restrictions and traffic calming as an alternative scheme.
- 42 A second deputation was received from The Trinity and Newington Residents Association supporting road closures and the removal of through traffic from Falmouth Road.
- 43 The Community Council considered both deputations and agreed the following recommendation;

To support Option 2 – The closure of Trinity Street, Globe Street and Swan Street at Great Dover Street, subject to two conditions:

- 1) To request that officers bring forward options for improving shopping conditions on Great Suffolk Street.
- 2) That there be full consultation on any rerouting of buses.

## **RESOURCE IMPLICATIONS**

- 44 The closure of Trinity Street and the associated traffic calming measures in Harper Road were funded through a combination of resources from The Traffic Director for London (now TfL) funds linked to Congestion Charging and associated S106 agreements linked to the area. TfL has made monies available to Southwark to offset the negative impact of Congestion Charging, within the Harper Rd/Trinity St are. It is estimated that there is an under spend of £30,000 on the works that have been introduced in association with localised traffic calming. TfL have been approached regarding varying this funding to cover the introduction of the Councils preferred option to the value of this sum. Southwark has been informed by TfL in the last few days that it would be willing to vary this funding subject to receiving a formal request and scheme drawing. Works in excess of this figure would need to be funded from the Boroughs own resources.

## **SUPPLEMENTARY ADVICE FROM OTHERS**

### ***Borough Solicitor & Secretary***

- 45 The traffic schemes described in the body of the report may be implemented in accordance with Section 9 of the Road Traffic Regulation Act 1984. This stipulates that the scheme may be introduced for a period no longer than 18 months, after which it must lapse or be made permanent with an order made pursuant to Section 6 of the 1984 Act.

Both Section 9 and Section 6 traffic orders may only be implemented upon the completion of the statutory consultation process described in the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996. Objectors to the proposals have no right of appeal against the Council's decision, however they may challenge the decision in the High Court within six weeks from the date the orders are made.

## **REASON FOR LATENESS**

- 46 The need to undertake consultation with the Borough and Bankside Community Council at its meeting held on 2<sup>nd</sup> July. The recommendation of the Community Council is set out in point 43. In addition to this it has been necessary to contact Transport for London regarding varying Congestion Charging funding to cover the introduction of the proposed works.

## **REASONS FOR URGENCY**

- 47 In order to introduce any modifications to the existing scheme during the summer period, when traffic flows are light, it will be necessary to commence drafting new traffic management orders as soon as possible. Furthermore it is necessary that Transport for London be informed as to the Council's preferred option in order that they can give consideration to confirmation of funding.

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
<i>Borough and Bankside Community Council Report</i>	Town Hall Peckham	Chris Thompson 020 7525 7234
<i>Trinity Street Area Consultation Leaflets</i>	Transport Group Chiltern House Portland St	Trevor Wilding 020 7525 5467
<i>London Borough of Southwark – Trinity Street Area Road Traffic Incident Personal Injury Data.</i>	Transport Group Chiltern House Portland St	Geoff Harris 020 7525 5436
<i>London Borough of Southwark - Trinity Area Road Traffic Surveys.</i>	Transport Group Chiltern House Portland St	Geoff Harris 020 7525 5436
<i>GLA CCS operation report.</i>	Transport Group Chiltern House Portland St	Trevor Wilding 020 7525 5467
<i>Petitions to Petitions Panel and Minutes</i>	Town Hall Peckham	Everton Roberts 020 7525 7221
<i>Trinity Street Area Files</i>	Transport Group Chiltern House Portland St	Trevor Wilding 020 7525 5467

## APPENDIX A

### Audit Trail

<u>Lead Officer</u>	<i>Paul Evans, Strategic Director of Regeneration</i>	
<b>Report Author</b>	<i>Trevor Wilding/ Alan Harris Regeneration Dept, Transport Group</i>	
<b>Version</b>	<i>Final Version</i>	
<b>Dated</b>	<i>7<sup>th</sup> July 2003</i>	
<b>Key Decision?</b>		
<i>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / EXECUTIVE MEMBER</i>		
<b><u>Officer Title</u></b>	<b>Comments Sought</b>	<b>Comments included</b>
Chief Officer	Yes	No
<u>Executive Member</u>	Yes	No
<u>Borough Solicitor and Secretary</u>	Yes	Yes
<u>Chief Financial Officers</u>	No	Report relates to funding from Transport for London
<u>Borough and Bankside Community Council</u>	Yes	Yes
<u>Date final report sent to Constitutional Support Services</u>	<i>7<sup>th</sup> July 2003</i>	