

Item No.	Classification: Open	Date: 16 February 2022	Decision Taker: Cabinet Member for Transport, Parks and Sport
Report title:		Southwark Spine Package 4 - Bellenden Village	
Ward(s) or groups affected:		Rye Lane	
From:		Head of Highways	

RECOMMENDATION

1. That the Cabinet Member for Transport, Parks and Sport:
 - i. Approve the proposed changes along Bellenden Road between its junction with Chadwick Road and Danby Street to facilitate safer walking and cycling for members of the public in the area ("Proposal"), which will form part of the Southwark Spine cycleway improvement scheme. The Proposal will be subject to the necessary statutory procedures and any minor changes resulting from the detailed design process. A copy of the outline design drawing of the proposal is contained in Appendix 1.
 - ii. Notes that a further report will be brought to the cabinet member should there be any unresolved objections to the proposed improvements at the end of the statutory period.

BACKGROUND INFORMATION

2. This report draws upon the detailed analysis of the consultation report (Appendix 2), legislations, cycling and walking experience and financial considerations.
3. Southwark Spine cycleway is a North to South cycle route which goes through Southwark running from Elephant and Castle to Dulwich.
4. Engagement and consultation on the southern section of the Southwark Spine cycleway, between Peckham and East Dulwich, was carried out in 2017/2018. It was proposed that the scheme be split into six work packages to avoid any confusion with design, consultation and construction of the scheme. All of the packages were implemented except for Package 4.
5. The design of Package 4 was included in the original consultation which was carried out in 2018. An Independent Decision Maker (IDM) report was submitted and approved but due to the length of time that has passed since the first IDM report was approved and the changes made to the scheme

design, it was agreed that a new consultation for package 4 should be carried out which will be followed by a further IDM report.

6. Rye Lane ward councillors were emailed on 17 January 2022 with an overview of the consultation results, and no comments received.

KEY ISSUES FOR CONSIDERATION

Summary of consultation process and findings

7. Informal public engagement took place from 22 November 2021 to 17 December 2021 with all residents and businesses in the Bellenden Village area. Flyers were sent to 189 addresses during this consultation period. Further details of the consultation process can be found in the consultation report (Appendix 2).
8. A total of 342 responses were received as a result of this public consultation, which is a response rate of 181% however, only 57 responses were from the residents and businesses within the consultation area, and therefore represents a more realistic response rate of 16.8%, which is more than the average response rate for this type of consultation when compared to similar consultations in Southwark and other London authorities.
9. For all the interventions proposed along Bellenden Road between its junction with Chadwick Road and Danby Street, majority of the responses were in favour of the proposed changes (of all the 342 responses received). A summary of the results from only the residents and businesses within the consultation area is shown in the table below.

	Bellenden Road footway widening	Change single yellow lines to double yellow lines	Introduction of raised crossings on Bellenden Road and Choumert Road	Introduction of footway buildout at junction of Danby Street and Bellenden Road
Agree	56%	70%	77%	58%
Agree with changes	25%	9%	11%	16%
Disagree	16%	14%	3%	18%
Not answered	3%	0	2%	0
Not sure	0	7%	7%	9%

10. The responses show that the majority of those who responded were in favour of the implementation of the measures proposed along Bellenden Road between its junction with Chadwick Road and Danby Street. The Proposal is to:

- change existing single yellow lines to double yellow lines;

- footway widening on the eastern footway;
 - introduction of raised crossings on Bellenden Road and Choumert Road; and
 - introduction of footway buildout at the junction of Danby Street and Bellenden Road.
11. Some of the consultation responses suggested introduction of a low traffic neighbourhood in the area around Bellenden Village. Whilst this is outside the scope of this scheme, implementation of additional traffic filters or traffic reducing measures can be investigated as a next stage to this scheme, subject to approval.

Policy framework implications

12. 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) in particular:
- 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

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

Community impact statement

13. The missions within the Movement Plan have been upheld in this report by interventions proposed along Bellenden Road between its junction with Chadwick Road and Danby Street by creating an environment with less motor vehicle dominance, providing a better environment for walking and cycling. Car usage has been made less convenient and this will, over time, contribute to a decrease in car usage as it becomes a less convenient way to get around. It is anticipated that traffic speeds will reduce along Bellenden Road with the introduction of the raised pedestrian crossings and narrowed traffic lanes.
14. If there continues to be a risk of high vehicle volumes on Bellenden Road, future improvements to the highway and public realm could assist with identifying ways to reduce or prevent through traffic from entering Bellenden Road.

15. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate effect on any community or group.

Equalities (including socio-economic) impact statement

16. The proposals are not considered to have any adverse effect on socio-economic or health equalities. Safety for pedestrians and cyclists and in particular those with protected characteristics such as the elderly and disabled persons will benefit greatly with the improved walking and crossing facilities.
17. An Equalities Impact Assessment will be available for the next stage of design work and the potential equalities impacts will be considered along with any objections as part of the statutory consultation process.

Health impact statement

18. The proposals support the council's mission to deliver infrastructure to support active travel, enabling people to get and stay active.
19. The proposed measures are likely to encourage more residents to walk and/or cycle to the area. Also, the proposed measures are likely to discourage travelling by car within the area. Active travel is an effective way to integrate physical activity into daily routines, and just 20 minutes of physical activity per day can reduce the risk of several health conditions¹.
20. The anticipated reduction in traffic speeds on Bellenden Road will have a beneficial impact on health. Reduced vehicle speeds will minimise the risk of road traffic collisions, injuries and fatalities.
21. The proposals aim to improve access to local services and amenities within the Bellenden Village area. Improved access to services and amenities has a positive impact on health and wellbeing. Creating safe and welcoming street environments also has the potential to have a positive impact on social and mental wellbeing, by creating connected and cohesive communities, which will encourage residents to spend more time outdoors which will increase their social interaction.

Climate change implications

22. 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

¹ Southwark Council. 2017. Active Travel JSNA.

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 creating an area where walking and cycling are prioritised over motor vehicle usage.

23. We will consider the use of additional planting, sustainable urban drainage or rain gardens on the highway to ensure the scheme is further in line with the Climate Change Strategy's Priority 3 – Thriving Natural Environment which include actions to 'create greener streets'.
24. 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 measures are in accordance with the council's approach to addressing the climate emergency

Resource implications

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

Legal implications

26. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
27. 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

28. The cost of implementing the changes along Bellenden Road is estimated to cost £220,000 and will be funded from Capital Funds cost code L-5110-0063.

Consultation

29. Consultation has been carried out on these schemes as outlined in paragraphs 7 and 8 in this report.
30. The consultation involved letters sent to all addresses in the area.

Timescales

31. The timescales for detailed design and implementation of the scheme are as follows:
 - Detailed design: February 2022-April 2022

- Implementation of the rest of the scheme: July 2022-October 2022

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Governance

32. The Cabinet Member for Transport, Parks and Sport is being asked to approve the implementation of proposed changes on along Bellenden Road to facilitate safer walking and cycling in the Bellenden Village area. Further amendments to the design may become apparent during the implementation stage which will be delegated to officers.
33. The consultation carried out by officers can be found at Appendix 1 of this report and is summarised in paragraphs 7 and 8 of the report.
34. 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 15 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. Paragraphs 16-17 of the report confirms that the proposals 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 made must exercise the duty and the members need to form this conclusion.
35. The Human Rights Act 1998 imposed 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 these proposals is not anticipated to breach any of the provisions of the Human Rights Act 1998.
36. Council Assembly on 14 July 2021 approved a change to the council's constitution to confirm that all decisions made by the council will consider the climate and equality (including socio-economic disadvantage and health inequality) consequences of taking that decision. This has been considered in the report at paragraphs 22-24, above.
37. Should the cabinet member be satisfied with the contents of this report then they have the power to make the decisions recommended at paragraph 1

of this report by virtue of Part 3D paragraphs 22 and 23 of the council constitution.

Strategic Director of Finance and Governance

38. The report is requesting the Cabinet Member for Transport, Parks and Sport approves a number of recommendations detailed in paragraph 1 pertaining to the Bellenden Village improvement Scheme.
39. The strategic director of finance and governance notes that the estimated costs associated with these recommendations is £220k and there is sufficient funding from existing Highways capital to fund these proposals.
40. Staffing and any other costs connected with these recommendations to be contained within existing departmental revenue and capital budgets.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Movement Plan 2019	Southwark Council Environment and Leisure Highways 160 Tooley Street London SE1 2QH	Lola Olanlokun 020 7525 4571
Link: http://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?ID=6809		
Climate Change Strategy	Southwark Council Environment and Leisure Highways 160 Tooley Street London SE1 2QH	Chris Page 020 7525 7259
Link: https://www.southwark.gov.uk/environment/climate-emergency?chapter=3		
Active Travel Joint Strategic Needs Assessment	Southwark Council Environment and Leisure Highways 160 Tooley Street London SE1 2QH	Nikita Sinclair 020 7525 2860
Link (please copy and paste into your browser): https://www.southwark.gov.uk/assets/attach/5706/JSNA-2017-Active-Travel-20171130.pdf		

APPENDICES

No.	Title
Appendix 1	Proposed Southwark Spine Package 4 - Bellenden Village outline design
Appendix 2	Consultation summary report

AUDIT TRAIL

Lead Officer	Dale Foden, Head of Highways	
Report Author	Lola Olanlokun, Project Manager	
Version	Final	
Dated	11 February 2022	
Key Decision?	No	
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
Climate Emergency Team	Yes	Yes
Public Health Team	Yes	Yes
Cabinet Member	Yes	No
Date final report sent to Constitutional Team		16 February 2022