

<b>Item No.</b>	<b>Classification:</b> Open	<b>Date:</b> 21 January 2022	<b>Decision Taker:</b> Cabinet Member for Transport, Parks and Sport
<b>Report title:</b>		Determination of Objections - Wood Vale traffic calming measures	
<b>Ward(s) or groups affected:</b>		Dulwich Hill, Dulwich Wood	
<b>From:</b>		Head of Highways	

## RECOMMENDATIONS

1. That the Cabinet Member for Transport, Parks and Sport:
  - i. Consider the two representations received during the statutory consultation period from 4-25 November 2021 for the Wood Vale Traffic Calming Measures (“Proposals”). London Borough of Southwark (“Council”) received two representations by email.
  - ii. Determine the two objections and consider the officers’ response to the objections.
  - iii. Instruct officers to write to each person who made representations to inform them of the Council’s decision.
  - iv. Instruct officers to proceed with implementation of traffic calming measures on Wood Vale.
  - v. Instruct officers to make the necessary Traffic Management Order (TMO).

## BACKGROUND INFORMATION

2. This report makes recommendations for the determination of two objections that relate to traffic orders published proposing traffic calming measures on Wood Vale.
3. A total of two representations were received by email during the statutory consultation period (4-25 November 2021). These representations are included in Appendix 1. Both representations are classed as Objections.
4. Part 3D, paragraph 23 of the Southwark Constitution sets out that determination of objections to traffic orders is reserved to the Cabinet Member for Transport, Parks and Sport.

5. On 1 June 2020 , the Cabinet Member for Environment, Transport and the Climate Emergency approved the following:

- New raised tables at four locations which will help to slow traffic and aid pedestrian movement.
- The replacement of existing speed cushions with speed humps in order to slow traffic more effectively.
- The removal of existing traffic islands – to be replaced with raised tables.
- The introduction of priority working at two locations to discourage through traffic from using this section of Wood Vale in order to access the South Circular/Lordship Lane.
- Footway refurbishment on both sides of the road in order to facilitate pedestrian movement.

Subject to statutory procedures.

6. The decision to propose traffic calming measures was made following public and ward councillor consultation between 5 November and 3 December 2019. Full details of that study can be found within the background documents.
7. In accordance with legislation<sup>1</sup> the council advertised its intention to make traffic orders on 4 November 2021 in respect of the introduction of the Proposals.
8. Notice was given in the London Gazette<sup>2</sup>, local press (Southwark News) and street notices were placed in the affected area.
9. As Wood Vale is a boundary road with the London Borough of Lewisham, they were required to advertise the proposed traffic order on their side of the road.
10. An exchange of letters was made between the Council and Lewisham, to discharge Lewisham's functions for advertising the TMO. Copies of these letters are contained in Appendix 2.
11. Notice was given to the following statutory consultees: London Ambulance Service, London Fire Brigade, Metropolitan Police Service, TfL Buses, Freight Transport Association, and the Road Haulage Association.
12. Notice was also given to non-statutory consultees including: Transport for London, Southwark Disablement Association, Southwark Disability Forum, Southwark Cyclists, Living Streets and London Travel Watch, Lewisham ward councillors and Cabinet Member.
13. Full details of the Proposals were also made available for inspection on the

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<sup>1</sup> The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996

<sup>2</sup> <https://www.thegazette.co.uk/notice/3922098>

council's website or in person by appointment at 160 Tooley Street.

## **KEY ISSUES FOR CONSIDERATION**

14. Two representations were received as a result of the statutory consultation, both objecting to the scheme. The content of both objections were identical.
15. Each piece of correspondence received during statutory consultation was responded to with an acknowledgement by email and/or letter.
16. The grounds for objection were:
  - i) the increase in air pollution due to slower moving or stationary vehicles; and
  - ii) the loss of parking spaces leading to inconsiderate or unsafe parking.
17. We do not consider that the first point should be upheld, as the objective of the scheme is to reduce traffic speeds and volume, creating less potential for air pollution.
18. We do not consider that the second point should be upheld, as the number of parking spaces to be lost due to the introduction of double yellow lines is relatively small. Most properties along Wood Vale have off street parking available, therefore the potential to substantially increase parking stress is low.

## **Policy framework implications**

19. The recommendations contained within this report are consistent with the missions of the Movement Plan 2019 (approved by Cabinet in April 2019 detailed in background documents) particularly:
  - M2 Action 1: Reduce noise pollution
  - M2 Action 2: Create simple and clear streets
  - M3 Action 4: Deliver infrastructure to support active travel
  - M4 Action 7: Reduce the number of cars owned in the borough
  - 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 15: Reduced exposure to air pollution
  - M7 Action 16: Zero people killed or injured on our streets by 2041
  - M2 Action 17: Improve safety and sense of safety on our streets

## **Community, equalities (including socio-economic) and health impacts**

### **Community impact statement**

20. The missions within the Movement Plan have been upheld in this report.
21. The recommendations are area based and therefore will have greatest

effect upon those people living, working or traveling in the vicinity of the areas where the Proposal are made.

22. The Proposals will benefit the local community by reducing traffic speeds on Wood Vale, and discourage motor vehicles from using Wood Vale as a cut through.
23. The Proposals require some areas to have double yellow lines, to ensure the visibility at the traffic islands. This will lead to a small reduction in the number of available places to park. It should be noted that majority of properties on Wood Vale have off-street parking available to residents..
24. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate effect on any other community or group.

### **Equalities (including socio-economic) impact statement**

25. The proposals are not considered to have any adverse effect on socio-economic or health equalities. Safety for pedestrians and in particular vulnerable users such as the elderly and disabled persons will be improved with lower traffic speed and volumes, and with clearer locations where it is safer to cross the road.

### **Health impact statement**

26. By improving the crossing points for people walking, the Proposals support the council's mission to deliver infrastructure to support active travel, enabling people to get and stay active. Increasing levels of walking and cycling has a positive impact on levels of physical activity of people living in or travelling through the area, and just 20 minutes of physical activity per day can reduce the risk of several health conditions.
27. The Proposals support the Council's mission to reduce the number of people killed or injured on our streets to zero by 2041, by reducing vehicle speeds and volumes. Traffic survey data will be used to monitor traffic speeds and volume after implementation of the scheme. Highways collision data will be used to monitor the impact of the public realm improvements on traffic incidents. This has a positive impact on health by reducing road traffic collisions and corresponding injuries and fatalities.
28. The Proposals support the Council's mission to reduce exposure to air pollution by reducing traffic speeds and volumes. Children, older people, and people with respiratory and health conditions are more vulnerable to the health effects of air pollution.
29. The Proposals also aim to reduce noise pollution, by reducing the speed and volume of traffic. Noise pollution can induce stress whilst spending time on the street environment. It can also make it difficult for people to sleep and concentrate, again causing stress for those exposed.

## **Climate change implications**

30. The report has considered how the proposed measures impact on climate change. The measures support the aims of the council's Climate Change Strategy under Priority 2 – Active and Sustainable Travel. Key aims of the Council's Climate Change Strategy include to 'reduce car journeys to a minimum by 2030' and to 'be a borough where the walking and cycling becomes the default way to get around'. Part of meeting the borough's ambition of net zero emissions by 2030 includes a reduction in vehicle km's travelled and a shift to active and public transport; road transport currently accounts for 15% of the borough's emissions. These measures strongly support that ambition by seeking to reduce volume of traffic using Wood Vale.
31. We will mitigate against the potential negative impact of construction works on the climate by ensuring our contractor uses electric vehicles where possible and a carbon calculator for material specifications.
32. A just and inclusive transition is at the heart of the Council's emerging climate policy. These Proposals prioritise the movement of people first and foremost, while retaining vehicle access for those who require it. In delivering a safer and more equitable highway network, the Proposals are in accordance with the Council's approach to addressing the climate emergency.

## **Resource implications**

33. All resource implications will be contained within the existing Highways structure.

## **Legal implications**

34. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act 1984 ("the 1984 Act").
35. Should the recommendations be approved the Council will give notice of its intention to make a traffic order in accordance with the Local Authorities Traffic Order (Procedure) (England and Wales Regulations 1996).

## **Financial implications**

36. Costs are currently covered by the Non-Principal Roads budget - L-5110-0040.1.

## **Consultation**

37. Statutory consultation has been carried out as detailed in paragraphs 6 to 14 of this report.

## **Timescales**

38. Should the recommendations in this report be approved, we would expect to implement the measures in February 2022 subject to the availability of our contractors.

## **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

### **Director of Law and Governance - ST/12/21**

39. The Cabinet Member for Transport, Parks and Sport is being asked to consider and determine the representations annexed at Appendix 1 to this report. The representation will be fully considered in light of administrative law principles of fairness, Human Rights law, relevant statutory powers, the officer's response and the outcome of the consultation.
40. Following the consideration and determination of the objections the Cabinet Member is asked to approve the Traffic Management Order and for the proposal to be implemented.
41. 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.
42. 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: (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. Paragraph 23 of the report informs that the proposals will have no disproportionate impact on any particular age, disability, faith or religion and ethnicity and sexual orientation. Paragraph 24 of the report confirms that the recommendations support the council's equalities and human rights policies and promote social inclusion. The implementation of the proposals are not anticipated to have any detrimental impact on a particular protected group under the Equality Act. The decision maker must exercise the duty and the members need to form this conclusion.

### **Strategic Director of Finance and Governance (EL21/116)**

43. The report is requesting the Cabinet Member for Transport, Parks and

Sport approve a number of recommendations detailed in paragraph 1 of this Objection Report pertaining to the proposal to introduce traffic calming measures on Wood Vale.

44. The strategic director of finance and governance notes that funding for these recommendations is to be met from the Highways Non-Principal Roads budget and that there are sufficient resources available to fund this proposal.
45. Staffing and any other costs connected with these recommendations to be contained within existing departmental revenue and capital budgets.

#### Other officers

46. Comments have been received from the Public Health team and Climate Emergency Team and have been included in paragraphs 26 to 32.

#### BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Wood Vale Highway Improvements	Southwark Council Transport Projects Highways 160 Tooley Street London SE1 2QH	Joanna Redshaw 020 7525 2665
<a href="https://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?ID=7102">https://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?ID=7102</a>		
<a href="https://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?ID=6990">https://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?ID=6990</a>		
Movement Plan 2019	Southwark Council Environment and Leisure Highways 160 Tooley Street London SE1 2QH	Joanna Redshaw 020 7525 2665
<a href="http://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?ID=6809">http://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?ID=6809</a>		
Climate Change Strategy	Southwark Council Environment and Leisure Highways 160 Tooley Street London SE1 2QH	Chris Page 020 7525 7259

<https://www.southwark.gov.uk/environment/climate-emergency?chapter=3>

## APPENDICES

No.	Title
Appendix 1	Objections received (redacted)
Appendix 2	Correspondence with Lewisham

## AUDIT TRAIL

<b>Lead Officer</b>	Dale Foden – Head of Highways	
<b>Report Author</b>	Nigel Bradbury - Project Manager	
<b>Version</b>	Final	
<b>Dated</b>	22/12/21	
<b>Key Decision?</b>	Yes	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments Included</b>
Director of Law and Governance	Yes	Yes
Strategic Director of Finance and Governance	Yes	Yes
List other officers here		
Public Health Team	Yes	Yes
Climate Emergency Team	Yes	Yes
<b>Cabinet Member</b>	Yes	No
<b>Date final report sent to Constitutional Team</b>	21 January 2022	