

Cabinet Member Delegated Decision Report – 12 June 2017

Quietway 7: Elephant & Castle to Crystal Palace

Ward: Thurlow Park / Gipsy Hill

Report authorised by: Sue Foster, Strategic Director, Neighbourhoods & Growth

Portfolio: Councillor Jennifer Brathwaite: Cabinet Member for Housing and Environment

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Report Summary

This report sets out proposals relating to highway changes at eight locations within the West Dulwich and Gipsy Hill areas as part of the implementation of Quietway 7.

The proposed improvements are summarised as follows:

Turney Road/Rosendale Road

- Replace existing mini-roundabout with new raised priority junction, with three new zebra crossings, extended footway and public space with new trees
- Introduce level pavement across raised junction at Dalkeith Road/Rosendale Road
- Introduce cycle friendly speed humps on Turney Road and Rosendale Road

Lovelace Road/Rosendale Road

- Introduce new zebra crossing outside All Saints Church
- Introduce 1.5 metre advisory cycle lanes
- Introduce improved crossing facilities across raised junctions on Lovelace Road

Rosendale Shops

- Introduce new zebra crossing outside the shops
- Formalise parking outside the shops to ensure that vehicles park clear of the carriageway
- Introduce 1.5 metre cycle lanes in either direction
- Introduce an informal crossing facility to the south of the junction with Carson Road

Park Hall Road/Rosendale Road

- Replace existing mini-roundabout at the junction of Park Hall Road / Rosendale Road with new priority junction with new zebra crossing and three informal crossings (subject to further design and traffic modelling assessment)
- Raised road surface at Myton Road junction
- Advisory cycle lanes in either direction

Tritton Road/Rosendale Road

- Introduce traffic-calmed raised junctions in two locations
- Widened footway outside entrance to Elm Wood Primary School, including new crossing facility
- Relocate parking bays from footway to carriageway to increase pavement space

Clive Road/Hamilton Road

- Wider footways and raised road surface at junction to calm traffic
- Formalise on-street provision by marking bays
- Introduce sinusoidal speed humps

Paxton Place/Gipsy Road

- New and upgraded parallel pedestrian/cycle zebra crossings, connected by new shared-use area with advisory cycle track
- Introduce new island to protect right turning cyclists
- Permit two-way cycling on Paxton Place (currently one-way northbound)

Gipsy Hill

- Introduce new two metre advisory cycle lane southbound between Oaks Avenue and Dulwich Wood Avenue to enable slower-moving cyclists moving uphill to be overtaken easily.
- Relocate parking to the western side of Gipsy Hill. This would require a reduction in parking provision of approximately 110 metres – 20 on-street spaces.

A ninth scheme, at the junction of Rosendale Road / Thurlow Park Road, is being delivered by Transport for London and will be subject to a separate approval process.

The project is being delivered as part of the London Quietways programme, which involve the introduction of a network of cycle routes throughout the capital. The report explains the reasons why the measures are being proposed and the process leading to implementation. Consultation Summary Reports are included in Appendices A and B that provide full details regarding the consultation results, the changes that have been made to the scheme post-consultation, justification for the proposed measures and next steps.

Finance Summary

The project is funded by Transport for London as part of the Quietways delivery programme. Quietway 7 allocation in Lambeth is approximately £1,000,000. The cost of the measures proposed in this report is approximately £800,000 and this together with cost of fees, development cost and contingency, will be contained within the allocated budget.

As the roads along the Quietway route are existing assets, any future maintenance cost of the completed scheme will be funded from the highways revenue budget.

Recommendations

To implement the following proposals under section 6, 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (as amended), and section 90 of the Highways Act 1980 at a cost of £800,000, subject to no material objections resulting from statutory consultees:

- The introduction of a raised table at the junction of Rosendale Road with Tritton Road, including a priority change, new crossing facility and waiting and loading restrictions
- The introduction of a new raised entry treatment at the junction of Tritton Road with Clive Road, including the removal of an existing speed hump on Tritton Road and the introduction of waiting and loading restrictions
- The introduction of a new raised junction treatment at the junction of Hamilton Road with Clive Road and extensions to existing waiting and loading restrictions

- The introduction of contra-flow cycling on Paxton Place (currently one way northbound) along with the introduction of double blip road markings in specific locations on Paxton Place to prohibit loading and unloading
- Existing zebra crossing converted to a parallel crossing on Gipsy Road along with the introduction of shared-use footways to enable walking and cycling.
- Existing raised table on Gipsy Hill to be extended to accommodate a new parallel crossing facility along with the introduction of shared-use footways to enable walking and cycling.
- The introduction of 3 cycle friendly (sinusoidal) speed humps on Gipsy Hill along with the introduction of new waiting restrictions at various locations between the junction of Gipsy Road and Dulwich Wood Avenue
- The introduction of 2 cycle friendly (sinusoidal) speed humps on Turney Road along with the introduction of new waiting restrictions at various locations between the junctions of Croxted Road and Rosendale Road
- The introduction of a raised zebra crossing facility on Turney Road
- The removal of the existing mini roundabout and the introduction of a raised junction table at the junction of Rosendale Road / Turney Road, including one parallel zebra crossing, one zebra crossing and waiting restrictions
- The introduction of a new raised junction treatment at the junction of Dalkeith Road with Rosendale Road and extensions to existing waiting and loading restrictions
- The introduction of 12 cycle friendly (sinusoidal) speed humps on Rosendale Road along with the introduction of new waiting restrictions at various locations between the junctions of Turney Road and Tritton Road
- The introduction of a raised informal crossing facility on Rosendale Road between Lovelace Road and Turney Road
- The introduction of two new raised junction treatments at the junction of Lovelace Road with Rosendale Road and extensions to existing waiting and loading restrictions
- The introduction of a raised zebra crossing facility on Rosendale Road between Walkerscroft Mead and Lovelace Road
- The introduction of two new raised junction treatments at each of the junctions of Carson Road with Rosendale Road and extensions to existing waiting and loading restrictions
- The introduction of a new raised junction treatment at the junction of Eastmearn Road with Rosendale Road and extensions to existing waiting and loading restrictions
- The introduction of a new raised junction treatment at the junction of Elmworth Grove with Rosendale Road and extensions to existing waiting and loading restrictions
- The introduction of a raised zebra crossing facility on Rosendale Road between Elmworth Grove and Carson Road
- The introduction of a new raised junction treatment at the junction of Idmiston Road with Rosendale Road and extensions to existing waiting and loading restrictions
- The introduction of a raised table at the junction of Rosendale Road with Myton Road, including new waiting restrictions
- To review the detailed design and modelling impacts associated with the proposals to remove the existing mini roundabout and introduce a raised junction table at the junction of Rosendale Road / Park Hall Road, including a new zebra crossing facility on the south side of the junction and waiting restrictions. To proceed to statutory consultation on the basis that the detailed design and traffic modelling impacts associated with the proposal are supported by officers and approved by the Cabinet Member.

1. Context

- 1.1 Quietways are a network of high quality, well signed cycle routes throughout London, mostly using the backstreets. The routes will link key destinations and are designed to appeal to new and existing people that cycle who want to use quieter, low-traffic routes. Quietways will complement other cycling initiatives in London, such as the Cycle Superhighways.
- 1.2 Proposals for Quietway 7 in Lambeth were subject to informal consultation with residents, businesses and interested stakeholders between 10th February and 20th March 2016. A total of 285 stakeholder individuals or groups and 6392 residents in the area were consulted on the proposals. Full details are available in the consultation reports in Appendix A (West Dulwich) and Appendix B (Gipsy Hill).
- 1.3 The Lambeth section of Quietway 7 route starts at Turney Road and finishes at Gipsy Hill. The majority of Quietway 7 is located in the London Borough of Southwark, running from Elephant & Castle to Turney Road with a small section at the southern end of the route between Gipsy Hill and Crystal Palace Parade.
- 1.4 London Borough of Southwark approved their Quietway 7 schemes, subject to statutory consultation, detailed design and safety reviews, in November 2016.

2. Proposal and Reasons

- 2.1 As part of the Quietway 7 route, Lambeth Council is developing proposals to enhance facilities primarily for people that cycle, but also for other road users, including pedestrians. Quietways form an essential element of the Mayor's Healthy Streets agenda. Improvements are being proposed on Q7 through investment in a range of measures including traffic calming and new pedestrian crossings, providing the route with safety features for all road users.
- 2.2 As stated, Lambeth Council's section of the Q7 route starts on Turney Road (junction with Croxted Road) and travels south through to Crystal Palace via Gipsy Hill. The roads that will benefit from the Quietway improvements include Turney Road, Rosendale Road, Tritton Road, Clive Road, Hamilton Road, Paxton Place, Gipsy Road and Gipsy Hill. Whilst the area is predominantly residential, it travels within close vicinity to three schools, two places of worship, two nurseries and local shopping parades on Gipsy Road and Rosendale Road.
- 2.3 With an emphasis on improving safety for all road users, the key benefits of Quietway 7 are outlined as follows:

Pedestrians & School Children

- Safer walking environment by measures that enforce the borough-wide 20mph speed limit i.e. improved traffic calming
- Providing safer pedestrian crossings
- Safer crossings at junctions e.g. double yellow lines to improve visibility
- Measures to reinforce priority for pedestrians at informal crossings e.g. improved signage and visibility, and change in paving material at crossing locations
- Wider footways, particularly at junctions to reduce crossing distances

Cyclists

- Cycle friendly traffic calming measures
- Advisory cycle lanes on certain sections of the route to increase cycle priority

- Early release signal arrangements (junction of Rosendale Road / South Circular)
- Safer junctions with double yellow lines

Drivers

- Encourage safer driver behavior with the introduction of additional traffic calming measures where necessary
- Improve safety at junctions and safer parking practice

Improving the streetscene

- Introducing street greening where possible
- Declutter and rationalise street furniture where possible
- Resurface sections of carriageway and footway where required

2.4 As part of the public consultation between 10th February and 20th March 2016 the following measures were consulted upon.

Turney Road/Rosendale Road

- Replace existing mini-roundabout with new raised priority junction, with three new zebra crossings, extended footway and public space with new trees
- Introduce 1.5m wide advisory cycle lanes from Croxted Road to Rosendale Road
- Introduce level pavement across raised junction at Dalkeith Road/Rosendale Road
- Introduce cycle friendly speed humps on Turney Road and Rosendale Road

Lovelace Road/Rosendale Road

- Introduce new zebra crossing outside All Saints Church
- Introduce 1.5 metre advisory cycle lanes
- Introduce improved crossing facilities across raised junctions on Lovelace Road

Rosendale Shops

- Introduce new zebra crossing outside the shops
- Formalise parking outside the shops to ensure that vehicles park clear of the carriageway
- Introduce 1.5 metre cycle lanes in either direction
- Introduce an informal crossing facility to the south of the junction with Carson Road

Park Hall Road/Rosendale Road

- Replace existing mini-roundabout at the junction of Park Hall Road / Rosendale Road with new priority junction with new zebra crossing and three informal crossings
- Raised road surface at Myton Road junction
- Advisory cycle lanes in either direction
- Removal of centre line

Tritton Road/Rosendale Road

- Introduce traffic-calmed raised junctions in two locations
- Widened footway outside entrance to Elm Wood Primary School
- Relocate parking bays from footway to carriageway to increase pavement space

Clive Road/Hamilton Road

- Wider footways and raised road surface at junction to calm traffic
- Formalise on-street provision by marking bays
- Introduce sinusoidal speed humps

Paxton Place/Gipsy Road

- New and upgraded parallel pedestrian/cycle zebra crossings, connected by new shared-use area with advisory cycle track
- Introduce new island to protect right turning cyclists
- Permit two-way cycling on Paxton Place (currently one-way northbound)

Gipsy Hill

- Introduce new two metre advisory cycle lane southbound between Oaks Avenue and Dulwich Woods Avenue to enable slower-moving cyclists moving uphill to be overtaken easily.
- Relocate parking to the western side of Gipsy Hill. This would require a reduction in parking provision of approximately 110 metres – 20 on-street spaces. An on-street parking survey indicates there is sufficient parking capacity for local residents during the evening and overnight period.

2.5 In response to consultation, the following main design changes have been included in the scheme, explained in further detail in Appendices A and B:

- The original proposal to remove approximately 29 on-street parking spaces along the entire length of the western side of Turney Road has been removed and parking has now been retained. However, approximately 11 car parking spaces will still need to be removed on Turney Road to facilitate the provision of the two new zebra crossing points along the road.
- A new crossing facility has been provided on Tritton Road, in response to issues raised by Elm Wood Primary School
- The proposed changes at the junction of Rosendale Road / Park Hall Road will be subject to further review based on an appraisal of the proposed design and assessment of the traffic modelling impacts to determine if the proposals are the most appropriate solution for the junction.

2.6 The nature of the interventions along the Quietway reflect transport conditions experienced along each link of the route and the presence of local destination points. Raised crossings have generally been positioned within the vicinity of key trip attractors with one serving Rosendale Primary and Turney School on Rosendale Road, one located on Tritton Road to serve Elm Wood Primary School, one to facilitate access the church and Nelly's Nursery on Rosendale Road, one to serve the parade of shops on Rosendale Road and a new crossing facility on Gipsy Hill within the vicinity of the junction with Gipsy Road.

2.7 Key junctions along the route will benefit from raised tables, to slow traffic and assist with highway safety. Cycle friendly sinusoidal humps are proposed to be installed between the crossing points and raised table interventions where appropriate. The range of traffic calming measures enable an intervention to be placed every 80 metres on Turney Road and Rosendale Road to help regulate traffic flow.

- 2.8 Advisory cycle lanes with a 1.5 metre width have been provided on Rosendale Road from the junction with Turney Road to the junction with Myton Close. Similarly, a cycle lane has been provided in a southbound direction on Gipsy Road, along with the provision of traffic calming via cycle friendly (sinusoidal) speed humps. Traffic volumes and speeds are lower on the section of the route between the junction of Rosendale Road / Myton Close and Paxton Place, so advisory cycle lanes have not been provided and less traffic calming measures are proposed.
- 2.9 There will be minor reductions in parking at certain locations along Rosendale Road, but these are required to facilitate the provision of new crossing facilities or protect junctions for safety reasons. Full details of parking loss or gain along the route will be described in full as part of the statutory consultation.
- 2.10 The main concentration of parking loss is due to take place on Gipsy Hill where approximately 20 car parking spaces will be removed, to facilitate the provision of the south bound cycle lane and to also ensure that the adjoining junctions along the road are suitably protected to enable vehicles to enter and exit safely and efficiently. Whilst the parking loss may seem high, it is already difficult for vehicles to park on both sides of Gipsy Hill at the current time, due to the narrow width of the road. Subsequently, on most occasions, vehicles only park on one side of the road in any case and the proposals will help formalise current parking practices with the provision of waiting restrictions in the form of double yellow lines.

3. Finance

- 3.1 The project is funded by Transport for London as part of the Quietways delivery programme. Quietway 7 allocation in Lambeth is approximately £1 million, none of which has been spent or allocated yet. The cost of the measures proposed in this report is approximately £800,000 and this together with cost of fees, development cost and contingency, will be contained within the allocated budget.
- 3.2 As the roads along the Quietway route are existing assets, any future maintenance cost of the completed scheme will be funded from the highways revenue budget.

4. Legal and Democracy

- 4.1 The Council's powers to implement the measures proposed in this report are principally set out in the Highways Act 1980 (HA80) and Road Traffic Regulation Act 1984 (RTRA) and will require the making of Traffic Management Orders (TMO).
- 4.2 In making such Orders, the Council must follow the statutory consultation procedures set out in the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996 (the 1996 Regulations). The said Regulations, prescribe inter alia, specific publication, consultation and notification requirements that must be strictly observed. It is incumbent on the Council to take account of any representations made during the consultation stage and any material objections received to the making of the Order, must be reported back to the decision maker before the Order is made.
- 4.3 By virtue of section 122 of the RTRA, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:-
- (a) the desirability of securing and maintaining reasonable access to premises.
 - (b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
 - (c) the national air quality strategy.

(d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.

(e) any other matters appearing to the Council to be relevant

A recent High Court judgment confirms that the Council must have proper regard to the matters set out in s 122(1) and (2) and specifically document its analysis of all relevant section 122 considerations when reaching any decision.

Changes to parking, waiting and loading arrangements and restrictions

- 4.4 Sections 6, 124 and Part IV of Schedule 9 of the RTRA, enable the Council to implement, by Order (TMO), the proposed parking, waiting and loading arrangements in the road to which this report refers. The same also provides the Council with the power to prescribe streets which are not to be used for traffic (of all kinds or some specified description(s)) and routes to be followed by all classes of traffic (or as otherwise specified). Section 6 of the RTRA provides that the Council may make a TMO for any of the following purposes (mentioned at paragraphs (a) to (g) of section 1(1) of the Act) namely:
- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
 - (b) for preventing damage to the road or to any building on or near the road, or
 - c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
 - (d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
 - (e) (without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or
 - (f) for preserving or improving the amenities of the area through which the road runs
 - (g) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality).

Traffic Calming

- 4.5 Traffic calming works in London are prescribed within the provisions of sections 90G – 90I of the Highways Act 1980 and the Highways (Traffic Calming) Regulations 1999 (as amended).

Where a highway authority proposes to construct a traffic calming work in a highway they shall –

- (a) consult the police for the area in which the highway is situated, and
- (b) consult such persons or organisations representing persons who use the highway or are otherwise likely to be affected by the traffic calming works as the highway authority thinks fit.

Speed Humps

- 4.6 The power to construct (and remove) speed humps is provided by section 90A of the Highways Act 1980. The exercise of these powers is subject to compliance with the notification, consultation and design requirements of the Highways (Road Humps) Regulations 1999 as amended. The consultation requirements are set out at Section 90C of the HA80 and detailed in the said Regulations. Those requirements include a duty to consult with:

- the chief police officer;
- the fire and rescue authority
- the chief officer of any body providing ambulance services;

- organisations appearing to represent persons who use the highway to which the proposal relates, or to represent persons who are otherwise likely to be affected by the road hump.

4.7 The relevant signage requirements are set out at Regulation 6 of the said Regulations and the required sign or signs specified in the Traffic Signs Regulations and General Directions 2016 (TSRGD). The Council has, pursuant to Section 62 of the Highways Act 1980, a general power to improve any highway in its area. Section 75 of the Highways Act 1980 extends a power to vary the relative widths of the carriageway and of any footway.

Pedestrian Crossings

4.8 Section 23 of the RTRA provides powers to establish, alter and remove crossing for pedestrians and requires that such crossings be indicated in the manner prescribed by regulations made under Section 25 of that Act. The relevant Regulations for this purpose is the TSRGD.

4.9 Section 23(2) of the RTRA provides that before establishing a crossing the local authority shall;

- Consult with the chief officer of the police about their proposal to do so; and
- Shall give public notice of that proposal to do so

4.10 Once the abovementioned Order/traffic calming measures are in place, the council is required to make the necessary amendments to the road markings and signage as soon as practicable to adequately provide information as to the Order/traffic calming measures that are in place in the area.

4.11 The history and outcome of non-statutory stakeholder consultation undertaken to date is detailed at Section 5 of this report and explained in full detail in Appendix A and B. The following principles of consultation were set out in a recent High Court case: First, a consultation had to be at a time when proposals were still at a formative stage. Second, the proposer had to give accurate and sufficient reasons for any proposal to permit of intelligent consideration and meaningful response. Third, adequate time had to be given for consideration and response, and finally, the product of consultation had to be considered with a receptive mind and conscientiously taken into account in finalising any statutory proposals. The process of consultation had to be effective and looked at as a whole it had to be fair. Fairness might require consultation not only upon the preferred option, but also upon discarded options. The proposals detailed in this report require the making of a TMO. The statutory procedure to be followed in this connection is detailed above and includes a statutory consultation stage. The Council is obliged to take account of any representations made at that stage and any material objections received will need to be reported back to the decision maker before an Order is made. All representations received must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory principles. The 1996 Regulations provides for the holding of a public inquiry in connection with a decision to approve, modify or abandon a TMO. The purpose of such an inquiry would be for the proposal to be examined and for the public to be given the opportunity to make their views known in a public forum. The Council is only obliged to hold a public inquiry if the proposal relates to the prohibition of loading and unloading of vehicles of any class in a road on any day of the week (i) at all times, (ii) before 0700, (iii) between 1000 and 1600 hours, or (iv) after 1900 hours and an objection has been made to the proposed order; or the order relates to the prohibition or restriction of passage of public service vehicles. In all other cases, the decision maker may determine at his discretion whether or not to hold a public inquiry before making an order.

4.12 Section 149 of the Equality Act 2010 sets out the new public sector equality duty replacing the previous duties in relation to race, sex and disability and extending the duty to all the protected characteristics i.e. race, sex, disability, age, sexual orientation, religion or belief, pregnancy or maternity, marriage or

civil partnership and gender reassignment. The public sector equality duty requires public authorities to have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation
- Advance equality of opportunity and
- Foster good relations between those who share a protected characteristic and those who do not.

- 4.13 Part of the duty to have “due regard” where there is disproportionate impact will be to take steps to mitigate the impact and the Council must demonstrate that this has been done, and/or justify the decision, on the basis that it is a proportionate means of achieving a legitimate aim. Accordingly, there is an expectation that a decision maker will explore other means which have less of a disproportionate impact.
- 4.14 The Equality Duty must be complied with before and at the time that a particular policy is under consideration or decision is taken – that is, in the development of policy options, and in making a final decision. A public body cannot satisfy the Equality Duty by justifying a decision after it has been taken.
- 4.15 In addition to the above, Section 175A of the Highways Act 1980 extends a specific duty upon local authorities to have regard to the needs of the disabled and the blind in the execution of certain street works (namely the placing of lamp-posts, bollards, traffic signs, apparatus or other permanent obstructions) which may impede such persons.
- 4.16 The Council’s constitution delegates to Directors and Assistant Directors the authority to consider objections received from statutory consultation as part of the Traffic Order making process, subject to a formal report setting out the objections, with clear recommendations, being submitted for approval and the power to make, amend or revoke traffic orders, following the consideration of such objections.
- 4.17 This proposed key decision was entered in the Forward Plan on 16 December 2016 and the necessary 28 clear days’ notice has been given. In addition, the Council’s Constitution requires the report to be published on the website for five clear days before the proposed decision is approved by the Cabinet Member. Any representations received during this period must be considered by the decision-maker before the decision is taken. A further period of five clear days - the call-in period – must then elapse before the decision is enacted. If the decision is called-in during this period, it cannot be enacted until the call-in has been considered and resolved.

5. Consultation and co-production

- 5.1 An extensive consultation approach has been adopted for Quietway 7. Full details can be found in Appendix A and Appendix B The consultation material was available via the following webpage:
- <http://www.lambeth.gov.uk/consultations/proposed-changes-to-quietway-7-cycle-route-elephant-castle-to-crystal-palace-west>
- 5.2 The consultation was also publicised via letter drop to the public and email to the stakeholder groups and individuals. Materials included an overview letter, along with a detailed drawing of the schemes in the West Dulwich area showing the proposals, and a route map of Quietway 7 showing the consultations and schemes in context. The public were invited to respond via an online survey on the TfL website, by letter, and by email via consultations@tfl.gov.uk
- 5.3 The consultation was promoted through multiple channels:

Letter: Lambeth Council distributed a consultation letter to **4,207** residents and businesses within a catchment area for this consultation. A copy of the letter is shown in **Appendix F** and the letter drop area is shown in **Appendix G**.

Email: Lambeth Council sent emails to **298** stakeholder individuals and groups. A list of these stakeholders is shown in **Appendix H** of this report, and a copy of the email is available in **Appendix I**.

5.4 Whilst the proposals along the Quietway route have not been supported by the majority of respondents to the consultation, the consultation reports clearly explain how the scheme has been adjusted to address concerns or why the comments do not impact on the overall design.

5.5 Part of the scheme requires the making of traffic management orders. The process for implementing a traffic management order involves a statutory consultation procedure. If any objections are received that cannot be informally resolved, determination of them will be subject to a further report.

6. Risk management

6.1 The delivery of the specific schemes will be subject to a traffic management order (TMO) process, which may result in objections and impact upon the delivery of elements of the programme.

6.2 The Quietway 7 programme will result in a concentrated investment of high quality measures along the route that may increase pressure to introduce similar provision elsewhere in the borough.

7. Equalities impact assessment

7.1 The Project Manager has screened the scheme's likely effect on people who have one or more of the protected characteristics (race, sex, disability, age, sexual orientation, religion or belief, pregnancy or maternity, marriage or civil partnership and gender reassignment). The screening looked at how the scheme might:

- Eliminate unlawful discrimination, harassment and victimisation
- Advance equality of opportunity and
- Foster good relations between those who share a protected characteristic and those who do not.

7.2 Whilst the project will require the removal of car parking spaces, it is considered that overall parking demand in the area can be accommodated, without significant impacts on overall parking efficiency.

7.3 The implementation of any transport project creates a range of community impacts. The scheme has been identified as one that will help to deliver the council's aim of increasing walking and cycling levels in the borough by improving safe access to local amenities / shops without any noticeable adverse impact on vulnerable road users

7.4 The scheme is intended to encourage the use of sustainable modes of transport. The proposals are designed to encourage inclusive mobility e.g. new crossing facilities, colour contrast material, tactile paving, unobstructed footways etc.

7.5 The project is particularly geared to improving conditions for pedestrians and cyclists by reducing traffic speeds, improving safety and accessibility for vulnerable road users and improving the streetscape. The proposals are not just for current cyclists, but for people who have always been put off cycling. A key scheme objective is to significantly increase the number of residents using

cycling as their preferred mode of transport, particularly for local journeys, which have both health and environmental benefits.

8. Community safety

8.1 The project should improve the condition of safety on the public highway which is likely to reduce the risk of serious collisions in the future.

9. Organisational implications

9.1 Environmental

The proposals will make it safer, easier and more pleasant for people to make local journeys by bicycle or on foot, thereby encouraging sustainable transport and improving air quality.

9.2 Staffing and accommodation

Not applicable

9.3 Procurement

Not applicable; works will be carried out by the council's highways term contractor or via the London Highway Alliance Contract (LoHAC).

9.4 Health

The project encourages walking and cycling which will have a direct health benefit for its users.

10. Timetable for implementation

Description	Date
Delegated Decision	12 June 2017
Traffic Orders/Notices	June – September 2017
Implementation	July 2017 – March 2018

Measurable aims and outcomes:

- Reduced road danger
- Improved environment for residents and for walking and cycling

Name of Consultee	Directorate or Organisation	Date sent	Date response received	Comments
Andrew Burton	Capital Programmes	23.03.17	27.03.17	2,5,6
Jean-Marc Moccarme	Legal	23.03.17	07.04.17	4
Ian Speed	Finance	23.03.17	06.04.17	3
Raj Mistry	Assistant Director - Neighbourhoods	13.04.17	26.04.17	9
Maria Burton	Democratic Services	23.03.17	27.03.17	4.15
Sue Foster	Strategic Director of Neighbourhoods & Growth	26.04.17	26.05.17	2.5
Neil Wightman	Head of Housing	13.04.17	16.05.17	-
Cllr Jennifer Brathwaite	Cabinet Member for Environment & Housing & Gipsy Hill Ward	23.03.17	31.03.17	Throughout
Cllr Luke Murphy	Gipsy Hill Ward	05.05.17	-	-

Cllr Matthew Bennett	Gispy Hill Ward	05.05.17	-	-
Cllr Fred Cowell	Thurlow Park Ward	05.05.17	-	-
Cllr Max Deckers-Dowber	Thurlow Park Ward	05.05.17	-	-
Cllr Anna Birley	Thurlow Park Ward	05.05.17	-	-

Report history

Original discussion with Cabinet Member	Ongoing Discussions
Report no.	N/A
Part II Exempt from Disclosure/confidential accompanying report?	No
Key decision report	Yes
Date first appeared on forward plan	16 th December 2016
Key decision reasons	Expenditure, income or savings in excess of £500,000
Background information	<ul style="list-style-type: none"> ▪ Highways Act 1980 ▪ Road Traffic Regulation Act 1984 ▪ The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
Appendices	<ul style="list-style-type: none"> ▪ Appendix A – West Dulwich Consultation Report ▪ Appendix B Gipsy Hill Consultation Report

APPROVAL BY CABINET MEMBER IN ACCORDANCE WITH SCHEME OF DELEGATION

I confirm I have consulted Finance, Legal and Democratic Services and taken account of their advice and comments in completing the report for approval:

Signature: _____ **Date:** _____

Post: Richard Lancaster, Project Manager – Neighbourhoods

I approve the above recommendations:

Signature: _____ **Date:** _____

Post: Jennifer Brathwaite, Cabinet Member for Housing and Environment

Any declarations of interest (or exemptions granted): None

Any conflicts of interest: None

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