

Scrutiny Sub-Committee C

Wednesday January 20 2010
7.00 pm

Membership

Councillor Toby Eckersley (Chair)
Councillor Anood Al-Samerai (Vice-Chair)
Councillor Richard Livingstone
Councillor Jane Salmon
Councillor Mackie Sheik
Councillor Robert Smeath

Reserves

Councillor Columba Blango
Councillor Robin Crookshank Hilton
Councillor Helen Jardine-Brown
Councillor Alison McGovern
Councillor Gordon Nardell

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Contact

Sally Masson on 020 7525 7224 or email: sally.masson@southwark.gov.uk

Members of the committee are summoned to attend this meeting

Annie Shepperd

Chief Executive

Date: January 12 2010



Scrutiny Sub-Committee C

Wednesday January 20 2010
7.00 pm

Order of Business

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PART A - OPEN BUSINESS

1. APOLOGIES

2. NOTIFICATION OF ANY ITEMS OF BUSINESS WHICH THE CHAIR
DEEMS URGENT

In special circumstances, an item of business may be added to an agenda within five clear working days of the meeting.

3. DISCLOSURE OF INTERESTS AND DISPENSATIONS

Members to declare any personal interests and dispensation in respect of any item of business to be considered at this meeting.

4. MINUTES

1 - 6

To approve as a correct record the Minutes of the open section of the meeting held on November 11 2009.

DISCUSSION OF ANY OTHER OPEN ITEMS AS NOTIFIED AT THE
START OF THE MEETING.

5. 20MPH AND SPEEDING REVIEW

7 - 14

6. PLANNING ENFORCEMENT REVIEW

PART B - CLOSED BUSINESS

DISCUSSION OF ANY OTHER CLOSED ITEMS AS NOTIFIED AT THE
START OF THE MEETING AND ACCEPTED BY THE CHAIR AS
URGENT.

Item No.

Title

Page No.

Date: January 12 2010



SCRUTINY SUB-COMMITTEE C

MINUTES of the Scrutiny Sub-Committee C held on Wednesday November 11 2009 at 7.00 pm at Town Hall, Peckham Road, London SE5 8UB

PRESENT: Councillor Toby Eckersley (Chair)
Councillor Anood Al-Samerai
Councillor Susan Elan Jones
Councillor Richard Livingstone
Councillor Jane Salmon
Councillor Robert Smeath

OTHER MEMBERS PRESENT: Paul Kyriacou Executive Member for Environment

OFFICER SUPPORT: Wayne Chance Chief Superintendent, Southwark
Sally Masson - Scrutiny Project Manager
Barbara Selby – Planning and Transport
Glenn Higgs - MVA

1. APOLOGIES

2. NOTIFICATION OF ANY ITEMS OF BUSINESS WHICH THE CHAIR DEEMS URGENT

There were none.

3. DISCLOSURE OF INTERESTS AND DISPENSATIONS

There were none.

4. MINUTES

To approve as a correct record the Minutes of the open section of the meeting held on July 20 2009 – Resolved with the corrections agreed at the November 11 2009 meeting.

To approve as a correct record the Minutes of the open section of the meeting held on October 13 2009.

5. BUDGET AND POLICY REPORT SIGN OFF

The Sub-Committee agreed and signed off the report.

6. 20 MPH ZONES AND SPEEDING REVIEW

- 6.1 The Sub-Committee considered the report commissioned from the MVA.
- 6.2 The Executive Member for Environment informed the Sub-Committee that discretionary funding from LIP had amounted to £100,000 to be used for 20mph speed limits. Recently, the Executive Member met with Wayne Chance, Southwark's Chief Superintendent to discuss future plans.
- 6.3 The Sub-Committee heard that restricted speed zones were very appealing for local Councils because they are self enforcing and they have significantly reduced accidents. Most notably they provide a reduction in fatal accidents involving cyclists. However there are currently no plans to increase road safety campaigns around problem arterial routes such as the main road into Kennington. The Chief Superintendent of Southwark said that he continues to support plans to increase the number of 20mph zones and to enforce speed limits. The police are being actively vigilant to road traffic offenses in general, including dangerous driving and driving without due care and attention (bad driving also comes under this definition).
- 6.4 Officers reported that overall there has been a reduction in serious collisions in Southwark and that there should be continued support for similar speed restriction schemes. The Chief Superintendent said that they could bid for resources through a centralised tasking process but he emphasised that he supported further schemes as long as they conformed to statutory guidelines.
- 6.5 Speed restriction schemes were a pan London response and he confirmed that the police had a community safety role, which included taking an active role in promoting road safety awareness in schools and with the general public.
- 6.6 Members of the sub-committee wanted to know what other measures Southwark could finance to improve the road safety situation. For example, Members thought that the Rotherhithe new road junction was a problem spot and wondered if Southwark is

doing enough overall to improve the situation in this and similar areas. The Executive Member for the Environment said that Southwark was looking at road safety overall but that the work was always going to be limited by how much is available to spend.

- 6.7 Members were concerned that speed humps were not necessarily the best traffic calming measure, as these themselves can create problems. Speed humps had an impact on the maintenance costs to private vehicles and they also posed some significant problems to emergency vehicles. For instance there was anecdotal evidence to suggest that pregnant women had experienced discomfort in ambulances and cars which are forced to go over speed humps. The Superintendent said that he couldn't speak with any authority on the experience of those using and operating emergency vehicles apart from to say that the humps were designed to allow emergency vehicles through. In reaction, Members wanted to know if this might also mean that emergency vehicles were slower at getting to emergency calls. The Chief superintendent said that he thought that the response times were in fact getting quicker.
- 6.8 There were still issues that Members felt needed addressing regarding speed humps:
- damage to private and emergency vehicles
 - criminals smashing in to them, possibly causing other vehicles to smash into them
 - reduced chasing times and response times to emergencies in general
- 6.9 The Chief Superintendent conceded that response times might be improved without speed humps. However, on balance, taking into consideration the safety they brought about, he didn't think that this issue was something to be unduly concerned about.
- 6.10 Glenn Higgs (MVA), the superintendent and the Executive member all agreed that speed cameras were an effective deterrent. The cameras are managed by the London Safety Camera Partnership and it is they who decide where the cameras should be placed. However, there is an ongoing revenue cost to them which means that their placement is carefully considered. The Sub-Committee heard how they were not popular with the police who often set them off when responding to emergency calls and this incurred a great deal of paperwork for them as a result.
- 6.11 Members wanted to know if 20mph zones were always appropriate. Were there times when installing road calming measures can run the risk of needlessly annoying and inconveniencing responsible motorists. Members felt that more consideration should be given to this.
- 6.12 Barbara Selby head of transport planning, said that they were

aware that Southwark needed to review its Road Safety Plan after the departmental restructure. She reported that the policing of 20mph zones had its difficulties, and there was a need to look at the mechanisms that underpinned how this might work better in future. Any review undertaken needed to actively seek the views of local people by those without a vested interest in the subject. MVA were commissioned on this basis and provided the report that the Sub-Committee were now considering.

- 6.13 Glenn Higgs of the MVA reported that sinusoidal speed humps were now the usual and preferred road calming measure. This was mainly because they affected less of a jolt when vehicles went over them. They were also preferred by cyclists who were often forced into the gutter with the conventional humps and by vehicles swerving to reduce the impact of striking the hump. However, Members felt that the humps were another deterrent to people becoming cyclists and thought that more consideration should be given to how cyclists use the road and who is cycling. Although road humps were the most cost effective measures, they are not suitable for all areas. For instance it might be that chicanes might be more suitable on bus routes.
- 6.14 Southwark were now correlating data on traffic calming measures. They sought to examine the impact over a period of 3 years across 19 zones. On average collisions were down by 28% but there was little change in the types of collisions that occurred. Speed humps were seen as very cost effective way of reducing collisions, requiring little maintenance with no added costs after their implementation. The environmental costs were seen as negligible compared with the benefits of their success in improving road safety. Glenn Higgs said that these traffic calming measures had little impact on the statistics for accidents involving pedestrians, as pedestrian numbers are increasing.
- 6.15 Members drew attention to the frustration caused to pedestrians by installing 'speed tables.' Often pedestrians were left waiting a long time for larger vehicles to pass over them. Glenn Higgs said that it might be that raising pedestrian crossings might help change the dynamic of road users so that pedestrians were given more of a priority.
- 6.16 According to Transport for London figures, traffic has plateaued on major routes in recent years. Traffic calming measures are more tricky to implement on major routes, where most accidents take place.
- 6.17 There are increasing amounts of psychological traffic calming measures such as encouraging mixed street use where pedestrians and traffic share the same space. This can help to discourage traffic from roaring through densely populated areas. Southwark are starting to collect data from other boroughs over a 3

year period to measure schemes such as the mixed use schemes.

- 6.18 There is a huge gap between the cost benefit analysis across journey times in 20mph zones and this has not been addressed in this current MVA report. MVA are looking at data in 20mph zones, looking for correlations between speed, collision rates and not impact on journey times.
- 6.19 Members felt that there were negative costs associated with the introductions of such schemes to small businesses and other commercial operations and that it was the measures themselves which were frustrating motorists and lengthening the time of their overall journey. Officers said that journey times were more likely to be controlled by how traffic behaved at junctions rather than the traffic calming measures themselves. Members wanted more data on this but Officers informed the sub-committee that the data had only just started to be collected. Officers were not aware of any comparative studies elsewhere.
- 6.20 The committee went over an Officer briefing on the sustainable communities act:

'In July 2009, Southwark Council submitted eight proposals to the Local Government Association (LGA) under the Sustainable Communities Act. These proposals had been submitted by local residents and were approved by a panel of local people and by Council Assembly. The eight proposals that were submitted are as follows:

1. *A Southwark Safety Camera partnership*
2. *Relaxing requirements for 20mph zones to have self-enforcing calming measures*
3. *A national plastic bag free day*
4. *A duty on Network Rail and any other rail operators to work in partnership with local authorities and local communities*
5. *Simplifying tax incentives that encourage businesses to promote sustainable commuting*
6. *Incentives to budget for leaseholder repair bills*
7. *Civil penalties for unlawful use of properties to cover enforcement costs*
8. *Support for perma-culture design principles in national*

planning policy'

- 6.21 Officers said that more community involvement must be encouraged in all policy making, including those pertaining to traffic calming measures.
- 6.22 The Sub-Committee went through the recommendations in the MVA report.
- 6.23 The Chair requested a briefing note from .Eamon Doran (Group Manager sustainable travel and road safety) for the next meeting.
- 6.24 Officers said that they would get back to the sub-committee regarding a consultation which is currently being undertaken in North Dulwich which might help inform our review.
- 6.25 Members wondered if there was a case for closing appropriate streets to vehicles altogether.
- 6.26 The Sub-Committee agreed that they would be recommending to the Executive that they take up the recommendations set out in the MVA report. The Sub-Committee felt that proper consideration needed to be given to any road calming measures along with proper investigation into the resulting effects.
- 6.27 The Sub-Committee would also be recommending that that the Executive keeps itself fully informed and up to date on the latest research and findings in this area.

7. WORK PROGRAMME

Members discussed the next topic on the work programme; Planning Enforcement.

The Sub-Committee agreed to invite Councillor Gordon Nardell to the next meeting to help inform the scoping of the review.

The topic to include: retrospective planning applications, such as housing renovations. They also wanted to look at how Southwark monitor private developers and to receive quarterly information for each community council area.

The meeting ended at 9.00pm

20mph Averaging Speed Cameras

Background

Average speed camera systems utilise state of the art video systems with Automatic Number Plate Reading (ANPR) digital technology. Consisting of a minimum of two cameras each fitted with infra red illuminators, and fitted on gantries above the road, they can work day or night. Cameras work out the vehicle's average speed, given the time it takes to drive between the two camera positions.

Average speed cameras are fitted either at the roadside or in the central reserve a set distance apart to create a speed controlled zone, or where appropriate, groups of cameras can be linked to create a speed controlled network. As vehicles pass between the entry and exit camera points their number plates are digitally recorded, whether speeding or not. Then, by ANPR recognition, the images on the video of matching number plates are paired up, and because each image carries a date and time stamp, the computer can then work out the average speed between the cameras.

Home Office Type Approval

Effective road policing relies on the use of sophisticated traffic law enforcement devices. The Road Traffic Offenders Act 1988 requires that these devices are approved by the Secretary of State, so that evidence from them can be used in court proceedings. Type approved speedometer cameras are devices used to detect vehicles breaking the designated speed limit for an area by means of radar, light beam or distance over time speed detection devices.

Before certain new technologies can be used officially by the police in enforcement of traffic law, they have to be 'type approved' by the Home Office. Devices are tested in various conditions over and above what is required in normal day-to-day operations. This ensures that the equipment is reliable, robust and of a sufficiently high standard to be used to produce evidence.

The type approval process has two stages: one led by the Association of Chief Police Officers (ACPO) roads policing enforcement technology committee and the second by the Home Office Scientific Development Branch (HOSDB).

The ACPO committee review the technical description and health and safety information of any new device presented by a company, and if it is thought to have merit, the committee allocates three police forces to carry out tests in

accordance with guidance. The HOSDB decides whether the device should have further technical tests, and if these are satisfactorily completed it recommends type approval to the Home Office Public Order Unit.

Currently two companies, Speed Check Services and RedFusion have achieved Home Office Type Approval for their 20mph speed averaging cameras.

Southwark Council is presently working with a company called Pips Technology to try and achieve Home Office Type Approval for their SpeedSpike 20mph averaging camera system. The advantage this system will have over those currently approved will be that they can be mounted on existing lamp columns and don't require gantries.

Research

Average speed cameras have proved effective at persuading people to keep within the limits. Nearly 100 have been installed at roadworks — typically on motorways — and accident black spots, and according to data collected from five active camera sites, 99.4 per cent of drivers obey the speed limits.

The number of motorists killed and seriously injured after the cameras have been introduced falls by nearly two thirds on average.

Research carried out by the Department for Transport in London claims that cutting the speed limit to 20mph makes these areas much safer for road users. According to the research, only one in forty pedestrians dies when hit at 20mph compared with one in five hit at 30mph.

Transport for London Trial

In May 2009 Transport for London (TfL) wrote to all London Boroughs stating that they would like to trial 20mph Average Speed Camera Systems in approximately four to six Authorities and asked whether each borough would like to be considered for inclusion in the trial.

Boroughs had to submit a number of locations that met the following criteria to be considered:

- There must be a history of reported casualties within the proposed area
- There should be a recognised 'rat run' route through the proposed area
- There must be no existing physical traffic calming measures within the proposed boundaries so that we would not replace existing road humps with cameras as part of this trial.

- There would be a maximum of three entry/exit points to be covered by cameras.
- A borough must be willing to spend a proportion of its Local Implementation Plan (LIP) Road safety funding on the camera scheme.

Southwark submitted 8 separate borough locations (please see appendix 1 & 2) that met the above criteria. In July TfL informed the Council that it had been selected for participation in the trial and that Albany Road was the chosen location.

Current Position

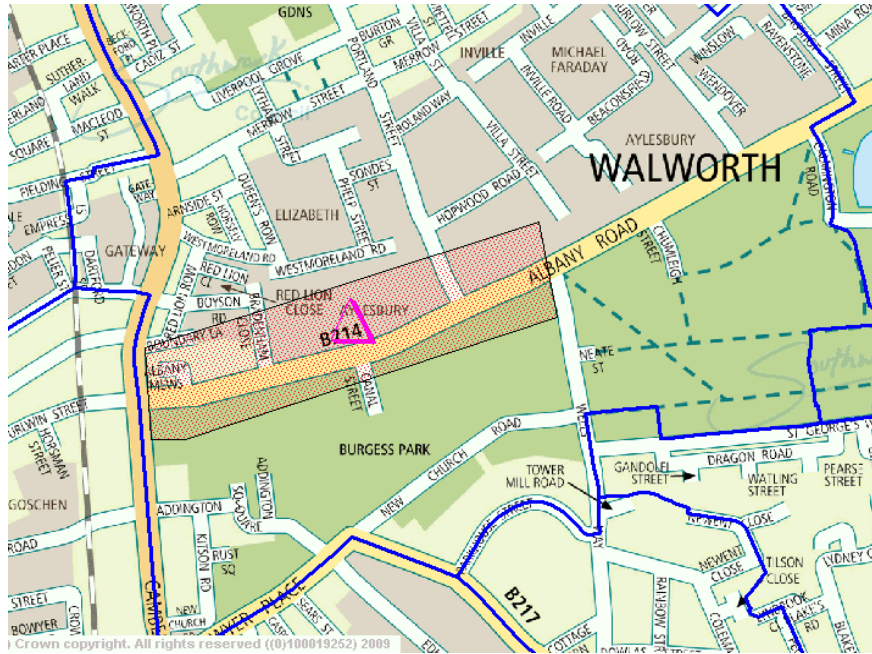
- TfL have agreed to pay for the installation of the cameras as well as maintenance for the 3 year trial period.
- TfL are currently carrying out their procurement process and are in discussions with the Department for Transport regarding signage – number and type required.
- Southwark Council will carry out the required consultation process prior to implementation which is expected to take place in late spring 2010.
- Enforcement is expected to take place in the summer 2010.

Appendix 1

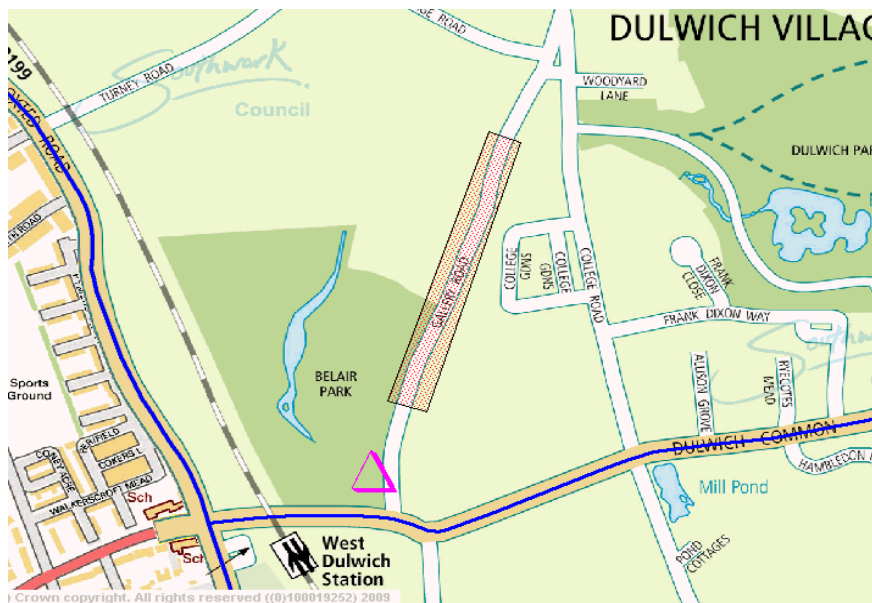
	Accidents/Collisions over a 36 month period to Dec-2008			85th %tile Speed	Average daily traffic volumes	Number of entry/exit points	Physical Traffic Calming Measures	Recognised Rat-Run	Schools in area	Emergency Service Route	Bus Route	Location points (easting and northing) for stretch of road under possible ANPR camera trial.	
	Slight	Serious	Fatal									From	To
Albany Road	11	1	0	30.9	18,213	3 (with an additional 2x parks access and 1x housing estate access)	None	Yes	Yes	yes	Yes	532427, 177651	532962, 177826
Lordship Lane	9	4	0	Data to follow	Data to follow	3	None	Partially	Yes	Yes	Yes	533915, 173988	534062, 173743
Rotherhithe New Road	4	3	0	30.8	7233	3	None	No	Yes	Yes	Yes	534575, 178158	534893, 178349
Peckham Rye (north west)	3	0	1	32.7	12,809	3	None	No	Yes	Yes	Yes	534403, 175493	534409, 175762
Peckham Rye (south east)	1	1	0	31.8	4635	3 (with an additional parks accessway)	None	Yes	Yes	Yes	Yes	534535, 175525	534794, 175296
South Croxted Road?	6	0	0	Data to follow	Data to follow	3	None	Partially	Yes	Yes	Yes	533125, 171701	532826, 172509
College Road	6	1	0	28.6	8557	3	None	Yes	Yes	Yes	No	533231, 173176	533175, 173416
Gallery Road	2	1	0	33.8	9572	2	None	Yes	Yes	Yes	No	532899, 173090	533072, 173702

Appendix 2

Albany Road



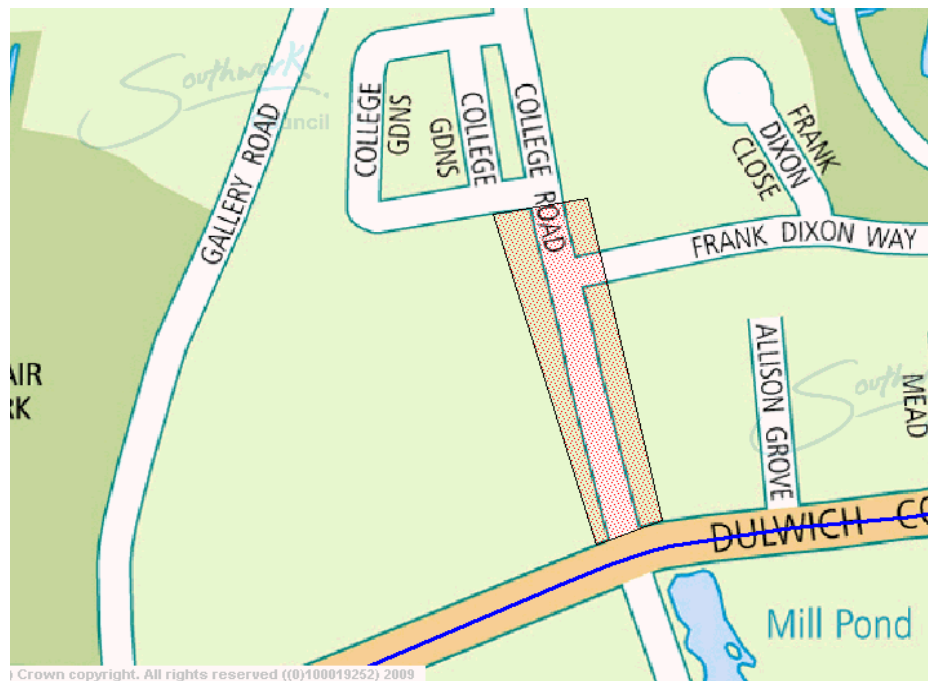
Gallery Road



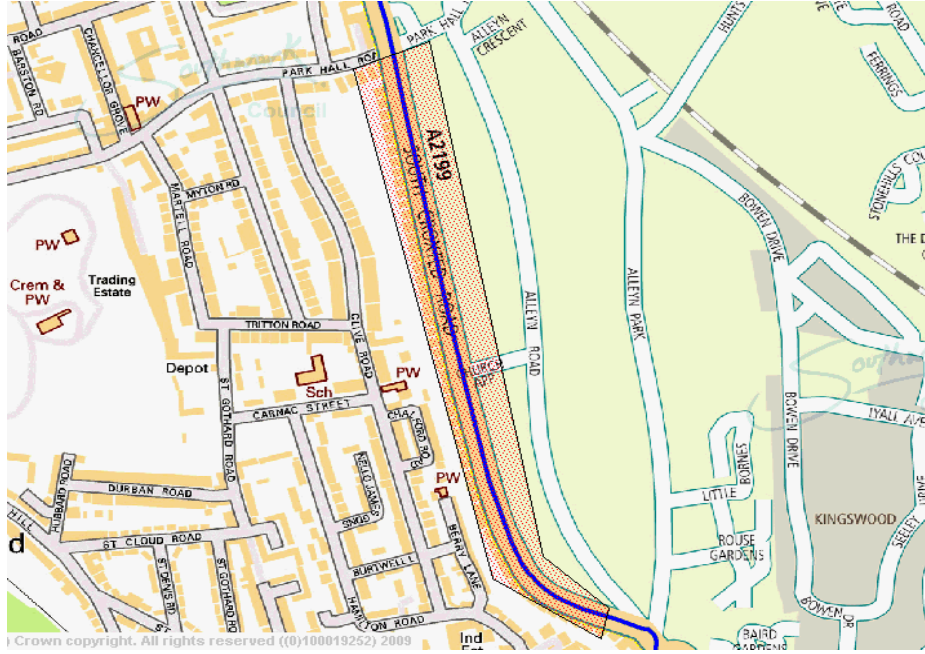
Peckham Rye (North West)



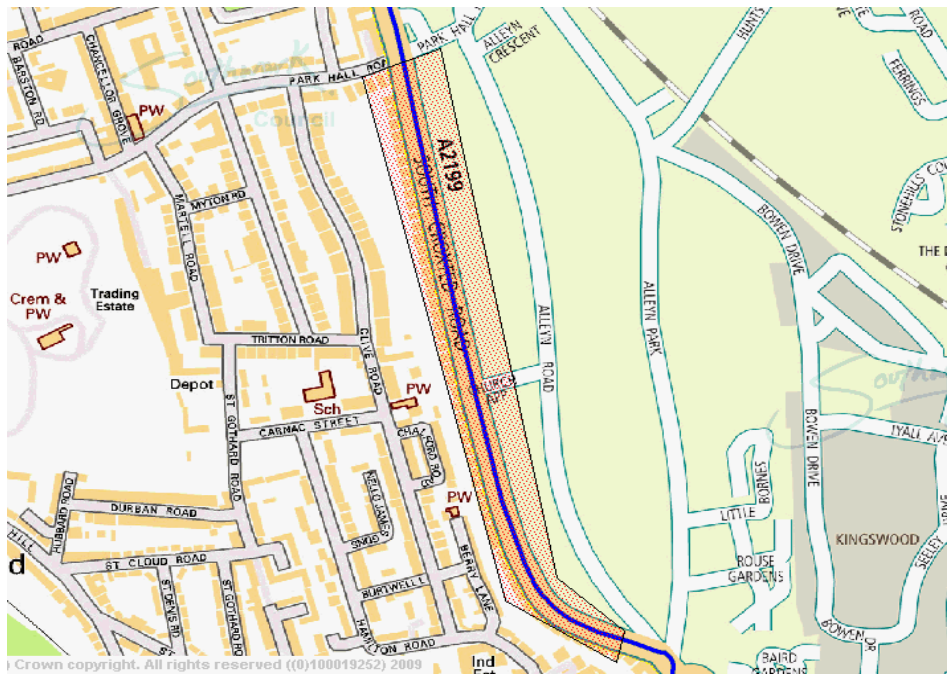
College Road



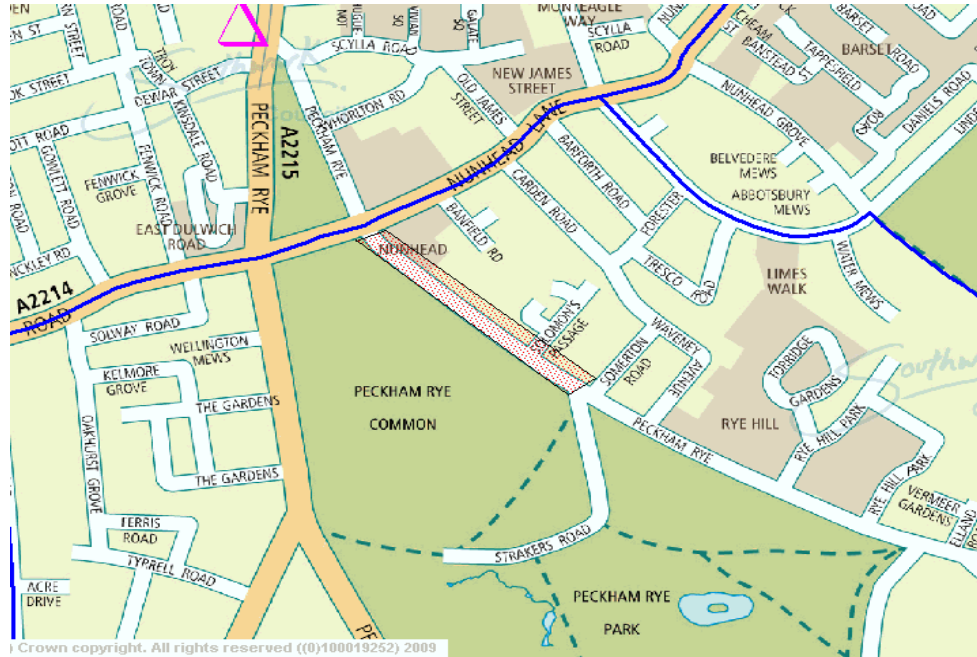
South Croxted Road



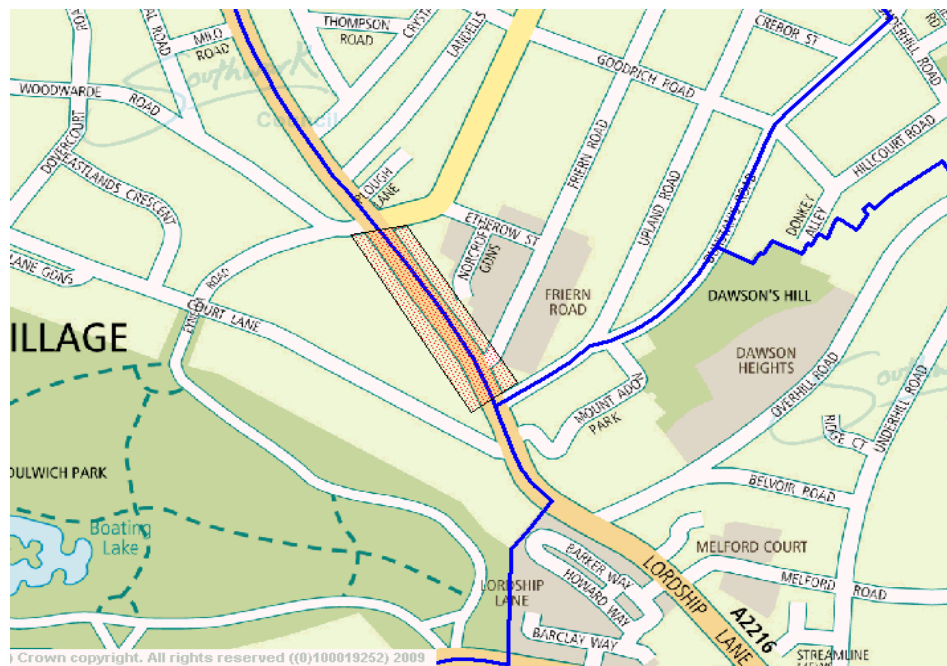
Rotherhithe New Road



Peckham Rye (South East)



Lordship Lane



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