

Item No.	Classification: Open	Date: 11 July 2023	Decision Taker: Cabinet Member for Climate Emergency, Clean Air & Streets
Report title:		Minor Traffic Schemes Tranche 1 23-24	
Ward(s) or groups affected:		Borough & Bankside, Camberwell Green, Champion Hill, Dulwich Hill, Dulwich Wood, Goose Green, London Bridge & West Bermondsey, North Bermondsey, North Walworth, Nunhead & Queens Road, Old Kent Road, Peckham Rye, Rye Lane, Rotherhithe, South Bermondsey, St Giles	
From:		Head of Highways	

RECOMMENDATION(S)

That the Cabinet Member for Climate Emergency, Clean Air & Streets

1. Considers and approves the non-strategic traffic and highway improvements and complementary Streetspace measures, detailed in the appendices to this report and summarised in Table 1.
2. Notes the highway measures are subject to the outcome of any necessary statutory consultation and procedures.
3. Instructs officers to proceed with the making of the permanent TMOs which fully support the Council's Streets for People aspirations.

BACKGROUND INFORMATION

4. Under paragraph 22 of Part 3D of the Council's Constitution, the Cabinet Member is responsible for decisions to implement a traffic and highway improvement project, subject to statutory consultation.
5. Under Part 3H of the Council's Constitution, the ward councillors within the relevant Multi-Ward Forum shall be consulted on any non-strategic traffic and highways improvements.
6. This report deals with a number of non-strategic traffic and highway improvement proposals.
7. The origins and reasons for the recommendations are discussed within the key issues section of this report and relevant appendices.

KEY ISSUES FOR CONSIDERATION

8. 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 adverse comments were received.
9. 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
Halpin Place	North Walworth	Convert existing single yellow lines to double yellow lines and single blips	Perm	MTS	1
Copeland Road	Rye Lane	Convert existing single yellow lines to double yellow lines	Perm	MTS	2
Grosvenor Park	Camberwell Green	Convert existing single yellow lines to double yellow lines	Perm	MTS	3
Goodrich Road	Dulwich Hill	Install double yellow lines	Perm	MTS	4
Wanley Road	Champion Hill	Install double yellow lines	Perm	MTS	5
Kingswood Drive	Dulwich Wood	Install double yellow lines	Perm	MTS	6
Wells Way	St Giles	Remove 1 existing permit holders only bay and replace with existing disabled bay	Perm	MTS	7
Verney Road	Old Kent Road	Install double yellow lines	Perm	MTS	8
Ivydale Road	Peckham Rye	Install double yellow lines	Perm	MTS	9

Kipling Street/Porlock Street/Guy Street	London Bridge & West Bermondsey	Convert existing single yellow lines to double yellow lines and install single blips	Perm	MTS	10
Woodwarde Road	Dulwich Village	Install double yellow lines for junction protection	Perm	MTS	11
Harders Road	Nunhead & Queens Road	Remove existing shared use bay and replace with double yellow lines for proposed drop kerb	Perm	MTS	12
Calton Avenue/Townley Road	Dulwich Village	Proposed yellow box	Perm	MTS	13
Crystal Palace Road	Goose Green	Extend existing double yellow lines 5m	Perm	MTS	15
Alscot Road	South Bermondsey	Proposed double yellow lines, remove 1 existing permit bay and relocate the existing hangar	Perm	CEC	16
Avondale Rise/Copleston Road	Rye Lane	Proposed double yellow lines, remove 1 existing permit bay and relocate the existing hangar and relocate existing car club bay	Perm	CEC	17
Brunel Road	Rotherhithe	Proposed double yellow lines, remove 1 existing permit bay and relocate the existing hangar	Perm	CEC	18

Champion Grove	Champion Hill	Proposed double yellow lines, remove 1 existing permit bay and relocate the existing hangar	Perm	CEC	19
College Road	Dulwich Wood	Proposed double yellow lines for cycle lane	Perm	MTS	20
Druid Street	London Bridge & West Bermondsey	Proposed double yellow lines, remove 1 existing permit bay and relocate the existing hangar	Perm	CEC	21
Wolsey Street/George Row	North Bermondsey	Proposed double yellow lines, remove 1 existing permit bay and relocate the existing hangar	Perm	CEC	22
Ruskin Walk	Dulwich Village	Replace existing permit bay with cycle hangar and proposed double yellow lines	Perm	CEC	23
Hinckley Road	Rye Lane	Install double yellow lines	Perm	MTS	24
Simms Road	South Bermondsey	Proposed double yellow lines, remove 1 existing permit bay and relocate the existing hangar	Perm	CEC	25
Ufford Street	Borough & Bankside	Replace existing Permit bay with proposed Disabled bay	Perm	CEC	26

Table 1 – list of schemes

Scheme key

MTS – Minor Traffic Scheme

Perm – Permanent

CEC – Climate Emergency Code

Policy framework implications

10. 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
11. The proposed schemes fully support and align with the council's Streets for People strategy which outlines the council's ongoing commitment to, and ambition for, healthier neighbourhoods, cleaner air, thriving town centres and safer roads.

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

Community impact statement

12. The policies within the Movement Plan have been subject to an Equality Impact Assessment.
13. 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.
14. The introduction of the above proposals, benefits all road users through the improvement of inter-visibility and therefore road safety.
15. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighboring properties at the locations proposed. However this cannot be entirely predicted until the recommendations have been implemented and observed.
16. With the exception of those identified above, the recommendations are not considered to have a disproportionate effect on any other community or group.
17. 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

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

Health impact statement

20. 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

21. 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.
22. 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

23. All costs arising from implementing the recommendations will be fully contained within the existing business unit capital and revenue budgets.
24. MTS schemes will be contained within parking revenue budgets.
25. The estimated costs for the batch of schemes detailed in Table 1 are:
- MTS/Permanent schemes - £16k
 - CEC/Permanent Schemes - £18k

Timescales

26. If these items are approved by the Cabinet Member they will be progressed in line with the below, approximate timeline:

- Statutory consultation – July 2023
- Implementation – September 2023 (if no objections are received)

Legal implications (Permanent TMOs)

27. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
28. 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).
29. 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.
30. Should any objections be received they must be properly considered in light of administrative law principles, Human Rights law and relevant statutory powers.
31. By virtue of section 122 of the RTRA, the Council must exercise its powers 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.
32. 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
33. Following statutory consultation, the proposals will then move forward with due consideration by the Cabinet Member of any objections.

Financial implications

34. The estimated costs for the permanent schemes is £34k there is sufficient funding from existing Highways capital and revenue budgets.

Consultation (Permanent TMO)

35. For the recommendations in paragraphs 1-3, 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.
36. 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 summarized 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
37. 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.
38. 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.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Assistant Chief Executive - Governance and Assurance (AM 26/05/2023)

39. Cabinet Member for Climate Emergency, Clean Air & Streets 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.
40. In accordance with Part 3H paragraph 7 of the Council's Constitution, the relevant ward councillors have been consulted (see paragraph 8).

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

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

41. Should the Cabinet Member be satisfied with the contents of this report then they have the authority to make the decision recommended at paragraphs 1-3 pursuant to paragraph 22, Part 3D of the Council's Constitution.
42. 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.
43. 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 impact of the proposals on equalities at paragraphs 10 to 18 and concluded that at this time the proposal will have no detrimental impact on a particular protected group or on the equality of opportunity under the Equality Act 2010 Officers will also continue to monitor the effect of the proposals in the event detrimental impacts to a protected group come to light at a later date.
44. 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 19 to 20 above.

Strategic Director of Finance (EL21/022)

45. This report requests approval from the Cabinet Member for Climate Emergency, Clean Air & Streets to implement a number of non-strategic traffic and highway improvements and complementary street space measures as summarised in Table 1 of this report.
46. The strategic director of finance and governance notes that the estimated costs for these batch of improvements is £34k and there is sufficient resources within the budgets specified in paragraph 23 of this report to fund these proposals.
47. 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	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@south wark.gov.uk)
https://www.southwark.gov.uk/environment/climate-emergency?chapter=3		

APPENDICES

No.	Title
Appendices 1 to 26 (Appendix 14 removed)	Evidence base for each proposal

AUDIT TRAIL

Lead Officer	Caroline Bruce – Strategic Director of Environment, Neighbourhoods & Growth	
Report Author	Dale Foden – Head of Highways & Katie Houselander – Highways Technician	
Version	Final	
Dated	12/6/23	
Key Decision?	Yes	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Assistant Chief Executive - Governance and Assurance	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		10 July 2023