

Item No.	Classification: Open	Date: 4 November 2022	Decision Taker: Cabinet Member for Leisure, Parks, Streets & Clean Air
Report title:		Westmoreland Road traffic reduction - experimental scheme	
Ward(s) or groups affected:		Faraday	
From:		Head of Highways	

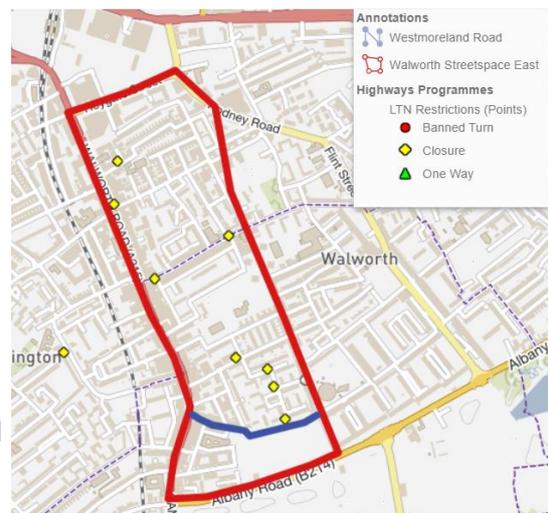
RECOMMENDATION(S)

That the Cabinet Member for Leisure, Parks, Streets & Clean Air;

1. Approve the implementation of a camera-enforced traffic filter on Westmoreland Road, under an Experimental Traffic Management Order (ETMO), see Appendix A.
2. Approve the removal of the traffic filter on Phelp Street under Traffic Management Order (TMO), TMO2122-037_‘WS Merrow Street’ at the junction of Westmoreland Road to improve vehicle access and egress.
3. Instruct officers to communicate the decision through a mail-out to local residents, provided in advance to local councillors and Cabinet member.
4. Instruct officers to carry out a review with residents 6-8 months after the ETMO live date, to inform a permanent decision on the proposal.

BACKGROUND INFORMATION

5. Westmoreland Road was closed for 2 years, from 2020 - 2022 as part of the Construction Management Plan for the Aylesbury First Development Site (AFDS).
6. In 2020, an experimental traffic reduction scheme called Walworth Streetspace East was introduced across the Faraday, North Walworth and Newington wards. See map for the traffic filters introduced to the East of Walworth Road, which prevent East-West through



traffic movements particularly from the A2 to the A3. Westmoreland Road was not included in this proposal due to being closed for construction purposes.

7. In early 2022 Westmoreland Road was re-opened to traffic allowing vehicles to travel from Portland Street to Albany Road.
8. Residents have raised concerns following Westmoreland Road being re-opened for traffic, these include:
 - Narrow carriageway width at certain sections along Westmoreland Road is creating safety and congestion issues, impeding on pedestrian and cyclist safety.
 - Westmoreland Road presents an East to West through-traffic route between Portland Street and Albany Road. These through-traffic routes have been addressed through traffic filters across Walworth, under the Walworth Streetspace programme. This is exacerbating the traffic issues on Westmoreland Road now it has been re-opened, and undermining the objectives of the Streetspace scheme.
9. New roads are to be opened as part of the AFDS in October/November 2022, including a new East-West through-traffic route. Residents will also be moving into new housing from November 2022. Officers have considered this as part of their proposals to mitigate through-traffic concerns in this area and ensure that proposals enhance and complement the strategic aims of the Aylesbury masterplan.
10. Officers have carried out an optioneering process to develop a traffic reduction proposal that considers the concerns raised by residents on Westmoreland Road and the wider AFDS development, see Appendices B and C.

KEY ISSUES FOR CONSIDERATION

11. Due to the Section 278 agreement underpinning the AFDS, Southwark Highways will not be adopting the new roads within the development until developers have completed one year of maintenance. Therefore, officers are not able to introduce any traffic reduction proposals on these roads until this period is complete.
12. To rectify the immediate concerns of residents on Westmoreland Road, officers are recommending the Cabinet Member approves the implementation of a camera-enforced traffic filter on Westmoreland Road, under an ETMO, see Appendix A.
13. The proposed camera-enforced traffic filter will be consistent with the Southwark exemption policy (see background documents).

14. Officers are recommending that, subject to paragraph 1 being approved, a review will be carried out within 6-8 months of implementation to review and monitor the traffic proposal on Westmoreland Road, including engagement with local residents and analysis of monitoring and any responses received during the 6 month statutory objection period for the ETMO.
15. Officers are recommending that the traffic filter on Phelp Street at the junction of Westmoreland Road is removed in response to the introduction of a new traffic filter on Westmoreland Road. Removing the traffic filter on Phelp Street will improve motor vehicle access and egress in the area without undermining the key objectives of the Walworth Streetspace scheme.
16. Officers will ensure that in the long-term the roads within the AFDS are included within the traffic reduction proposals to ensure the wider strategic aims can be achieved and will be monitoring traffic behavior on these roads whilst open to traffic.

Programme

17. Subject to approval of paragraph 1, the proposed programme is:
 - Mail-out to residents informing them of the decision and timescales late October / early November
 - Advertising ETMO (subject to any potential Scrutiny call in) late November
 - Implementation late November/early December 2022
 - Scheme review May - July 2023

Policy framework implications

18. The recommendations contained within this report are consistent with the following policy documents:
 - Movement Plan, 2019, London Borough of Southwark. Particularly in regards to the following missions:
 - M2 Action 1 - Reduce noise pollution
 - M2 Action 2 - Create simple and clear streets
 - M2 Action 3 - Create things to see and do in our 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
 - M5 Action 11 - Introduce time restricted street closures and reallocate space for people
19. The recommendations in this report will help to deliver the objectives of the Council Delivery Plan, in particular:
 - Create safe, healthy, green streets
 - Make Southwark a Cycle Friendly Borough
 - Reduce air pollution from vehicles
 - Reduce traffic near schools
 20. The recommendations in this report are consistent with the aims of the council's Air Quality Strategy & Action Plan, particularly:
 - Encourage residents and those working in the borough to walk and cycle
 - Increase the amount of green infrastructure
 - Assess the Borough's highways against the criteria in TfL's Healthy Streets approach
 21. The recommendations of this report are consistent with the targets set out in the council's Climate Change Strategy, in particular:
 - Reduce car journeys to a minimum by 2030
 - Be a borough where walking and cycling becomes the default way to get around'
 22. The recommendations are also in accordance with the Southwark CCTV exemption policy, 2022

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

Community impact statement

23. The implementation of any transport project creates a range of community impacts. All transport schemes aim to improve the safety and security of vulnerable groups and support economic development by improving the overall transport system and access to it.
24. The scheme aims to connect and create safe pedestrian and cyclist links to facilities in the Walworth area, including green open spaces such as Burgess Park, schools such as Michael Faraday Primary School and the local retail offer along Walworth Road.

Equalities (including socio-economic) impact statement

25. The scheme aims to improve access and safety for pedestrians and cyclists. Walking is the most common form of transport for all Londoners, therefore improvements to this mode will benefit the

majority of community members and protected characteristic groups.

26. Some car-dependent users may be impacted by longer journey times however we have mitigated this as much as possible through exemptions for Southwark Blue Badge Holders.
27. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate effect on any particular community group.
28. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
 - Improving road safety, in particular for vulnerable road users including pedestrians and cyclists, on the public highway.
 - Improving existing shared use facilities by improving road surface, road markings, and signage.
 - Improving existing pedestrian and cycle facilities by improving surfaces, road markings, and signage.
 - Improving access for pedestrians and cyclists to local facilities.
 - Providing street furniture which accommodates the needs of certain demographic groups.
29. The proposals are not considered to have any significant adverse effect on socio-economic equalities.

Health impact statement

30. The proposals outlined in Appendix A positively impact on health inequalities and improves the poorer health experience by specific communities in the Walworth area, such as:
 - The Walworth area has a high childhood obesity rate. The measures will enable a network of safer streets that support active travel, particularly for the journey to school.
 - The proposals support the council's mission to have zero people killed or injured on our streets by 2041 by introducing traffic reduction measures and creating safer crossings.
 - The Walworth area is within GLA's Air Quality Focus area due to concerns with poor air quality. The proposal aims to reduce traffic and improve air quality.

Climate change implications

31. The report has clearly considered 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 measure strongly support that ambition.

32. The council's Climate Change Strategy and Action Plan sets out detailed carbon analytics on borough's pathway to net zero by 2030. This modelling includes an overall reduction in vehicle km by a minimum of 9% by 2030, alongside a complete shift away from petrol and diesel vehicles. This is in line with the council's Movement Plan and the target of 80% of all journeys by walking or cycling and public transport.
33. 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. It is noted that the proposal addresses some of the concerns of more vulnerable members of the community with regards to access and this engagement should continue as per the recommendations of the report.

Resource implications

34. There are no additional staffing implications as provision will be made from the Highways division to deliver the recommendations included in this report. All resource requirements will be accommodated within existing departmental budgets.

Legal implications

35. Experimental Traffic Orders are made under sections 9 and 10 of the Road Traffic Regulation Act 1984 (RTRA 1984) as amended.
36. Regulation 22 of the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 ("1996 Regulations") sets out the requirements for making an ETO. Experimental Traffic Orders cannot last for more than 18 months. The publication (regulation 7) and objection (regulation 8) requirements do not apply to experimental traffic orders although notice of the making of the order must be given by the Council and documents must be put on deposit for public inspection throughout the duration of the experiment.
37. The proposals detailed in this report are experimental and to be implemented as a trial. An unmodified ETMO may be made permanent any time after the first 6 months of its being in force, or in the case of an ETMO modified under the provisions of s.10(2) of the RTRA 1984, any time after a period of 6 months has elapsed from the last modification, subject to the following requirements:-

- the provisions of the permanent TMO do not add to or exceed the effects and extents of the ETO as originally advertised.
 - The Order-making authority has considered any objections made in relation to the ETO during the first 6 months of its being in force, or in the case of an ETO modified under the provisions of s.10(2) of the RTRA 1984, during the 6 months following that modification.
 - Following the objection period a further report may be brought to the Cabinet Member for the Order to be made permanent based on the outcome of the traffic counts and consultation responses.
38. Should any objections be received they must be properly considered in light of administrative law principles, Human Rights law and relevant statutory powers.

Financial implications

39. The estimated cost for the delivery of the recommendations contained in this proposal is circa £20,000.
40. The entire cost of the scheme will be funded by the Housing & Modernisation team, who have agreed to fund the scheme due to the concerns raised by residents.

Consultation

41. Concerns highlighted in paragraph 7, were raised by local residents at resident group site visit led by the Housing team.
42. Residents will be consulted as part of the ETMO review process.
43. As per paragraph 2, local residents will be informed of the proposal via a mail-out.
44. Officers met with local Councillors who have expressed support for the proposals.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Governance (AM – 10/2022)

45. The Cabinet Member for Leisure, Parks, Streets and Clean Air is asked to approve the implementation a camera-enforced traffic filter. Implementation of the proposal will require one or more ETOs made in accordance with the procedure prescribed by the RTRA 1984 and the 1996 Regulations.
46. Should the Cabinet Member be satisfied with the contents of this report then they have the authority to make the decision recommended at paragraph 1-4 pursuant to paragraph 18, Part 3D of the Council's Constitution.

47. 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.
48. 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 23 to 29 of this report 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.
49. 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 30 to 33 above.

Strategic Director of Finance and Governance

50. This report requests approval from the Cabinet Member for Leisure, Parks, Streets & Clean Air approve the implementation of a camera-enforced traffic filter on Westmoreland Road, under and Experimental Traffic Order (ETO) as summarised in Paragraph 1 of this report.
51. The strategic director of finance and governance notes that the estimated costs for these batch of this proposal is £20,000 and there are available resources within the capital budget specified by Housing & Modernisation to fund these proposals.
52. Staffing and other costs connected with this recommendation to be contained with existing departmental revenue budgets.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Movement Plan, 2019	Highways, 160 Tooley Street	Tom Robison, 020 7525 3752
http://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?ID=6809		
Southwark's Climate Strategy, 2021	Environment & Leisure 160 Tooley Street	Chris Page 020 7525 7259
https://www.southwark.gov.uk/environment/climate-emergency?chapter=3		
Southwark Exemption Policy	Environment & Leisure 160 Tooley Street	John Wade 020 7525 0141
https://moderngov.southwark.gov.uk/documents/s104970/Appendix 2.pdf		

APPENDICES

No.	Title
Appendix A	Westmoreland Road proposal
Appendix B	Optioneering report
Appendix C	Area-wide traffic proposals

AUDIT TRAIL

Lead Officer	Head of Highways, Dale Foden	
Report Author	Project Manager, Rachel Gates	
Version	Final	
Dated	27/10/2022	
Key Decision?	Yes	
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 Change	Yes	Yes
Cabinet Member	Yes	No
Date final report sent to Constitutional Team	4 November 2022	