

Item No.	Classification: Open	Date: 11 November 2020	Meeting Name: Cabinet Member for Leisure, Environment and Roads
Report title:		Guy's and St Thomas' Charitable Trust Low Traffic Neighbourhoods highway schemes	
Ward(s) or groups affected:		Camberwell Green, St Giles and Faraday Wards	
From:		Head of Highways	

RECOMMENDATION

Recommendation(s) for the Cabinet

1. That the Cabinet Member for Leisure, Environment and Roads approve the Guy's and St Thomas's Charitable Trust Low Traffic Neighbourhoods highways schemes for implementation, as shown in the outline designs (Appendix 1 and 2), subject to detailed design amendments and the necessary statutory procedures.

BACKGROUND INFORMATION

2. Guy's and St Thomas' Charitable Trust (GSTTC) is delivering a long-term multimillion pound programme tackling the main health challenges facing Lambeth & Southwark. Within this programme, there is a focus on improving air quality, reducing child obesity and reducing the burden of long-term conditions such as heart disease and type-2 diabetes. In particular, GSTTC have asked us to focus on areas with high levels of deprivation and poor air quality.
3. The public health measures implemented in response to the Covid-19 pandemic have raised the importance and public awareness of people having a safe, wide space for walking and cycling. This is needed to enable them to socially distance from other people, exercise locally to their home and travel sustainably in their neighbourhood.
4. GSTTC want to support this rapid mobilisation effort by funding projects which support both the emergency response to Covid-19 and longer-term changes which will reduce health inequalities in the borough.
5. Below is a summary of possible measures:
 - Modal filters to prevent 'rat-running';
 - Introduce placemaking at filter locations, where possible;
 - Improved crossings to schools with footway buildouts, dropped kerbs

- and art crossings;
- Widened footways;
- Segregated cycle lanes – subject to more detailed investigations.

KEY ISSUES FOR CONSIDERATION

Project Locations

6. The areas chosen for the projects are in the wards with the highest air pollution and child obesity levels. These are also the wards with higher levels of social deprivation. These projects aim to help improve the local environment and support healthy, active travel for Southwark residents who currently face unfair life chances due to health inequalities.
7. The Southwark Movement Plan and GSTTC aim to support children's independent, active travel to school and local community facilities such as parks. Potential project locations were identified within the priority wards by identifying neighbourhoods with a school, park, social housing and higher levels of deprivation and the potential to deliver a significant improvement in the local environment using a modest budget to implement temporary measures.
8. A Commonplace map has been established by Southwark to enable people who live and work in the borough, as well as those who visit and travel through, to share their comments on what change are needed to make streets safer for social distancing and to support people walking and cycling. These comments were thoroughly reviewed to identify issues raised which could be addressed through this project.
9. This process reduced the total number of potential project areas to six and these were further rationalised through a process of assessing feasibility of implementing projects. For example, building works or other highways projects may be scheduled in some of these locations precluding them from being taken forward in this project
10. Two project locations have been identified through this process and proposals have been developed for temporary changes that will deliver significant benefits to the local community in line with LB Southwark's values, policies and priorities.
11. The two locations are identified within Appendices 1 and 2.
Appendix 1 - Location 1: Camberwell Green and St Giles Wards
Appendix 2 - Location 2: Faraday Ward

Proposed Improvements

12. Location 1
 - Modal filters using planters and removable bollards
 - Placemaking at filter locations – seating and painted road surface
 - Dropped kerbs

- Art crossings
13. Location 2
 - Modal filters using planters
 - Placemaking at filter location – painted road surface
 - Widened footways on Shorncliffe Road
 - Placemaking within widened footways – seating, planters and painted road surface
 14. Some parking loss is required in order to provide turning areas at each modal filter site to allow vehicles to turn around if required. At locations where there is not enough room for refuse vehicles to turn around, removable bollards have been proposed.

Consultation

15. Meetings were held with Ward Councilors to discuss each location. Main concerns raised related to increased journey times for residents and increased traffic and air pollution of surrounding roads as a result of traffic displacement.
16. Emergency services (Fire, Police and Ambulance) have indicated they will not support schemes which promote hard road closures, as they will increase response times. Their preference is for camera enforced closures without physical prevention for vehicles. Camera enforcement will be considered should any of the measures be made permanent.
17. All measures have been designed in consultation with Southwark Waste Management. In order to ensure residential waste collection is maintained, removable bollards have been proposed. Concerns were raised regarding the additional time required to collect waste due to closures being proposed as part of the GSTTC and wider Southwark LSP schemes.
18. Consultation with schools and businesses will be undertaken prior to the schemes being implemented.
19. Further consultation with residents will be undertaken during the period of the Experimental Traffic Management Order via Commonplace.

Policy implications

20. The recommendations contained within this report are consistent with the Missions of the Movement Plan 2019, particularly:
 - M2 Action 1 – Reduce noise pollution
 - M2 Action 2 – Create simple and clear streets
 - M3 Action 4 – Deliver infrastructure to support active travel
 - M3 Action 5 – Enable people to get active
 - M4 Action 9 – Manage traffic to reduce the demand on our street

- M7 Action 16 – Reduce exposure to air pollution

Community impact statement

21. The policies within the Movement Plan have been subject to an Equality Impact Assessment.
22. The recommendation is locally based and therefore will have greatest effect upon those people living, working or travelling in the vicinity of the area where the proposal is made.
23. Any interventions that could pose a risk to cyclists, pedestrians and motorists will be identified and adjusted as part of the road safety audit.
24. There is a risk that new restrictions cause a displacement of traffic on to the peripheral network and have an adverse impact on road users and neighbouring properties. The proposal has no disproportionate impact on any particular age, disability, faith or religion and ethnicity and sexual orientation.
25. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate affect on any particular community group.
26. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
 - Providing highway improvements that reduce air pollution within each location and enable vulnerable communities to become more active.
 - Providing improved access for key services such as refuse vehicles.
 - Improving road safety, in particular for vulnerable road users, on the public highway.

Resource implications

27. A total investment of £250,000 has been allocated by GSTTC to deliver the schemes. £200,000 has been allocated for the construction of the project, with an additional £50,000 available for monitoring and public engagement. All costs will be paid for through the Trust.

Programme Timeline

28. If these items are approved by the Cabinet Member they will be progressed in line with the below, approximate timeline:
 - Notice of proposal (ETMO) – November 2020
 - Implementation – November/December 2020

- These schemes will be implemented as soon as possible following final approval of this report, subject to availability of contractor's resources.
- Statutory consultation period, with online survey, will take place 3-4 months after implementation.
- Monitoring and traffic counts will take place prior to and 6 months after implementation.

Legal implications (Experimental TMO)

29. An Experimental Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984 as amended.
30. Section 22 of the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 states the requirements in the case of an experimental order.
31. The proposal is experimental and the order is to be experimental, as such consultation and feedback will be considered during the period of the order and a decision made on whether the order is to be made permanent, amended or rescinded after a period, normally six to twelve months. The maximum time an experimental order can be in place is eighteen months.
32. Regulations require the publication of a Notice of Making of the Experimental Order which may not come into force before seven days of its publication date. There is no right of objection to an experimental order itself but the notice provides for any objections or representations to the Experimental Order being made permanent, to be made in writing stating the grounds of such objections, within six months of the Experimental Order coming into force. Should any such objections be received, they will be properly considered in light of administrative law principles of fairness and impartiality, the Human Rights Act 1998, the Equality Act 2010 and all relevant statutory powers. All objections on the individual experimental orders becoming permanent will be logged and considered as part of the process detailed in paragraph 28.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Democracy

33. The Cabinet Member for Leisure, Environment and Roads is asked to approve the implementation of the GSTTC Trust Low Traffic Neighbourhoods road safety scheme as summarised in paragraph 5 of this report, and shown in the outline design (Appendix 1 and 2), and at the locations referred to in paragraph 11, subject to detailed design amendments and compliance with the statutory procedures.
34. The experimental scheme requires Experimental traffic orders to be made. Paragraphs 30-33 of the report refer to the statutory powers in the Road Traffic Regulation Act 1984 (as amended) and the statutory process for the

making of experimental traffic orders which are required to implement the proposed traffic safety improvements. Any necessary highway improvements in respect of the proposed scheme will be carried out in accordance with highway improvements powers under the Highways Act 1980.

35. The Human Rights Act 1998 imposes a duty on the Council as a public authority to apply the European Convention on Human Rights; as a result the Council must not act in a way which is incompatible with these rights. The most important rights for highway and planning purposes are: Article 8 (respect for homes); Article 6 (natural justice) and Article 1 of the First Protocol (peaceful enjoyment of property). Paragraph 26 of the report provides that the proposed scheme promotes social inclusion by improving road safety, in particular for vulnerable road users on the public highway and vulnerable communities. As such the implementation of the scheme is not anticipated to engage or breach any of the provisions of the Human Rights Act 1998.
36. The Equality Act 2010 introduced the public sector equality duty which merged existing race, sex and disability equality duties and extended them to include other protected characteristics; namely age, gender reassignment, pregnancy and maternity, religion and belief and sex and sexual orientation, including marriage and civil partnership. In summary, those subject to the equality duty, which includes the Council, must in the exercise of their functions: (i) have due regard to the need to eliminate unlawful discrimination, harassment and victimisation; and (ii) foster good relations between people who share a protected characteristic and those who do not.
37. Paragraph 25 of the report considers that this proposal has no disproportionate impact on any particular age, disability, faith or religion and ethnicity and sexual orientation (including all other persons with protected characteristics listed under this Act). However, the equality duty must be exercised by the decision maker and the Member needs to form this conclusion.

Strategic Director of Finance and Governance

38. This report requests approval from the Cabinet Member for Leisure, Environment and Roads approve the Guy's and St Thomas's Charitable trust Low Traffic Neighbourhoods scheme
39. The strategic director of finance and governance notes that funding for these recommendations is to be met from targeted Guy's and St Thomas' Charitable Trust funding explained in paragraph 27 and that there are sufficient resources available to fund this implementation.
40. Staffing and other costs connected with this recommendation to be contained with existing departmental revenue budgets.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Movement Plan	Southwark Council Environment and Leisure Highways Network Development 160 Tooley Street London SE1 2QH	Alexander Rozema 020 7525 0963

APPENDICES

No.	Title
Appendix 1	Location Plan – Camberwell Green and St Giles ward
Appendix 2	Location Plan – Faraday ward

AUDIT TRAIL

Lead Officer	Dale Foden – Head of Highways	
Report Author	Alexander Rozema – Principal Project Manager	
Version	Final	
Dated	November 2020	
Key Decision?	Yes	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Law and Democracy	Yes	Yes
Strategic Director of Finance and Governance	Yes	Yes
Cabinet Member	Yes	No
Date final report sent to Constitutional Team	11 November 2020	