1. **Purpose**

1.1. This report sets out the Transport Service’s response to a petition for road safety improvements on Manor Lane.

2. **Recommendation**

It is recommended that the Mayor:

2.1. Agrees the proposed response to the issues raised in the petition.

3. **Policy Context**

3.1. In responding to this petition, consideration has been given to the policies and programmes that govern the Council’s approach to road safety improvements.

3.2. In particular, 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.

3.3. 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.

3.4. 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.

3.5. 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.

3.6. On 2 October 2013, Mayor and Cabinet approved the LIP Annual Spending Submission for 2014-15, along with an indicative 3-year programme of transport projects.
4. Background

4.1. On 23 October 2013, a petition was presented at the Mayor and Cabinet meeting by Councillor Jim Mallory on behalf of the Lee Green Assembly and the lead petitioner.

4.2. The petition was triggered by a recent collision on the corner of Manor Lane and Effingham Road, involving a parent collecting a child from school. The petition was supported by 1009 persons calling on the Council to consider an Action Plan on safety concerns in the Manor Lane area of Lee Green.

4.3. The Mayor agreed that Transport Officers should arrange a site meeting in conjunction with Councillor Mallory to enable a response to be considered at a future Mayor and Cabinet meeting.

5. The Petition and Action Plan

5.1. The petition was distributed on 13 September 2013, and calls for three key issues to be addressed:

   i. A lack of safe crossings
   ii. The speed and congestion of traffic
   iii. Parking congestion in the vicinity of schools

5.2. On 15 October an action plan for the road safety issues in Manor Lane was ratified by the Lee Green Ward General Assembly, and presented as part of the petition.

5.3. The action plan makes a number of recommendations which are summarised as follows:

   A lack of safe crossings

5.4. Recommendation 1: Consider new or improved pedestrian crossing points at 5 locations on Manor Lane.

5.5. Recommendation 2: Introduce a new School Crossing Patrol near St Winifred’s Infant School, and review the location of the existing School Crossing Patrol site near Lee Manor School.

5.6. Recommendation 3: Introducing double yellow lines to move parked vehicles away from corners and crossing points.

   The speed and congestion of traffic

5.7. Recommendation 4: Installation of signs to reinforce the speed limit.

5.8. Recommendation 5: Installation of School Zone signs in the vicinity of St Winifred’s Infant School and Lee Manor School.
5.9. Recommendation 6: Review the existing traffic calming measures and consider additional provision.

5.10. Recommendation 7: Encourage the Police to enforce speed limits.

Parking congestion in the vicinity of schools

5.11. Recommendation 8: Encourage parents to avoid using cars, and consider the needs of parents who rely the car for long journeys to school.

6. Response to the Petition

Overview

6.1. The Council welcomes the petition highlighting a variety of issues relating to road safety on Manor lane. It is clear from the volume of responses that the issues raised are well recognised amongst the local community. A great deal of effort has been spent on identifying issues and considering solutions, which have been channelled into the action plan proposed by the Lee Green Ward Assembly.

6.2. On 13 November 2013, Transport Officers met on site with Cllr Mallory, the lead petitioner, and the head teacher of a local school, to discuss the issues and inform this response.

6.3. It is a important point of context that, from a statistical point of view, Manor Lane has a relatively good safety record. The area was included in a traffic-calmed 20mph zone in 2001/2, and in the most recent available three-year monitoring period (2010-2012), there was 1 recorded injury, which was categorised as “slight”. The recent accident was of a more serious nature, and the petition sets out the impact on local residents and school children who witnessed the incident.

Assessing and prioritising projects

6.4. Whilst it is important to recognise local views and reports of near misses, the most important indicator for prioritising road safety schemes is the reduction of actual injuries resulting from road traffic collisions.

6.5. However, under the Local Implementation Plan, the approach has moved towards incorporating road safety issues into wider improvement programmes, which look at whole Corridors and Neighbourhoods. This allows other important factors to be taken into account, such as the quality of the pedestrian environment in areas of high footfall as part of efforts to encourage more sustainable forms of travel.

6.6. Schemes that retain 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.

Consideration of existing programmes

6.7. In considering the recommendations of the action plan, an emphasis must be placed on the need to assess and prioritise investment in transport infrastructure on a borough-wide basis, to ensure that limited budgets are targeted effectively.

6.8. To ensure the consistency and transparency of approach, and in recognition that no new funding is available to deal with the issues identified in the action plan, opportunities must be identified to build any proposals into existing strategies and programmes.

6.9. Bearing in mind the principles above, the following section proposes a response to each recommendation in the action plan.

Responses to the recommendations

6.10. Recommendation 1: Consider new or improved pedestrian crossing points at 5 locations on Manor Lane, and review the junction at Manor Park.

6.11. Response 1: A full assessment is required to establish the location and types of crossings that are appropriate. This requires a detailed consideration of issues, including road safety data, traffic flows, parking patterns and pedestrian volumes. The study, design and delivery of works could be relatively costly and as such requires consideration under the LIP programme.

6.12. On 2 October 2013, Mayor and Cabinet approved the LIP programme for 2014-15, along with an indicative 3-year programme of transport projects for 2014-17. In 2016/17 (Year 3), a project has been included for Manor Lane which aims to improve the local shopping area.

6.13. The LIP programme is reviewed on an annual basis, with the next review in October 2014. It is proposed that the scope of the Manor Lane project will be broadened to look at the pedestrian environment and safety concerns, and consideration will be given to bringing that project forward to 2015/16 (Year 2). The programme for next year 2014/15 (Year 1) is fully committed, but if there is any slippage in delivery, the opportunity may be taken to bring the scheme further forward.

6.14. Recommendation 2: Introduce a new School Crossing Patrol near St Winifred’s Infant School, and review the location of the existing School Crossing Patrol site near Lee Manor School.

6.15. Response 2: With increasing pressures on revenue budgets, it is not envisaged that new School Crossing Patrols sites will be funded, and
service provision will need to be managed and prioritised within a fixed budget. The location of all School Crossing Patrol sites are kept under review but a review is not considered necessary as a direct result of the latest incident, as it did not involve children crossing the road.

6.16. Recommendation 3: Introducing double yellow lines to move parked vehicles away from corners and crossing points.

6.17. **Response 3**: The parking restrictions in the area are programmed to be reviewed as part of a forthcoming consultation on the CPZ in the Lee Green area. It is proposed that this review will consider all aspects of parking restrictions within the CPZ area, including increasing the extent of yellow lines and the subsequent loss of parking bays.

6.18. Recommendation 4: Installation of signs to reinforce the speed limit.

6.19. **Response 4**: Efforts are made to reduce street clutter that can be caused by excessive use of signs. Therefore 20mph zones are generally introduced at entry points to zones. The use of repeater signs at key points within the zone can be considered, and it is proposed that this be included as part of the scope of the Manor Lane LIP project.

6.20. In the shorter term, a Speed Indicator Device has been allocated to Manor Lane and will be installed in Spring 2014. These electronic signs are a useful tool to draw drivers attention to the speed limit or when they travelling above that limit. They are installed as temporary measures and are rotated around the borough to maximise their effect.

6.21. Recommendation 5: Installation of School Zone signs in the vicinity of St Winifred’s Infant School and Lee Manor School.

6.22. **Response 5**: A School Keep Clear Zone will be considered for St Winifred’s Infant School as part of the scope of the Manor Lane LIP project.

6.23. In the shorter term, appropriate warning signs will be erected on the approaches to the schools.

6.24. Recommendation 6: Review the existing traffic calming measures and consider additional provision.

6.25. **Response 6**: Traffic calming measures have been in place in the Manor Lee area along with the 20mph zone that was introduced in 2001/2. The zone was reviewed in 2006/7 and the zone was extended to the south of Manor Lane. The traffic calming scheme and 20mph zone has been effective at reducing the collision rate, and it is considered that further traffic calming is not required from a road safety perspective. However, the Manor Lane LIP project will consider various types of crossing points, and some of these may contain elements, such as
narrowed crossing points or raised crossings, that have a further calming effect on traffic speeds.


6.27. Response 7: We would be happy to support calls for the Police to provide any additional enforcement of traffic speeds in the borough. However, we would be sensitive to the needs of the Police to target their resources on a prioritised basis.

6.28. Recommendation 8: Encourage parents to avoid using cars, and consider the needs of parents who rely the car for long journeys to school.

6.29. Response 8: The Council’s policy is to encourage the use of sustainable modes of travelling to school, and works in partnership with schools to establish School Travel Plans. While it is recognised that some parents or staff will choose to travel by car, or may rely on the car for their particular journey, it is generally not practical or sustainable to allocate road space for that purpose.

7. Summary

7.1. The response to the petition aims to be as responsive as possible by bringing forward low cost actions in the short term and by identifying opportunities to deliver more substantial actions within existing programmes. This approach is proposed to ensure the more substantial investment is targeted with due regard to prioritisation of transport issues on a borough-wide basis.

8. Financial Implications

8.1. The short-term measures identified in this report (signs and speed indicator devices) are already funded through the Council’s Traffic Management Schemes revenue budget for 2013/2014.

8.2. The proposals to review parking restrictions will take place as part of a funded CPZ programme and with negligible budgetary effect.

8.3. The costs relating to measures identified as part the Manor Lane LIP Project will be presented to Mayor and Cabinet and to Transport for London for approval as part of the LIP Annual Spending Submission 2015/16.

8.4. Any amendment to the LIP Annual Spending Submission for 2014/15 would require the approval of Transport for London and would need to be managed within the budget of that programme.

9. Legal Implications

9.1. 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.

9.2. 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.

9.4. 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.

9.5. 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.

10. Crime and Disorder Implications

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

11. Equalities Implications

11.1. 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.

11.2. 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.

11.3. 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. In addition, going forward, any detailed consideration of issues, including road safety data, traffic flows, parking patterns and pedestrian volumes in order to inform changes, will take into account the probable impact for particular protected characteristics.

12. Environmental Implications

12.1. 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.

12.2. 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.

12.3. 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.

13. Background Documents and Originator

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