

<b>MAYOR AND CABINET</b>			
<b>Report Title</b>	Small Scale Traffic Schemes & Traffic Management Works 2012-13		
<b>Key Decision</b>	Yes	Item No.	
<b>Ward</b>	All		
<b>Contributors</b>	Executive Director for Resources and Regeneration		
<b>Class</b>	Part 1	Date:	20 June 2012

## **1. Purpose**

- 1.1. This report seeks approval for a prioritised programme of Small Scale Traffic Schemes to be funded by Transport for London (TfL) and implemented in 2012-13. It also proposes a revenue programme of traffic management works.
- 1.2. The report also provides information on the implementation of last year's Small Scale Traffic Schemes 2011-12, as well as the wider approach to road safety engineering, and the programme of transport schemes under the Local Implementation Plan (LIP) programme for 2012-13.

## **2. Recommendations**

The Mayor is recommended to agree:-

- 2.1. That prioritisation of Small Scale Traffic Schemes for 2012-13 in Appendix A be approved;
- 2.2. That applicable funding identified via S106 or other external sources be used to investigate and treat items from the priority list;
- 2.3. That the Mayor notes the small scale traffic schemes carried out in 2011-12 (as set out in section 7);
- 2.4. That officers report back next year on additional small scale traffic scheme requests received and action taken in respect of the 2012-13 programme.
- 2.5. That the Borough's 2012-13 "Local Transport Funding" allocation from Transport for London of £100,000 be allocated as listed below:
  - i. That £50,000 be allocated to the programme of Small Scale Traffic Schemes;

- ii. That £30,000 be allocated to the development of future traffic schemes;
  - iii. That £20,000 be allocated to public transport improvements.
- 2.6. That the revenue traffic management budget for 2012-13 of £75,000 be allocated as listed below:
  - i. That £25,000 be allocated to the programme of Small Scale Traffic Schemes;
  - ii. That £20,000 be allocated for new waiting and loading restrictions;
  - iii. That £10,000 be allocated for footway parking;
  - iv. That £10,000 be allocated for the application of Speed Indicator Devices;
  - v. That £10,000 be allocated for traffic flow and speed surveys;

### **3. Policy Context**

- 3.1. The Local Implementation Plan (LIP) sets out Lewisham's policy objectives for transport and has been developed within the framework provided by the Mayor's Transport Strategy.
- 3.2. The goals, objectives, and outcomes for the LIP reflect local policies and priorities and are aligned with the Council's Corporate Priorities and the Sustainable Community Strategy.
- 3.3. As a major policy document, the LIP supports all six priorities of the Sustainable Community Strategy and has particular relevance to the many economic, environmental and social improvement that rely on a modern transport system. The LIP Programme for improving "Corridors and Neighbourhoods" in 2012-13 is included in section 5.3.
- 3.4. More specifically, the road safety and traffic management measures contained in this report will contribute directly to the "Safer" priority, and to the "Clean green and liveable" priority.
- 3.5. These measures are also supported by local planning policies (TRN20 and TRN21) which are being taken forward into the Local Development Framework. These policies undertake to reduce the number and severity of road accidents in the borough and introduce traffic calming measures on the road network so as to:
  - reduce traffic to achieve the role assigned to roads in the hierarchy;
  - allocate road space to essential traffic and sustainable transport;
  - reflect the requirement of land uses, in terms of access, essential movement and environmental needs, and;

- reduce motorised traffic in residential areas and improve the environment for residents.

#### **4. Background**

- 4.1. A prioritised list of Small Scale Traffic Schemes has been updated and implemented on an annual basis since 2001. The purpose of the list is to record and assess the numerous requests for traffic related improvements to Lewisham's highway network, and to prioritise the schemes according to an agreed set of criteria.
- 4.2. In order to ensure the best use of limited funding, the Executive Committee approved a report on the 25th July 2001 that agreed:-
  - i. the priority assessment criteria for traffic management measures;
  - ii. the criteria for the assessment of formal pedestrian crossings, and;
  - iii. for officers to report on additional requests received and action taken in respect of the priority list.
- 4.3. The Council also has a limited revenue budget for traffic management improvements, which is used to supplement and enhance the value of external funding. In addition to essential minor works, this budget provides an evidence base and feasibility work to support the development of future traffic schemes.

#### **5. Small Scale Traffic Schemes - The Process**

- 5.1. This programme is intended for minor traffic management schemes and pedestrian facilities, which are prioritised using weighted assessment criteria, shown on the list in Appendix A. This system has been devised to ensure that schemes primarily address safety concerns, and are viable within the proposed budget. The prioritised list is reviewed annually and reported to Mayor and Cabinet.
- 5.2. Potential schemes are compiled from requests received from residents, Members and via petitions, or where a prima facie case for treatment exists. All requests are registered and assessed by Officers in the Transport Service.
- 5.3. Requests may be excluded from this list where they are within the scope of another project, where they may be funded from other sources, or where they form part of a submission for funding from Transport for London.
- 5.4. Officers carry out detailed investigation and design of the highest priority small scale traffic schemes. As a result some of the schemes proposed may not be viable or may require alteration following local consultation.

- 5.5. Schemes which are eligible for specific funding will be pursued following consultation with the relevant Ward Members and the Deputy Mayor, even if this results in treating schemes lower down the priority ranking. In this way the benefits of any opportunistic funding will not be lost whilst maintaining a data-led approach to available Council funding.
- 5.6. Any assessment of pedestrian crossings follows Department for Transport Guidance. This is a technical exercise with a wide range of factors, which determines whether a pedestrian crossing can be provided, and the type of crossing that is appropriate, as well as informing the order of priority.

## **6. Small Scale Traffic Schemes for 2012-13**

- 6.1. The full list of prioritised schemes, together with the approximate cost of each scheme is shown in Appendix A. The total estimated funding required to implement all the schemes is £470,000.
- 6.2. Subject to the approval of this report, the funding available for 2012-13 is £100,000. This comprises £50,000 from TfL's Local Transport Funding, which is allocated to boroughs to spend on local transport priorities, £25,000 from the Council's revenue traffic management budget, and £25,000 from the LIP "Corridors and Neighbourhoods" programme, which was approved by Mayor and Cabinet in September 2011.

## **7. Small Scale Traffic Schemes implemented in 2011-12**

- 7.1. The following schemes were implemented in 2011-12, in accordance with the current prioritisation policy:
- Avignon Road speed tables
  - Taylor's Lane traffic calming
  - Heather Road Traffic Calming
  - Kent House Road pedestrian island near Albermarie Lodge
  - Ashgrove Road and Coniston Road small 20mph zone
  - Hither Green Ln "Slow" road signs and road markings near Ryecroft Rd
  - Catford Hill guard railing at entrance to Kings Church
  - Pendragon Road removal of one-way
  - Hillyfields Crescent informal crossing table

## **8. Local Transport Funding**

### Small Scale Traffic Schemes

- 8.1. Transport for London provide annual flexible funding of £100,000 for local transport priorities. It is therefore proposed that £50,000 be

allocated from the Local Transport Fund to the programme of Small Scale Traffic Schemes.

#### Development of Future Traffic Schemes

- 8.2. Preparatory work is essential in the development of all the Council's transport programmes, incurring necessary costs on surveys, feasibility work, initial consultations and preliminary design.
- 8.3. It is also essential in order to make the best use of the available funding. It is therefore proposed that £30,000 be allocated to the development of future transport schemes.

#### Public Transport Improvements

- 8.4. Public transport is a crucial element of the transport network for Lewisham, with a high proportion of residents and businesses reliant on its effective operation.
- 8.5. In addition to lobbying transport operators, it is hugely beneficial to have leverage funding in order to maximise the effectiveness of partnership work with the transport operators and Transport for London. It is therefore proposed to allocate £20,000 to deliver small scale works on the highway that contribute to an improved public transport system.

### **9. Traffic Management Revenue Programme**

#### Small Scale Traffic Schemes

- 9.1. The programme of schemes, as set out above, is a fundamental element of the Council's traffic management responsibilities. It is therefore proposed that the annual contribution of £25,000 be allocated from the Council's revenue budget to the programme of Small Scale Traffic Schemes.

#### Waiting and Loading

- 9.2. The introduction of waiting and loading restrictions is essential in order to alleviate safety issues which are identified on the highway, usually on corners or bends in roads. Many of these problems are brought to our attention by concerned members, residents and officers.
- 9.3. It is important that such safety issues are investigated and any necessary action taken and it is proposed that £20,000 be allocated to address this issue.

### Footway parking

- 9.4. The increasing amounts of kerbside parking in narrow roads results in damage from passing vehicles, or unnecessary congestion due to the traffic's inability to pass. Similar problems exist in narrow roads where parking causes problems for service vehicles such as dustcarts.
- 9.5. Where the footway strength will allow vehicle loading, and where acceptable footway widths can be maintained, footway parking may be introduced. It is proposed that £5,000 be allocated to fund the necessary investigations and lining to address these issues.
- 9.6. In addition to investigating new footway parking, it is necessary to maintain existing areas of footway parking. It is therefore proposed that £5,000 be allocated to fund re-marking and maintenance of existing footway parking places.

### Speed Indicator Devices

- 9.7. The Council has 44 speed indicator devices (SIDs) sited around the borough, of which 14 are designed to be easily relocated and are used throughout the borough. These signs are a useful tool to draw drivers attention to the speed limit or when they travelling above that limit (depending on how they are set up). It is proposed that £10,000 be allocated for the maintenance and relocation of the devices.

### Traffic Flow and Speed Surveys

- 9.8. The Council requires up to date information on traffic growth and patterns in order to understand trends and issues on the boroughs highway network. This evidence is essential in designing effective traffic schemes and monitoring their impacts. In order to maximise the value of programmes such as the Small Scale Traffic Schemes, it is proposed that £10,000 be allocated for traffic flow and speed surveys.

## **10. Road Safety Engineering**

### Local Safety Schemes

- 10.1. In 2001 the Executive Committee agreed a prioritised approach to achieving a reduction in the numbers of personal injury accidents occurring in the borough. For local safety schemes, roads with the highest number of recorded personal injury records are investigated for possible remedial measures.
- 10.2. Until 2009-10 the Council made annual submissions to Transport for London for specific funding for safety schemes where engineering measures were likely to reduce accident numbers.
- 10.3. Over time, councils across London have generally been successful at targeting and treating accident clusters, and rather than identify specific

Local Safety Schemes, TfL have moved towards incorporating road safety issues into wider improvement programmes, which look at whole Corridors and Neighbourhoods. In the current LIP, Local Safety Schemes will therefore be carried out under the “Corridors, Neighbourhoods and Supporting Measures” programme.

- 10.4. Schemes with a strong road safety focus are reviewed after at least three years of implementation, to assess whether they have achieved their casualty reduction objectives and where additional measures are required.

#### Area Traffic Calming (20mph Zones)

- 10.5. Approximately two-thirds of the borough is currently within a 20mph zone. While accident trends will remain under scrutiny, it is currently considered that most areas which have a strong business case for a 20mph zone have now been implemented.
- 10.6. However, while a structured programme of new 20mph zones is not currently planned, individual cases will be considered on their merits under the wider LIP programme.
- 10.7. Where funding is available, existing 20mph zones are reviewed to ascertain whether the traffic calming has achieved its objectives and any necessary physical works are implemented. The LIP programme contains provision for such reviews. In 2012/13 the intention is to review four 20mph zones (Grove Park, Lewisham Central, Lewisham High Street and Perry Vale North) which were implemented in 2008.

### **11. TfL funded Schemes for 2012/13**

- 11.1. Transport for London LIP allocation for Lewisham in 2012-13 totals £5.319M. This includes £2.699M from the Corridors, Neighbourhoods and Supporting Measures Programme, which is detailed below in Table 1. The LIP allocation also includes £320K for Principal Road Renewal (Sydenham High Street) and £2.3M for the Sydenham Town Centre. Details of the LIP budget proposals were reported to Mayor and Cabinet on the 14th September 2011.
- 11.2. The table below lists of schemes proposed from the Neighbourhood and Corridors budget.

**Table 1: LIP “Corridors” Programme for 2012-13.**

<b>Scheme</b>	<b>Value (£)</b>
Ladywell Neighbourhood	450,000
Hither Green Neighbourhood	130,000
Grove Park Neighbourhood	40,000
Bell Green Neighbourhood Study / Initial Works	100,000
Sydenham Area Based Scheme (Construction contribution)	127,000
Brockley Cross Phase 2	100,000
Surrey Canal Road ELLX subways	462,000
Electric Vehicle Charging Points	5,000
Sydenham Road East Corridor	350,000
Bus Stop Accessibility	50,000
Green Chain Walk	15,000
Road Safety, Education and Training	75,000
Cycle Training	125,000
Evelyn Street Noise Assessment	5,000
Review of 20mph and Local Safety Schemes	160,000
Roadside Air Quality Monitoring	5,000
School Travel Planning	160,000
Independent Traveller Training	25,000
Travel Awareness	30,000
Workplace Travel Plans	10,000
Green Chain Walk Promotion	10,000
Whitefoot Lane / Southend Lane Corridor	100,000
The Thorpes Neighbourhood	80,000
Completion of previous year schemes	40,000
Bellingham Estate Neighbourhood	10,000
Kender Corridor Local Streets	10,000
Small Scale Traffic Management Works	25,000
<b>Total</b>	<b>2,699,000</b>

## **12. Financial Implications**

- 12.1. The Traffic Management Schemes revenue budget for 2012/2013 has been set at £75,000. Of this amount £25k is to be spent on small scale traffic schemes, £20k on new waiting and loading restrictions, £10k on allocated footway parking, £10k for the application of speed indicator devices and £10k for traffic flow and speed surveys.
- 12.2. Transport for London have allocated £100,000 to each borough to be spent on “Local Transport” priorities of their choice. Of this amount £50k is to be allocated to small scale traffic schemes, £30k allocated to the development of future traffic schemes and £20k to public transport improvements.
- 12.3. The total LIP2 allocation for Lewisham submitted to and agreed by TfL thus far amounts to £5.319m. In addition there is £100k for “Local Transport” priorities as described in paragraph 12.2. The overall total will therefore be £5.419m for 12/13 of which £2.699M relates to the LIP



“Corridors” programme. The list of schemes proposed from this budget are listed in Table 1 paragraph 11.2 of this report. The table includes £25k for small scale traffic schemes.

### **13. Legal implications**

13.1. In relation to safety, section 39 of the Road Traffic Act 1988 requires the Council to:

- a) prepare and implement a programme of measures designed to improve road safety and in doing so must:-
  - i. carry out studies into accidents arising out of the use of vehicles on roads or parts of roads within their area, and;
  - ii. in the light of those studies take such measures as appear to them to be appropriate to prevent such accidents, and;
  - iii. in constructing new roads, must take such measures as appear to them to be appropriate to reduce the possibilities of such accidents when the roads come into use.

The measures detailed in this report would go towards discharging these various duties.

13.2. In addition the Council has a broad duty to maintain those highways for which it is responsible. The Council can also take pro-active steps in improving highways, by virtue of various powers given to it under the Highways Act 1980. The Road Traffic Regulation Act 1984 gives the Council the ability to provide pedestrian crossings, and introduce other measures that complement physical alterations to the roads themselves, such as speed limits or one-way restrictions. Both Acts give the Council implicit powers to incur expenditure to achieving those ends. The 1984 Act imposes a duty on the Council, in exercising its powers under the Act, to do so in a way which, so far as practicable, secures the expeditious, convenient and safe movement of traffic, including pedestrians. In complying with that requirement, the Council must have to have regard to:

- a) the desirability of maintaining access to premises;
- b) the effect on the amenities of the locality, and in particular the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads involved run;
- c) the national air quality strategy;
- d) the importance of ensuring public service vehicles can operate, and the safety of people using them; and
- e) any other matter which appears to be relevant.

## **14. Crime and Disorder Implications**

- 14.1. There are no significant implications for the prevention of crime & disorder. However, the road safety and traffic management programmes in this report contribute to a safer environment which encourages motorists to drive with respect and in compliance of the highway code.

## **15. Equalities Implications**

- 15.1. The Equality Act 2010 became law in October 2010. The Act aims to streamline all previous anti-discrimination laws within a Single Act. The new public sector Equality Duty, which is part of the Equality Act 2010, came into effect on the 5 April 2011.
- 15.2. The new equality legislation covers the following protected characteristics: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation. It also applies to marriage and civil partnership, but only in respect to eliminating unlawful discrimination and only in relation to employment.
- 15.3. The Equality Duty has three aims. It requires public bodies (including local authorities) when making decisions to have due regard to the need to
- eliminate unlawful discrimination, harassment, victimisation and any conduct prohibited by the Equality Act 2010
  - advance equality of opportunity between people who share a protected characteristic and people who do not share it; and
  - foster good relations between people who share a protected characteristic and people who do not share it.
- 15.4. The Council's Comprehensive Equality Scheme for 2012-16 will provide an overarching framework and focus for the Council's work on equalities and help ensure compliance with the Equality Act 2010.
- 15.5. An Equalities Analysis Assessment has been developed alongside the LIP to ensure that any potential adverse impacts were fully considered and, where necessary, appropriate changes made. The overall findings of the assessment were that the proposals within the LIP do not discriminate or have significant adverse impacts on any of the protected characteristics.
- 15.6. Instead, the focus on improving access to services and better, safer streets will have broadly positive impacts on the local community. More specifically, the proposed schemes will reduce hazards for blind and partially sighted people, older people and those with impaired mobility.

## **16. Environmental Implications**

- 16.1. The preparation of the Local Implementation Plan (LIP) has been accompanied by a parallel process of Strategic Environmental Appraisal (SEA). A part of that process involved the development of objectives against which the proposals in the LIP might be assessed.
- 16.2. With regards to cumulative effects the assessment suggest that with all the policies, schemes and measures implemented through the period of the LIP, there are likely to be significant positive effects on SEA objectives relating to health, air quality, promoting more sustainable modes of transport, promoting safer communities, improving road safety, and improving accessibility in the Borough.
- 16.3. The proposed schemes will reduce hazards and make the road environment more attractive for pedestrians and cyclists. It is considered that the imposition of restrictions on vehicle movement referred to in the report, will not adversely impact on either the national or the Council's own air quality strategies.

## **17. Conclusion**

- 17.1. The allocation of funding set out in the recommendations of this report has been designed to maximise the value of TfL's investment in Lewisham, and to enhance the priorities set out in the Sustainable Community Strategy.

## **18. Background Documents**

- 18.1. Executive Committee Reports: 'Traffic Management and Pedestrian Facilities' and, 'An Integrated Approach to Traffic Calming, Environmental Improvements and Safer Routes to Schools'.

Date: 25 July 2001

Location: Lewisham Town Hall Lewisham Online

- 18.2. Mayor and Cabinet Reports: 'An Integrated Approach to Traffic Calming, Environmental Improvements and Safer Routes to Schools', and 'Prioritisation of Transport Schemes.....'

Date: July 2002, June 2003, July 2004, July 2006, July 2007, May 2008, Feb 2009, April 2010, May 2011

Location: Lewisham Town Hall Lewisham Online

- 18.3. Mayor and Cabinet Report: "Local Implementation Plan"

Date: 17 November 2010

Location: Lewisham Town Hall Lewisham Online

- 18.4. Mayor and Cabinet Report: "Annual Spending Submission"

Date: 14 September 2011  
Location: Lewisham Town Hall Lewisham Online

If there are any queries on this report please contact Simon Moss, Transport Policy and Development Manager, 020 8314 2269.

**Appendix A**  
**Procedure for Assessment and Priority Rating for Traffic Management and Pedestrian Facilities**

The schemes were prioritised using a weighted assessment criteria. The criteria and weighting as follows:

- Pedestrian Safety - Weighting 30
- Prevention of Rat Running – Weighting 10
- Prevention of Traffic Violations – Weighting 10
- Perceived Accident Risks – Weighting 30
- Scheme Viability – Weighting 20
- Scheme Cost

Schemes were assessed by Engineers to give a weighting value to each criteria listed above. The weighted values were added and divided by the estimated cost to give a total value, thus allowing a priority ranking to be made as in **Appendix A**.

**Notes on Appendix A**

1. The schemes are prioritised. All schemes and costings are subject to detail design. The costs are only budget estimates to give Members an indication of possible costs and these costs could vary. Following analysis it may not be possible to progress some schemes for engineering, cost or safety reasons.
2. Road Safety Schemes are not included in the above list and will be dealt with under the road safety programme.
3. Traffic Calming Schemes are not included in the list and will be dealt with under the area based traffic calming programme.
4. Larger more expensive schemes above £40,000 are generally not included in the list and where appropriate will be dealt with via the Local Implementation Plan.



