

Item No.	Classification: Open	Date: 24 February 2023	Decision Taker: Cabinet Member for Leisure, Parks, Streets & Clean Air
Report title:		Decision to make permanent traffic order on Valentine Place	
Ward(s) or groups affected:		Borough & Bankside and St George's	
From:		Head of Highways	

RECOMMENDATIONS

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

1. Considers the 87 responses received in relation to the experimental traffic scheme in place under '*TMO2122-EXP15_Valentine Place/Barons Place Scheme*' on Valentine Place/Barons Place and the recommendations made by highways officers regarding the future of the scheme based on the Consultation Report in Appendix 1 and Officer Responses in Appendix 2.
2. Instructs officers to make the necessary Traffic Management Order(s) ("TMO") required to make the experimental traffic restrictions on Valentine Place/Barons Place permanent.

BACKGROUND INFORMATION

3. This report makes recommendations for the traffic arrangement on Valentine Place/Barons Place following an experimental period trialing no right turns onto Webber Street and no straight ahead access on Barons Place.
4. TfL and Lambeth amended the road layout on The Cut, which closes off part of the road. Valentine Place residents were concerned that too many people were using Valentine Place as a cut through and that the closure of The Cut had contributed to this.
5. A banned right turn from Valentine Place and a one way road (northbound) on Barons Place were introduced to reduce the through traffic in the area. This was implemented in November 2021 under an 18 month experimental traffic management order ("ETMO") '*TMO2122-EXP15_Valentine Place/Barons Place Scheme*'.
6. A previous proposal to install a modal filter on Webber Street to prevent through traffic was rejected by Transport for London as it impacted bus times on Blackfriars Road.

7. The notice of making the ETMO made statements to the effect that the Council would consider whether the provisions of the ETMO should be made permanent. The notice also invited any objections to be made within the statutory consultation period of six months beginning the day on which the ETMO came into force.
8. No variation of ETMO has been made since it was implemented.
9. Public consultation regarding the proposal for the traffic arrangement on Valentine Place/Barons Place to remain permanently took place between 12th October 2022 and 09th November 2022. This included the following:
 - i. Posting an initial flyer to 210 addresses to all residential and commercial addresses in the Valentine Place area.
 - ii. Emails highlighting the scheme objectives sent to any respondents who reached out to us regarding the scheme

KEY ISSUES FOR CONSIDERATION

10. The scheme was initially proposed due to a high amount of complaints from residents saying there was a large amount of traffic on Valentine Place
11. No objections were received within the statutory consultation period of six months beginning the day on which the ETMO came into force.
12. In relation to the public consultation period that ran between 12th October 2022 and 9th November 2022, 87 responses were received and 58% of these respondents were in favour of keeping the no right turn onto Webber Street restriction in place. 58% of 87 responses were also in favour of keeping the one-way restrictions on Barons Place in place. The representations from the public consultation and the officer responses are outlined in Appendices 1 and 2.
13. The public consultation also highlighted some other issues in the Valentine Place area. The most frequently mentioned requests are highlighted below and will be passed onto the relevant departments (Further information can be found in Appendix 1):
 - i. Remove the changes made to The Cut
 - ii. Implement no U turns on Webber Street
 - iii. Install more street parking
 - iv. Remove the bike racks that have recently been installed on Valentine Place

Policy framework implications

14. The proposals contained within this report are consistent with the objectives of the Movement Plan 2019, particularly:

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

15. The proposals contained in this report are consistent with the actions contained in the Council's climate action plan, in particular:

H.1.i - Collaborate and lobby transport operators including Transport for London to make bus journeys quicker, more reliable and zero emission.
S.1.i - Encourage and promote shopping locally to support business and reduce miles travelled.

16. The recommendations in this report will support achieving the following objectives of the Council's Delivery Plan:

24a - Work with local communities to design safer, greener and healthier streets for walking and cycling, prioritising areas with high health inequalities and low car ownership first.
24c - Deliver on our equal pavements pledge, working with older people, those with disabilities and limited mobility to make sure Southwark's streets are accessible for everyone
25e - Ensure older and younger people, women and our Black, Asian and minority ethnic communities all have a full say, so we design streets and public transport that works for everyone.

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

Community impact statement

17. 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.
18. This scheme will have no detrimental impacts on a particular protected group or on the equality of opportunity under the Equality Act 2010.
19. If implemented, further monitoring regarding the potential traffic displacement will be carried out in the form of traffic counts in the area.

Equalities (including socio-economic) impact statement

20. The proposals are not considered to have any adverse effect on socio-economic or health equalities. The proposals will have no disproportionate impact on any particular age, gender, disability, faith, religion, ethnicity or sexual orientation

Health impact statement

21. The proposals support the Council's mission to have zero people killed or injured on our streets by 2041. Retaining the traffic restrictions on Valentine Place will stop the road being used as a cut through which will reduce traffic speeds and traffic levels therefore reducing the likelihood of conflicts between pedestrians and vehicles.

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 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 kms travelled and a shift to active and public.
23. 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 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

24. All resourcing implications will be contained within the existing Highways structure.

Legal implications

25. Should the Cabinet Member approve the recommendation set out at paragraph 1 of the report, TMO(s) under the powers contained within the Road Traffic Regulation Act 1984 Act ("RTRA 1984") will need to be made.
26. Should the recommendation be approved for the measures in the ETMO to be made permanent without further statutory consultation, the requirements set out in regulation 23 of the Local Authorities Traffic Order (Procedure) (England and Wales Regulations 1996) ("1996 Regulations") must be met. These requirements have been satisfied, see paragraphs 7-8 of this report as well as the notice for making the ETMO and its statement of reasons.
27. Any objections the Council receives must be properly considered in light of administrative law principles, Human Rights law and relevant statutory powers.

28. The Council did not receive objections within the statutory consultation period of six months beginning the day on which the ETMO came into force. Thus, under the 1996 Regulations there are no objectors that need to be informed of the decision to proceed with the traffic arrangement.
29. The Council shall, within 14 days of making the TMO(s), publish in the London Gazette and a newspaper circulating in the area in which any road or place to which the order relates is situated, a notice:
 - (i) stating that the order has been made; and
 - (ii) containing the particulars specified in Parts I and III of Schedule 1 of the 1996 Regulations
30. A TMO(s) shall only come into force once the Council has published the notice, referred to in paragraph 30 above, which confirms the notice has been made.
31. After TMO(s) are made the Council must ensure proper signage is implemented in the vicinity in accordance with Regulation 18 1996 Regulations.

Financial implications

32. Any changes associated with this report will be funded with £9,500 capital funding.

Timescales

33. Permanent TMO to be made in April 2023 if the recommendations are approved, which will be subject to the statutory objection period.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Governance (AM26/01/2023)

34. The Cabinet Member for Leisure, Parks, Streets and Clean Air is asked to approve the implementation of the proposals at Valentine Place/Barons Place detailed in paragraph 1.
35. Implementation of the proposals will require one or more TMO(s) made in accordance with the procedure prescribed by the RTRA 1984 and the 1996 Regulations.
36. Should the Cabinet Member be satisfied with the contents of this report they have the authority to make the decision recommended at paragraph 1 pursuant to paragraph 22, Part 3D of the Council's Constitution.
37. 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.

38. 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 17-21 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.
39. 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 to 23 above.

Strategic Director of Finance and Governance (EL22/073)

40. This report requests approval from the Cabinet Member for Leisure, Parks, Streets & Clean Air to implement the recommendations in paragraphs 1-2 of this report.
41. The strategic director of finance and governance notes that the estimated costs associated with these recommendations is £4.5k and there is sufficient funding from existing Highways capital budgets to fund these proposals.
42. 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	Southwark Council Environment and Leisure Highways 160 Tooley Street London SE1 2QH	Joanna Redshaw
Climate Change Strategy	Southwark Council Environment and Leisure Highways 160 Tooley Street London SE1 2QH	Chris Page

APPENDICES

No.	Title
Appendix 1	Consultation Overview Document
Appendix 2	Officer Responses

AUDIT TRAIL

Lead Officer	Dale Foden, Head of Highways	
Report Author	Jacob Larbey, Project Manager	
Version	Final	
Dated	February 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 Team	Yes	Yes
Cabinet Member	Yes	No
Date final report sent to Constitutional Team		23 February 2023