

Network Management Policy

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Southwark's Network Management Policy

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Glossary

ALG – Association of Local Government	LoPS – London Permit Scheme
BPRN – Borough Principle Road Network	NCN – National Cycle Network
CCTV – Closed Circuit Tele Vision	NMD – Network Management Duty
CPZ – Controlled Parking Zone	NMP – Network Management Policy
DfT – Department for Transport	NRSWA – New Roads and Street Works Act 1991
DLO – Direct Labour Organisation	NSG – National Street Gazetteer
FPN – Fixed Penalty Notice	ORN – Olympic Road Network
FQP – Freight Quality Partnership	PCN – Penalty Charge Notice
GIS – Geographical Information System	PTW – Powered Two Wheelers
HAMP – Highway Asset Management Plan	PTAZ – Public Transport Accessibility Zone
HAUC – Highway Authority Utility Committee	UTMC – Urban Traffic Management Control
HGV – Heavy Goods Vehicle	SRN – Strategic Road Network
ITS – Intelligent Traffic Systems	STGO – Special Types General Orders
JAG – Joint Authorities Group	TfL – Transport for London
KPI – Key Performance Indicator	TLRN – Transport for London Road Network
LBPN – London Bus Priority Network	TMA – Traffic Management Act 2004
LCN – London Cycle Network	TMAN – Traffic Management Act Notifications
LIP – Local Implementation Plan	TMO – Traffic Management Order
LoBEG – London Bridge Engineering Group	TTMO – Temporary Traffic Management Order
LoTAG – London Technical Advisors Group	TOC – Transport Operating Company
LTA – Local Traffic Authority	The ‘Act’ – Traffic Management Act 2004
LTCC – London Traffic Control Centre	

Chapter 1 – Network Management Policy

1.1 Foreword

Tackling congestion on Southwark's roads is one of the key challenges we face today.

The ability of people and goods to move around to meet the needs of business and access to services for social purposes and leisure depends on a great extent to how we manage the road network. Part of the response to congestion is to make sure that we keep the traffic flowing.

However, roads carry much more than just traffic, beneath them are the means to carry energy, water and communications infrastructure which provide essential services to both homes and businesses. Therefore the right balance needs to be found between the utility companies, seeking to maintain essential services and highway authorities striving to keep traffic moving for all road users.

While this work is necessary, when and how it's done can make a big difference to the effect it has on all road users. I am in no doubt that we all have had experience of delays by someone digging up the road. So therefore it's extremely important that these works are carried out in a planned, co-ordinated and safe way including where possible other activities on the street.

This Network Management Plan shows how the Council is working together with Utility Companies and developers to minimise the congestion and inconvenience caused to the public.

I welcome the publication of the Network Plan I am sure this will encourage all concerned parties to work together and to further promote new ways of working that will become the good practice of the future, this will benefit the industry as well as the road users and local communities.

Cllr Barrie Hargrove

Cabinet Member for Environment, Transport and Recycling

1.2 Overview

The Network Management Policy (NMP) outlines the London Borough of Southwark's approach to delivering its network management duty. The duty was placed upon the borough with the introduction of the Traffic Management Act 2004.

This document is designed to layout the Council's policies for managing its road network alongside existing policies contained in Southwark's emerging Transport Plan. In addition this document has been created using existing council policies and will be kept under constant scrutiny to ensure the Network Management Policy continues to reflect accurately on legislation requirements and in line with other existing council policies.

Southwark's Network Management Policy has been produced to demonstrate how the London Borough of Southwark carries out its Network Management Duty, including:

- Management of different road types
- Monitoring of its road network
- Identification of locations where persistent congestion occurs
- Coordination and management of works
- Designing road networks in regeneration areas to balance network and community needs
- Ensuring developers mitigate the impact of works through 278 agreements
- Planning of organised events
- Contingency planning of incidents
- Utilising uses of technology
- Managing traffic and parking regulations
- Enforcement of road traffic regulation
- Review and investigation of network operation
- Consultation and communication with stakeholders
- Distribution of travel information to road users

Chapter 2 – Southwark’s Transportation Network

2.1 The Transport Environment

Southwark’s central London location means the borough benefits from a wide range of transport infrastructure. However, the quantity and quality of this varies throughout the borough and the borough also experiences some of the issues that its central position brings, such as heavy congestion, and the convergence of traffic seeking river crossings in the north of the borough.

2.2 Southwark’s Road Network

The highway network within Southwark is managed by two highway authorities. The first highway authority is Southwark and the second is Transport for London (TfL). The network of roads within the Borough is 340 kilometres of streets which consists of 31 kilometres of Borough Principal roads, 17 kilometres of secondary or B class roads, 35 kilometres of C class and 257 kilometres of unclassified or D class roads.

The principal roads are part of the TfL Road Network (TLRN) and hence are not directly managed by Southwark Council. Southwark’s road network can generally be characterised by the main east west and north south routes that are utilised, not only by local traffic, but a high level of through traffic, seeking access to central London and ways along the south side of the river.

The road network also supports a majority of the cycle network, including providing a vital link to central London. The highest daily traffic flows generally occur in the northern section of the borough on roads such as: the inner ring road comprised of Kennington Lane, the Elephant and Castle, New Kent Road and Tower Bridge Road; Old Kent Road; Jamaica Road and the Rotherhithe tunnel; and Blackfriars Road and London Bridge.

2.3 Road Hierarchy

Road hierarchies are used to determine a number of factors within a road network. Southwark Council has three main hierarchies used to identify and understand the importance of a particular road.

- The road users hierarchy as identified in 2.3.1 is used when designing traffic management schemes, looking at road safety issues and when looking at traffic demands.
- The national identification and classification identified in 2.3.2 is the main hierarchy the public will be familiar with. The classifications used are Motorways, A Roads, B Roads, C Roads and Unclassified.
- The network management hierarchy identified in 2.3.3 is used for two purposes. The first use for the hierarchy is for maintenance and inspection purposes. The second use for the hierarchy is for street works purposes such as reinstatements, co-ordination and quality monitoring.

Southwark uses the for the purpose of maintenance, traffic demand and priority. When designing a traffic scheme the main hierarchy to be assessed would be the 'hierarchy of road users' which would determine who the scheme is aimed at and who or what has preference within its design.

2.3.1 Road Hierarchy – Road Users

Hierarchy of road users as stated in the Local Implementation Plan, Cycling Plan and Road Safety Plan:

1. Pedestrians
2. Cyclists
3. Public transport and community transport
4. Freight vehicles
5. Taxis
6. Powered two-wheelers
7. Private cars

These classifications have assisted in the development of guidelines in The London Borough of Southwark to help with the maintenance and upgrading of highway facilities. They have also been essential in helping The London Borough of Southwark manage traffic demands in an efficient manner.

2.3.2 Road Hierarchy – National Identification and Classification

Roads in Southwark are categorised in a hierarchy, which reflects their purpose, level of importance for traffic movement within and through the borough and role within the overall road network. Nationally recognised by the DfT and motoring organisations the AA and RAC the hierarchies are

more commonly known as Motorways, A Roads, B Roads, C Roads and Unclassified. Southwark's road network follows the following hierarchy:

- TfL Road Network (TLRN), classified A roads owned and managed by TfL; and
- The Strategic Road Network (SRN), under the TMA 2004. This road designation gives TfL increased powers over any proposed road works which need prior approval by notification. The functions of strategic routes are to provide for longer journeys, particularly coach and freight vehicles, to link with the national road network and reduce traffic demands on distributor roads;
- Borough Principal Road Network (BPRN); classified A roads and busy bus routes, these roads provide links to the TLRN for journeys between boroughs and access to town centres;
- Non principal secondary B roads; roads primarily used as distributor roads used as bus routes and heavy goods vehicle routes and local journeys;
- Non principal C roads; local distributor roads for movement within the borough between B distributor roads and the SRN;
- Unclassified local roads; all other roads in the borough with a local function including access to adjacent land.

2.3.3 Road Hierarchy – Network Management

The hierarchy that has been developed for network management is based upon how serious the detrimental impact might be of works, an incident or an event taking place on the network if not coordinated. The network is divided into four categories (category 4 is split into two subdivisions) as described in "Well Maintained Highways Code of Practice for Highway Maintenance Management 2005".

The London Borough of Southwark has examined how roads are classed together with the network service they perform and assigned them to a particular network hierarchy. Type 1 roads within the borough are designated and managed by TfL. Type 2 roads within the borough comprises of the majority of the boroughs strategic road network. Category 3 and 4 roads within the hierarchy make up the majority of the boroughs road network which comprises most of the residential and urban routes. All information in relation to road hierarchies within Southwark are recorded and maintained through the National Street Gazetteer (NSG).

The road hierarchy for network management is the same as used for defining the reinstatement category of the road network. The reinstatement categories as defined on Southwark's street works register is used by all contractors and utilities who maintain apparatus and assets within the highway. Roads with a higher frequency of traffic will have a higher requirement of reinstatement than that required on a small residential access road. (Reinstatement categories are described within the New Roads and Street Works Act 1991 Specification for reinstatement of openings in highways)

1. **TLRN**; Responsibility of TfL, these roads form the basis for long distance vehicle movements within London to the national road network. "Red Routes" and former "Trunk Roads" are

the responsibility of TfL and are primarily used in conjunction with the main bus network and HGV routes. The requirement for street works, servicing and maintenance is limited.

2. **London (Main) Distributor Roads;** provides links to the TLRN for journeys into adjoining boroughs and into town centres. Distributor Roads also form part of the main bus network. The requirement for street works, servicing and maintenance will be considered when local roads are sustainable and network capacity is not increased.
3. **Local Roads;** HGV's should use these roads in the case of delivering goods only. Street works, servicing and maintenance will be allowed subject to the impact on traffic flow, safety and the environment. Local Roads can be divided into two categories.
 - 4a. **Borough (Local) Distributor Roads;** which provide for movement within the London Borough of Southwark between London Distributor Roads and Access Roads. These roads provide for local vehicle movements and are seen as suitable routes for buses and emergency vehicles.
 - 4b. **Access Roads;** which provide links to land, homes and buildings. On-street servicing will be considered subject to impact on safety and the environment. These roads may not be of a sufficient scale to be accessible by full-sized buses, and should not be designated as through routes for the emergency services. These will be considered for management measures such as road closures, banned turns, traffic calming and local area lorry bans.

The road hierarchy criteria set above has also has the following targets:

- Limiting available routes for through traffic
- Providing safe conditions for pedestrians and cyclists
- Removing HGV's from unsuitable routes
- Reducing collisions on the highway
- Providing efficient bus services and reducing delays
- Reducing emissions and environmental traffic impacts

From these categorisations, a plan of traffic sensitivities has been produced. In addition to the categorisation of the road, the plan has been based on the NRSWA Traffic Sensitivity criteria, with each criterion being weighted as being of primary importance or of secondary importance to the efficiency of the road network.

In order to understand what requirements and uses the boroughs roads have a set of principles for how the network data will be managed to facilitate the efficient operations for planning and controlling the network has to be investigated on an on-going basis. The starting point is to create an accurate inventory of the highway network which is required to be referenced and disseminated in the National Street Gazetteer (NSG) format. Processes are already put in place to maintain this inventory data for Southwark Council within the Network Operations Team and Central GIS Team. This information is the foundation on which all other highway information and processes will be built including geographical information system (GIS) mapping and street works register.

In order to successfully deliver the required changes to the network the analysing of attributes about every road has been determined. The highway network requires:

- Road type classification
- Traffic, cycle and pedestrian categories
- Traffic sensitivity
- Bus routes
- Maintenance categories
- Additional Street Data (ASD)
- Event locations
- Congestion points
- Roads of special interest
- Winter gritting routes
- TRLN roads
- SRN roads
- Routes used by emergency services
- Local issues such as school locations, traffic calming and rat runs
- Traffic order information (TRO)

2.4 TfL Road Network (TLRN)

The TLRN operated by TfL is better known as the red route. On the TLRN all Highway's Act functions are carried out by TfL. The TLRN within the London Borough of Southwark is listed in Appendix A.

2.4.1 The Strategic Road Network (SRN)

The SRN is the responsibility of the London Borough of Southwark. Although all maintenance, street cleansing and refuse collection is delivered by Southwark, permission should still be granted by TfL in order to perform works on these roads. The SRN within the London Borough of Southwark is listed in Appendix B.

2.5 Traffic Sensitive Streets

Under the New Roads and Street Works Act 1991 streets may be designated as 'traffic sensitive', where the local authority has identified it as needing special consideration when assessing planned works (e.g. road maintenance and utility works). The London Borough of Southwark is currently reviewing the designation of traffic sensitive streets in line with new criteria under the Traffic Management Act.

The register of such streets, the location of which can be viewed in a Geographical Information System (GIS), will be updated accordingly. The London Borough of Southwark now has greater powers of direction over when work can take place on traffic sensitive streets. For example, for planned non-emergency work the utility companies may be required to carry out works only outside peak periods, the key period of traffic sensitivity if this is practical and reduces traffic congestion.

A full list of currently designated traffic sensitive streets is listed in Appendix B.

2.6 Traffic Sensitivity Criteria

The criteria of primary importance used to determine Southwark's traffic sensitive road network is listed below:

- traffic flows containing more than 25% HGVs;
- more than eight buses per hour;
- a critical signalised junction within 100 metres;
- winter maintenance precautionary salting routes;
- tourist traffic, or where there are international or national events taking place.

The criteria of secondary importance are:

- more than 500 vehicles per hour per lane;
- single carriageway <6.5 metres wide and more than 600 vehicles per hour;
- a 2 way pedestrian flow of at least 1300 persons per hour;
- a traffic sensitive street within 100 metres on a side street;

Other relevant criteria applies dependant on the 'importance' and may be further weighted by a 'user value' such as (public transport, pedestrians, freight, cars, cyclists etc)

2.7 Strategic Bridges and Tunnels

Due to the location of Southwark with the River Thames there are five bridges and one tunnel which navigate the river these include:

- Blackfriars Bridge
- London Bridge
- London Millennium Bridge
- Southwark Bridge
- Tower Bridge
- Rotherhithe Tunnel

2.8 Traffic Signals

The London Traffic Control Centre (LTCC) operates and manages the 4,600 traffic signals around London. Signal maintenance, installation and re-phasing of signals is carried out by Traffic Signal Systems (TSS) and is also charged with the commissioning of new traffic signals on behalf of London Boroughs.

Southwark does not have the authority to alter or physically change the location or phasing of signals but through traffic schemes, signalling reviews and applications for new signal requirements, amendments can be made with applications made to TfL. Southwark's Network Operations Team attends regular coordination meetings with TfL, where input is provided for any proposed amendments to signals.

2.9 Bus Network

The London Bus Priority Network (LBPN) covers the borough extensively and provides the main public transport provision in areas away from rail stations. The network is particularly extensive in the northern half of the borough, which is served by approximately 50 high frequency and 12 low frequency bus services as well as 16 night bus services.

The LBPN was originally an 865 km network of borough roads across London that complemented the priority (red) routes. It was developed in 1994 by the 33 boroughs and London Transport (predecessor to TfL) who jointly developed with the Government Office for London and the then traffic director for London, a cross boundary bus network for the whole of London. To aid boroughs with funding and to assist buses off the original network from 2003, the LBPN covers all borough roads that carry buses.

Southwark historically has a high usage of bus services across the network. Areas in the south of the borough which have limited train facilities, such as Dulwich, Camberwell and Peckham, rely heavily on bus services.

2.10 Rail Network

In terms of rail, there are 11 surface rail stations in the borough including London Bridge, the Elephant and Castle, South Bermondsey, Queens Road Peckham, Peckham Rye, Denmark Hill, Nunhead, East Dulwich, North Dulwich, West Dulwich and Sydenham Hill. Whilst the number of stations may give the impression of a comprehensive network, there are two major gaps in the network within Southwark. One is centred on the Burgess Park area (from Camberwell to Bermondsey) and the other is centred on the area between Peckham Rye Park and Dulwich Park.

There are eleven railway stations in Southwark providing services between Central London and the South East. However, there are two areas, the Burgess Park area (from Camberwell to Bermondsey), and between Peckham Rye Park and Dulwich Park that are not close to a station, making it difficult for people living and working in these areas to use them.

Southwark is particularly well served by the overland rail network however, the accessibility of stations on this network and the frequency of service continue to be the major concerns of users. There are 11 surface rail stations and these are operated by three TOCs, Southern, South Eastern and Network Rail.

2.10.1 Southwark's Train Stations

- Denmark Hill (within Zone 2) operated by South Eastern
- East Dulwich (within Zone 2) operated by Southern
- Elephant and Castle (within Zone 1) operated Southern
- London Bridge (within Zone 1) operated by Network Rail

- North Dulwich (within Zone 2/3) operated by Southern
- Nunhead (within Zone 2) operated by South Eastern
- Peckham Rye (within Zone 2) operated Southern
- Queens Road Peckham (within Zone 2) operated by Southern
- South Bermondsey (within Zone 2) operated by South Eastern
- Sydenham Hill (within Zone 3) operated by South Eastern
- West Dulwich (within Zone 3) operated South Eastern

2.11 Tube Network (London Underground)

The underground network is concentrated in the north of the borough where there are nine underground stations including London Bridge, Borough, Elephant and Castle, Kennington, Surrey Quays, Rotherhithe, Southwark, Bermondsey and Canada Water. Four different lines including the Northern, Bakerloo, Jubilee and East London lines service these stations.

2.12 Tube Lines in Southwark

Three tube lines are contained within the borough, the Northern line that extends from London Bridge to Kennington (on the borough boundary). The Jubilee line links the West End, Waterloo and London Bridge with the Rotherhithe peninsula and on via Canary Wharf to Stratford. The Bakerloo line runs from the north east of London, through Oxford Circus, terminating at Elephant and Castle.

2.13 Cycle Network

Cycling has increased dramatically over the last 10 years. Many areas in central London have seen significant increases in cyclists, particularly those commuting. In recent years the council has invested in cyclist training for adults and children and cycle infrastructure to increase the uptake of this sustainable mode of transport.

The London Cycle Network programme started in 1995. The LCN+ was established in 2000 after the formation of TfL to extend and improve upon the network.

There are 5 LCN+ routes in Southwark

- Route 0 Southwark Bridge to Imperial War Museum
- Route 2 Lambeth (Imperial War Museum) to Deptford
- Route 22 London Bridge to Brockley
- Route 23 Southwark Bridge to Crystal Palace
- Route 25 Herne Hill to Nunhead

London Cycle Network Map (Southwark) – Appendix C

2.13.1 National Cycle Network

The Thames cycle route, which is part of the national cycle network (NCN), runs through the north of the borough providing an almost vehicle free route between Vauxhall and Kent. This is a key recreational cycling route and tourist facility within the borough. The path also enables residents and visitors in the borough to enjoy the Southwark atmosphere and presents an opportunity for the council to promote our own cycling facilities. A key way of doing this is to provide bike hire, ideally located at the Southwark tourist office located on the Thames cycle route.

2.13.2 TfL Cycle Hire Scheme

TfL has introduced the London Cycle Hire Scheme in partnership with Barclays. This scheme is designed to make cycling easier and more accessible to road users. There are over 30 docking stations to collect and drop off bicycles within the borough and this enables a more efficient use of cycles on the road network. The scheme has been promoted by enabling the users to gain the first 30 minutes use of a cycle free while journeys longer than 30 minutes are charged a minimal fee.

2.13.3 Cycle Super Highway

Cycle Superhighways are new cycle lanes into central London from outer London. They will provide cyclists with safer, faster and more direct journeys into the city.

The first two routes have now launched, with ten more being introduced by 2015. The London Borough of Southwark has three super cycle highway routes proposed including:

- Route 4 from Woolwich to Tower Bridge
- Route 5 from Lewisham to Victoria
- Route 7 from London Borough of Merton to City of London

Proposed routes shown on map – Appendix D

2.14 Powered Two Wheelers

Powered two wheelers (PTWs) provide an alternative means of travel to the motor vehicle, particularly in urban areas. They have the advantage of being relatively efficient and economical to run, capable of long distances, manoeuvrable and provide a flexible, door to door solution to transport needs for the user.



The use of PTWs has been increasing in recent years across the Southwark network, this is particularly noticeable in the north of the borough.

Their exemption from the congestion charge is a positive incentive to the usage of powered two wheelers and in turn Southwark has identified a growing demand for parking within the congestion charging zone. In recognition of the limited road space they require in comparison to that of the motor vehicle, we have placed PTWs above motor vehicles in the road user hierarchy. The key issues in regard to PTWs are the growing safety concerns associated with increased PTW casualties, the maintenance of roads, the provision of secure parking facilities and the use of bus lanes by PTWs.

2.15 Road Freight

Road haulage from coastal ports and light goods vans traverse through the borough to service the City and West-End retail, hotel and restaurant trades and commercial offices. The high volume of through freight traffic on the borough's roads has an adverse effect on the road network in particular the local bus services.

Southwark is a base for numerous transport companies and wholesale businesses with storage/warehousing facilities or conducting operations requiring supplies of raw materials. The construction industry in particular is placing an additional demand for carriage of raw material and building waste and will continue to do so whilst regeneration and redevelopment continues in the borough.

Aside from the localised freight traffic generated by industry and the servicing needs of businesses within the borough, Southwark also experiences freight movements passing through the borough on its way to and from central London.

The council is well aware of the issues associated with road freight movements and is specifically concerned with the air and noise pollution, environmental intrusion, traffic congestion and damage to road infrastructure caused by this form of transport.

Southwark has continued to welcome opportunities to work in partnership with the London sustainable distribution partnerships, freight organisations, central and local government, road, rail and river authorities to explore other ways of delivering goods efficiently with the least harm to the environment and our health.

2.16 Freight Demand

The nature of freight is in a period of transition with an increasing demand for door to door and home delivery services. In recognition of the regional impact of freight Southwark will continue to work with our partners to improve the understanding, performance and efficiency of freight distribution in the borough and improve ways of servicing businesses. The council will continue to work with TfL, the London Sustainable Distribution Partnership to improve freight service within London.

2.16.1 Freight Quality Partnership

Southwark is a member of the Central London freight quality partnership (FQP). The aim of the FQP is to bring the freight industry, other businesses, local policy makers and the local community closer together, by helping to overcome some of the impacts that local residents and businesses currently experience as a result of freight operations. It is therefore based on the concept of inclusion.

2.16.2 London Lorry Control Scheme

The London lorry control scheme is an environmental measure that restricts the movement of heavy goods vehicles (over 18 tonnes in weight) during the night time and at weekends.

London Councils maintains the scheme, issuing permits to those lorry operators with essential business in London (around 56,000 permits per year) and produces the London lorry map which shows those roads affected by the scheme and provides assistance to lorry operators with information on routing. The permit system requires operators to register and confirm that they understand the requirements the scheme imposes on them.

A team of enforcement officers operate through London Councils to ensure compliance and prosecute an estimated 2,000 offences under the ban each year. There is also a complaints hotline which any member of the public can ring to report any night time and weekend lorry disturbance.

2.17 Abnormal Loads

The Construction and Use (C&U) Regulations provide the basic legislation over how normal motor vehicles and trailers (up to a maximum of 40 tonnes) are built and operate on the road. The movement of large or heavy loads and cranes which exceed the dimensions set down in the Regulations are permitted to use the public highway provided they follow the Special Types General Orders (STGO). These are generally referred to as Abnormal Loads. An abnormal load can potentially use any road provided the haulier complies with the law including weight limits. Some roads are more suitable and used more often such as A Class Roads. Before a haulier can move an abnormal load he must notify the highway authority and dependant on the type of load (e.g. weight, length or width) they must also notify the Police. In addition, if the gross weight or axle weights exceed those

specified on the C&U regulations the haulier must inform the LTA and all bridge owners along the proposed route. (e.g. Network Rail).

Abnormal loads which are longer, higher or heavier than standard must be notified to the council as Highways Authority. Abnormal loads are defined in The Motor (Authorisation of Special Types) General Order 1979 and Subsequent Amendment Orders. This order defines an abnormal load as any vehicle which exceeds at least one of the following:

- over 40 tonnes gross weight
- over 2.9 metres wide
- over 4.9 metres high
- over 28.0 metres long

To organise an abnormal load through Southwark the Network Operations Team (Public Realm), TfL and the Police must be notified of the proposed route. Planned abnormal loads are coordinated with road works and other highway activities by checking routes with the street works register. Routes are also inspected to ensure suitability for loads such as weight and height and any issues are discussed with the asset management team.

2.18 Vehicle Journeys

Southwark experiences some of the challenges that its inner London location brings, the most substantial being heavy congestion. As would be expected the highest daily traffic flows generally occur in the northern section of the borough due to convergence of traffic seeking river crossings.

The roads with the largest amount of traffic are in the north including Kennington Lane, Elephant and Castle, New Kent Road and Tower Bridge Road; Jamaica Road, the Rotherhithe tunnel; Blackfriars Road and London Bridge.

Southwark's road network comprises approximately 23km of principal roads and 336km of non-principal or borough roads. The principal roads are part of the TfL Road Network (TLRN) and hence are not directly managed by Southwark Council. Southwark's road network can generally be characterised by the main east west and north south routes that are utilised, not only by local traffic, but a high level of through traffic, seeking access to central London and ways along the south side of the river.

2.19 Parking

Comprehensive parking controls were first introduced in Southwark over 30 years ago. Since then they have been extended to cover 40% of the households in the borough and waiting restrictions have been introduced to many other main roads and junctions.

Since comprehensive parking controls were first introduced in the early 1970s the parking pressure has built up dramatically. The number of vehicles on our streets has grown to the point where it is not possible to meet all demands. There is simply not sufficient space on the roads in many parts of the borough.

In 2001, residents in the borough had access to over 63,000 cars or vans, over twice as many as in 1971. The reasons are that there are more households, and more households have access to a car or

a van. There has also been some increase in the proportion of households with more than two cars, though this is a less significant factor.

This increasing pressure has resulted in changes to parking control. When comprehensive regulations were first introduced the objective was to control the impact of parking on the immediate area in which the controls were located.

2.20 Parking Hierarchy

The hierarchy will be applied with regard to the local circumstances. For example, in areas where there is very limited space for residents parking the needs of essential public workers and care workers may need to be given higher priority. In commercial areas, higher priority is generally given to short stay parking in areas adjacent or very near to business premises.

Road users

	Vehicle type
1. Local disabled resident parking need (parking at origin);	1. Emergency vehicle;
2. Non local disabled parking need (parking at destinations);	2. Cycle;
3. Car share and car club bays;	3. Bus;
4. Local resident parking;	4. Public service vehicle including managed levels of short term coach parking;
5. Building contractors, appliance repair and other tradesman services;	5. Taxi;
6. Essential worker in the delivery of public service and carers;	6. Shared/pool car;
7. Local business essential parking/servicing need;	7. Cleaner/greener private car;
8. Short stay shopper/visitor parking need;	8. Private cars and powered two wheelers.
9. Long stay shopper/visitor parking need;	
10. Long stay commuter parking need.	

Application of the hierarchy will also reflect the function of particular streets:

On A routes and busy bus routes low priority will be given to residential disabled bays, general residential parking, car share and car clubs and long stay parking (shopper, visitors and commuters), unless there is no reasonable alternative for residential parking and the street is sufficiently wide to accommodate through traffic and limited parking. Tradesman and essential business service parking will generally be restricted to loading only.

2.21 Car Clubs

A car club provides members of the club access to a car when required without the need to actually own a car; it is a similar system to a car rental scheme. Generally members are required to pay an annual membership fee and then an additional pay as you drive fee to cover maintenance, insurance and fuel.

Cars are located in car club stations in central locations to people's homes and offices (generally within 5mins walk). Members have 24 hour access to cars and bookings can be made over the phone or on the internet, weeks in advance or at a moment's notice.

Considerable environmental benefits due to reduced car usage: such as less traffic congestion; less space taken up by parked cars; reduced emissions and pollutants (through the use of low emission vehicles);

- Increased use of sustainable modes of transport;
- Reduced cost of transport;
- Contribute to social inclusion within the community.

Car clubs are designed to complement public transport, walking and cycling. Research has shown that one car club car replaces five privately owned vehicles which can help to relieve on street parking demand.

There are currently 100 on street publically accessible car club bays across Southwark, placed in areas where they are easily accessible for residents and businesses. The greatest concentration of bays can be found in the north of Southwark showing a possible relationship between low levels of household car ownership/high levels of public transport provision. The council's ambition to ensure that there is a car club bay within five to ten minutes walk of each of household.

The council will help to promote the concept of car clubs through local travel awareness events and the council website, this will support the promotion and marketing by the (privately owned) operators.

A recent study investigated the key aspects for a successful car club and the preferred areas for implementation, the four key aspects included:

- Good public transport links;
- High parking pressure/parking problems;
- Population density;
- Affluence.

In assessing the viability of car clubs in Southwark, an assessment of all wards has been undertaken considering the criteria. Wards have been given a high, medium and low ranking for their ability to support a car club.

The consideration of further car club bays should be introduced to the borough on the basis of this prioritisation. However, this does not preclude any other areas being depending on local circumstances and demand.

2.22 Retail and Commercial Centres, Waiting and Loading

Parking regulations in the vicinity of retail and business centres and community facilities should be designed to support their operations and more generally the continued vitality of town centres throughout the borough.

Retail and commercial businesses depend on loading and unloading facilities for deliveries. Some businesses also require convenient parking for their own delivery vehicles or transport used to visit customers and suppliers. Businesses have a general interest, to a varying degree, in accessibility by car and car parking facilities for customers although a relatively high percentage of visitors to town centre's in Southwark generally use public transport.

To minimise the impact caused by parking for businesses and for deliveries, workplace travel plans can be produced to ensure that parking is properly managed and delivered.

2.23 Loading and Unloading

Southwark generally provides for loading and unloading through the provision of limited stay, free parking bays, dedicated business bays, and stretches of single yellow lines near to shops and other commercial premises. In some CPZs a limited number of loading bays have been provided. It is considered that loading bays are difficult to enforce, and that single yellow lines are generally more practical.

The London Borough of Southwark recognises that loading and unloading can cause detrimental effects to the positive movement of traffic on the road network. Vehicles carrying materials for developments will have designated routes planned so to avoid causing congestion on key routes. Where there are issues for access for unloading within the borough requests can be made to deliver outside of traffic sensitive hours.

2.24 Parking Enforcement

Under the current enforcement contract council officers work closely with the contractors to target key locations and categories of offenders. However priorities are not set in a way that systematically relates them to council's wider transport objectives. It is proposed that the new contract supervision arrangements will allow council officers to take a fuller role in setting priorities. This would make it possible to focus on particular concerns which might be considered less critical by the contractor working to the current broad performance targets.



Examples where focused action might be required include:

- Cycle lanes;
- Parking at school gates;
- Abuse of disabled parking bays;
- Regular large gatherings for social, religious or leisure events;
- Localised difficulties resulting from particular business activities;
- Major construction works.

Southwark Council uses enforcement methods such as PCN's to control parking around commercial and shopping centres within the borough. Southwark undertakes the enforcement of these areas with a view that the most congested and traffic sensitive areas are targeted, or that certain contraventions are given particular attention. It is recognised that a consistent high level of traffic enforcement is important on the boroughs major bus corridors. However in general the Council operates a flexible approach to its parking enforcement service and adjusts the available enforcement levels to meet the prevailing needs.

2.25 Walking

Southwark Council aims for walking to be the first choice of travel. Whilst the council recognises that travel choices depend upon circumstances, walking presents the greatest benefits to Southwark residents, visitors and businesses alike. Improving conditions for walking can bring a range of benefits to the everyday lives of people, to their health, safety and improve access to services with an increased sense of community.

Nearly all trips to and within the borough will have a walking element and for most walking is something that is done every day, whether it be walking to the train or bus stop, walking to school or work or even to get some last minute groceries. Given the business centre in the north of the borough this area borough experiences a high proportion of commuter walking as well as multi modal trips which incorporate walking

Southwark also attracts many visitors, again to the Bankside area to the cultural and heritage sites such as Shakespeare's Globe, the Design Museum, the Borough Market, Southwark Cathedral and the Tate Modern. Walking provides the perfect pace for experiencing the sights and atmosphere of Southwark and we encourage our visitors to walk.

2.25.1 Legible London - Southbank and Bankside

The area running alongside the River Thames includes a number of major tourist attractions which attracts around 20 million visitors a year. TfL in partnership with the London Borough of Southwark is piloting Legible London signs a new pedestrian wayfinding system to assist people walking around the capital.

The Southbank and Bankside pilot aims to help people change between transport modes in the area more easily including bus, train, tube and river services.

Legible London Locations – Appendix F

2.26 Developments

The established protocol regarding developer contributions is that developers are expected to mitigate the transport impact of their development, particularly with regard to the potential increase in congestion arising from additional development related traffic. In order to ensure that highway related improvements are both proportionate and deliver best value to road users, The London Borough of Southwark works closely with developers to achieve these aims. Depending on circumstances, there may be situations where the developer is required to make partial contributions to help deliver more significant network improvements, where these form part of a future improvement programme or part of a transport strategy for a given area. Similarly, there are other situations where the developer would be expected to fund in full, the required improvements and pay the cost of future maintenance (i.e. a commuted sum payment for future maintenance).

Through the S106 supplementary planning document the Council has established a planning tariff on development in Southwark to fund highway network improvements. Site specific measures to mitigate the impact of additional traffic generated by development are sought separately from this tariff.

Chapter 3 - Stakeholders, Partners and External Groups

3.1 TfL

TfL (Transport for London) is a highway and traffic authority for designated roads within the London Borough of Southwark. Southwark as a highway authority has responsibility for activities such as waste management, winter maintenance and street cleansing. All planning issues on TfL designated roads are also managed by the London Borough of Southwark.

3.2 London Traffic Control Centre

All traffic signal design, maintenance and operations are performed by the London Traffic Control Centre on Southwark's behalf.

3.3 London Buses

TfL Buses operates all buses within the London Borough of Southwark. The responsibility for managing routes, service quality and service levels falls with TfL.

Bus services, bus stop maintenance contracts and support services are carried out by private operators under license from TfL.

3.4 Neighbouring Boroughs

Southwark shares its boundaries with three other boroughs including Lambeth, Lewisham and Bromley. The River Thames separate's Southwark from Tower Hamlets and the City of London boroughs but Southwark shares bridges with them.

As part of Southwark's network management duty it is required that any works performed which will have a negative impact on a neighbouring boroughs network should be planned and communicated to ensure network flows are maintained to a high standard. This is carried out by Southwark's Network Operations Team and the neighbouring borough Street Works Teams.

3.5 Emergency Services

The Network Management Duty sets out the requirements for Emergency Services and the necessity to which they are involved with Southwark's network function. The co-operation between Southwark and Emergency Services is key to ensuring the safety of the public and the minimisation of disruption to the network users. Emergency Services are consulted for all major network changes and when planning major highway works.

Where joint site visits are required to agree diversionary routes or temporary traffic management requirements emergency services are notified and asked to attend. In addition any schemes which may affect the network are taken through a consultation process which includes engagement with emergency service providers.

3.6 Statutory Undertakers

Statutory undertakers are better known as utility companies and provide the infrastructure of services such as Gas, Water, Electricity and Communications.

Utility companies working in Southwark have a statutory right to maintain their apparatus in the highway. Although Utilities have a statutory right they must still inform the Southwark Council of their requirements giving a description of the type of works and duration. These works are properly co-ordinated and managed and controlled to ensure optimum network performance by the Network Operations Team.

3.7 In-House Contractor

All facets of highway and on-street asset management are managed and delivered by Southwark's internal contractor. All duties delivered by the contractor include:

- Carriageways
- Footways
- Street lighting
- Highway structures
- Highway surface water drainage, and street furniture

3.8 Emergency Planning

The council has clear legal and moral obligations to provide effective, robust and demonstrable emergency arrangements to mobilise its resources at short notice to deal with a broad range of incidents. This may be on a localised departmental level where a simple out-of-hours activity is required, or on a much larger scale, where a multifunction response requires dedicated coordination, liaison and communication. In either case, high quality planning provides the foundation for this flexible response, whatever the initiating event may be.

The following is a guide but describes when the emergency procedures delivered by the London Borough of Southwark would be required.

- An event where the council is obliged to provide a direct service or services to mitigate its effects;
- An event where the council may wish to take an interest in the mitigation process by a third party, providing support where required;
- An event where the council would contribute to a multi-agency response to a civil event;
- An event where assistance has been specifically requested by the emergency services or other public body.

3.9 Olympics 2012 and Clearway 2012

The Olympics in 2012 have involved all of London's 33 boroughs in planning and managing the requirements of road network management. Southwark as an Olympic borough is involved with the

working groups entailed with the responsibility of keeping traffic moving through co-ordination and communication in the run up to and during the Olympics.

The Clearway 2012 project is designed to ensure that designated lanes for traffic during the Olympics are clear and free from road works and highway activities. Tackling congestion is the aim of Clearway 2012 to ensure that congestion is minimised in London and that all works are co-ordinated to ensure traffic flows are maintained.

Southwark will ensure all communications with stakeholders is performed to promote awareness and understanding of implications that London2012 will have on the borough road network. Information distributed from TfL in relation to the Olympic Road Network (ORN) will be communicated to the necessary departments to ensure that the Olympic Road Network (ORN) through Southwark is kept clear of avoidable disruption during the games.

The Traffic Manager will continue to attend ClearWay 2012 meetings with TfL, meet with key officers and officials throughout 2010, 2011 and 2012 to ensure network management procedures for the Olympics are managed and adhered to in Southwark.

3.10 National and Regional Highway Authority Utility Committee

The South London Street Works Group meet quarterly to discuss procedures, codes of practice and technical information. This group feeds into London HAUC and National HAUC - The Highway Authorities and Utilities Committee (HAUC UK) was established in 1986 by the constituent bodies of the local Highway Authorities and the Utilities to assist the Secretary of State in arriving at proposals for new street works legislation. The regional HAUC meeting is attended by Southwark's Traffic Manager.

3.11 LoTAG

The London Technical Advisors Group (LoTAG) maintains a technical network for local government professionals and co-opted members in the highway and transport fields, who advise the London Borough elected members on their statutory duties as the Highway and Traffic Authority. It provides a centre for professional advice and assistance for local policy development and service delivery on a London wide basis. All the London local authorities are members of LoTAG and are represented through the working groups, which meet on a regular basis, usually every 6-8 weeks. The regional LoTAG meetings are attended by the appropriate heads of service from Transportation and Public Realm.

3.12 LoBEG

The London Bridges Engineering Group (LoBEG) is a working body consisting of a representative from each Highway Authority in London. LoBEG reports to LoTAG with the main task to co-ordinate a prioritised programme of assessment, strengthening and other structural maintenance to ensure minimum disruption to London's highway network and other transportation systems."

3.13 London Councils

London Council's hosts ad-hoc meetings dealing with pan-London traffic and transport issues. They are currently holding regular meetings on the Network Management Duty, licensing forums, Olympic delivery and other transport related topics. Southwark plays an active role in these meetings providing presentations to share best practice and engagement in consultations and benchmarking.

3.14 Traffic Managers Forum

The liaison of the Traffic Manager with others in equivalent positions is required on two levels. Firstly it is necessary for each individual Traffic Manager to liaise with all their counterparts that border their area of jurisdiction to facilitate the second aspect of the duty i.e. "to facilitate the expeditious movement of traffic on road networks for which another authority is the traffic authority."

33 London Boroughs and TfL have formalised a joint working group to deal with cross-boundary issues and to ensure that consistency in approach is applied across the region. Southwark's Traffic Manager attends all Traffic Manager working groups with TfL, London Councils and other local authorities.

The second level of liaison is required to ensure that a culture of best practice and cooperation is established regardless of geographic boundaries. This liaison, on a national basis, will ultimately deliver a culture whereby assistance and cooperation can lead to significant efficiencies. Southwark's Traffic Manager represents the borough on various Traffic Manager's forums.

Chapter 4 - Network Management Delivery

4.1 The Traffic Manager

The introduction of the Traffic Management Act 2004 imposed a statutory requirement on all Local Traffic Authorities to appoint a person to the organisation to be known as the 'Traffic Manager'.

The Traffic Manager acts as the focal point within the London Borough of Southwark collating and distributing information regarding the Council's responsibilities under the Traffic Management Act and Network Management Duty.

The Traffic Manager is responsible for overseeing the day-to-day management of the road network with regards to network management, co-ordination, events and all other highway activities. Other responsibilities include liaison with council departments such as traffic, highways, structures, major projects, parking, enforcement, CCTV and senior management to provide assistance with transportation policy, strategy and action plans where they are required to ensure that the decisions made across the whole authority contribute to securing the more efficient use of the road network.

The precise nature of the duties and responsibilities will differ between authorities. In the London Borough of Southwark the Traffic Manager is positioned within the Public Realm Department (Network Operations Team) where links with all service teams which affect the road network will be easily accessible. As well as maintaining constant communication with internal service departments it is also the responsibility of the Traffic Manager to maintain a defined working relationship with other partners and stakeholders. This will ensure that the efficient operation of the highway network is maintained, at all times, and where delays occur on the network that they are dealt with in an expeditious manner so as to maintain traffic movement.

The Traffic Manager has a close working relationship with officers responsible for setting Transportation Policy and TfL and is involved in ensuring that the strategies and planning undertaken to meet the Network Management Duty are consistent with other wider Council obligations and policies.

Through co-ordination and dissemination of information concerning works and planned events the Traffic Manager will work with all parties to ensure that any conflicts and coincidences that may arise from different stakeholders requesting road space are resolved.

In turn, the efficient management of coincidences and potential conflicts, and the co-ordination of works and planned events, with all parties, will enable Southwark to avoid causing unnecessary disruption and congestion to the road user.

Southwark Council's Traffic Manager is situated within the Public Realm department (Network Operations Team).

4.2 Congestion

In this policy, congestion is deemed to be caused when the normal capacity of a particular part of the road network is insufficient for the volume of traffic wishing to use it. Congestion can be described as 'unwanted or wasted' journey time and whilst delays to journeys can occur on any type

of road and at any point on a road network, in most cases congestion is focussed on the urban areas, where the demands for limited road space is greatest.

Causes of congestion on the Southwark's road network can include a variety of direct and indirect issues. Some of the reasons for congestion can include; unplanned incidents, unlicensed activities, street works, behavioural issues and extreme volumes of traffic.

More specific reasons why congestion occurs can include:

- Insufficient junction capacity
- Insufficient carriageway or footway capacity
- Incorrect road signs
- Road markings that require updating or maintenance
- Inappropriate and out of date traffic signal timings
- Parking and loading bays which have become outdated
- Inadequate levels of enforcement of traffic and parking regulations.
- Parking and loading operations
- Street and road works

The Network Operations Team within Transportation Planning monitors known existing congestion locations within the London Borough of Southwark. Each location is required to be monitored, and within the context of current flows and possible future growth, a priority order is being assessed:

- to identify the causes of the congestion problems;
- to identify possible measures to alleviate that congestion; and
- to generate specific proposals for implementation.

Causes of congestion on the highway include a variety of direct and indirect issues.

For example; on street unplanned incidents, street works and associated activities, behavioural issues and the volume of traffic. Issues include the following:

Unplanned incidents

- Road traffic collisions
- Utility emergencies
- Illegal parking/loading

Street works

- Amount of street works
- Street work sites often empty
- Poor road maintenance

- Inadequate directional signage for diversions
- Traffic light phasing
- Faulty traffic lights
- Trees blocking signage
- Uncontrolled and illegal parking

Volume of traffic

- Land use planning

- Lack of funding to seriously promote alternatives

Behavioural

- Poor driving skills
- Rat running
- School run
- Public transport issues
- Irregular services on bus routes
- Parking at bus stops

- Access to stations
- Limited service locations on tram
- Limited Sunday service on tram

Other Modes

- Timing at pedestrian crossing facilities
- Condition of footways / footway capacity
- Illegal pavement parking
- Lack of dedicated cycle facilities

4.3 Tackling Congestion

The London Borough of Southwark recognises that it is important to set realistic and appropriate congestion targets in order to manage the economic investment and future development of The London Borough of Southwark.

The London Borough of Southwark will therefore take appropriate action to address congestion and disruption on the highway network. The London Borough of Southwark will, where practical, work with the general public, partners and stakeholders to ensure that the highway network is managed efficiently and effectively to make the best use of the available asset. The authority will also work closely with its partners to influence the choices that are made by the travelling public, improving alternative transport and ensuring that they have the knowledge and facilities to make informed journey choices at every opportunity.

As part of the changes to managing the highway network The London Borough of Southwark will identify locations experiencing increases in traffic growth. The Council will then be able to plan ahead and budget resources to assess the individual locations and propose various mitigation options. Schemes may be small enough to be financed by internal budgets but if not The London Borough of Southwark will examine the possibility of obtaining finance from government funding opportunities. Short-term schemes will include new traffic signs, updating white lining, revising traffic signal controls, traffic regulation orders, parking schemes, cycling infrastructure and new pedestrian crossings. Long-term schemes will include major junction improvements requiring highway redesigns which will include site investigation work, intensive planning and consultation work.

The London Borough of Southwark understands that to tackle congestion and better manage road space a range of holistic policies will be required. There are three approaches considered that may be utilised in order to respond to congestion on the network but considerations must be given to ensure a balanced approach is taken while managing current capacities.

Approach A

- Increasing Road Capacity – Building more roads and providing more road space for vehicles on the network. Also as part of this approach road space can be increased through changing road layouts, changing road markings and relocating certain parts of the highway for alternative use such as Bus Lanes into pedestrian footpaths.

Approach B

- Road Optimisation – By better managing road regulations, enforcing traffic orders and utilising IT systems which can assist in the operation of traffic signals and enforcement of traffic contraventions. New technology such as Urban Traffic Management and Control (UTMC) and Intelligent Transport Systems (ITS) can provide benefits for network flow and generation of more efficient enforcement.

Approach C

- Modal Shift – By improving available road space for public transport, walking and cycling and through educating the public in the benefits of alternative forms of transport, a more proactive approach can be taken with network management. Other forms of network management such as enforcement techniques can be used to restrain traffic. By educating the public in terms of travel awareness, public transport and the benefits of sustainable travel, a gradual modal change will be implemented. Additional policies for issues such as land use and developments can be better planned and managed to ensure efficient and easily accessible travel alternatives are provided for.

The London Borough of Southwark will manage and promote network management through a blend of approaches illustrated in A, B and C. Modal shift (approach C) where people are asked to look at alternative means of sustainable travel can be complimented with better information resources on the highway as highlighted in approach B. Information technology such as online mapping of roadworks, has gone a long way in assisting the Network Operations Team which in turn will assist all members of the public and stakeholders using Southwark's road network.

4.4 Disruption

In this policy, disruption is deemed to be caused when a temporary activity takes place on the road network, which disrupts normal traffic flow conditions. Disruption may be caused by planned activity (e.g. planned road works) or by unplanned activity (e.g. incidents).

4.5 Disruption due to planned activity

Normally, planned activity is carried out in the highway using statutory powers or by licence from or agreement with the Southwark's Network Operation Team.

Planned activity might include:

- Street works (Statutory Undertakers);
- Highway works (Council/developers);
- NRSWA licensed activities (installation of private apparatus);

- Highways Act 1980 licensed activities (skips/scaffolding, etc);
- Traffic Management Orders (Road Traffic Regulation Act 1984);
- Road closures
- Events, street fairs, shows, sporting events
- Abnormal load movements;
- refuse collection;
- parking;
- developments

Southwark's Network Operations Team has developed its NRSWA Street Works Register (Confirm) to include a maintained register of all planned activity taking place on the road network or off the road network where it might have an effect on traffic, and will make the information available to stakeholders, both through the NRSWA noticing system on the councils website and TfL's website. The information will be used as a network management tool alongside the LondonWorks module provided by TfL to ensure that all planned activities are properly co-ordinated.

To demonstrate parity activities performed by Southwark's in-house contractor are included in the Street Works Register. All works are notified in line with the New Roads and Street Works notification requirements and will further develop procedures to ensure compliance and adherence to the TMA is followed.

By developing Southwark's street works register and adding components such as Licensing, Section 50 applications, developments, street lighting, drainage and bridge maintenance a greater understanding of the borough can be realised. Unlawful and illegal works can become easier to enforce with a better understanding of the works taking place on the road network which will result in a more efficient and expeditious movement of traffic.

4.6 Co-ordination and Management of Works and Activities on the network

Southwark's Traffic Manager is responsible for working with all Council Departments, which use and have a vested interest in the function and management of the road network. Pro-active co-ordination of highway activities is vital in minimising disruption to road users on Southwark's road network.

Southwark's Network Operations Team has the duty of managing all highway activities which includes all internal works that carry out improvements and maintenance works. Duties also undertaken by the Network Operations Team also includes co-ordinating and managing all works by statutory undertakers and contractors' in the Borough under the New Roads and Street Works Act 1991

The Highways Act 1980 also stipulates the duties required from the London Borough of Southwark in relation to licensed activities on the road network such as skips, scaffolding and building materials. The Network Operations Team is responsible for these functions and manages a strict enforcement policy in managing these activities.

4.7 Planned Events

The London borough of Southwark experiences a high volume of traffic congestion due to its central London location however planned events such as sporting events, demonstrations, carnivals, parades and street markets also have an impact on the flow of traffic.

Southwark has established procedures and processes for managing planned events and has officers who feed into the Network Operations Team who manage the events and filming on the highway.

Through the Traffic Manager and Network Operations Team accurate information about events that will affect network operations can be communicated through email distribution lists and meetings with event organisers, Police and other stakeholders,

During the planning stages of an event the Network Operations Team in ensuring the highway network is suitable for the activity may require to look at road categories and capacity. While managing a planned event changes may have to be made with regards to the road user hierarchy in order to ensure safety to the public. Actions taken with regards to changes to a particular road during the course of an event and managing the road user demand may require alterations and amendments through Temporary Traffic Regulation and Traffic Management Orders.

Ensuring that road users understand the requirements of road layout changes and temporary traffic controls during an event early communication to the public is essential. To ensure there is consistency the Network Operations Team can ensure the event is continually managed by collating information about the event early and distributing the information can ensure the event is continually managed.

The Events Officer when planning and managing an event will continuously communicate information throughout the organisation, externally to other stakeholders such as the Police, and via the local press and Council website to residents and road users, informing them of the impact of the event on the road network.

4.8 Filming on the Highway

The London Borough of Southwark has a film office which is charged with providing the service for management of filming requirements. Filming on the highway which affects the flow of traffic has to be managed with the assistance of the Network Operations Team in order to ensure that the correct parking, road diversions and traffic management requirements are satisfied.

Southwark film office is responsible for

- issuing licences for filming
- arranging parking for the unit including vehicles
- helping to find unit bases for larger set-ups.

Information is communicated to the Network Operations Team through meetings and is planned around other highway activities on the road network to ensure no conflicts or clashes with other activities on the network.

4.9 Incident Management

The London Borough of Southwark works closely with its highway works term contractor FM Conway's on incident management procedures ensuring that safety is consistently delivered at all times. Processes and procedures have been set up for the more common type of incident that occur on the road network, for instance, adverse weather conditions, carriageway spillages, potholes, road traffic collisions and street furniture damage.

The London Borough of Southwark operates a dedicated service outside of normal office hours which can be used by emergency services to deal with incidents occurring on the highway network that are reported to them. The service consists of a duty officer who receives and assesses information on the incident. The response to incidents is provided by The London Borough of Southwark's Term Contractors who provide resources to deal with incidents 24 hours each day.

4.10 Management of Emergencies

The London Borough of Southwark's policy for managing emergencies is laid out in the Southwark Council generic emergency plan (Issue 4) 2008.

The council has clear legal and moral obligations to provide effective, robust and demonstrable emergency arrangements to mobilise its resources at short notice to deal with a broad range of incidents. This may be on a localised departmental level where a simple out-of-hours activity is required, or on a much larger scale, where a multi-function response requires dedicated coordination, liaison and communication. In either case, high quality planning provides the foundation for this flexible response, whatever the initiating event may be.

The London Borough of Southwark's definition of an emergency is: "Any event (happening without warning) causing or threatening, death or injury, damage to property or the environment, or serious disruption to the community which because of the scale of its effects cannot be dealt with by the emergency services and local authorities as part of their day-to-day activities."

In order to manage serious incidents or other major emergencies, The London Borough of Southwark has established an Emergency Control Centre, to coordinate and plan the necessary actions and measures to deal with the incident in question. The Emergency Control Centre is run by skilled staff from various disciplines within Southwark Council.

The London Borough of Southwark, plus the police, transport specialists and others, who are able to draw in and manage the skills needed to deal with the incident, which could include a major flood, fire, rail, air, road accident, or other major disaster.

4.11 Diversion Routes

In the case of any closure on the highway network, the travelling public need to be aware of the safest, most efficient and suitable diversion route that can be taken to continue their journey. The London Borough of Southwark, as part of their Network Management Duty is committed to the provision of established diversion routes with every road closure by providing a diversion route which is reviewed for suitability with other planned activities.

The Network Operations Team has established diversion routes for strategic and traffic sensitive routes across the borough. The London Borough of Southwark will monitor and review the diversion routes to ensure their continued suitability.

4.12 Street Works and Road Works

Street Works and Road Works are essential to maintaining services such as gas, electricity, water and communications. Maintaining the network infrastructure assets such as the roads, footways and cycle lanes that make up the network are also vitally important on insuring the public can perform everyday tasks. If not managed and monitored works that take place on the network have the potential to seriously disrupt traffic flow which in turn will affect the lives of the public.

Southwark Council's Network Operation Team monitors works and activities performed on the public highway by all statutory undertakers. The remit of the Network Operation Team is to ensure all street works are co-ordinated, monitored and regulated. The Network Operation Team ensures that all works undertaken by statutory undertakers on Southwark's roads are carried out in line with the New Roads and Street Works Act 1991 (NRSWA) and that notification of works are submitted in accordance with the Act so that efficient co-ordination of works can be delivered.

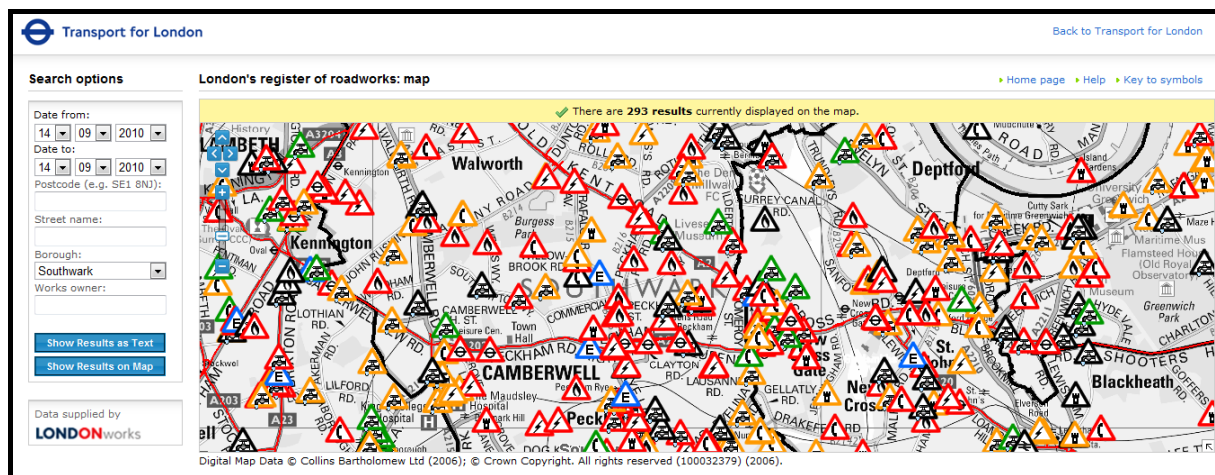
In delivery of NRSWA requirements the following tasks are performed by the Network Operations Team:

- The Network Operation Team carry out regular sample and ad-hoc inspections of undertaker's works to ensure that works are completed on time. Inspections are also carried out to ensure works are not causing disruption and are safe to travelling public.
- The Network Operation Team proactively promotes and co-ordinates planned street works where possible to be performed outside of traffic sensitive periods. The team recognises that works carried out when traffic levels are lower assists network flows at peak periods.
- Major works when involving road closures, temporary traffic signals, temporary traffic management or diversions they are required to be communicated with road users. Major work communications must be planned in advanced and advertised with advanced warning signs at the location. Southwark's Network Operations Team will request from contractors that letter drops be carried out to affected residents and that publications in local newspapers may also be required to distribute information. Southwark will publish any information received on the Council's website and will distribute to stakeholders as well as the London Traffic Control Centre.
- The Local Street Works Register (Confirm) is used to record works notices submitted by both the statutory undertakers and Southwark's internal works promoters. The Network Operation Team use a live map-based database to record, search for, and manage the notifications for the 17,000+ works activities which take place on the network annually This function allows the Network Operation Team to manage competition for road space while identifying where potential conflicts may occur. Where the street works register identifies locations where joint or partnership working can be promoted it is required that early communication with the competing statutory undertakers is sought to enable planning and organisation of the required resources. The requirement to lower works durations and road

space occupancy is key to ensuring a smooth and expeditious movement of traffic on the road network and this is done by monitoring notices and actively challenging durations which may be longer than required.

- Quarterly co-ordination meetings are held by Southwark’s Street Works Manager with representatives of the statutory undertakers operating in the borough. Co-ordination meetings are used to discuss future works and to promote advanced planning. Operational issues and concerns that the Street Works Manager may have with the performance of statutory undertakers is also discussed at these meetings. The Traffic Manager will maintain a strategic overview to ensure the principles of network management are applied. The Traffic Manager uses co-ordination meetings to collate and distribute information concerning planned street works to other works promoters, the Emergency Services and other stakeholders.
- Southwark’s Network Operation Team is producing procedures and collating best practice documents to further improve the co-ordination, regulation and management of street works for the benefit of road users. The street works register (Confirm) is being further improved with its GIS capabilities to assist the network management function. Southwark’s Traffic Manager will take lead in developing internal processes to make best use of technologies and is currently using the TfL LondonWorks, Forward Planning and Traffic Management Act Notifications (TMAN) applications within the organisation to improve borough knowledge and information regarding planned works and activities.

TfL – LondonWorks Database



4.12.1 Street Works Forward Planning – London Works

As part of TfL’s commitment to minimise traffic impacts, the “Forward Planning” tool has been introduced to facilitate the advanced scheduling of long term road and street works across London.

The “Forward Planning” module enables visual access to other boroughs street works plans which in turn enables joint working, efficient co-ordination across borough boundaries and better communication to Stakeholders and Statutory undertakers. Forward Planning can detail future programmes years ahead and can be adjusted when required. This information can assist all works

promoters in programming its own works and can assist Highway Authorities in managing their own works programmes.

The London Borough of Southwark uses the forward planning tool as part of its network management duty and to assist in the co-ordination of highway works across London. Forward plans include maintenance, proposed scheme work and Section 106 works for developers relating to the highway network.

4.12.2 National Code of Conduct for Street Works – Mayors Agreement

The National Code of Conduct builds upon the achievements and success of the London Code of Conduct (launched in 2009) which formed a voluntary agreement between the Mayor of London and the capital's largest utilities in order to reduce the unfortunate disruption which can sometimes be caused by essential utility street works. The content of the London Code has been modified so that it can be applied to the whole of the UK, and is intended to mirror the success the Mayor has helped to achieve in the capital.

Key features of the National Code of Conduct include:

- Assisting local authorities in the development of permit schemes to ensure they are workable and effective at tackling disruption;
- Sharing long term plans for major street works projects between local authorities and utilities to allow greater opportunities for coordinating works;
- Promoting the use of minimum-dig technology to reduce the duration of works;
- Encouraging the use of plating over road excavations where safe and practical to do so;
- Striving to work outside of peak hours wherever possible to reduce excessive traffic delays;
- Providing work site information boards at all sites with contact details and updates on progress;

The London Borough of Southwark has signed up to London Mayor's scheme and is committed to working and applying the codes requirements.

4.13 Permits

Part 3 of the Traffic Management Act 2004 provides the option for a Highway Authority to apply to the Secretary of State for Transport to operate a permit scheme for the control of utility works.

Although permits although following many of the existing rules of the current notification requirements they also allow permit conditions to be applied and gives the option to the local authority should they need to refuse a permit application if they feel it is appropriate to do so.

Operating a permit scheme by a local authority means that a charge can be applied to granted applications although money taken from the fees incurred must go towards operation of the scheme. Permits apply to all works on the highway which means works on behalf of the highway authority also require permit applications to be made and coordinated. Where internal works are likely to clash with other planned activities or events they may also be refused or rescheduled.

19 Highway Authorities in London including TfL have been operating the London operational Permit Scheme (LoPS) since the 11th January 2010. A further seven borough's including the London Borough

of Southwark will be joining the LoPS in April 2011 upon successful applications to the Secretary of State for Transport.

4.14 Permits Application and Operation

The Council welcomes the introduction of permitting powers and is keen to ensure that they are made operational as soon as possible. Southwark with seven additional boroughs is applying to the Secretary of State in 2010 to apply to become part of the London operational Permit Scheme.

This will ensure that Southwark is in a position to operate a permit scheme by 2011

The benefits that a permit scheme will bring include:

- Southwark will be able to actively state when works should take place by directing the days and timings of works.
- Permit scheme will ensure parity with regards to the timing of works by both Statutory Undertakers and Southwark.
- Southwark will be able to reject permit requests if inadequate information is provide on the request. This will ensure that all those wishing to carry out works on the Borough's roads or pavements must provide accurate information as to the location and timing of their works.
- Southwark will be able to place conditions on the way in which works are carried out.

These changes will ensure that Southwark are better able to coordinate works that take place in the Borough. These changes will enable Southwark to fully assess all proposed activities scheduled to take place and ensure that these are coordinated to minimise disruption to all users of the public highway. All permitted works will be displayed on the Council's website, which already shows 'street works' taking place in the borough.

The screenshot shows the Southwark Council website's 'Street works register' page. The page has a blue header with the Southwark Council logo and a search bar. Below the header is a navigation menu with links for Home, About us, What's on, News, Jobs, Maps, In my area, and A-Z of services. The main content area is titled 'Street works register' and includes a 'Works Report' section. Below this, there is a table of works with the following data:

Street	Location	Start date	End date	Organisation	Map link
Peckham Rye	O/S 1-28 WAVENEY HOUSE PECKHAM RYE	15/07/2010	19/07/2010	BT	View street

4.15 Fixed Penalty Notices

Under the TMA and the associated permit scheme, highway authorities have been given the powers to apply “Fixed Penalty Notices” (FPN’s) to poor performing statutory undertakers. The objectives of operating and issuing FPN’s are:

- Provision of accurate and timely notice data
- Increase in confidence of notice data
- Increase in confidence within the street authority to co-ordinate works based upon this data
- Improved performance in street works activities
- A contribution to minimising disruption arising from road and street works
- Improved working relationships
- Standard reporting of data quality for all works promoters.

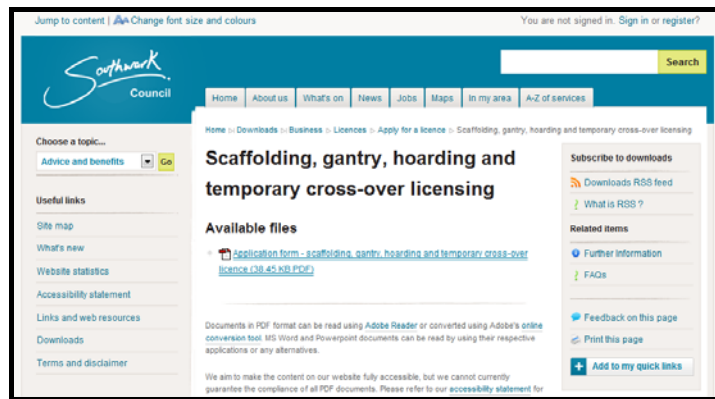
Southwark as a highway authority has adopted a consistent approach to all works promoters in applying the DfT guidance which advises that an FPN should be given where it has the most benefit. It must, therefore, be accepted that street authorities will not always follow the same course of action upon the discovery of similar offences. However, it is important that all works promoters understand that the street authority will use all the powers available to them as appropriate and where FPN’s are not paid prosecutions maybe pursued.

Southwark’s Network Operations Team issues fixed penalty notices for inconsistent notifications which fail the requirements as set in the Street Works (Fixed Penalty) (England) Regulations 2007, SI 2007, No. 1952.

The London Borough of Southwark as part of its commitment to the Network Management Duty and its requirements to ensure parity has produced an FPN Policy to which it will follow to provide consistency when issuing fixed penalty notices. The policy requires that fixed penalty notices are also shadow monitored for term contractor FM Conway in their role as promoter for the highway authority.

4.16 Licensing

To keep close control over works or other activities that take place on the highway the London Borough of Southwark to keep close control over works or other activities that take place on the highway have reviewed licenced highway activity procedures and introduced new procedures. New licence application forms and information packs for all statutory procedures requiring licences are available through The London Borough of Southwark’s contact centre where trained staff are available to assist with enquiries. Information packs are also available to down load from The London Borough of Southwark website.



Applications for highway licences are made for various activities affecting the highway, such as skips, scaffolds, banners across the highway, tables and chairs on the highway, events, material deposits and temporary traffic lights. These procedures ensure that The London Borough of Southwark is fully aware of all notified road works and events taking place on the highway network and that all such activities are undertaken safely and with minimum disruption and that as much information as possible is made available to the general public.

The following licensing matters are investigated, enforcement action taken where necessary and licences issued where appropriate. On-going pro-active enforcement will also be undertaken in certain cases

- Street Trading (Both Shop Frontage and Mobile) - This is managed by the market trading team using the appropriate trading legislation but will be centralised to the Network Operations Team, with other licensed activities within 2011
- Events on the public highway - in liaison with the event planning team the Network Operations Team manage the highways process to co-ordinate and manage events effecting or on the highway
- Filming on the public highway - The lead for coordination and management of filming is taken by the filming office the Network Operations Team provide the Highways closures or restrictions as required to facilitate licensing
- Scaffolding
- Hoardings
- Building Materials on the public highway
- Mobile Construction Equipment on the highway (Cranes and Cherry pickers)
- Tables and Chairs
- Skips on the public highway

By central management of scaffolding, hoardings, materials, cranes, tables and chairs and skips within the Network Operations Team there is a strong set of related processes which sit within the

Highways Act 1980 and Traffic Management Act 2004, which allows the team to apply standards consistent with management and coordination of other activities such as street and road works.

4.16.1 Licensed Activity Enforcement

Enforcement of licensed activities requires vigorous management to assist pedestrians and to ensure the safety of all users of the public highway. Southwark's Network Operations Team manages and enforces the placement of temporary obstructions, which can be placed on the pavement or carriageway. Southwark's policy will allow the pavement to be used for such purposes which support businesses and allow the safe and free movement of all users of the highway. However, where authorisation is not sought and a highway activity is deemed to be illegal the Network Operations Team will take appropriate action.

It is an offence to obstruct public roads, footways and pavements. Any person or company found deliberately causing an obstruction without authorisation or good reason can be prosecuted. Southwark Council will enforce the law and ensure that all public areas are clear of obstruction.

Enforcement of activities such as skips, scaffolds, hoardings, cranes, cherry pickers, building materials and tables and chairs are performed by the Network Operations Team. Where activities are taking place without the correct license, authorisation or issued directions, enforcement procedures will take place.

Where a person or company has been witnessed to be failing the councils licensing requirements the obstruction or activity will be requested to be removed or stopped from further operation until the correct license and notification has been received. In cases where the health and safety of the public is put at risk, prosecution of the offender is an option which can be taken.

4.16.2 Licensed Activity Enforcement Policy

Southwark's policy has been provided to comply with objectives, duties and legal obligations of the Highways Act 1980 the Traffic Management Act 2004 Network Management Duty, the Disability Discrimination Act and the Enforcement Concordat.

Enforcement actions are taken within the context of a legal and policy framework. Council enforcement services will carry out their enforcement-related work with due regard to the Enforcement Concordat. This Concordat arises from a central government initiative and was adopted by Southwark Council in December 1998. The Concordat lays out the principles of good enforcement. These are:

- Publishing clear standards, setting out the level of service and performance that the public and businesses can expect to receive
- Dealing with the public and the business in an open an honest way
- Providing a courteous, efficient and helpful service
- Responding promptly and positively to complaints about the service
- Ensuring that enforcement action is proportionate to the risks to the public
- Carrying out duties in a fair, equitable and consistent manner

Southwark Council has set out its strategic aims and objectives that relate to enforcement services. These are found in:

- council and executive policy and strategy decisions
- the corporate plan that reflects the partnership approach and activities to improve quality of life and wellbeing in Southwark
- the departmental service plans, which reflect the above priorities and the core enforcement activities of the services

The enforcement services of the council carry out their duties, on a case by case basis, in support of these aims and objectives, through a range of activities to enforce legislation:

- to improve quality of life and wellbeing in Southwark
- to protect the individual and the community as a whole
- to achieve compliance with legislation by individuals, families and businesses
- to act as a deterrent against breaches in legislation and take swift enforcement action against those who have a disregard for legislation and the health and wellbeing of our community

Southwark's Enforcement Objectives

The Council seeks to use enforcement to meet its overall objectives set out in the Corporate Plan. In doing so, it seeks to ensure that enforcement action will be taken on the basis of the following key principles:

- enforcement should improve behaviour for the benefit of the wider community
- enforcement should be responsive and consider what is appropriate for the particular offender and the particular regulatory issue
- enforcement should aim to deter future non-compliance

Southwark Council believes in firm but fair regulation which is:-

- proportionate- to the nature of the offence, the harm caused and financial consequences
- consistent of approach- taking account of many variables including environmental impact, the attitude and actions of management and the history of previous incidents or breaches
- transparent about how the council operates and what those regulated may expect from the council targeted – to concentrate on the area that need them most
- accountable- for the fairness, efficiency and effectiveness of enforcement activities and decisions

Should Southwark Council decide to take actions such as investigations or court proceedings, Southwark Council will always seek to recover the costs incurred.

In carrying out these actions the principles of the Enforcement Concordat should be followed to ensure that residents, businesses and visitors:

- receive clear explanations from enforcers of what they need to do and by when
- have opportunities to resolve differences before enforcement action is taken – unless immediate action is required or previous warning given
- receive an explanation of their rights of appeal

4.16.3 Licensed Activity Enforcement Procedures

Processes are in place for applicants to request a licence to place objects on the highway. Each application will be assessed on a case-by-case need to ensure that the terms and conditions set out in the license are adhered to. The council will recover the reasonable costs incurred to provide the service by charging for the provision of the license. If there is non-compliance of any terms and conditions of a licence the process for non-compliance will be followed.

The decision to use enforcement action will be taken on a case by case basis, to ensure consistency of approach in accordance with this policy and any other more specific policy that may be relevant. Factors to be taken into consideration will include but will not be limited to:-

- The risk that the non-compliance poses to the health safety or economic welfare
- The degree of pre-meditation of the offender
- The offence involves a failure to carry out the requirements of a statutory notice or order
- This is a previous history of warnings or cautions for similar offences
- Incidents such as obstruction of an officer or aggressive behaviour
- The offence, although not in itself serious, is widespread in an area.
- There is reckless disregard for health and safety
- False information has been supplied wilfully, or there has been an intent to deceive

There may be times when the licensee may not comply with the terms and conditions of their licence. This may be due to the licensee not fully understanding the terms and conditions of their licence, and the council will endeavour to work with the licensee and the following procedure is designed to assist the licensee and not to penalise them.

- 1) Any licensee found not to be complying with any of Southwark's terms and conditions, or with the specific terms and conditions of each individual licence. Council officers to rectify the non-compliance of any licence and its associated terms and conditions in the first instance will offer the licensee every assistance.
- 2) A letter will be sent informing the licensee that they are still not complying with their requirements as set out in the terms and conditions of their licence, and again assistance will be offered to the licensee to rectify any transgression of their terms and conditions.

- 3) A further letter will be sent, if again the licensee is not complying with the terms and conditions of their licence and they will be informed that if no improvement or co-operation to rectify the non-compliance with the terms and conditions of their licence may lead to the council taking the necessary and appropriate actions required to rectify any non-compliance.
- 4) If there is still no co-operation from the licensee the council will take the necessary action it deems appropriate in each individual case, the licensee will be informed in writing of what action the council proposes to take against the licensee and the associated time frames the licensee has to rectify the non-compliance. If the licensee still does not comply with the terms and conditions of their licence the action set out in the letter will be carried out, and any reasonable costs incurred by the council will be recovered from the licensee.

Only officers who are competent by training, qualification and/or experience will be authorised to take enforcement action. Officers will also have sufficient training and understanding of the enforcement policy to ensure a consistent approach to their duties.

4.16.4 Highway Offences – Fixed Penalty Notices

Fixed penalty notice powers (FPN) under the London Local Authority Act 2005 for highway offences have been agreed by the DfT. Under the Highway Act 1980, 21 offences have been listed which FPN's can now be issued.

1	132(1)	Painting or otherwise inscribing or affixing picture etc. upon the surface of a highway or upon a tree, structure or works on or in a highway
2	137(1)	Wilful obstruction of highway
3	138	Erecting a building, fence or hedge on highway
4	139(3)	Depositing builder's skip on highway without permission
5	139(4)(a)	Failure to secure lighting or other marking of builder's skip
6	139(4)(b)	Failure to secure marking of builder's skip with name and address
7	139(4)(c)	Failure to secure removal of builder's skip
8	139(4)(d)	Failure to comply with conditions of permission
9	140(3)	Failure to remove or reposition builder's skip
10	141(3)	Failure to comply with notice requiring removal of tree or shrub
11	147A(2)	Using of stall etc. for road side sales in certain circumstances
12	148(a)	Depositing material etc. on a made-up carriageway
13	148(b)	Depositing material etc. within 15 feet from centre of made-up carriageway
14	148(c)	Depositing anything on highway to the interruption of user
15	148(d)	Pitching of booths, stalls or stands or encamping on highway
16	151(3)	Failure to comply with notice requiring works to prevent soil or refuse escaping onto street or into sewer
17	152(4)	Failure to comply with notice requiring removal of projection from buildings
18	153(5)	Failure to comply with notice requiring alteration of door, gate or bar opening outwards onto street
19	155(2)	Keeping of animals straying or lying on side of highway
20	161(1)	Depositing things on highway which cause injury or danger
21	169(5)	Erecting scaffolding or other structure without licence or failing to comply with terms of licence or perform duty under subsection (4)

Southwark Council in delivering its network management duty will embrace the use of FPN's for highway enforcement to ensure:

- Better asset protection
- Less congestion
- Safer roads and footways
- Better network management
- Better control of highway activities

4.17 Section 50 Licences

Section 50 licences are granted for works by private companies for the purpose of installing or maintaining apparatus in the street that is not yet owned by a statutory undertaker. The licence effectively makes the company a temporary undertaker for the period of the works. Such works are monitored and co-ordinated in the same way as any other works promoter with the same rules applying including section 74 charges for prolonged occupation of the highway. The section 50 licences are placed on the register along with all other works with a deposit to cover the works for the duration of the guarantee period.

4.18 Builders Skips

Southwark has a policy to licence the use of builder's skips on the highway. All skip companies are required to request a skip licence for which a fee is payable. The proposed site is checked for suitability and the skip is subsequently checked for compliance. A fine is levied for all skips found on the highway either after the licence has expired, without a licence at all or in contravention of licence requirements.

4.19 Scaffolding and Hoarding

Similar to the builder's skips, Southwark has a policy to licence the use placement of scaffolding and hoardings on the highway. Southwark utilises the requirements of the Health and Safety Executive and Local Authority Scaffold Protocol. (A copy of which is available at www.hse.gov.uk and www.Southwark.gov.uk. All scaffolding and hoarding companies are required to request a licence for which a fee is payable. The proposed site is checked for suitability and the scaffold or hoarding is subsequently checked for compliance. A fine is levied for all scaffolds or hoardings found on the highway either after the licence has expired, without a licence at all or in contravention of licence requirements

4.20 Temporary Access Towers

Southwark also licence the use of temporary access towers or cherry pickers on the highway. All companies are required to request a licence for which a fee is payable. The proposed site is checked for suitability and the equipment is subsequently checked for compliance. Because of the nature of this equipment and its ease or relocation, a daily inspection is undertaken to ensure it meets licence requirements at all times. This includes out of normal working hours inspections. A fine is levied for all equipment found on the highway either after the licence has expired, without a licence at all, or in contravention of licence requirements.

4.21 Southwark's Highway Works

Each year the Council, as Highway and Traffic Authority, carries out a major programme of highways maintenance schemes, traffic mitigation schemes, improvement schemes and lighting renewal schemes, as well as a programme of reactive maintenance identified from scheduled highway inspections and reports from residents.

This large programme of works (some 9,000 works) has the potential to cause congestion and disruption to the road user, including pedestrians, if not managed and co-ordinated properly.

To this end, the Council aims to co-ordinate all of these works through advanced planning and continuous programme reviews. All works on or affecting the SRN are subject to notification to, and approval by TfL. The Council's works promoters also inform TfL of any works on Borough roads that may have an adverse effect on the flow of traffic on to, or off of, the TLRN in order to ensure that all stakeholders have been informed of works and arrangements can be made to manage the network successfully throughout the duration of works.

The Traffic Manager and Network Operation Team liaise with, and disseminate works information between the Council's works promoters and external organisations to ensure that all major works are co-ordinated and that all works promoters are aware of what is happening on the road network and do not commence works if they may conflict with an activity already in progress either on the same road or on the alternate route to a road which may be closed or under temporary control using traffic signals to facilitate such works.

The Traffic Management Act requires local traffic authorities to treat all works with parity, whether local authority promoted, or statutory undertaker promoted. To ensure parity the Council's Street Works Manager requests works notifications from all internal promoters and will carry out sample inspections of sites in progress to ensure that works are carried out safely and are not causing unnecessary disruption.

4.21.1 Highway Maintenance Plan (Planned and Reactive)

The London Borough of Southwark's Highway Maintenance Plan is updated annually and provides a logical and clear approach to the various maintenance procedures undertaken. While delivering this service, the borough supports the following key objectives:

- Delivering the statutory obligations of the authority;
- Responding to the needs of the public and highway users;
- Providing effective management to preserve or enhance the highway network; and
- Supporting highway network management and integrated transport objectives.

Whilst The London Borough of Southwark is reactive to highway defects it has a policy of being proactive in the maintenance of the highway. It has therefore developed and implemented an effective system of programming and prioritisation on highway maintenance schemes. These help maintain the delivery of Best Value and helps to maintain the condition of the highway at an acceptable level.

4.21.2 Notification of reactive highways maintenance activities

Works performed on the highway on Southwark's behalf are notified by Conway's term contractor as part of their contract requirements. The level of compliance regarding internal works notifications is monitored by the Network Operations Team.

4.22 Safety and Condition Inspections

Safety and condition inspections form a fundamental element of the maintenance process on Southwark's road network. Southwark's assets which require safety and condition inspections include bridges, street lighting, signing, street furniture as well as carriageways and footways.

Safety inspections are carried out to identify defects that are likely to create a danger, cause an injury to the public or serious inconvenience to users of the network. Condition inspections are carried out to monitor the state of highway assets for use in planning and programming maintenance operations.

Defects found during an inspection are required to be recorded, assessed and given a priority that will determine how efficient the response is to make safe or repair the defect. Emergencies will be requested to be made safe by The London Borough of Southwark's term contractor FM Conway's as soon as reasonably practicable. The London Borough of Southwark working in partnership with its term contractors has established an effective regime of inspection, assessment and recording based on the level of risk and alignment with national guidance. All elements of this regime are applied systematically and consistently.

The frequencies of inspections of carriageways, footways, cycle ways and structures are dependent upon their level of use. For example, busy footways within a town centre are inspected on a monthly basis compared to an annual inspection for more residential areas and lightly used footways.

The full details of the maintenance regimes and approach are set out in Southwark's Highway Asset Management Plan (HAMP).

4.23 Bridges, Subways and Walls

The London Borough of Southwark is responsible for the maintenance of over 70 bridges within Southwark. This includes Willowbrook Bridge, Commercial Way Bridge and the Neate Street footbridge in Burgess Park.

Some bridges and subways within Southwark are owned and maintained by other organisations. Structures within the borough but not maintained by the London Borough of Southwark include:

- Bridges spanning the river Thames including London Bridge, Tower Bridge, Blackfriars Bridge, Southwark Bridge and the Millennium Footbridge are maintained by the City of London
- Railway bridges and tunnels are maintained by Network Rail
- Subways under red routes e.g. subways under Elephant and Castle roundabouts are maintained by TfL

- Rotherhithe Tunnel is also maintained by TfL

4.24 Bridge Maintenance

All bridges and subways are maintained by the London Borough of Southwark and are regularly inspected through a maintenance programme to ensure that they are safe. Any reported collisions, flooding or other problems that may have made a bridge or subway unsafe are inspected with the necessary actions taken.

Any walls that form part of the highway, e.g. a retaining wall or embankment wall, are likely to be maintained by the London Borough of Southwark. Any dangerous retaining, dividing or highway structures which are reported to Southwark will be investigated and where required works performed to make any dangerous structures safe.

4.25 Bridge Weight Restrictions and Bridge Strengthening

The maximum weight permitted on bridges in Southwark is 40 tonnes. All of the bridges that Southwark look after are regularly assessed to make sure that they are strong enough to support this weight. Some bridges that are awaiting strengthening works may have a temporary weight restriction put in place; this will be clearly indicated by signs on the road approaching the bridge.

4.26 Street Lighting

Street lighting within Southwark plays an important part in working towards the priorities in the community strategy, in particular cutting crime and fear of crime and making Southwark cleaner and greener. Clear illumination of the road network is essential to improve road safety for pedestrians, cyclists and motor vehicles. Good quality and well placed lighting through parks, open spaces and along footpaths and alleyways is critical to tackle crime and to reduce the fear of crime for pedestrians. These objectives are all in line with the council's emerging transport plan.

Southwark Council has a duty of care to ensure that highway electrical equipment is maintained in a safe condition. All systems of public lighting are maintained to a standard that ensures their safe, economic, effective and reliable operation.

Within the public highway of Southwark the street lighting section holds responsibility for at least 15,000 lamp and centre island columns, 2,500 signposts, 1,100 illuminated bollards and 300 flashing beacons. Inventories and records of the illuminated furniture are kept via an asset management system called Confirm and which allows for the satisfactory management of a maintenance process that meets legal obligations and provides information for the calculation of electrical energy consumption.

The council is responsible for the bulbs and the metal poles of street lights. Any electrical faults have to be referred to the electricity company and take longer to fix, so occasionally lights with faults will not be fixed immediately.

Street lighting within the borough of Southwark is inspected during the hours of darkness for any faults on a fortnightly basis. Those identified are repaired within seven days.

4.27 Traffic Management Orders

Traffic Management Orders (TMO's) are used to control or restrict the movement of vehicles on the road network, in order to provide the following benefits:-

- Safer passage for all road users in The London Borough of Southwark;
- Reduced congestion due to fewer obstructions on the highway;
- Improved access for emergency vehicles and public transport due to a reduction in illegally parked vehicles;
- Higher turnover of vehicles in parking spaces;
- Reduced pollution as a consequence of reduced congestion and circulating traffic

The provision of permanent TMO's in The London Borough of Southwark follow procedures outlined in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

4.28 Parking and other Traffic Management Orders Enforcement

Where roads are required to be closed or altered to restrict traffic a Temporary Traffic Order is required. The London Borough of Southwark's Network Operations Team has the responsibility for providing all Temporary Traffic Management Orders. The Network Operations Team also provides Temporary Traffic Orders for activities such as public events, utility works, crane operations, street parties, building and development works. All TTMO's all produced in accordance with the Road Traffic Regulation Act 1984 (Sections 14, 15, 16)

When a road closure is required, a diversion route must be signed on the highway to assist traffic in finding a suitable way around the closure, and to minimise potential disruption on the highway network. The cost of placing signage on site, maintaining and removing diversion route signage including the cost for the production of the Traffic Management Order is the responsibility of the applicant.

The Road Traffic Regulation (Special Events) Act 1994 places powers on local authorities to make orders imposing temporary restrictions or prohibitions on traffic in relation to sporting events, social events, filming or entertainment which are held on the highway. In most cases road closures are required with the format similar to that above. The Council places notices in the affected streets and delivers letters to those who might be affected by the Order. The special events order only has effect for the duration of the event, and only for a maximum period of 3 days.

4.29 Red Route Enforcement

Parking restrictions on these streets and parts of the side roads are enforced by the Police traffic warden service not by Southwark's civil enforcement officers. If infringement is noticed on a red route a penalty charge notice (PCN) can be issued by enforcement officers working on behalf of TfL.

4.30 General Signing

Road signs are provided and installed in accordance with the requirements and guidance set out in the Traffic Signs Regulations and General Directions (2002) document. This includes the conditions for when reflectorisation and illumination is required. Complying with these standards ensure that signs are consistent and meet the needs of all road users, particularly in support of road safety.

Signs are used for a variety of reasons to help inform and guide motorists and others. Depending on background lighting conditions, many signs are self-illuminated, which in turn become a maintenance liability for The London Borough of Southwark. However, in the provision of signs there is a balance to be struck. For example, in urban areas the profusion of signs can confuse motorists, whilst the provision of signs in rural areas can be undesirable for environmental reasons. Where signs are redundant, poorly sighted or obscured (e.g. by overgrown vegetation) then maintenance work will be prioritised according to urgency.

4.31 Temporary Signs

During road or street works or as part of incident control, temporary traffic signs are important in directing and maintaining the effective flow of traffic. Under Section 132 of the Highways Act 1980 any temporary signs on the highway can be erected only with the consent of The London Borough of Southwark. Temporary signs are critical for diversion routes in order to direct traffic away from congested areas where delays are expected. In addition, temporary signs may need to be erected to guide traffic to events which are expected to attract a considerable volume of traffic.

Proposals must be sent to the Highways Authority prior to the event (e.g. up to 3 months' notice required for major events if TMO required) so that the approval can be granted.

Accompanying this should be information on the type of event and on the scale of the event, for example the expected number of visitors and parking provision, plus information on where they propose to put the signs.

All signs erected for temporary purposes are removed as soon as is reasonably practicable to avoid giving misleading information to drivers and to reduce street clutter.

4.32 Temporary Traffic Signals

Temporary traffic signals are often needed when undertaking highways works, whether it is by the highway authority or the utility companies, or needed in the event of an emergency. The use of portable temporary traffic signals can impact on the highway network. They have implications for traffic management procedures required, delays and safety issues. Because of their significance, the highway authority has the statutory duty to authorise their use.

Formal authorisation is required for all works on the highway. Forms must be completed to standards, and issued along with the relevant drawings within a set time period to allow assessment to be undertaken. The London Borough of Southwark's Network Operations Team is often asked to provide advice in the design of temporary signals.

The London Borough of Southwark is committed to using available technology and assessing new technology as it becomes available to improve efficiency of traffic signal operations.

4.33 Street Design for Network Management

Many of the issues that affect street quality result from decisions about how we manage movement within our network of streets. Much of the signage, surface, street furniture and road marking clutter found in our streets there as a result of decisions to restrict access to certain users or implement certain speed limits. This can lead to the need for complex segregation of traffic for safety or traffic management purposes.

As well as being visually negative, the traffic management infrastructure that results from this tends to increase the sense of vehicle dominance and priority in the street scene, reducing its friendliness for pedestrians and social uses. Decisions about allocation of street space can also impact on the availability of room for social activities, landscaping and other positive non movement related functions of streets.

Conversely, design can impact upon the need for network management interventions. Where streets are designed to support and emphasise social use and to promote natural courtesy, the need for traffic management and related safety measures is reduced.

We recognise the cross cutting nature of network management and design decisions. Because of this, we've developed our Network Management Plan and the SSDM to be mutually supporting.

Our Network Management Policy for the management of traffic and parking on our streets includes a number of components that aim not only to support effective operation of the network, but also to support good design and quality of place too. These include:

- Supporting network permeability: We will look to reduce restrictions on access for users at junctions and along streets to encourage more balanced traffic flows, make travel by active modes of travel quicker and more convenient and reduce the need for related intrusive traffic management infrastructure.
- Introducing speed limits that make the carriageway safe for all users: We will continue to implement the roll out of 20mph restrictions on borough roads to improve overall road safety and ease of traffic flow and to make the carriageways safe, attractive and comfortable for all vehicles, so reducing the need for intrusive traffic management infrastructure that can become necessary where traffic speeds are higher.
- Balancing movement and place demands: We will consider the need to support the non-movement functions of streets when taking network management decisions and look to increase the space available for pedestrian and social functions by using measures that allow us to more efficiently meet movement and parking needs.

4.34 Tourism Signs

The London Borough of Southwark has a number of tourist attractions within the borough such as the London Dungeon, The London Eye, The Globe Theatre and The Tate Modern. To ensure efficient passage by vehicles and people negotiating the highway by foot are catered for by tourist attraction signs and directions.

These are provided for all tourist attractions provided they meet the council's minimum requirements. These are designed in line with national standards to ensure consistency. They are positioned so they are fully visible to all road users and they direct 'traffic' so that the safest and most efficient routes are followed.

All signs on Red Routes, TLRN and SRN are provided in partnership with TfL.

4.35 Communication

TfL have produced an activities database called "LondonWorks" which assists LTA's by alerting them of areas of congestion, disruption and where works are currently in progress. The "LondonWorks" system also allows LTAs to view areas of special interest such as works in neighbouring LTAs. The information provided by TfL assists LTAs in communicating information regarding the network to interested parties which in turn helps the network to keep moving.

Network operation is reliant on the communication between the LTA, stakeholders, emergency services, utilities and the public. In communicating to the public the London Borough of Southwark uses different methods and forms of communication to inform road users of works and plans.

Methods used:

- Residents who will be affected by planned maintenance and highway works are informed by letter which gives durations and reasons for work. This letter will usually have a contact number where works can be discussed with the works promoter or contractor.
- Traffic Orders are advertised in the local press and explain what and why the order is being carried out.
- Planned events are advertised over the internet pages, newspapers, leaflets, bulletins and radio. Where major impacts are expected variable message signs will be requested and located around the borough.
- Planned works and events are also advertised with advance signage out on site. The signs in most cases will be placed on site 2 weeks prior proposed start date.
- Road works are accessible through Southwark's street works register via the www.southwark.gov.uk website.

4.36 Developments

At the planning stages, the impact of major developments on the local transport infrastructure are subject to stringent analysis by officers in the Council's Planning and Public Realm to ensure that any transport growth and associated congestion, safety issues and pressures on network capacity are accounted for and mitigated.

Prior to, and during construction works that may have a significant impact on the road network the Council's Planning and Transportation – Development Control Officers and Traffic Manager meet with the developer and other stakeholders to ensure works are suitably co-ordinated and that any works instigated by another works promoter are identified and coincidences and conflicts settled through planning and dissemination of information.

The Local development framework, core strategy promotes the efficient use of land and sets guidelines for the density and location of development. To support the development of the borough, the council has decided to take forward the growth areas approach, with some ideas from the housing led approach, as the preferred option within the LDF. The growth areas approach focused on development in town centres and areas with good public transport, whilst the housing led approach focused on housing across the whole borough.

The Sustainable Transport SPD (2010) provides more detailed guidance for developers so that all development is easily accessible and encourages people to walk, cycle and use public transport; as well as reducing congestion and pollution.

All developments should consider measures to promote sustainable transport such as:

- Comprehensive travel plans;
- Introduce car clubs;
- Car sharing;
- School travel plans and their implementation;
- Improvements to cycle, pedestrian and public infrastructure and transport networks;
- Bicycle pools;
- Parking and storage facilities for cycles and powered two wheelers as well as showering and changing facilities.

Southwark Council require all large new developments to prepare a travel plans alongside their planning applications and also encourage all existing businesses to prepare a business travel plan to improve their organisation and environment in which it works.

4.36.1 Development Control

Increasing levels of private development within the borough and an ambitious programme of housing regeneration projects, Southwark's public realm is undergoing unprecedented change. It is of primary importance to make sure this change is delivered with maximum benefit for the community.

The public realm service has put in place a Network Development Team to manage development works on the highway and the key responsibilities of this team are:

- Providing strategic guidance to planning, legal and major project teams;
- Using the Highways Act 1980 to authorise developers to undertake work on the highway under guarantee;
- Carrying-out robust design checks and safety audits of proposals;
- Enforcing traffic management requirements at development sites, protecting the public;
- Monitoring and inspecting the highways works, ensuring high build quality; and
- Obtaining developer contributions for future maintenance of the highway.

4.37 Winter Gritting

The London Borough of Southwark operate their Policy of Winter Maintenance in accordance with The Code of Good Practice for Highway Maintenance [Winter Maintenance Supplement] published in July 2001.

Southwark's term contractor FM Conway's are contracted to provide the required levels of service needed to deliver the winter maintenance policy.

Some roads and routes have priority when it comes to gritting. The priority roads and routes are chosen in accordance with national standards.

Roads and routes are treated in the following order

- **Priority A** - Strategic routes and principal roads, important classified roads and bus routes
- **Priority B** - All other classified roads, important unclassified roads and bus routes
- **Priority C** - These are not often treated except in prolonged periods of snow or ice. This includes minor routes or footpaths

Southwark receives up to date weather forecasts directly from the Met Office so we can predict when there might be snow or freezing road temperatures.

Throughout winter an inspector checks the accuracy of the forecast by measuring road surface temperatures. Southwark endeavours to treat Priority A roads before road surface temperatures fall to 0 degrees C and all Priority B roads by 7.30 am

Southwark has 45 grit bins. These are located on non-priority roads. They are stocked with salt by the end of October. They are restocked when needed.

In severe weather conditions, when snow or ice remains for some days, consideration is given in the following order to the treatment of pedestrian routes, footways, stairs and pavements

1. Town centre streets and main pedestrian routes
2. Shopping frontages if on a footpath
3. Busy pedestrian routes

4. Hospitals and doctors surgery frontages and routes
5. School frontages and routes
6. Community centre frontages and routes
7. Steep sections of footway and footpaths
8. Predominately elderly residents areas and sheltered housing units
9. Other residential areas

The council can only grit council owned highways and footpaths.

4.38 Street Cleansing and Waste Management

Keeping the streets clean is an expectation from all residents and visitors alike and is a clear objective in Southwark's community strategy. A clean street environment not only enhances street conditions but also improves the perception of safety of an area.



Issues such as waste disposal, street trading, cleansing, and public conveniences can all impact on the way we view our streets.

To work towards achieving the council's vision of a cleaner, greener, safer Southwark, there is a clear need for these services to be innovative, performance driven and have a different approach that would begin to change the behaviour, hearts and minds of the residents, tenants, businesses and visitors of the borough and to bring about sustainable improvements to the environment.

Therefore the council maintains its responsibility to:

- Deliver an integrated cleansing service to households, commercial, recycling collections;
- Ensure regulatory compliance in respect of waste and street scene related activities;
- Manage the council's markets;
- Progress and develop the council's environmental crime policy,
- recognising its links with reducing anti- social behaviour;
- Develop links with schools and community groups highlighting the importance of recycling and care for the local environment;
- Lead the introduction and implementation of eco schools;
- Regulate the licensing of builders skips and materials on the highway;

- Develop innovative ideas for reducing environmental crime and other forms

of antisocial behaviour.

Chapter 5 - Monitoring and Performance

5.1 Network Management Duty

The Council will monitor the effectiveness of its actions in the performance of the Network Management Duty and review the effectiveness of its arrangements for network management and take action as follows.

Section of Act	Duty	Comments
16(1)(a)	Securing the expeditious movement of traffic on the authorities road network	Securing the expeditious movement of traffic is set out in Chapter 5 (Network Management Delivery)
16(1)(b)	Facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority	Chapter 4 (Stakeholders, partners and external groups) describes how Southwark Council communicates and works with other authorities. Chapter 5 (Network Management Delivery) describes how day to day Network Management is delivered.
16(2)(a)	Actions contributing to securing the more efficient use of the road network	Southwark Councils approach to securing the more efficient use of the road network is set out within emerging transport plan.
16(2)(b)	Actions contributing to securing the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic	Chapter 5 (Network Management Delivery) describes how day to day Network Management is delivered.
16(2)	The exercise of any power to regulate or co-ordinate the uses made of any road (or part of road) in the network	Chapter 3 (Southwark's Transportation Network) sets out in detail the requirements of the road network and where Southwark has made amendments to road hierarchies, categories and criteria in order to better manage the road network.
17(1)	Arrangements considered appropriate for planning and carrying out the action to be taken in performing the network management duty	Southwark Councils understanding of the network management duty is described in Chapter 2 (Network Management Policy) and the approach to delivery is set out in Chapter 5
17(2)	The appointment of a Traffic Manager	The Traffic Manager's duties and operation is set out in Chapter 5 (5.1)

17(4)(a)	Identify things including future occurrences which are causing, or have the potential to cause road congestion or other disruption to the movement of traffic on the road network	Chapter 3 (Southwark's Transportation Network) and Chapter 5 (Network Management Delivery) state how future occurrences have been identified and managed. Chapter 5 also sets out day to day management delivery of road congestion and disruption management.
17(4)(b)	Consider any possible action that could be taken in response to or in anticipation of anything so identified	Southwark Councils approach to securing the more efficient use of the road network is set out within Southwark's emerging transport plan and sustainable modes of travel strategy - In addition Chapter 5 describes possible actions for contingency and emergency operations when identified.
17(5)(a)	Determine specific policies or objectives in relation to different roads or classes of road in the network	Southwark Council's road classification is set out in the councils emerging transport plan. In addition road hierarchies are set out in chapter 3 (Southwark's Transport Network)
17(5)(b)(i)	Monitor the effectiveness of authority's organisation and decision-making process	The Traffic Manager is responsible for reviewing the performance of the operational delivery as set out in Chapter 5. Decisions which are not directly related to the operational delivery are reviewed through consultation on all new proposals and initiatives from council departments .
17(5)(b)(ii)	Monitor the effectiveness of the implementation of their decisions	The Traffic Manager discusses and reviews actions taken for TMA delivery with the Public Realm Management Team and stakeholders, such as TfL.
17(5)(c)	Performance of the road network	Traffic congestion is monitored via the LTCC, managed by TfL. The council responds to any email alerts requiring action to mitigate disruption from unplanned events, works with all parties to ensure congestion is minimised as set out in Chapter 5 and Chapter 4
17(6)	Review the effectiveness of the arrangements in place	A complete review and restructuring to enable TMA delivery has been carried out. Similarly a review of resources for permitting has been completed as part of the Cost benefit Analysis prepared for the Secretary of

		State. An annual report of progress and performance is produced by the Traffic Manager for the Director of Public Realm.
19	The Secretary of State may direct a local traffic authority to provide it, within a specified information connected with any aspect of the performance of their duties under sections 16 and 17	The council will provide any required information to the Secretary of State, including NMP reporting via the Transport Plan, KPI's for permitting and others as required.

5.2 Traffic Manager Monitoring

The Traffic Manager will monitor the effectiveness of the organisation and its decision-making processes and in the implementation of its decisions in delivering the requirements and objectives of the Network Management Duty. Where issues arise, the Traffic Manager will make an assessment to determine how the organisation or its decision making processes could be more effective. The Traffic Manager will compile an annual report of improvement and performance and make recommendations for change to the Director of Public Realm and implement these as required.

The Traffic Manager will keep a record of progress on all such issues, identifying what issues have arisen, where recommendations for change have been made and what actions have been taken and what progress has been made in implementing the changes required.

The Traffic Manager will generally be represented in any project group that involves activity on the highway. Appropriate mechanisms are in place to ensure that co-ordination of activities both planned and in response to unplanned, are managed between the utility companies, the bus operators and the other stakeholders. The Council is confident that these mechanisms will ensure that project planning and delivery of its highways and transport programmes are implemented with due consideration for street works programmes undertaken by external organisations and that, collectively, disruption is kept to an absolute minimum for the benefit of all road users.

5.3 Ensuring Parity

In order to ensure parity between Statutory Undertakers works and the activities of the Council, contractor are expected to carry out all notification or permitting in line with the TMA. Monitoring of these arrangements is carried out by the Network operations Team through the issuing of shadow FPN's and by carrying out a random sample of inspections of works in progress. Inspections of works quality on completion is already completed by maintenance engineers as part of the contract monitoring. Any performance issues identified for works in progress or quality of works on completion are reported to the Asset Management Team and reviewed with the term contractor on a monthly basis as part of the performance monitoring of the contract arrangements.

5.4 Key Performance Indicators (KPI) – Permits

Each Permit Authority operating the London Permit Scheme must apply the following two mandatory KPI's:

- **KPI 1** The number of Permit and Permit variation applications received, the number granted and the number refused; and
- **KPI 2** The number of conditions applied by condition type.

In addition each LoPS Permit Authority will also apply the optional KPIs 4 and 5 from the Permit Code of Practice to demonstrate parity of treatment between their own road works and streets works undertaken by statutory undertakers. These are as follows:

- **KPI 4** The number of occurrences of reducing the application period; and
- **KPI 5** The number of agreements to work in Section 58 and Section 58A restrictions. (Details of Section 58 and 58A restrictions will be provided as required under Section 8.3 of the Code of Practice for Permits.).

These KPIs apply to both Road Works and Street Works and will be produced at least once a year and will be discussed at co-ordination or similar meetings. KPIs 1, 2, 4 and 5 will also be used to measure parity in respect of the application of the provisions of the Permit Scheme. If any promoter considers that they are not being treated in accordance with Regulation 40 then they can take the matter up either through the regular co- ordination or similar meeting or the dispute resolution procedures highlighted in Section 16 of the London Permit Scheme.

Southwark Council once given permission to operate a permit scheme will comply with the required KPI's in demonstration of its compliance to the scheme and its network management duty.

Appendix Documents

Appendix A - TfL Road Network

Bermondsey Street SE1 (A2206)	Crucifix Lane to Tooley Street
Blackfriars Road SE1 (A201)	
Borough High Street SE1 (A3)	London Bridge to Marshalsea Road
Bricklayers Arms Roundabout SE1	Junction of Old Kent Road to New Kent Road
Bricklayers Arms Flyover SE1	Junction of Old Kent Road to New Kent Road
Camberwell Church Street SE5 (A202)	
Camberwell Green (A215)	Camberwell New Road to Camberwell Passage
Camberwell New Road SE5 (A202)	
Crucifix Lane SE1 (A200)	Druid Street to St. Thomas Street
Dockhead SE1 (A200)	
Druid Street SE1 (A200)	Tanner Street to Crucifix Lane
Duke Street Hill SE1 (A200)	
Dulwich Common SE21 (A205)	
Elephant & Castle SE1 (A3)	Roundabouts & link road from Newington Butts to New Kent Road
Great Dover Street SE1 (A2)	
Jamaica Road SE1 (A200)	
Kennington Park Road SE1 (A3)	
London Road SE1 (A201)	
Long Lane SE1 (A2198)	Borough High Street to Tabard Street
Lordship Lane SE22 (A2216)	Dulwich Common to Sydenham Hill

New Kent Road SE1 (A201)	
Newington Butts SE1 (A3)	
Newington Causeway SE1 (A3)	Elephant & Castle to a point 30m south of Rockingham Street
Old Kent Road SE1 & SE15 (A2)	
Peckham High Street SE15 (A202)	
Peckham Road SE5 & SE15 (A202)	
Queen Elizabeth Street SE1 (A200)	Tooley Street to Tower Bridge, west side slip road
Queens Road SE15 (A202)	
Rotherhithe Tunnel SE16	
Southwark Street SE1 (A3200)	
St. Georges Road SE1 (A302)	
St. Georges Circus SE1	Junction of Blackfriars Road to London Road
St. Thomas Street SE1 (A200)	
Stamford Street SE1 (A3200)	
Stainer Street SE1	
Tanner Street SE1 (A200)	Druid Street to Tooley Street
Thurlow Park Road SE 21 (A205)	Alleyn Park to Croxted Road
Tooley Street SE1 (A200)	
Tower Bridge Road SE1 (A100)	
Westminster Bridge Road SE1 (A302)	

Appendix B – Southwark’s Strategic Road Network

Bestwood Street SE16 (A200)	Boundary road, maintained by Lewisham
Bush Road SE16 (A200)	Boundary road, maintained by Lewisham from north s/o 60 to Bestwood Street
Camberwell Green (A215)	Camberwell Passage to Camberwell Road
Camberwell Road SE5 (A215)	
Champion Park SE5 (2216)	
College Road SE19 (A2199)	Dulwich Wood Park to Crystal Palace Parade
Croxted Road SE21 (A2199)	Boundary road, maintained by Lambeth from Thurlow Park Road to Norwood Road
Crystal Palace Parade SE19 (A212)	Boundary road, maintained by Bromley from 55m south of College Rd to Anerley Hill
Denmark Hill SE24 (A215)	Boundary road, maintained by Southwark from Coldharbour Lane to Sunray Avenue
Dog Kennel Hill SE5 (A2216)	
Dulwich Wood Park SE19 A2199)	
Grove Lane SE5 (A2216)	
Grove Vale SE24 (A2216)	
Herne Hill SE24 (A215)	Boundary road, maintained by Lambeth from Sunray Avenue to Half Moon Lane
Kennington Road SE17 (A23)	Boundary road, maintained by Lambeth from Lambeth Road to Brook drive
Lambeth Road SE1 (A3203)	Boundary road, maintained by Lambeth from Kennington Road to King Edward Walk

Lordship Lane SE22 (A2216)	East Dulwich Road to Dulwich Common
Lower Road SE16 (A200)	
Norwood Road (A215)	Boundary road, maintained by Lambeth from Half Moon Lane to Croxted Road
Rotherhithe New Road SE16 (A2208)	Rotherhithe Old Road to Lower Road
Rotherhithe Old Road SE16 (A200)	
South Croxted Road SE21 (A2199)	Boundary road, maintained by Southwark
Walworth Road SE17 (A215)	
Waterloo Road SE1 (A301)	St. Georges Circus to Morley Street

Appendix C – Traffic Sensitive Streets

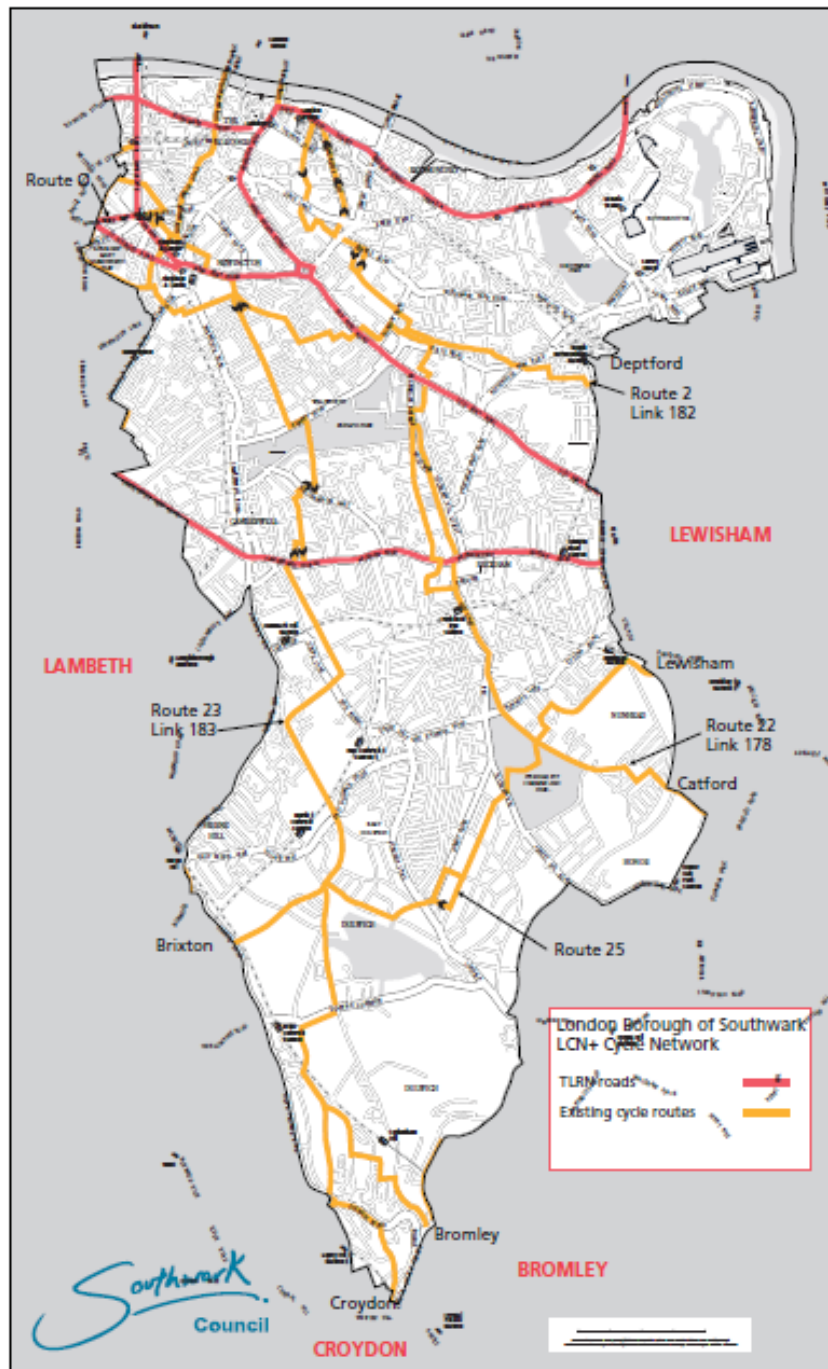
Abbey Street	Choumert Road	Farquhar Road
Adys Road	Clayton Road	Flint Street
Albany Road	Clements Road	Forest Hill Road
Albion Street	Clifton Way	Fountain Drive
Alexis Street	Colby Road	Frankfurt Road
Alleyn Park	Coldharbour Lane	Gainsford Street
Alleyn Road	Colegrove Road	Gallery Road
Alscot Road	College Road	George Row
Astbury Road	Collett Road	Gerridge Street
Asylum Road	Colyton Road	Gibbon Road
Athenlay Road	Commercial Way	Gilkes Crescent
Austral Street	Consort Road	Gipsy Hill
Aysgarth Road	Court Lane	Glasshill Street
Bankside	Crosby Row	Glengall Road
Barons Place	Crossthaite Avenue	Globe Street
Barry Road	Croxted Road	Goldsmith Road
Bartholomew Street	Crystal Palace Parade	Goodrich Road
Basingdon Way	Crystal Palace Road	Gordon Road
Bath Terrace	Culmore Road	Grange Road
Beauval Road	Danecroft Road	Grange Walk

Beckwith Road	De Crespigny Park	Gray Street
Bellenden Road	Decima Street	Great Guildford Street
Belvoir Road	Dekker Road	Great Suffolk Street
Bermondsey Wall West	Denmark Hill	Green Hundred Road
Bevington Street	Desenfans Road	Grove Hill Road
Black Horse Court	Deverell Street	Grove Lane
Blue Anchor Lane	Dockley Road	Grove Vale
Borough Road	Dog Kennel Hill	Half Moon Lane
Boss Street	Dovedale Road	Hanover Park
Bowen Drive	Dovercourt Road	Harders Road
Bowyer Place	Druce Road	Harper Road
Brayards Road	Drummond Road	Hatfields
Brenchley Gardens	Dulwich Village	Hawkslade Road
Brockham Street	Dulwich Wood Avenue	Hayles Street
Brockley Way	Dulwich Wood Park	Herne Hill
Brook Drive	Dunstans Road	Heygate Street
Brunel Road	Dunton Road	Hillcourt Road
Buller Close	Dylways	Holland Street
Burbage Road	East Dulwich Grove	Hollingbourne Road
Bushey Hill Road	East Dulwich Road	Holly Grove
Calton Avenue	East Lane	Hollydale Road
Camberwell Grove	Eastlands Crescent	Holmdene Avenue
Camberwell Road	Elfindale Road	Homestall Road
Canon Beck Road	Elliotts Row	Honor Oak Rise
Carlton Grove	Elmwood Road	Southampton Way
Casino Avenue	New Church Road	Southwark Park Road
Cathay Street	North Cross Road	Spa Road
Catlin Street	Norwood Road	Spurgeon Street
Chadwick Road	Nunhead Lane	St Aidans Road
Chambers Street	Oakdale Road	St Asaph Road
Hopton Street	Oglander Road	St Francis Road
Horselydown Lane	Old Jamaica Road	St Georges Way
Howletts Road	Oswin Street	St Jamess Road
Humphrey Street	Overhill Road	St Marychurch Street
Hunts Slip Road	Paradise Street	Storks Road
Ivydale Road	Pardoner Street	Stradella Road
Jacob Street	Park Hall Road	Sturdy Road
Jasper Road	Park Street	Sumner Road
Joan Street	Peckham Hill Street	Sumner Street
John Felton Road	Peckham Park Road	Sunray Avenue
Keetons Road	Peckham Rye	Surrey Quays Road
Kelvington Road	Pickwick Road	Swan Road
Kimberley Avenue	Pilgrimage Street	Swan Street
Kings Bench Street	Pocock Street	Sydenham Hill

Kingswood Drive	Raymouth Road	Talfourd Road
Kirkwood Road	Red Post Hill	The Cut
Lafone Street	Redcar Street	The Gardens
Lancaster Street	Redcross Way	The Grange
Landells Road	Redriff Road	Therapia Road
Law Street	Renforth Street	Three Oak Lane
Leathermarket Street	Rockingham Street	Thurland Road
Library Street	Rodney Road	Thurlow Street
Linden Grove	Rolls Road	Torrige Gardens
Loder Street	Rotherhithe New Road	Townley Road
Loman Street	Rotherhithe Old Road	Trafalgar Avenue
Lower Road	Rotherhithe Street	Trinity Church Square
Lugard Road	Rouel Road	Trinity Street
Lyll Avenue	Rowcross Street	Turney Road
Lyndhurst Grove	Rupack Street	Ufford Street
Lyndhurst Way	Rushworth Street	Underhill Road
Macks Road	Ruskin Walk	Union Street
Manciple Street	Rye Hill Park	Upland Road
Mandela Way	Rye Lane	Upper Ground
Marmora Road	Ryedale	Vale End
Marshalsea Road	Salter Road	Vestry Road
Maxted Road	Sawyer Street	Village Way
Mcneil Road	Scott Lidgett Crescent	Walworth Road
Meadow Row	Scutari Road	Waterloo Road
Meeting House Lane	Seeley Drive	Webber Row
Melford Road	Shad Thames	Webber Street
Merrick Square	Shelbury Road	Webster Road
Meymott Street	Shorncliffe Road	Wells Way
Mill Street	Short Street	West Lane
Montague Square	Snowsfields	West Square
Moodkee Street	South Croxted Road	Weston Street
Morley Street	Shorncliffe Road	Whateley Road
Mount Adon Park	Short Street	Wilds Rents
Mundania Road	Snowsfields	Wilson Grove
Neckinger	South Croxted Road	Windsor Walk
Neptune Street	Emba Street	Winterbrook Road
Champion Hill	Emerson Street	Wolseley Street
Champion Park	Enid Street	Wood Vale
Cheltenham Road	Evelina Road	Woodfarrs
Chery Garden Street	Eynella Road	Woodwarde Road
Choumert Grove	Falmouth Road	Wyneham Road
		Yalding Road

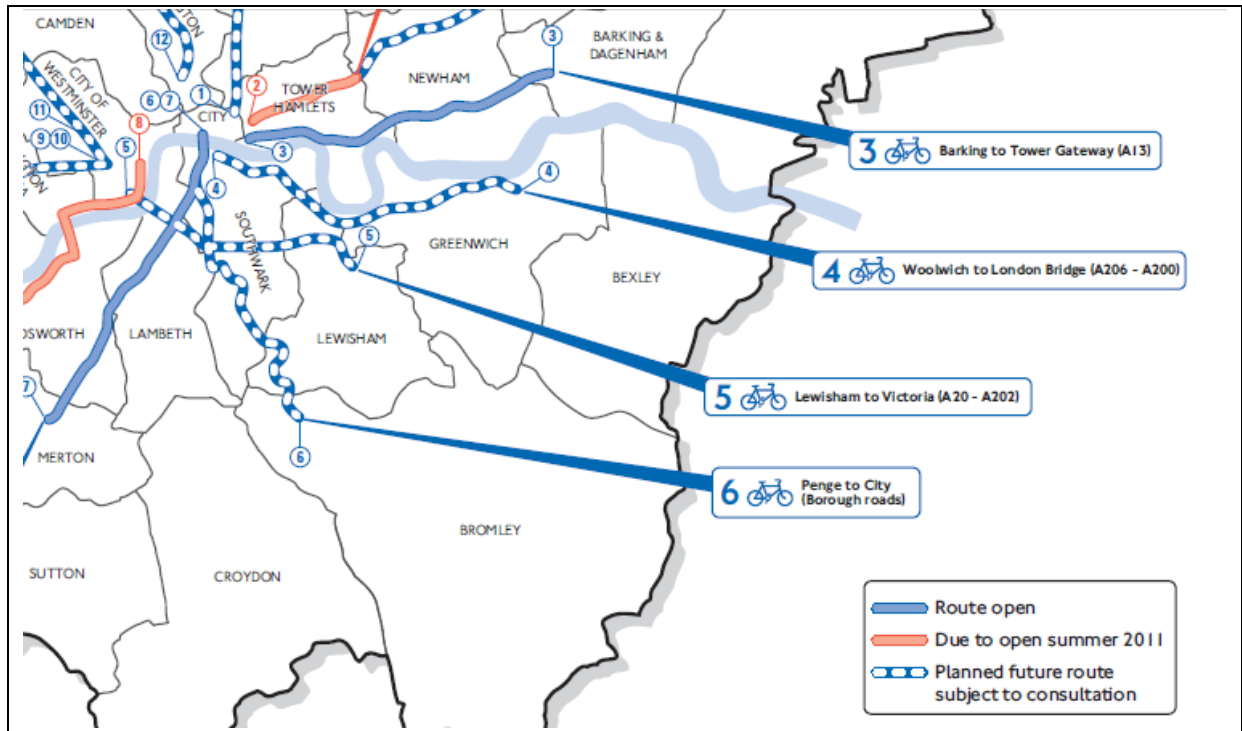
Appendix D – London Cycle Network

http://www.southwark.gov.uk/downloads/download/181/cycle_routes



Appendix E – London Cycle Super Highway

<http://www.tfl.gov.uk/assets/downloads/roadusers/Cycling/barclays-cycle-superhighways-map.pdf>



Appendix F – Legible London Sign locations

