Officer Delegated Decision Report 25 September 2019

Report title: Collision Reduction Programme; Wandsworth Road (Cedars Road to Stewart's Road)

Wards: Larkhall, Clapham Town

Portfolio: Cllr Claire Holland, Deputy Leader for Environment and Clean Air

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Report summary

The number of people killed or seriously injured on the borough's roads has been increasing year on year. Scheme approval is sought to modify the A3036 Wandsworth Road as it has been identified as a high risk location to road users. Between its junctions with Cedars Road and Stewart's Road between April 2015 and May 2018, 38 casualties were caused by road traffic collisions, 8% serious, at three signalised junctions: Cedars Road/ Queenstown Road, Silverthorne Road/ North Street and Stewart's Road/ Union Road. The proposals are especially designed to reduce hazards for those classed as vulnerable road users who make up 84% of these casualties: pedestrians, cyclists and those on motorbikes or scooters.

In 2017 a review of KSI revealed the A3036 Wandsworth Road was very likely to benefit from collision-reduction measures (CRM). Although outside of the analysis period, it should be noted that a woman cyclist died in a collision with a heavy goods vehicle at the junction of Wandsworth Road and Silverthorne Road on 4 July 2019.

The proposed measures, detailed in section 2 of this report, include:

- Deepening the space for cyclists to wait ahead of motor vehicles at traffic signals' stop lines
- A new green signal for cyclists that is shown four-seconds before that for motor vehicles
- Improving existing cycle lane facilities and road lane marking modifications
- Countdown displays that tell pedestrians how many seconds they have remaining to cross in safety

In forecasting a 40% reduction in the number of people killed or seriously injured at these junctions, these proposals support the target outcomes set out in the borough's current Local Implementation Plan and Borough Plan outcomes.

Finance summary

The cost of the measures proposed in this report is estimated to be £305,000. Provision for this been made in the TfL Local Implementation Plan (LIP) grant for 2019/20. There is an available project budget of £482,310, which is sufficient for this scheme.

Recommendations

1. To issue scheme approval for the proposals at the three junctions of Cedars Road/ Queenstown Road, Silverthorne Road/ North Street and Stewart's Road/ Union Road, as detailed in Section 2 at an estimated cost of £305,000.

2. That, subject to the above approval, to agree to the scheme implementation under sections 6, 124 and Schedule 1 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984, and section 90A – L of the Highways Act 1980, subject to no material objections resulting from the statutory consultation process, but that any objections that are received are considered by the Assistant Director of Highways, Capital Programmes and Sustainability before a decision is reached.

1. Context

1.1. Every Highway Authority has a duty to deliver measures to reduce collisions and promote road safety. The council has set out its policies and strategies for achieving this over the coming 20 years in its draft Lambeth Transport Strategy (LTS). The specific strategic outcome relating to the measures recommended in this report is:

- reduce road danger and the number of people killed or seriously injured through targeted infrastructure improvements

1.2. Sitting within the LTS is the borough's Local Implementation Plan (LIP). This sets the following targets for reducing the number of people killed or seriously injured (KSI) on roads in Lambeth:

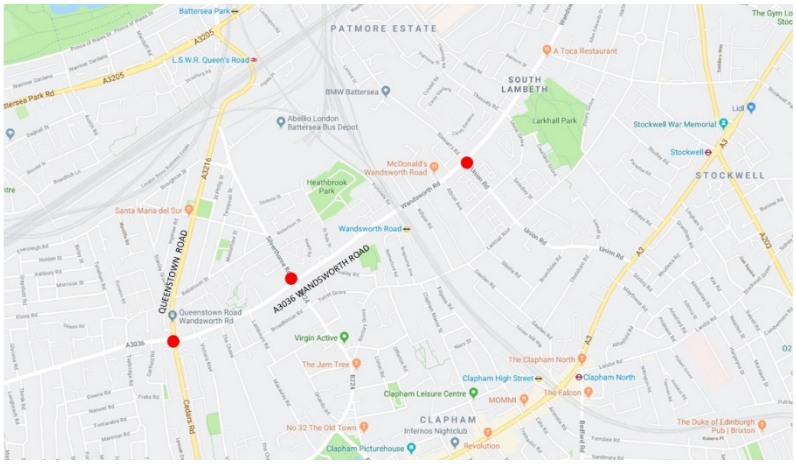
a) By 2022 – reduce the number of people who are killed or seriously injured by 50% against 2005-09 levels
b) By 2030 - reduce the number of people who are killed or seriously injured by 55% against 2010-14 levels
c) By 2041 – eliminate all deaths and serious injuries

1.3. The LIP is also council's three-year investment plan for delivering against these targets. It explains that road danger and KSIs will be reduced by delivering collision-reduction schemes at priority locations. To identify where these locations are, officers use MAST, an advanced online road safety analysis tool to identify where on the borough's 325 miles of road interventions are most likely to result in the greatest reduction in KSIs. The data is also shared with the police to support targeted enforcement and engagement to improve road safety

1.4. The 2017 review revealed the A3036 Wandsworth Road was very likely to benefit from collision-reduction measures (CRM). Clusters of collisions were identified at three signalised crossroads: Cedars Road/ Queenstown Road, Silverthorne Road/ North Street and Union Road/ Stewart's Road. See Fig.1.1 for locations of proposed interventions.

1.5. The Business Case (see Appendix A) was approved in October 2017 and scheme development was approved for funding as part of the 2018/19 LIP grant settlement.

Fig.1.1 Locations of proposed interventions.



2. Proposal and Reasons

Collision Data Analysis

2.1 Transport for London's ACCSTATS collision data informed this section of Wandsworth Road being a priority for collision reduction (see para 1.2), covering the 36 months preceding 31 December 2016. To better represent the current situation, the ACCSTATS data used to inform this report's recommendations uses collision data for the 36 months preceding 31 May 2018. This reveals that there are still three significant clusters:

- Cedars Road/ Queenstown Road (**junction 1**) 17 collisions
- Silverthorne Road/ North Street, (**Junction 2**) 13 collisions
- Stewart's Road/ Union Road (**Junction 3**) 8 collisions

Between April 2015 and May 2018, 38 casualties were recorded at the above junctions, of which 8% were classified serious. Outside of the analysis period, it should be noted that a woman cyclist died in a collision with a heavy goods vehicle at the junction of Wandsworth Road and Silverthorne Road on 4 July 2019.

2.2 A comparison between the two data periods reveals a slight increase in number and severity of the collisions at Junction 1, no change at Junction 2 and fewer collisions at Junction 3. Junction 1 is also subject to an increase in the severity of the recorded collisions with one having resulted in serious injury.

2.3 Of the collisions at Junctions 1 and 2, 95% and 85% respectively involved vulnerable road users. Junction 3 records 38% of collisions involving vulnerable road users, although this figure has decreased from the 58% recorded in the 36 months preceding December 2016. The particular patterns in collisions are shown as highlighted text in Table 2.2

Table 2.1 Collision Data

Junction 1- Cedars Road/ Queenstown Road	**36 Months preceding 31 Dec 2016**	**36 Months preceding 31 May 2018**
No. of Collisions	15	17
Severity	1 Serious, 14 slight	1 Serious, 16 slight
Trend/ Patterns	**8 pedal cycles / vehicle** 2 pedestrian / vehicle 3 P2W / vehicle (1 Serious) **6 Right Turn** (3 x P2W / vehicle; 3 pedal cycle/vehicle) 2 Left Turn (2x pedal cycle / vehicle)	**9 pedal cycle / vehicle** **5 pedestrian / vehicle** 2 P2W / vehicle (1 Serious) 1 Right Turn (1x pedal cycle / vehicle) 1 Left Turn (1x pedal cycle / vehicle)
Junction 2- Silverthorne Road/ North Street	**36 Months preceding 31 Dec 2016**	**36 Months preceding 31 May 2018**
No. of Collisions	13	13
Severity	2 Serious, 11 slight	2 Serious, 11 slight

Trend/ Patterns	2 pedal cycles / vehicle 2 pedestrian / vehicle (1 Serious) **8 P2W / vehicle (1 Serious)** **8 Right Turn** (**6 x P2W / vehicle**; 1 pedal cycle/vehicle; 1 pedestrian/ vehicle)	2 pedal cycles / vehicle (1 Serious) 2 pedestrian / vehicle (1 Serious) **7 P2W / vehicle** **8 Right Turn** (**4 x P2W / vehicle**; 1 pedal cycle/vehicle; 1 pedestrian/ vehicle)
Junction 3- Stewarts Road/ Union Road	**36 Months preceding 31 Dec 2016**	**36 Months preceding 31 May 2018**
No. of Collisions	12	8
Severity	12 slight	8 slight
Trend/ Patterns	**4 pedal cycles / vehicle** 1 pedestrian / vehicle 2 P2W / vehicle **5 Right Turn** (2 x P2W / vehicle; 1 x pedal cycle/vehicle) 1 Left Turn (1 x pedestrian / vehicle)	2 pedal cycles / vehicle 1 P2W / vehicle 2 Right Turn (1 x P2W / vehicle) 4 Shunts (1 x pedal cycle/vehicle) associated with Right Turn from Wandsworth Road

Speed data analysis

2.4 In January 2017 a borough wide speed survey was undertaken following the newly applied 20mph speed limit for the whole of the Borough.

2.5 Table 2.2 below sets out drivers' 85th percentile speed on Wandsworth Road in the vicinity of the collision clusters. The 85th percentile speed is that which is not exceeded by 85% of drivers and is an internationally accepted proxy for how fast a typical driver *feels* is "safe" to drive along a road in free-flow conditions. The data evidences that the road environment in Wandsworth Road is making too many drivers feel confident that it is safe to drive somewhat above the 20mph speed limit. However, the pattern of collisions does not indicate a strong correlation with that which would be expected were excess speed to have been a significant causal factor. For this reason, government criteria do not allow a fixed-site safety camera to be installed. For similar reasons, the deleterious effect that physical traffic calming has on emergency vehicle response times and bus passenger safety and comfort, physical speed reduction measures (e.g. road humps) are not justified.

Table 2.2 85th Percentile Speed Data for Wandsworth Road (2017)

Location	**85% Speed (mph) Eastbound**	**85% Speed (mph) Westbound**
Near junction 1**-** Cedars Road/ Queenstown Road	29.5	28.5
Near junction 2 - Silverthorne Road/ North Street	25	29
Near junction 3 - Stewarts Road/ Union Road	28.5	27

Junction 1: A3216 Cedars Road/ Queenstown Road (see Appendix B: Drawing RWA-19-20-32)

Advanced stop lines

2.6 With 9 out of 17 recorded collisions involving pedal cycles, it is proposed to deepen the space for cyclists to wait ahead of motor vehicles at traffic signals' stop lines (advanced stop line (ASL) to 7 metres, which will enhance the separation that cyclists receive from vehicles and increase driver awareness of their presence. ASLs lead to a safer cycling environment by helping cyclists to

position themselves in drivers' line of sight, avoid conflict with left turning vehicles (when arriving on a red light), wait away from direct exhaust fumes, and enjoy a head start over motorised traffic.

Early release for cyclists

2.7 To further assist the safety for cyclists it is proposed to introduce a cycle-only traffic signal that turns green four seconds before the green light controlling motor traffic. Termed "early release", this avoids a left-turn conflict and provides time for cyclists to establish themselves in the junction before vehicles follow from behind.

Cycle lane changes

2.8 A new short section of cycle lane 1.5 metres wide on the northern arm approach (Queenstown Road), facilitated by the removal of the central pedestrian refuge and reassignment of the existing wide lane approach to provide two dedicated lanes 2.75 metres wide for Ahead & Left and Right turn only.

2.9 The existing western arm approach (Lavender Hill) has a narrow advisory cycle lane 0.95 metres wide beside two narrow traffic lanes 2.5 metres wide, designated Ahead & Left and Ahead & Right. Narrow traffic lanes and sub-standard width cycle lanes increase the likelihood of drivers squeezing cyclists. It is therefore proposed to remove the cycle lane and revert to an all-traffic lane 3.2 metres wide for traffic going ahead and turning left and a 2.8 metres wide lane for right turning traffic.

2.10 A new advisory cycle lane on the eastern arm exit (Wandsworth Road), up to the existing loading bay for the veterinary practice. This provided cyclists their dedicated area and will reduce the hazard of cyclists being squeezed by any traffic attempting to merge beyond the junction.

2.11 On the southern arm approach (Cedars Road) the existing advisory cycle lane is retained.

2.12 On the eastern arm approach (Wandsworth Road) it is proposed to change the cycle lane from advisory to mandatory. On recommendation of this proposal's road safety audit, the cycle lane has not been lengthened to avoid vehicle encroachment of the single yellow line outside the Tesco Express store.

2.13 The considerable number of cyclists travelling south/north through this junction places it as one of the top 25 future cycling links in TfL's Strategic Cycling Analysis. As such, further improvements to the northbound and southbound cycle amenity through this junction will be developed separately by TfL as part of their proposed Future Route 16 cycle route.

Pedestrian crossing improvements

2.14 Enhancing conditions for pedestrians is a priority because 4 of the 5 pedestrian collisions occurred on the northern and western arms of the junction as a result of pedestrians crossing when the red man signal was reportedly showing. To try and address this, two changes are proposed.

2.15 Firstly, pedestrian countdown displays that tell pedestrians how many seconds they have remaining to cross in safety are proposed on all arms.

2.16 Secondly, it is proposed to remove the pedestrian refuge on the northern (Queenstown Road) arm of the junction. This is intended to persuade pedestrians to wait for the green man before crossing rather than crossing the road in two halves when the red man signal is showing; 2 out of the 5 pedestrian collisions were related to this occurrence and would thus be saved.

2.17 Although not directly related to collision reduction, it is proposed to increase the footway width to 2.6 metres where it is currently narrow on the north-east corner of Queenstown Road and

Wandsworth Road outside Sainsbury's. The width of the pedestrian crossing is proposed to be widened to 4 metres on the eastern arm.

2.18 To further maximise the footway space it is proposed to remove redundant street furniture including the traffic signal controller, Electrical Supply Pillar (ESP), Post Joining Large (PJL) and 3 beacon poles.

Traffic management

2.19 To address the incidence of collisions caused by vehicles turning right, the following changes are proposed.

2.20 On Queenstown Road (N) it is proposed to convert the current wide one-lane approach to two lanes and designate to Ahead & Left and Right turn only. This new designation will reduce the incidence of straight ahead drivers undertaking right turning vehicles giving way and conflicting sideways with vulnerable road users; cyclists and powered two wheelers and other vehicles. A new length of advisory cycle lane is also proposed – see 2.8

2.21 On Lavender Hill it is proposed to widen and reassign the traffic lanes to provide Ahead & Left and Right turn only lanes. This is achieved by removing the sub-standard cycle lane – see 2.9. However the effective carriageway width in lane 1 remains the same and is accepted by LB Wandsworth given the geometric constraints and benefit to clarifying the driver's position at the approach to the junction.

2.22 Informed both by the significant number of collisions involving right-turning vehicles and by observations on site at Cedars Road it is proposed to modify the lane markings this approach to Ahead & Left and Right turn only. An area in the centre of the junction for right turners to wait whilst crossing the opposing westbound movement is also provided. This will improve driver behaviour at this junction.

2.23 Finally, the all-red signal stage will be extended to ensure traffic turning from Wandsworth Road has enough time to clear the junction before traffic from a conflicting approach starts or the green-man stage for pedestrians starts.

Junction 2: B224 Silverthorne Road/ North Street (see Appendix B: Drawing RWA-19-20-30)

2.24 For the same reasons as described above, early release for cyclists, pedestrian crossing countdown facilities, footway de-cluttering, and modifying the advanced stop lines for cyclists, are proposed for this junction.

Pedestrian Crossings

2.25 In addition to the provision of Pedestrian Countdown facilities, the width of the pedestrian crossings is proposed to be widened on 3 of the 4 arms. The northern arm Silverthorne Road, remains as existing given the geometry of the junction and pedestrian desire line.

Cycle lane changes

2.26 It is proposed to introduce a new section of mandatory cycle lane on Silverthorne Road. This will improve safety conditions for cyclists by reducing the traffic lane width, as drivers overtaking cyclists is considered to be more likely to occur in road layouts where the traffic lane widths are greater than 3.2 metres and less than 4.0 metres (London Cycling Design Standards, Chapter 4)

2.27 It is proposed to convert the existing advisory cycle lane on Wandsworth Road (W) to mandatory to improve safety conditions by formally ensuring this space is kept clear for cyclists.

Change to traffic signal stages

2.28 Informed both by the significant number of collisions involving vehicles right-turning from Wandsworth Road into Silverthorne Road and by observations on site of traffic turning after their signal has turned red, it is proposed to introduce a new right-turn stage into the traffic signal sequence. The addition of an all red stage will assist traffic turning right from North Street

Lane modifications

2.29 Seven of the eleven collisions involved a right turn from Wandsworth Road into Silverthorne Road. The wide single-lane approaches to this location are thought to be contributory to this by not sufficiently conveying the hazard to drivers and riders. To address this, it is proposed to modify the lane markings on the westbound approach (Wandsworth Road) to provide two traffic lanes; one dedicated for right turners and one for ahead and left traveling vehicles.

Powered 2-Wheelers

2.30 There were 7 recorded collisions involving Powered 2-Wheelers, 4 of these involved the right turn movement from Wandsworth Road (North East) into Silverthorne Road. Hence provision of the dedicated right turn lane as described in 2.2 will greatly benefit motorcyclists. Resurfacing, remarking and narrowing of traffic lanes will also benefit Powered 2-wheelers by improving grip and stability, clarifying and tightening the junction layout.

Junction 3: Stewart's Road/ Union Road (see Appendix B RWA-19-20-31)

2.31 For the same reasons as described earlier in this report, early release for cyclists, pedestrian crossing countdown facilities, footway de-cluttering, and modifying the advanced stop lines for cyclists, are proposed for this junction.

Pedestrian Crossings

2.32 In addition to the provision of Pedestrian Countdown facilities, the width of the pedestrian crossings are proposed to be widened on all arms, although the northern arm Stewart's Road is minimally realigned given the geometry of the junction and pedestrian desire line.

Cycle lane improvements

2.33 During site visits drivers were observed to routinely enter the advisory cycle lane on the eastern arm approach (Wandsworth Road). To reduce this, it is proposed to convert it to a mandatory cycle lane, 40 metres in length. A new mandatory cycle lane is proposed on the eastern arm exit, 32 metres in length.

Lane modifications

2.34 Risky driver behaviour involving the right turn from the north-east arm (Wandsworth Road (N)) and south-west arm (Wandsworth Road (S)) into Stewart's Road and Union Road is prevalent, from both the collision data and site observations. Wandsworth Road (N) is a wide single lane approach whilst the opposing arm Wandsworth Road (S) is a two lane approach with both lanes catering for the ahead movement. On the north-east arm, westbound vehicles attempt to undertake vehicles in front waiting for a gap to turn right across two lanes of opposing traffic or brake with short notice to avoid vehicles in front waiting to turn right. Undertaking and short notice braking is also observed on the south west arm on the right-turn movement, where both lanes are permitted to travel ahead. The short notice braking associated with the right turn at this junction is indicated in the number of shunt collisions.

2.35 It is therefore proposed to reassign the two lane approach on Wandsworth Road (S) to Ahead & Left and Right turn only. Drivers and cyclists on the opposing arm will be clear regarding the opposing vehicles direction. Changing the lane designation to one ahead lane only removes the

two stream merge at the northeast exit and enables space for a cycle lane on the junction exit to be converted to mandatory. It also addresses the right turn conflict into Stewart's Road as vehicles waiting to turn right will only have one lane of opposing traffic to negotiate. Furthermore, the inclusion of an all red extension traffic light stage will assist right turners from Wandsworth Road to complete the manoeuvre safely.

2.36 On the north-west arm (Stewart's Road), the existing wide single traffic lane has been slightly widened to 4.0m wide to enable sufficient space for vehicles and cyclists to travel comfortably given the geometric constraints to provide an adequate cycle lane.

Traffic Signal Modelling & Network Performance Summary

2.37 Junctions 1 and 2 already operate very near to or over capacity during peak periods. A full review of the signal modelling and analysis undertaken by Transport for London's Signal Design sub-contractor is presented in Appendix C. This details existing and proposed conditions and expected network performance should the proposed junction improvements be implemented.

2.38 The additional "lost time" generated by the proposed traffic signal intergreen changes and cyclist-only early release is forecast to reduce the junction performance and increase queuing. This is expressed as the traffic modelling term "practical reserve capacity" and is set to reduce performance by up to 12% in the worst case scenario.

2.39 This reduction in junction capacity, is predicted to increase queues at Junction 1 Cedars Road / Lavender Hill in the AM Peak. In the PM peak the proposed changes are predicted to slightly reduce traffic queues. Traffic flows at Junction 2 would exceed capacity in both the AM and the PM peak, most notably in the AM Peak given that the PM peak already operates over capacity. The modelling outputs provide assurance that the capacity at Junction 3 Stewart's Road/ Union Road still exceeds traffic flows. This means additional queuing is unlikely.

2.40 Weighed up against the impact on capacity, the proposed changes will provide greater confidence to roads users, facilitating a change to more sustainable modes of transport whilst addressing the road safety issues being experienced along the Wandsworth Road. The addition of these facilities will contribute to the reduction of collisions to all road users, particularly vulnerable road users.

2.41 There are bus lanes provided on the approaches to these junctions which will help mitigate the impact to public transport. Further measures for buses, including extension of the eastbound bus lane and the operation of the bus priority in the signal controllers. The operation of bus priority in the controllers will also be explored as part of this project to provide additional mitigation against the expected decrease in junction performance.

Rate of Return

2.42 Road safety interventions need to demonstrate value for money. To determine this, the first year rate of return (FYRR) is calculated by multiplying the annual number of personal-injury collisions expected to be avoided by the proposed measures by the Department for Transport's estimate of the average cost-to-society of a personal injury collision. This non-cashable saving is then divided by the scheme cost to provide the FYYR (see Table 2.3). The estimated collisions saved per intervention is discussed in the Business Case Table in Appendix A.

Table 2.3 Proposed Measures First Year Rate of Return

Location	Estimated Build Cost (£)	Estimated Collisions Saved in 3 years	Estimated Annual Collisions Saved	FYRR

Junction 1: Cedars Road/ Queenstown Road	88,500	8	2.67	273%
Junction 2: Silverthorne Road/ North Street	80,100	8	2.70	305%
Junction 3: Stewarts Road/ Union Road	80,100	3	1.00	113%

3. Finance

Expenditure

3.1 The cost of the measure proposed in this report is estimated to be £305,000. A summary of forecast costs is detailed below in Table 3.1. The funding for the proposal will be met by the TfL Local Improvement Plan (LIP) 2019/20 budget.

Table 3.1 Project Cost Breakdown

Scheme component	Total (£)
Construction of proposed measures	248,700
Resurfacing	
Detailed Design & Modelling fees	33,630
Planning and legal fees	5,000
Project Management	10,000
Construction phase contingency	7,500
Total	**304,830**

Budget

3.2 The total LIP Collision reduction programme budget paying for this scheme in 2019/20 is £842,774, of which £482,310 is available for works on Wandsworth Road.

Revenue Implications

3.3 It is not expected that this expenditure will lead to material increased revenue costs. The improvements will be maintained throughout their lifespan under the Council's general Highway Maintenance budget.

4 Legal and Democracy

4.1 The proposed measures form part of the Council's obligations to promote road safety in accordance with the Road Traffic Act 1988 Section 39 (2) (a). This imposes a duty upon the Council to:

i) prepare and carry out a programme of measures designed to promote road safety;
ii) make contributions towards the cost of measures for promoting road safety taken by other authorities or bodies;
ii) carry out studies into accidents arising out of the use of vehicles on roads or part of roads, other than trunk roads, within their area and must, in the light of those studies, take such measures as appear to the authority to be appropriate to prevent such accidents, including the dissemination of information and advice relating to the use of the roads, the giving of practical training to road users or any class or description of road

users, the construction, improvement, maintenance or repair of roads for which they are the highway authority and other measures taken in the exercise of their powers for controlling, protecting or assisting the movement of traffic on roads.

4.2 Section 62 of the Highways Act 1980 (HA1980) gives the Council a general power to improve any highway in its area and Section 75 of that Act a power to vary the relative widths of any carriageway or footway. These powers enable the council to make every change described in section 2 of this report except for the following:

a) Mandatory cycle lane

4.3 To implement these specific changes will require the making of a Traffic Management Order (TMO) as set out by sections 6, 45, 46, 124 and Schedule 1 and Part IV of Schedule 9 out the Road Traffic Regulation Act 1984 (RTRA). This legislation gives a local authority the power to make Traffic Management Orders (TMO) for the purpose of designating on-street parking places and to charge for the use of such places; imposing waiting and loading restrictions on vehicles of all or certain classes, at all times or otherwise; to prohibit, restrict and otherwise regulate the use of a road or any part of the width of a road by all classes of traffic, or by any class or classes of traffic and to vary or revoke an existing TMO for these purposes. The requisite sign(s) or road marking(s) for this purpose (or these purposes) is specified in the Traffic Signs Regulations and General Directions 2016 (TSRGD).

4.4 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, or
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).

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.

4.5 The Council is obliged to take account of any representations made during this consultation, and any material objections received will need to be reported back to the decision maker before an Order is made. All objections received must be properly considered by the decision maker in the light of administrative law principles, Human Rights law and the relevant statutory powers.

4.6 In the event of an unwithdrawn objection being received to the proposed mandatory cycle lane, the 1996 Regulations require the holding of a public inquiry. This is by virtue of this proposal seeking

to prohibit 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.

4.7 The history and outcome of the non-statutory public consultation undertaken to date is detailed at Section 5 of this report. 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 any discarded option(s).

4.8 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 to preserve or improve amenity.
c) the national air quality strategy.
d) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.
e) any other matters appearing to the Council to be relevant.

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.

4.9 Once the abovementioned Order is made, the council is required as soon as practicable to install the necessary road markings in that location so as to adequately provide information as to the Order in place there.

4.10 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.

4.11 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.

4.12 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.

4.13 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 disabled and 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.

4.14 The Council's constitution delegates to Directors and Assistant Directors (Delivery) the authority to consider objections received from statutory consultation as part of the TMO 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.

4.15 The Council's Constitution requires that all key decisions, decisions which involve resources between the sums of £100,000 and £500,000, and important or sensitive issues, must be published on the website for five clear days before the decision is approved by the Director or Cabinet Member concerned. Any representations received during this period must be considered by the decision-maker before the decision is taken.

5 Consultation and co-production

5.1 A Stage 1 informal consultation took place with key stakeholders between 12 September and 1 October 2018.

5.2 The London Borough of Wandsworth responded with no objections to the proposals pending comments from their ward councillors, and their Living Street and their cycling consultative groups.

5.3 The walking and cycling consultative groups in both boroughs have been engaged. A positive response was received from the Wandsworth Cycling Campaign. The Lambeth Cycling Campaign provided constructive feedback on a number items that have been reviewed and incorporated into the proposals where feasible. As described in section 2 of this report, more ambitious improvements to benefit cyclists are likely at the Cedars Road / Queenstown Road junction in the coming years as part of TfL's proposed Future Route 16 cycle route.

5.4 London Buses have been consulted due to potential impact to bus drivers, passengers regarding the journey time reliability. No issues were raised however modelling is being undertaken to provide assurance to Transport for London's Network Management Team to ensure this is minimised and/or sufficient mitigation is in place.

5.5 The Emergency Services (Police, Ambulance Service and Fire Brigade have been consulted and none have raised any concerns.

5.6 Local residents, stakeholders and businesses will be engaged as part of the statutory consultation process for the cycle lane proposals and associated waiting and loading changes to enable the cycle lanes.

6 Risk management

6.1 Table 6.1 explains how risk severity is calculated. Risks associated with the implementation and outcomes of the proposed scheme are outlined in table 6.2 below.

Table 6.1: Calculation of Risk Rating

		Impact			
		Minor (1)	Significant (2)	Serious (4)	Major (8)
Likelihood	Very likely (4)	**4**	**8**	**16**	**32**
	Likely (3)	**3**	**6**	**12**	**24**
	Unlikely (2)	**2**	**4**	**8**	**16**

Table 6.2 Risk Management

Risk	Likelihood	Impact	Score	Mitigation
Proposals are unsupported by a stakeholder group – e.g. business or residents association	2	1	**2**	The proposal is justified by the number of (increasing) collisions it seeks to address.
Costs are underestimated, and actual costs exceed budget. Quotations for build of schemes not yet received from Contractor.	2	2	**4**	Use of TfLs signal contractor Telent for the minor civils and signals work will ensure the best possible value. A 5% contingency on the civils cost has been accounted for in the project budget.
The funding for this project is allocated through the TfL LIPS programme and cannot be guaranteed to be carried over into the next Financial Year (2020/2021). Internal sign offs may delay the build phase past the end of the Financial Year 2018/19.	2	1	**2**	Delivery of the proposals has been dived into a set of measures on Wandsworth Road, to enable the delivery of part of the improvements.
Detailed Design delay from Contractor	2	2	**4**	Alternative detail design options are being undertaken by TfLs TCMS2 subcontractor.
Build delay from Contractor	2	4	**8**	Alternative detail design options are being undertaken by TfLs TCMS2 subcontractor.

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 None of the protected characteristics have been identified as being disproportionally affected by the scheme.

7.3 The ability for Blue Badge holders to park convenient to their chosen destination will not be materially affected by this scheme.

8 Community safety

8.1 The junction improvements and traffic signal upgrades to the three junctions on Wandsworth Road will reduce the number of conflicts on the junctions and make the corridor safer for vulnerable road users. In addition, it will create a more pleasant environment by clarifying vehicle movements and positions on the carriageway, reducing conflict and providing additional green time for turning movements that currently experience the most difficulty.

8.2 The balance of supporting growth and aspiration for more walking and cycling, while focusing on reducing casualties, is central to the Mayor of London's Safe Streets for London plan. The number of casualties must be reduced, while recognising that London's population is growing, the economy is changing and people are changing their travel choices.

8.3 More people may be encouraged to walk and cycle if they perceive these ways of travelling to be safe, bringing environmental and health benefits. Road safety interventions can unite communities by making roads more like places and less like routes, and promote social inclusion.

8.4 The proposed measures are considered to improve the current collision record, with a forecast reductions as detailed in Table 2.3.

8.5 The Department for Transport's publication LTN 1/04 - Policy, Planning and Design for Walking evidences how a highway network that is in good condition encourages people to walk and cycle. The improved natural surveillance that this provides a neighbourhood is to the benefit of community safety. Children, older people, and disabled people particularly benefit from a safer street environment.

9 Organisational implications

Environmental

9.1 These proposals complement the Mayor of London's Transport and Environment strategies by improving the public realm and encourage more walking and cycling. Modal shift to walking and cycling will improve local air quality and contributes towards a reduction of the borough's carbon emissions.

9.2 The measures protect existing green infrastructure, supporting the Lambeth 2017-2022 Air Quality Action Plan (AQAP- Action Point 32).

9.3 Contractors are required to carry out works in adherence to Lambeth Council's Sustainable Construction Policy.

Staffing and accommodation

9.4 A staffing resource amounting to 0.16 FTE has been allocated in the Service Plan to deliver this project; this resource is already in post.

9.5 The proposed suppliers are committed to ensuring all employed staff and contractors, are paid the London Living Wage

Procurement

9.6 The Transport for London TCMS2 framework will be called on to design and build the signals and streetworks element of these schemes, with the Council's LoHAC framework contractor undertaking the resurfacing element of the scheme.

Health

9.7 The proposal will lead to an increased sense of personal safety for pedestrians and cyclists. Associated personal health benefits can be expected from safer, well managed roads that encourage a modal shift to more sustainable and healthier modes of travel, i.e. walking and cycling.

10 Timetable for implementation

Action	Date	Status
Management Board	12 Sep 2019	
DMT	25 Sep 2019	
Publish Decision	2 Oct 2019	
Signed Decision	16 Oct 2019	
TfL Modelling Acceptance	31 Nov 2019	In Progress
Engagement & Statutory Consultation	21 Oct 2019	
Stage 2 Design Complete	30 Nov 2019	
Raise Task Order	14 Dec 2019	
Build Starts	14 Feb 2020	
Build Finishes	14 Jun 2020	

Audit Trail				
Consultation				
Name/Position	**Lambeth directorate / department or partner**	**Date Sent**	**Date Received**	**Comments in paragraph:**
Cllr Claire Holland	Deputy Leader for Environment and Clean Air	13.09.19		2
Mayor Christopher Wellove	Ward Councillor, Clapham Town	13.09.19		
Cllr Linda Bray	Ward Councillor, Clapham Town	13.09.19		
Cllr Nigel Haselden	Ward Councillor, Clapham Town	13.09.19		
Cllr Tina Valcarcel	Ward Councillor, Larkhall	13.09.19		
Cllr Andy Wilson	Ward Councillor, Larkhall	13.09.19		
Cllr Timothy Windle	Ward Councillor, Larkhall	13.09.19		
Bayo Dosunmu, Strategic Director	Resident Services	25.09.19		1
Raj Mistry Director of Environment & Streetscene	Resident Services	10.09.19	20.09.19	2
Andrew Burton, Assistant Director for Highways and Capital Projects	Environment & Streetscene, Resident Services	Throughout		
Andrew Round, Sustainability & Road Safety Manager	Resident Services	12.07. 19	17.07.19	
Simon Phillips, Transport & Public Realm Strategy Manager,	Sustainable Growth and Opportunity	09.07.19	11.07.19	
Andrew Ramsden, Assistant Director of Finance	Resident Services	25.07.19	26.07.19	
Jean-Marc Moorcambe, Senior Prosecution Lawyer	Legal and Governance	25.07.19	25.07.19	
Maria Burton, Senior Democratic Services Officer	Legal and Governance	25.07.19	30.07.19	4

Report History	
Original discussion with Cabinet Member	23.05.2019
Report deadline	N/A
Date final report sent	N/A
Part II Exempt from Disclosure/confidential accompanying report?	No
Key decision report	No
Date first appeared on forward plan	N/A
Key decision reasons	N/A
Background information	Mayor's Transport Strategy MARCH 2018 TfL Healthy Streets for London Safe Streets for London The Road Safety Action Plan for London 2020 LCDS Chapter 4 Cycle Lanes and Track
Appendices	Appendix A Business Case Data Table Appendix B Drawing No. RWA-19-20-32 Drawing No. RWA-19-20-30 Drawing No. RWA-19-20-31 Appendix C Traffic Signal Modelling & Network Performance Summary

APPROVAL BY CABINET MEMBER OR OFFICER IN ACCORDANCE WITH SCHEME OF DELEGATION

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

Signature: _____ Date: _____

Post: Jay Ward, Environment Project Manager

I approve the above recommendations:

Signature: _____ Date: _____

Post: Bayo Dosunmu, Strategic Director for Resident Services:

Any declarations of interest (or exemptions granted): n/a

Any conflicts of interest: n/a

Any dispensations: n/a