

<b>Decision Taker:</b>	Cabinet Member for Clean Air, Streets and Waste
<b>Date:</b>	October 2024
<b>Report title:</b>	Minor Traffic Schemes Tranche 2 24-25
<b>Ward(s) or groups affected:</b>	Various (detailed in Table 1)
<b>Classification:</b>	Open
<b>Reason for lateness (if applicable):</b>	N/A
<b>From:</b>	Head of Highways

## **RECOMMENDATION(S)**

That the Cabinet Member for Clean Air, Streets and Waste

1. Approves the non-strategic traffic and highway improvements and complementary streetspace measures detailed in the appendices to this report and summarised in Table 1, implemented by way of powers under the Highways Act 1980 ("1980 Act") and orders made under the Road Traffic Regulation Act ("1984 Act"), subject to the outcome of any necessary statutory consultation and procedures.
2. Instructs officers to make the necessary Traffic Management Orders ("TMOs") in accordance with sections 6 and 124 (and the other relevant powers identified in this report) of the 1984 Act subject to statutory consultation carried out pursuant to the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 ("1996 Regulations").
3. To authorise officers to exercise discretion as to whether or not to hold a public inquiry in the event objections are received related to any of the proposed TMOs following statutory consultation pursuant to Regulation 9(1) of the 1996 Regulations.
4. Notes that in the event objections to the proposed permanent TMOs are received following statutory consultation, a further report will be presented to the Cabinet Member in order for determination whether to proceed with the making of the TMOs.

## **BACKGROUND INFORMATION**

5. 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 and for determining statutory objections to a traffic and highway improvement project.

6. Under Part 3H of the council's constitution, the relevant Multi-Ward Forum shall be consulted on any non-strategic traffic and highways improvement.
7. This report deals with a number of non-strategic traffic and highway improvement proposals.
8. The origins and reasons for the recommendations are discussed within the key issues section of this report and relevant appendices.

#### **KEY ISSUES FOR CONSIDERATION**

9. In line with Part 3H of the council's constitution, all of the individual proposals in this report have been circulated to the ward councillors within the relevant Multi-Ward Forum to allow them to make comments on the proposals before they are presented to the Cabinet Member for decision. No changes were requested.
10. The rationale for each proposal is summarised in Table 1 and discussed in the relevant appendix which contains a detailed design drawing.

**Table 1 Summary of traffic and highway improvements presented to the Cabinet Member for approval**

Scheme key

MTS – Minor Traffic Scheme

Perm – Permanent

DPPP – Disabled Persons Parking Place

BH – Bike Hangar

LIP – Local Implementation Plan

<b>Appendix reference</b>	<b>Location</b>	<b>Ward</b>	<b>Proposal</b>	<b>Funding</b>	<b>Reason for proposal</b>
1	Woods Road	Nunhead & Queens Road	Install a car club bay	MTS/PERM	Request from residents who use car club bays
2	Hayles Street	St Georges	Convert all single yellow lines to double yellow lines	MTS/PERM	To prevent obstruction and to allow for vehicles to pass safely
3	East Dulwich Grove	Goose Green	Install double blips on existing double yellow lines	MTS/PERM	To prevent obstruction and to allow for clear visibility for the students at the Charter School
4	Underhill Road	Dulwich Hill	Extend existing double yellow lines	MTS/PERM	To allow for clear visibility when exiting and entering driveway
5	Elephant Lane	Rotherhithe	Convert single yellow lines to double yellow lines	MTS/PERM	To allow for loading/unloading for the pub.

<b>Appendix reference</b>	<b>Location</b>	<b>Ward</b>	<b>Proposal</b>	<b>Funding</b>	<b>Reason for proposal</b>
6	Benhill Road	Camberwell Green	Convert single yellow lines to double yellow lines	MTS/PERM	To prevent obstruction and to allow for traffic to pass safely.
7	Gordon Road	Nunhead & Queens Road	Remove parking bay and replace with double yellow lines	MTS/PERM	Footway has been widened and the existing parking bay has been left on street with not the correct width for a vehicle.
8	Roberts Close	Surrey Docks/Rotherhithe	Install double yellow lines	MTS/PERM	Unrestricted parking since the development has been done
9	Union Street	Borough & Bankside	Remove 2 parking bays and replace with planter	MTS/PERM	Devolved highway scheme
10	Oxley Close	South Bermondsey	Remove 1 parking space and replace with double yellow lines	MTS/PERM	To allow for clear visibility
11	Davey Street	Peckham	Install double yellow lines	MTS/PERM	To prevent un restricted parking in a CPZ.
12	The Gardens	Goose Green	Install a cycle parking stands in the carriageway	MTS/PERM	Existing footway is too narrow to enable cycle parking
13	Lavington Street	Borough & Bankside	Replace existing pay by phone bay to motorcycle bay	LIP/PERM	The actual motorcycle bay is currently being used by a development and they need somewhere else to park their motorcycles.

<b>Appendix reference</b>	<b>Location</b>	<b>Ward</b>	<b>Proposal</b>	<b>Funding</b>	<b>Reason for proposal</b>
14	America Street/Great Guildford Street	Borough & Bankside	Removal of paid parking bay and replace with double yellow lines on America Street. Remove single yellow line and relocate paid parking bays on Great Guildford Street.	LIP/PERM	To improve America St we would have more options if the bays are removed.
15	St Georges Way	Peckham	Install a destination disabled bay	MTS/PERM	For people to access the park
16	Vestry Road	St Giles	Install stop and shop bays	MTS/PERM	Outside the shops for people to use
17	Lorrimore Road	Newington	Relocate existing disabled bay and install double yellow lines for proposed drop kerb	MTS/PERM	To allow for the waste collection to access the bins on Lorrimore Road
18	County Road	Chaucer	Install a destination disabled bay	MTS/PERM	Lack of disabled facilities in the area
19	King Stairs Close	Rotherhithe	Extend existing double yellow lines	MTS/PERM	To prevent obstruction
20	Champion Grove	Champion Hill	Relocate existing cycle hangar and install double yellow lines	BH/PERM	Moving it to a more suitable location
21	Champion Park	Champion Hill	Remove existing pay by phone bay and install a toaster rack	MTS/PERM	The current location has now got an e-scooter bay there so this needs to be changed

<b>Appendix reference</b>	<b>Location</b>	<b>Ward</b>	<b>Proposal</b>	<b>Funding</b>	<b>Reason for proposal</b>
22	Gallery Road	Dulwich Village	Install a destination disabled bays	DPPP/PERM	Lack of disabled facilities in the area
23	Gaywood Street	St Georges	Convert permit holder bay and install 2 disabled bays	DPPP/PERM	To provide disabled bay access
24	Princess Street	St Georges	Replace existing disabled bays with double yellow lines and install double blips on existing double yellow lines	MTS/PERM	To prevent obstruction and to allow for clear access
25	Peckham Park Road	Old Kent Road	Convert existing shared use bay and install a destination disabled bay	DPPP/PERM	For shop users to use
26	Westmoreland Road	Faraday	Convert existing shared use bay and Install a destination disabled bay	DPPP/PERM	For shop users to use
27	Wood Vale	Dulwich Hill	Extend double yellow lines	MTS/PERM	For clear visibility
28	Dulwich Village	Dulwich Village	Proposed single blips on existing double yellow lines	MTS/PERM	To prevent a hazard and obstruction when parents are dropping off the children for school
29	Gallery Road	Dulwich Village	Proposed short term stop and shop bays	MTS/PERM	To encourage a turnover of vehicles that park near the fields

## **Policy framework implications**

11. The proposals set out in Table 1 support the following objectives of the council's Delivery Plan by making the relevant highways safer and more pleasant for pedestrians and cyclists by reducing the dominance of vehicular traffic:

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.

12. The proposals are consistent with the pledges and objectives set out in the Streets for People ("SfP") strategy (approved by Cabinet in July 2023), which outlines the council's ongoing commitment to, and ambition for, healthier neighbourhoods, cleaner air, thriving town centres and safer roads.

13. The relevant SfP pledges and how the proposals set out in Table 1 achieve these pledges are set out below:

### **Objective 4 – Improve safety and security for everyone using our streets.**

Installing double yellow lines/converting single yellow lines to double at junctions and on streets/roads will prevent cars from parking at Hayles Street, Benhill Road, Roberts Close and Oxley Close and installing double blips on existing double yellow lines at East Dulwich Grove will improve safety and provide clear visibility for all.

### **Objective 5 – Make walking, cycling and wheeling easier**

Installing double yellow lines at the various locations and junctions will reduce the dominance of motor vehicles facilitating movements for pedestrians and cyclists.

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

### **Community impact statement**

14. The majority of the proposals set out Table 1 above were requested by residents and they benefit the community by providing safer junction protections for everyone and safer streets.

15. The proposals 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.

16. 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, on the public highway by installing double yellow lines with blips to help them have clear visibility when crossing.

### **Equalities (including socio-economic) impact statement**

17. The Public Sector Equality Duty ("PSED") is set out in section 149 of the Equality Act 2010 which requires the council, in the exercise of its functions, to have due regard to the need to:

- eliminate discrimination, harassment and victimisation;
- advance equality of opportunity between persons who share a relevant protected characteristic and those who do not share it;
- foster good relations between persons who share a relevant protected characteristic and those who do not share it.

18. Officers have carried out an equalities impact and needs analysis in light of the council's PSED to assess the impact of the Table 1 proposals on groups with protected characteristics and to assess whether any mitigating actions could be taken to promote equality and tackle inequalities. Overall, officers consider the proposals have a positive impact on persons with protected characteristics and promote equality of opportunity because it will encourage and improve safe use of the highway by all and for all road users.

19. The introduction of double yellow lines (no waiting/parking) at Roberts Close, Hayles Street, Underhill Road, Elephant Lane, Benhill Road, Gordon Road, Oxley Close, Davey Street, Lorrimore Road, America Street, King Stairs Close, Champion Grove, Princess Street and Wood Vale will benefit elderly and younger pedestrians and those pedestrians with disabilities who will be able to cross the road safely as the presence of motor vehicles will be reduced and views of oncoming traffic will not be restricted by vehicles. Notwithstanding the no waiting/parking restrictions introduced by the double yellow lines, drivers with disabilities who hold a blue badge will be able to park on the double yellow lines for up to 3 hours.

20. Introducing double blips at East Dulwich Grove and Princess Street will provide the same benefit explained above in that elderly and younger pedestrians and those pedestrians with disabilities will be able to cross the road safely as their view and access will not be restricted by vehicles.

21. Introducing single blips on existing double yellow lines at Dulwich Village will benefit school children who will be able to cross the road safely as the presence of motor vehicles will be reduced and views of oncoming traffic will not be restricted by vehicles

22. The introduction of parking bays at Great Guildford Street, Vestry Road and Gallery Road will provide parking availability for those who most need it, in particularly those with disabilities, mothers with young children and the elderly.

23. The removal of free parking bays, permit parking bays and shared use bays for the installation of destination disabled bays at St Georges Way, County Road, Gallery Road, Gaywood Street, Peckham Park Road and Westmoreland Road will have a positive effect on persons with protected characteristics in particularly those with disabilities as this provides them with closer parking to the facilities in the area.
24. Officers have not identified any adverse impacts on persons with protected characteristics for the proposals on Woods Road, Lavington Street, Champion Park, Union Street and The Gardens.

### **Health impact statement**

25. 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**

26. 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 transport; road transport currently accounts for 15% of the borough's emissions.
27. By introducing the proposals set out in Table 1 the environment has been made safer for pedestrians and cyclists, promoting active travel. The proposals will reduce the use of motor vehicles by removing parking by the use of double yellow lines which will in turn reduce air pollution and carbon emissions.
28. A just and inclusive transition is at the heart of the council's 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**

29. All costs arising from implementing the recommendations will be fully contained within the existing business unit capital and revenue budgets.
30. MTS schemes will be contained within parking revenue budgets.
31. The estimated costs for the batch of schemes detailed in Table 1 are:
- MTS/Permanent schemes - £22k
  - DPPP/Permanent Schemes – £5k
  - BH/Permanent Schemes -£5k
  - LIP/Permanent Schemes - £4k

## **Timescales**

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

- Statutory consultation – November 2024
- Reporting back to Cabinet Member with determination of objections (if necessary) – December 2024
- Implementation – January 2025 (if no objections are received)

## **Legal implications**

### Statutory Framework

33. In summary, if the recommendations are approved by the Cabinet Member, the traffic and highway improvements set out in Table 1 will be carried out by the council under powers within the 1980 Act and any restrictions will be introduced by TMOs made under various powers in the 1984 Act.

### Proposals under the 1980 Act

34. Section 62 of the 1980 Act gives the council the power to improve its highways. This general power enables the council to carry out any work, including the provision of equipment, for the improvement of the highway.

### Restrictions to be introduced by way of TMOs made under the 1984 Act

#### Permanent TMOs

35. Many of the proposals set out in Table 1 require traffic restrictions which will be implemented by way of TMOs made under sections 6 and 124 of the 1984 Act (and the specific sections mentioned below).

36. Section 6 of the 1984 Act enables the council to make TMOs to control or regulate vehicular and other traffic (including pedestrians) for:

- any of the purposes or with respect to any of the matters, mentioned in Schedule 1 of the 1984 Act; or
- any other purpose which is a purpose mentioned in any of paragraphs (a) to (g) of section 1(1) of the 1984 Act. These purposes are:
  - (a) avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising,
  - (b) for preventing damage to the road or to any building on or near the road,
  - (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians),
  - (d) preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property,
  - (e) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot,
  - (f) preserving or improving the amenities of the area through which the road runs;

- (g) any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality).

37. Section 124 and Part IV of Schedule 9 of the 1984 Act provides that certain provisions apply for the making of orders under section 6, such as consulting with the chief officer of police.

38. TMOs will:

- (a) introduce double yellow lines (no waiting/parking) at any time which is authorised by paragraphs 14 and 15 of Schedule 1 of the 1984 Act at Roberts Close, Hayles Street, Underhill Road, Elephant Lane, Benhill Road, Gordon Road, Oxley Close, Davey Street, Lorrimore Road, America Street, King Stairs Close, Champion Grove, Princess Street and Wood Vale;
- (b) install, relocate, remove and convert the various parking bays at Great Guildford Street, Vestry Road, Gallery Road, Gaywood Street, Union Street, The Gardens, Lavington Street, Peckham Park Road and Westmoreland Road, Oxley Close, Woods Road, St Georges Way, County Road, Vestry Road and Champion Park as authorised by sections 45, 46 and 49 of the 1984 Act;
- (c) introduce cycle parking at the Gardens pursuant to section 63 of the 1984 Act; and
- (d) introduce blips (loading restrictions) at Princess Street, East Dulwich Grove and Dulwich Village, authorised by paragraph 7, schedule 1 of the 1984 Act.

39. Officers note that any road marking or traffic signs required to convey the above traffic restrictions will be introduced in accordance with section 64 of the 1984 Act and the Traffic Signs Regulations and General Directions 2016.

40. In respect of the various parking restrictions set out officers have considered both the interests of traffic and those of the owners and occupiers of adjoining property in accordance with section 45(3) of the 1984 Act. Residents have requested these be introduced to facilitate their use of the highway and access to their premises (see the appendices for more detail).

41. By virtue of section 122(1) of the 1984 Act, the council has a duty in the exercise of its function as highway and traffic authority so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters listed at section 122(2):

- (a) the desirability of securing and maintaining reasonable access to premises.
- (b) 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.
- (c) the national air quality strategy.
- (d) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use

- such vehicles.
- (e) any other matters appearing to the council to be relevant.
42. The council in satisfying this duty must have proper regard to its s122(1) duty and balancing this duty with the matters set out at s122(2) when making any decision to implement TMOs.
43. In light of the issues discussed in this report and having regard to the matters listed in section 122(2), officers consider that the proposals listed in Table 1 will enable the council to meet its duty under section 122 of the 1984 Act. The matters which have pointed in favour of implementing the proposals are the encouragement of active travel, vehicle and pedestrian safety and improving the amenity of the area. These also give effect to the objectives in the SfP Strategy.
44. Section 16(1) of the Traffic Management Act 2004 sets out the traffic management duty. The council as traffic authority has a duty to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:
- (a) securing the expeditious movement of traffic on the authority's road network; and
  - (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.
45. Officers consider that the council's duty under section 16 of the Traffic Management Act 2004 is satisfied for the reasons set out at paragraph 43.

### **Financial implications**

46. The estimated costs for the permanent schemes is £36k for which there is sufficient funding from existing Highways capital and revenue budgets.

### **Consultation**

47. Should the Cabinet Member approve the recommendations set out in this report, the council will need to make TMOs under sections 6 and 124 of the 1984 Act and in accordance with the procedure set out in the 1996 Regulations.
48. The council must first consult statutory consultees (such as the police). The council will publish a notice of the proposed TMO in a local newspaper (Southwark News); and the London Gazette, and make all relevant documents available for public inspection at its Tooley Street offices during normal office hours. The council may publish the notice in other places it considers appropriate to ensure adequate publicity such as posting notices on the road in question; or by writing to those premises which may be affected by the TMO.
49. Any person who wishes to object to the making of the TMO must do so in writing within 21 days of the notice, or, if later, within 21 days of the council's compliance with the publicity and deposit rules, in accordance with regulation 8 of the 1996 Regulations.
50. Should any objections be received they must be properly considered in light of

administrative law principles, Human Rights law and the relevant statutory powers and section 122 of the 1984 Act. The council must consider all objections before making the TMO and where it does not "wholly accede" to an objection, they must provide reasons for this in its notification of the making of an order to any person that has objected.

51. None of the proposals require the council to hold a public inquiry, but the council may decide that one is necessary in light of the objections to the proposed TMO (regulation 9 of the 1996 Regulations). Officers have asked the Cabinet Member to allow them the discretion whether to hold an inquiry or not.

### Making of the TMO

52. Following statutory consultation, any objections will be reported to the Cabinet Member for determination whether to proceed with the making of TMO. Officers may consider that the proposed TMO requires modification before it is made. Again, this will be reported to the Cabinet Member. Any substantial modifications may require a fresh consultation process (regulation 14). Should the recommendation be approved the council will need to give notice of its intention to make a traffic order in accordance with the 1996 Regulations.

53. In the event there are no objections to the proposed TMOs or if objections are received and the Cabinet Member decides to proceed with the making of the TMO, the council may make the TMOs any time between the end of the period set for receipt of objections and a date two years after publication of first notice (regulation 16).

54. The council will make a copy of the TMO as made available for inspection at its Tooley Street offices and, within 14 days of making the TMOs publish in the London Gazette and a local newspaper (Southwark News), a notice of making of the TMO. The council must also individually notify all those persons who made an objection to the TMO and did not withdraw.

55. The TMO will only come into force once the council has published the notice of making, confirming the order has been made.

56. Before the TMO comes into force the council must ensure proper and necessary signage is implemented on or near the affected road to secure that adequate information as to the effect of the TMO is available to persons using the road in accordance with regulation 18 of the 1996 Regulations.

## **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

### **Assistant Chief Executive – Governance and Assurance (AGG – 21/08/2024)**

57. The Cabinet Member is asked to approve the recommendations set out at paragraphs 1 to 4 of this report to introduce the various highway and traffic proposals detailed in the appendices to this report and summarised in Table 1 by way of permanent TMOs and powers exercised under the 1980 Act. These recommendations fall within the powers of the individual Cabinet Member for determination in accordance with paragraph 22, Part 3D of the council's constitution.

58. The background and reasons for the proposals are detailed in the body of the report. To implement the proposals the council will make TMOs in accordance with the powers prescribed by the 1984 Act and the process under the 1996 Regulations as set out in the Legal Implications section above. In the event there are objections received via the statutory consultation to any of the proposals which require a permanent TMO then officers will present a further report to the Cabinet Member for him to determine whether to proceed with the making of the relevant TMO.
59. The Council's duty under section 122 of the 1984 Act to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway has been considered at paragraphs 41 to 43. Officers have carried out the exercise of balancing this duty with the various matters listed under section 122(2) and have recommended that proposals should be implemented by way of a TMO.
60. Officers have considered the council's PSED under section 149 of the 2010 Act at paragraphs 17 to 24 of this report and have concluded that the proposals are not considered to have any adverse impacts on persons with protected characteristics, and will advance equality of opportunity.
61. 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 relevant rights for highway and traffic purposes are Article 8 (respect for homes); 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.
62. 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 at paragraphs 26 to 28 above.

## **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

### **Assistant Chief Executive – Governance and Assurance (ENG24/058)**

#### **Strategic Director of Resources**

63. This report requests approval from the Cabinet Member for Clean Air, Streets and Waste to implement a number of non-strategic traffic and highway improvements and complementary street space measures as summarised in Table 1 of this report.
64. The strategic director of resources notes that the estimated costs for this batch of improvements is £36k and there is sufficient resources within the budgets specified in paragraph 30 of this report to fund these proposals.

65. Staffing and other costs connected with this recommendation to be contained with existing departmental revenue budgets.

## BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Streets for People Strategy 2023	Southwark Council Environment, Sustainability & Leisure Department Highways 160 Tooley Street London SE1 2QH	Katie Reeves – Katie.Reeves@so uthwark.gov.uk
<a href="#">Streets for People - Southwark Council</a>		
Climate Change Strategy	Southwark Council Environment, Sustainability & Leisure Department 160 Tooley Street Second Floor London SE1 2QH	Tom Sharland (tom.sharland@so uthwark.gov.uk)
<a href="https://www.southwark.gov.uk/environment/climate-emergency?chapter=3">https://www.southwark.gov.uk/environment/climate-emergency?chapter=3</a>		

## APPENDICES

No.	Title
Appendices 1 to 29	Evidence base for each proposal

## AUDIT TRAIL

<b>Lead Officer</b>	Steven Grayer – Interim Head of Highways	
<b>Report Author</b>	Katie Reeves – Highways Technician	
<b>Version</b>	Final	
<b>Dated</b>	October 2024	
<b>Key Decision?</b>	Yes	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments Included</b>
Assistant Chief Executive – Governance and Assurance	Yes	Yes
Strategic Director of Finance	Yes	Yes
Climate Change Strategy	Yes	Yes

<b>Cabinet Member</b>	<b>Yes</b>	<b>No</b>
<b>Date final report sent to Constitutional Team / Scrutiny Team</b>		9 September 2024