

Item No.	Classification: Open	Date: 11 July 2022	Decision Taker: Cabinet Member for Parks, Streets and Clean Air
Report title:		Minor Traffic Schemes 22-23 Batch 1	
Ward(s) or groups affected:		Various (detailed in Table 1)	
From:		Head of Highways	

RECOMMENDATION

1. It is recommended that the non-strategic traffic and highway improvements and complementary streetspace measures, detailed in the appendices to this report and summarized in Table 1, are approved for implementation subject to the outcome of any necessary statutory consultation and procedures.

BACKGROUND INFORMATION

2. Under Part 3D of the council's constitution, the Cabinet Member is responsible for:
 - 4.1 Transport Issues:
 - To decide to implement a traffic and highway improvement project, subject to statutory consultation
3. Under Part 3H, the relevant ward councillors shall:
 - be consulted on any non-strategic traffic and highways improvement
4. This report deals with a number of non-strategic traffic and highway improvement proposals.
5. The origins and reasons for the recommendations are discussed within the key issues section of this report and relevant appendices.

KEY ISSUES FOR CONSIDERATION

6. In line with the council's constitution, all of the individual proposals in this report have been circulated to ward councilors to allow them to make comments on the proposals before they go for decision making. No comments were received.

7. The rationale for each proposal is discussed in the associated appendix and contains a detailed design drawing.

Table 1

Location	Ward	Proposal	TMO	Funding	App
85 Alleyn Park	Dulwich Wood	Install double yellow lines for obstructive parking	Perm	MTS	1
Sunray Avenue	Dulwich Village	Remove existing shared use bay and replace with double yellow lines for crossover	Perm	MTS	2
St Marys Road	Nunhead & Queens Road	Install double yellow lines for obstructive parking	Perm	MTS	3
Furley Road/Fenham Road	Peckam	Junction Improvements	Perm	DHB	4
Beaton Close	Peckham	Relocate disabled bay	Perm	MTS	5
Sage Mews/Lordship Lane	Goose Green	Install double yellow lines for obstructive parking	Perm	MTS	6
Dulwich Village	Dulwich Village	Proposed loading only bay	Perm	MTS	7
Forest Hill Road	Dulwich Hill	Proposed loading only bay	Perm	MTS	8
Goodrich Road/Lordship Lane	Goose Green	Extend existing double yellow lines and install blips	Perm	MTS	9
71 Barry Road	Dulwich Hill	Install double yellow lines for obstructive parking	Perm	MTS	10
Dockley Road	North Bermondsey	Remove existing shared use bay and replace with	Perm	MTS	11

		double yellow lines for crossover			
65 Grove Park	Champion Hill	Remove existing permit bay and replace with double yellow lines for crossover	Perm	MTS	12
Artichoke Place	St Giles	Proposed red route, waiting and loading restrictions	Perm	MTS	13
Camden Grove	Peckham	Install double yellow lines for obstructive parking	Perm	MTS	14
Turney Road	Dulwich Village	Install double yellow lines for obstructive parking	Perm	MTS	15
Bevington Street	North Bermondsey	Convert existing permit bays to shared use bays	Perm	MTS	16
Lettsom Street	St Giles	Relocate MC bay	Perm	MTS	17
Layard Road	North Bermondsey	Proposed Permit bays and convert single yellow lines to double yellow lines	Perm	MTS	18
Red Post Hill	Dulwich Village	Install double blips on existing double yellow lines	Perm	MTS	19
Overhill Road	Dulwich Village	Install double yellow lines for obstructive parking	Perm	MTS	21
Sedan Way/Markham Street	Faraday	Formalise existing bays and double yellow lines	Perm	MTS	22
2 Ardbeg Road	Dulwich Village	Remove permit bay for a crossover	Perm	MTS	23

Great Guildford Street	Borough & Bankside	Remove one resident parking bay and replace with a single yellow line. This will provide space for the Welsh Church located on Southwark Bridge Road to load.	Perm	PR	24
Doyce Street	Borough & Bankside	Change current Traffic Management Order (TMO) for Doyce Street which has a road closure, except for cyclists. Replace with a no through road with entry from Great Guildford Street to allow access to businesses and residential properties. Cyclists will not be permitted to cycle along Doyce Street.	Perm	PR	25
Carlton Avenue/Court Lane	Dulwich Village	Install double yellow lines and no waiting restrictions (blips)	Exp	PR	26
Cadiz Street	North Walworth	Proposed loading bay	Perm	PR	27
Rainbow Street	St Giles	Revoke DPPP (Disabled Persons Parking Place) within CPZ (Controlled	Perm	MTS	28

		Parking Zone)			
Elsie Road	Goose Green	Revoke DPPP (Disabled Persons Parking Place) within CPZ (Controlled Parking Zone)	Perm	MTS	29
Talfourd Road	St Giles	Revoke DPPP (Disabled Persons Parking Place) within CPZ (Controlled Parking Zone)	Perm	MTS	30
Holmdene Avenue	Dulwich Village	Revoke DPPP (Disabled Persons Parking Place) within CPZ (Controlled Parking Zone)	Perm	MTS	31
Choumert Road	Rye Lane	Revoke DPPP (Disabled Persons Parking Place) within CPZ (Controlled Parking Zone)	Perm	MTS	32

Table 1 – list of schemes

Scheme key

MTS – Minor Traffic Scheme

Perm – Permanent

DHB – Devolved Highway Budget

PR- Parking Revenue

Policy framework implications

8. The recommendations contained within this report are consistent with the relevant policies of the Movement Plan 2019, particularly:

- M2 Action 2 – Create simple and clear streets
- M3 Action 4 – Deliver infrastructure to support active travel
- M3 Action 5 - Enable people to get active

- 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 - Reduce 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

9. The policies within the Movement Plan have been subject to an Equality Impact Assessment.
10. The recommendations are locally based and therefore will have greatest effect upon those people living, working or travelling in the vicinity of the areas where the proposals are made.
11. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
12. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighbouring properties at the locations proposed. However this cannot be entirely predicted until the recommendations have been implemented and observed. The proposals for converting the existing disabled bays to Permit Holders only bays may have an effect on disability. However, investigation has been carried out and notices have been put up to allow anyone to object to removing these bays and with that being said no objections were received. The other proposals will have no disproportionate impact on any particular age, disability, faith or religion and ethnicity and sexual orientation.
13. 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.
14. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
 - Providing improved access for key services such as emergency and refuse vehicles.
 - Improving road safety, in particular for vulnerable road users, on the public highway.

Equalities (including socio-economic) impact statement

15. The proposals are not considered to have any adverse effect on socio-economic matters.

Health impact statement

16. The proposals are not considered to have any adverse effect on health equalities. The proposals support the council's mission to have zero people killed or injured on our streets by 2041 by improving road safety.

Climate change implications

17. The report has considered how the proposed measures impact on climate change. 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.
18. A just and inclusive transition is at the heart of the council's emerging climate policy. These proposals priorities 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

19. All costs arising from implementing the recommendations will be fully contained within the existing business unit capital and revenue budgets.
20. MTS schemes will be contained within Parking Revenue.
21. The estimated costs for the batch of schemes detailed in Table 1 are:
 - MTS schemes - £26k
 - DHB schemes - £75k
 - PR Schemes - £17k
 - Permanent Schemes - £114
 - Experimental Schemes - £4k

Timescales

22. If these items are approved by the Cabinet Member they will be progressed in line with the below, approximate timeline:
 - Statutory consultation – July 2022
 - Implementation – September 2022

Legal implications (Permanent)

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

24. 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).
25. These regulations also require the Council to consider any representations received as a result of publishing the draft order for a period of 21 days following publication of the draft order.
26. Should any objections be received they must be properly considered in light of administrative law principles, Human Rights law and relevant statutory powers.
27. By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and provision of suitable and adequate parking facilities on and off the highway.
28. These powers must be exercised so far as practicable having regard to the following matters
 - The desirability of securing and maintaining reasonable access to premises
 - The effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity
 - The national air quality strategy
 - Facilitating the passage of public service vehicles and securing the safety and convenience of their passengers
 - Any other matters appearing to the Council to be relevant
29. At paragraph 37, it is explained that a statutory consultation will now be required to be undertaken.
30. Following statutory consultation, the proposals will then move forward with due consideration of any objections by the Cabinet Member.

Legal implications (Experimental)

31. An Experimental Traffic Management Order would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984 as amended.
32. Section 22 of the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 states the requirements in the case of an experimental order.
33. The proposals detailed in Table 1 as experimental are trials and the orders are to be experimental, as such consultation and feedback will be considered during the period of the order and a decision made on whether the order is to be made permanent after a period of twelve to eighteen months.

34. Should any objections be received they must be properly considered in light of administrative law principles, Human Rights law and relevant statutory powers.
35. Following the experimental period, the proposal will then move forward in accordance with paragraph 40 of this report with due consideration of the objections prior to final decision by the Cabinet Member

Financial implications

36. The estimated costs for the scheme is £236k for permanent and experimental. There is sufficient funding from existing Highways capital and revenue budgets.

Consultation (Permanent TMO)

37. For the recommendations in paragraph 1, the implementation of changes to parking requires the making of a traffic order. The procedures for making a traffic order are defined by national Regulations¹ which include statutory consultation and the consideration of any arising objections.
38. Should the recommendations be approved, the Council must follow the procedures contained with Part II and III of the Regulations which are supplemented by the Council's own processes. This process is summarised as:
 - a) publication of a proposal notice in a local newspaper (Southwark News)
 - b) publication of a proposal notice in the London Gazette
 - c) display of notices in roads affected by the orders
 - d) consultation with statutory authorities
 - e) making available for public inspection any associated documents (eg. plans, draft orders, statement of reasons) via the council's website² or by appointment at 160 Tooley Street, SE1
 - f) a 21 day consultation period during which time any person may comment upon or object to the proposed order
39. Following publication of the proposal notice, any person wanting to object must make their objection in writing, state the grounds on which it is made and send to the address specified on the notice.
40. Should an objection be made that officers are unable to resolve so that it is withdrawn, it will be reported to the Cabinet Member for determination. The cabinet member will then consider whether to modify the proposal, accede to or reject the objection. The council will subsequently notify all objectors of the final decision.

¹ <http://www.legislation.gov.uk/ukxi/1996/2489/contents/made>

² <http://www.southwark.gov.uk/trafficorders>

Consultation (Experimental TMO)

41. For the schemes shown as being implemented as experimental in table 1, traffic orders will be made under experimental traffic order powers contained in section 9 of the Road Traffic Regulation Act 1984 (as amended). The procedures for making an experimental traffic order are defined by national Regulations³ which includes the consideration of any arising objections.
42. Should the recommendations be approved, the Council must follow the procedures contained with Part II and III of the Regulation which are supplemented by the Council's own processes. This process is summarised as:
 - a) publication of a notice of making in a local newspaper (Southwark News)
 - b) publication of a notice of making in the London Gazette
 - c) display of notices in roads affected by the orders
 - d) consultation with statutory authorities
 - e) making available for public inspection any associated documents (eg. plans, draft orders, statement of reasons) via the council's website⁴ or by appointment at 160 Tooley Street, SE1
 - f) representations can be made at any point during the trial period
43. Following publication of the notice of making, any person wanting to object within the 6 months objection period must make their objection in writing, state the grounds on which it is made and send to the address specified on the notice.
44. Should an objection be made within the 6 months period, this will be considered immediately from a safety perspective and presented to the Cabinet Member for consideration when the trial is considered to be made permanent, amended or removed.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Democracy

45. The Cabinet Member for Parks, Streets and Clean Air is asked to approve, subject to the outcome of statutory consultation, the implementation of non-strategic traffic and highway improvements, and Streetspace complementary measures in the locations detailed in the respective appendices and summarised in Table 1.
46. The recommendations in this report are appropriate for determination by the Cabinet Member for Parks, Streets and Clean Air as set out in paragraph 1 the report.

³ <http://www.legislation.gov.uk/ukxi/1996/2489/contents/made>

⁴ <http://www.southwark.gov.uk/trafficorders>

47. The 1996 Regulations set out the statutory process for the making of traffic orders. Prior to making the order, the Council must consult with statutory consultees (e.g. the police, fire and ambulance authorities, any other affected highway authorities), publish a notice of proposals in various places (including a local newspaper, the London Gazette and make available for public inspection at the Council's offices).
48. Objections to the permanent proposals may be made in writing to the Council within a 21 day period as set out in the notice of proposals. For experimental orders, objections to the proposals may be made in writing to the council within the initial 6 month period.
49. For permanent orders, the Council may make the orders at any time between the end of the period set for receipt of objections and a date two years after the first notice. Before the order takes effect, a 'notice of making' must be published and any persons who objected and did not withdraw their objection must each be notified individually.
50. Officers confirm that if any valid objections for the permanent orders are received pursuant to regulation 8 of the 1996 Regulations which are unable to be resolved and withdrawn, they will be reported to the Cabinet Member to make a decision on whether to implement the proposals.
51. 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.
52. The Council has a duty, pursuant to section 149 of the Equality Act 2010, to have due regard in the exercise of its functions to eliminate discrimination, advance equality of opportunity and foster good relations between persons who share a relevant protected characteristic and persons who do not share it. Protected characteristics include age, sex, disability, pregnancy and maternity. Officers have considered the Public Sector Equality Duty as set out in paragraphs 12 to 14 of this report that and have concluded that at this time the proposals will have no detrimental impacts on a particular protected group or on the equality of opportunity under the Equality Act 2010. Officers will continue to monitor the effect of the proposals in the event detrimental impacts to a protected group come to light at a later date.
53. 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 15 to 18 above.

Strategic Director of Finance and Governance

54. This report requests approval from the Cabinet Member for Parks, Streets and Clean Air to implement a number of non-strategic traffic and highway improvements and complementary street space measures as summarised in Table 1 of this report.
55. The strategic director of finance and governance notes that the estimated costs for these batch of improvements is £236k and there is sufficient funding from existing Highways capital and revenue budgets to fund these proposals.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Movement Plan 2019	Southwark Council Environment and Leisure Highways 160 Tooley Street London SE1 2QH	Katie Houselander (Katie.Houselander@southwark.gov.uk)
http://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?ID=6809		
Climate Change Strategy	Southwark Council Environment and Leisure 160 Tooley Street Second Floor London SE1 2QH	Chris Page (Chris.Page@southwark.gov.uk)
https://www.southwark.gov.uk/environment/climate-emergency?chapter=3		

APPENDICES

No.	Title
Appendices 1 to 32 (Appendix 20 has been pulled)	Evidence base for each proposal

AUDIT TRAIL

Lead Officer	Dale Foden – Head of Highways	
Report Author	Katie Houselander	
Version	Final	
Dated	6 June 2022	
Key Decision?	Yes	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Law and Democracy	Yes	Yes
Strategic Director of Finance and Governance	Yes	Yes
Climate Change Strategy	Yes	Yes
Cabinet Member	Yes	No
Date final report sent to Constitutional Team		7 July 2022