

OFFICER DELEGATED DECISION 05 JANUARY 2022

Report Title: 20mph Compliance Programme and Atkins Road Biodiverse Build-out

Ward: Streatham Wells and Thornton

Portfolio: Cabinet Member for Sustainable Transport, Environment and Clean Air (Job-Share):
Councillor Danial Adilypour and Councillor Dr. Mahamed Hashi

Report authorised by: Sandra Roebuck, Director of Infrastructure and Capital Delivery, Resident Services

Contact for enquiries: Alicia Barnes, Project Officer, Capital Studio, abarnes@lambeth.gov.uk,
020 7926 2757

Report Summary

As part of the Council's Speed Reduction Programme, this report outlines proposals to install traffic calming measures on Atkins Road and Leigham Court Road, to reduce the speed of vehicles and the number of people killed and/or injured on the borough's roads. Speed is often a contributing factor in collisions. As part of the Council's response and commitment to addressing climate change, the report also outlines proposals for installing a biodiverse garden along Atkins Road outside La Retraite RC School, in the form of a build-out. The biodiverse build out will prevent vehicles from parking directly outside the school where the current School Keep Clear Road signage is as well as reducing poor air quality outside the school.

Finance summary

The estimated capital cost of implementing the recommendations in this report for the 20mph Compliance Programme and Atkins Road Biodiverse Build-out is £299,000. £84,000 of the costs will be covered by the 2021/22 LIP allocation from Transport for London, £61,000 is being funded via an internal transfer from the Sustainability Team and the outstanding amount of £154,000 will be funded from the Sustainable Transport/Public Realm theme within the Capital Investment Programme (CIP) approved in July 2020.

Recommendation

1. To have regard to the Equality Impact Assessment prepared for the purposes of this report (Appendix D).
2. To delegate to officers to carry out statutory consultation under Regulation 6 of the Local Authorities Traffic Orders (Procedure) (England & Wales) Regulations 1996 and under Section 90C of the Highways Act 1980 and referred to below in paragraphs 4.5 and 4.10 respectively.
3. To grant scheme approval for the measures as described at Section 2 of this report and illustrated in the design drawings attached in Appendix B and C at a cost of £299,000 respectively.

4. That subject to the above approval and due regard to the outcome of the consultation referred to in recommendation 2 above, to implement the scheme under permanent traffic management orders and traffic order notices made under the provisions of sections 6, 45, 49, 124 and Schedule 1 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984.
5. That, subject to the approval at recommendation 3 above, to delegate to the Director of Residents Services authority to consider by way of a written report objections resulting from the statutory consultation process under section 90C(4) of the Highways Act 1980 and following such consideration, whether or not to hold a local inquiry.
6. Subject to approval of recommendation 4 above to approve use of £154,000 from the Sustainable Transport/Public Realm theme within the Capital Investment Programme (CIP) approved in July 2020 towards the implementation of the scheme referred to in paragraph 2, road danger and traffic speed reduction (20mph compliance) improvements to Leigham Court Road and Atkins Road. Along with the Atkins Road biodiverse build out as part of the borough's resilience to; climate change, flood, heat and biodiversity risks and exposure to poor air quality outside schools, as illustrated on drawings no.TC_LCR_100_001, TC_LCR_100_002, TC_AR_100_001 Rev B and TC_AR_100_002 Rev A in Appendix B and C.

1. CONTEXT

- 1.1 The Transport Strategy Implementation Plan (TSIP) sets out the delivery of the Lambeth Council Transport Strategy objectives to make borough transport networks safe, efficient, inclusive, sustainable and healthy.
- 1.2 20mph compliance is a borough wide programme which targets roads which are most in need of intervention and is a large element of the speed reduction programme. The 20mph compliance programme was conceived as a three-year LIP funded programme from 2019/20 – 2021/22. However, there were delays in the programme delivery because of insufficient funds due to the withdrawal of LIP funding by TfL in 2020/21 due to the Covid-19 pandemic.
- 1.3 From the traffic surveys carried out in 2017 at 355 borough locations, a list of 90 roads were identified in 2019/20 where the average speed was over the 20mph limit. This data combined with other factors such as collision record, were factored into a prioritisation criteria framework for scheme selection, as set out in Table 1 below

Table 1 - Prioritisation Criteria

Prioritisation Criteria	Weighting
Speed	50%
Collision Record – number of KSI per km	20%
Proximity to school (roads with a school nearby are given priority)	10%
Healthy Route (roads which are part of the network given priority)	10%
Road Classification (non-classified roads given priority)	10%

- 1.4 Based on the prioritisation criteria, Leigham Court Road and Atkins Road have been identified as priority locations for installation of speed reduction interventions including new speed cushions, speed tables and modification of existing crossing on Leigham Court Road and replacing speed cushions with speed humps on Atkins Road. These improvements will make these locations safer for pedestrians, in particular school aged children who walk to school.
- 1.5 The Atkins Road Biodiverse Build-out, aligned with the 20mph speed reduction measures, supports the objective to improve the borough's resilience to climate change (flood, heat and biodiversity risks), and exposure to poor air quality outside the schools. It will also prevent vehicles from parking directly outside the school where there is existing School Keep Clear Road signage. The greening within the biodiverse build-out will be maintained by the Lambeth Council Parks team.
- 1.6 The proposals for Leigham Court Road have been designed in line with research published on Traffic calming measures for bus routes by the Transport for London Bus Priority Team, in technical advice note BP2/05 September 2005. This note advised that speed cushions are the preferred vertical deflection measure used on bus routes, slowing vehicles to a desirable speed.
- 1.7 The traffic hump and speed cushion proposals for Leigham Court Road and Atkins Road are also in line with The Department for Transport Traffic Advisory Leaflets 4/94 and 1/98 which recommend that;

- the side slopes of speed cushions should not be greater than 1 in 4. This is generally acceptable to TfL and bus operators, although the double rear wheels do run over the edges.
 - The spacing between the cushions in a series should be a minimum of 80m.
- 1.8 For Leigham Court Road two speed tables (one for an informal crossing) are proposed. Speed tables are an extended flat-top hump with at least a 6 metre long plateau, plus ramps. They are designed to reduce discomfort to longer wheelbase vehicles, though they do require buses to slow down more than cars. Speed tables are recommended generally only to be used on bus routes at key locations, such as schools or shopping centres, and there should not be a series of closely spaced speed tables. The scheme has been designed with consideration that TfL and the bus operators would prefer no more than five speed tables on any bus route. Particular problems occur as the rear wheels of a bus leave the exit ramp. Heights of up to 75mm are acceptable, with entry and exit ramp gradients a maximum of 1 in 20.

2. PROPOSALS AND REASONS

- 2.1 To reduce traffic speeds on Atkins Road between Cavendish Road to the A205, nine (9) Sinusoidal humps will be installed at locations shown in the general arrangement drawing in Appendix C. The sinusoidal hump and speed cushion profiles being used are shown in Appendix A.
- 2.2 The proposals also include a biodiverse build-out along Atkins Road outside La Retraite RC Girls School, which is part of the borough's efforts to increase resilience to climate change (flood, heat and biodiversity risks), and reduce exposure to poor air quality outside the school.
- 2.3 The equivalent of one parking bay will be removed as a result of the scheme. Directly outside La Retraite and St Bernadette schools this will reduce the parking availability of the road by 2.8% (Currently 35.8 available spaces based on 6m length bays and this will be reduced to 34.8 post scheme). The entire length of Atkins has approximately 60 spaces for vehicles. This will have a negligible impact on parking facilities for the area, especially given the availability of off-street parking, and abundance of parking bays along Cavendish Road.
- 2.4 Double yellow lines will be introduced for the length of road where there is existing School-keep-clear signage and on the opposite side of the road. This will have no negative impact on the residents along this section as they have off-street parking for multiple vehicles, in addition any parking on the street would be for waiting only (single yellow). There are other single yellow sections on Atkins Road that residents can use instead.
- 2.5 Proposals for Leigham Court Road from the junction of Culverhouse Gardens and Mountearl Gardens include, installing five (5) speed cushions, raised speed tables and modification of the existing pedestrian refuge and crossing points at locations shown in the general arrangement drawing in Appendix B. These improvements will reduce general traffic speeds along Leigham Court Road without negatively impacting bus operations and improve pedestrian crossing facilities.
- 2.6 The changes detailed in this report are expected to have a beneficial impact on road safety for pedestrians and cyclists. This is a key rationale for the proposals.
- 2.7 The proposals have been designed to ensure no impediment to emergency service vehicles.

- 2.8 The proposals have been designed to ensure no impediment to safe movement of public services vehicles, vehicular and other traffic, including pedestrians. The equalities impact assessment has not identified any of the protected characteristic groups as being disproportionately affected by the proposals or suffering any significant detrimental impact.
- 2.9 Further to the matters set out in this report and having regard to the considerations listed in 4.6 (a) to (e) below, officers consider that the proposed scheme will enable the Council to meet its duty under section 122 of the RTRA 1986 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.
- 2.10 Whilst the implementation of the scheme may result in the interference with the human rights of individuals as referred to in paragraph 4.19 below officers consider that such interference is a necessary and proportionate means of achieving the wider public benefit of making the boroughs transport networks safe, efficient, inclusive, sustainable and healthy.
- 2.11 Sustainable urban drainage is an integral part of the proposals on Atkins Road with the new biodiverse build-out.

3. FINANCE

3.1 Expenditure

Table 2 breaks down forecast expenditure by item. The schemes are funded through third party grants provided by Transport for London, the CIP and internal transfers.

Table 2 - Scheme expenditure

Task	Estimated Cost (£)
Traffic Order /Press Notice	10,000
Estimated construction of proposed measures (20mph)	160,000
Estimated construction of proposed measures (Biodiverse Build Out)	60,000
Design and project management	25,000
Contingency on estimated construction (20%)	44,000
Total	299,000

3.2 Budget

TfL has committed £84,000 for the 20mph compliance programme as part of the 2021/22 LIP allocation.

- 3.3 For the biodiverse build-out on Atkins Road £61,000 has been secured from the CIP allocation for climate response works by the Sustainability Team to specifically deliver the scheme.
- 3.4 The outstanding amount of £154,000 will be funded from the Sustainable Transport/Public Realm theme within the Capital Investment Programme (CIP).
- 3.5 Income
No net income is expected to be generated by these proposals.

4. LEGAL AND DEMOCRACY

- 4.1 The measures in this report advance the Council's road safety duties under the Road Traffic Act 1988 Section 39 (2) (a) 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 The whole of the borough is subject to a 20-mph speed limit and the measures in this report support compliance with that limit. DfT guidance on the setting of local speed limits (Circular 1/2013) to which officers must have regard states that:

85. Successful 20 mph zones and 20 mph speed limits are generally self-enforcing, i.e. the existing conditions of the road together with measures such as traffic calming or signing, publicity and information as part of the scheme, lead to a mean traffic speed compliant with the speed limit. To achieve compliance there should be no expectation on the police to provide additional enforcement beyond their routine activity, unless this has been explicitly agreed.

97. The implementation of 20 mph limits over a larger number of roads, which the previous Speed Limit Circular (01/2006) advised against, should be considered where mean speeds at or below 24 mph are already achieved over a number of roads. Traffic authorities are already free to use additional measures in 20 mph limits to achieve compliance.

- 4.3 Implementing some of the specific measures in this report will require the making of a Traffic Management Order (TMO) as provided by sections 6, 45, 49, 124 and Schedule 1 and Part IV of Schedule 9 of 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; 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.

- 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).
- 4.5 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.
- 4.6 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.
- 4.7 By virtue of section 122 of the RTRA, the Council must exercise its powers so as to secure the expeditious convenient and safe movement of vehicular and other traffic including pedestrians. 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
- 4.8 When determining what paying parking places are to be designated on the highway, section 45(3) of the RTRA requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to:
- (a) the need for maintaining the free movement of traffic,
 - (b) the need for maintaining reasonable access to premises,
 - (c) the extent to which off-street parking is available in the neighbourhood or if the provision of such parking is likely to be encouraged by designating paying parking places on the highway.
- 4.9 Section 90A of the Highways Act 1980 empowers a local highway authority to construct (and remove) road humps on roads with a speed limit of 30 mph or less. The procedure for this including specific design, publication and consultation requirements are set out at Section 90C of the HA80 and detailed in the Highways (Road Humps) Regulations 1999. Those requirements include a duty to consult with:

- the chief police officer;
- the fire and rescue authority
- the chief officer of anybody providing ambulance services; and
- 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.

- 4.10 Section 90C of the HA1980 requires that the council publish in one or more local papers a notice detailing the nature, dimensions and location of the proposed road hump, raised crossing or speed table, the address to which any objections to the proposals may be sent and the period during which such objections may be sent, that period being no less than 21 days beginning with the date on which the notice is published. The same provision also specifies that the council post at appropriate points on the highway, a notice containing the aforementioned information for the same period. The Council is required to consider any objections sent to it in accordance with the aforementioned notice and may, if it thinks fit, cause a local inquiry to be held.
- 4.11 Once the above-mentioned 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 traffic calming measures that are in place in the area.
- 4.12 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).
- 4.13 The Council has, pursuant to Section 62 of the HA1980, a general power to improve any highway in its area and per Section 75 of that same Act, the power to vary the relative widths of the carriageway and of any footway. The Council has several specific powers in relation to the planting of trees and the maintenance thereof, including Section 96 of the HA1980.
- 4.14 Section 144 of the Greater London Authority Act 1999 requires the Council when exercising any of its functions to have regard to the Mayor of London’s transport strategy (MTS) and any written guidance given to it. The current strategy emphasises the importance of reducing emissions, improving air quality and encouraging active, inclusive and safe travel. The MTS includes the following commentary:

“Policy 1 The Mayor, through TfL and the boroughs, and working with stakeholders, will reduce Londoners’ dependency on cars in favour of active, efficient and sustainable modes of travel, with the central aim for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041.”

Further at page 50, under the heading, “FOCUS ON: BOROUGH TRAFFIC REDUCTION STRATEGIES” is the following commentary:

“Road space reallocation and enabling car-free lifestyles. Using street space more efficiently to encourage more walking, cycling and public transport should be considered. This could include creating vehicle-free zones, introducing ‘filtered permeability’ (using physical restrictions to prevent motorised vehicles from using certain streets) or creating space for cycle parking, greening or seating. This is not about being anti-car, but about supporting Londoners in moving around the city without having to rely solely on cars. By doing so, road space can be freed up for cycling and walking and for more necessary road usage....”

- 4.15 The consultation undertaken to date and in the future is detailed at Paragraph 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. Secondly, the proposer had to give sufficient reasons for any proposal to permit intelligent consideration. Third, adequate time had to be given for consideration and response, and finally, the result of the consultation must be 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 Council to undertake statutory consultation. 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. 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.
- 4.16 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.
- 4.17 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.
- 4.18 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.
- 4.19 Section 16 of the Traffic Management Act 2004 imposes a duty on the Council to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to its other obligations, policies and objectives, to:

Securing the expeditious movement of traffic on the authority's road network; and

Facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

4.20 Subject to the requirement set out in section 18 to have regard to statutory guidance on network management, under section 17 of the Traffic Management Act the Council 2004 as a network manager must have in place arrangements as it considers appropriate for carrying out its network management duty which must include provision for establishing processes for ensuring, so far as is reasonably practical, that the Council identifies occurrences, including future occurrences which are causing or may cause road congestion or disruption to the movement of traffic, and consider possible action that can be taken in response to those occurrences.

4.21 The Council, as a public body, is under a duty to consider whether the exercise of its powers interacts with rights protected by the European Convention, set out in the Human Rights Act 1998. The Convention rights applicable are:

Article 1, Part I - protects the right of everyone to the peaceful enjoyment of possessions. No one shall be deprived of their possessions except in the public interest and subject to the conditions provided for by law and by the general principles of international law. This does not, however, in any way impair the right of a State to enforce such laws as it deems necessary to control the use of property in accordance with the general interest etc.

Article 8 - protects the right of the individual to respect for their private and family life, their home and their correspondence. There should be no interference by a public authority with the exercise of this right except such as is in accordance with the law and is necessary in a democratic society in the interests of amongst other matters, public safety, the economic well-being of the country, for the prevention of disorder or crime, for the protection of health, or for the protection of the rights and freedoms of others.

Any interference with a Convention right must be necessary and proportionate and the council has to consider carefully the balance to be struck between individual rights and the wider public interest.

4.22 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 lampposts, bollards, traffic signs, apparatus or other permanent obstructions) which may impede such persons.

4.23 The Council's Constitution requires that all key decisions, decisions which involves resources between the sums of £100,000 and £500,000, and important or sensitive issues, must be published on the Council's website for five clear days before the decision is approved by the Cabinet Member or Director concerned (Constitution, Part 2, Section 3). 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 Informal consultation has taken place with emergency services and no concerns have been raised about the proposals. The below table lists the results.

Table 4: Informal consultation with emergency services				
Road	Police Service	Fire Service	Ambulance Service	London Buses
Atkins Road	Response: No Concerns. Date: 25/08/2021	Response: No Concerns 25.08.2021	Emailed on 24.08.2021 No response.	N/A – not a bus route
Leigham Court Road	PC Ellis Viner Ref: MPS TMULX1334TD2021			Response: No Concerns 26/08/2021

- 5.2 TfL Buses have also been consulted on the proposals and they have raised no objections.
- 5.3 The school have been consulted on the proposals for the biodiverse build out on Atkins Road.
- 5.4 Statutory consultation will be carried out as part of the Traffic Order Notice process. If this results in a material written objection being received, the Director of Residents Services will consider a written report before a decision is reached.

6. RISK MANAGEMENT

- 6.1 Risks associated with the implementation and outcomes of the proposed scheme are outlined in Table 5. Subsequent mitigation is proportionate to the perceived severity of the risk. Table 6 indicates how risk severity is calculated.

Table 5 - Risk Management

Risk	Likelihood	Impact	Score	Mitigation
Objection received during statutory consultation	1	4	4	Emergency services and TfL Buses have been consulted informally to ensure they have no issues with the proposals. Sufficient time has been allowed within in the programme to fully consider any other objections.

Table 6 - Risk Calculation

		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
	Very Unlikely (1)	1	2	4	8

7. EQUALITIES IMPACT ASSESSMENT

- 7.1 A separate Equality Impact Assessment (EIA) has been completed for this scheme and decision which is included in Appendix D. The Peckham to Streatham Healthy Route EIA covers;

- The changes proposed with the scheme
- What we know about the people who will be impacted by the changes
- How we anticipate people will be impacted by the changes
- How we plan to promote and deliver any positive impacts of the scheme
- How we plan to address and mitigate any negative impacts of the scheme
- How we will review/evaluate our proposal, mitigating actions and/or benefits and who will be responsible for this

7.2 A scheme equalities impact assessment was conducted in September 2021, to consider the proposed changes to 20mph Compliance schemes and Atkins Road Biodiverse Build-out.

7.3 The analysis within the EIA does not identify any significant equalities impacts for the proposed changes. However, ongoing monitoring of the scheme will be important to help identify any potential negative impacts arising from the development of the proposals and will provide key information to update this analysis.

7.4 This scheme is installing traffic calming features to reduce general traffic speeds, it is not going to affect the 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).

7.5 The measures that will be introduced as part of the proposals will lead to potential reductions in road danger, thereby creating a more equitable street environment that a wider range of people can enjoy.

8. COMMUNITY SAFETY

8.1 The introduction of sinusoidal humps, speed cushions and speed table on the above schemes should reduce the speed of motor vehicles on the public highway which is likely to reduce the risk of serious collisions

9. ORGANISATIONAL IMPLICATIONS

9.1 Environmental

Lower traffic speeds are likely to incentivise for people to walk or cycle, hence reducing vehicle emissions.

These proposals support our [2017-2022 Air Quality Action Plan](#): Action Point 42.1 By helping to cut speed and creating a safer environment, the proposals encourage citizens outside the 18-38 age group to cycle more; Action Point 46 to improve the cycling experience. The measures will also help to cut carbon emissions: citizens are more likely to walk or cycle if there is a safer environment.

9.2 Staffing and accommodation
None arising from this report's recommendations.

9.3 Procurement

None arising from this report; all goods and services will be provided by the council's existing supply chains.

9.4 Health

Lower traffic speeds are likely incentivising people to walk and cycle to work or cycle, hence reducing vehicle emissions and improving personal fitness.

10. TIMETABLE FOR IMPLEMENTATION

Description	Date
- ODDR Approval	05 January 2022
- Traffic Order Notices	December 2021
- Implementation of this report's recommendations	February 2022 – May 2022

Audit trail				
Consultation				
Name/Position	Lambeth directorate/division or partner	Date Sent	Date Received	Comments in para:
Councillor Danny Adilypour and Councillor Dr. Mahamed Hashi	Sustainable Transport, Environment and Clean Air	02/12/21	09/12/21	
Sandra Roebuck, Director for Infrastructure and Capital delivery	Resident Services	02/12/21	-	
Michael Munnely, AD for Infrastructure, Public Realm and Climate Change Delivery	Resident Services	02/12/21	02/12/21	
Russell Trewartha, Head of Programmes	Resident Services	25/10/21	27/10/21	
Jamila Barrett, Programme Manager	Resident Services	25/10/21	27/10/21	
Bala Balaskanthan, Highways Asset Manager	Resident Services	25/10/21	-	
Ben Stevens Highway Network Manager	Resident Services	25/10/21	-	
Simon Phillips, Head of Transport Strategy and Programmes	Sustainable Growth and Opportunity	25/10/21	-	
Josh Learner, Transport Strategy Programme Manager	Sustainable Growth and Opportunity	16/11/21	17/11/21	Finance
Elliot Quinn, Transport Planner	Sustainable Growth and Opportunity	25/10/21	-	
Sustainability Team	Sustainable Growth and Opportunity	25/10/21	27/10/21	
Theresa Greene, Climate Change and Sustainability – Programme and Partnerships Lead	Sustainable Growth and Opportunity	25/10/21	-	
Grace Ferris Climate Change and Sustainability	Sustainable Growth and Opportunity	25/10/21	27/10/21	Para 9.1
Matt Panou, Flood Risk and Climate	Sustainable Growth and Opportunity	25/10/21	03/11/21	Para 2.2 Para 3.4

Change Adaptation Manager				Para 5.4
Derek Roopnarine, AD Finance	Resident Services	25/10/21	26/10/21	Finance summary para. 3.4.
Marianna Ritchie, Democratic Services Officer	Legal and Governance	25/10/21	28/10/21	Recommendation 2&5 Para 3.1 Para 3.2 Para 3.3 Para 3.4 Para 4.14 Para 10
Jean-Marc Moocarme Legal Services	Legal and Governance	25/10/21	27/10/21	Finance summary Para 2.2 Para 3.4 Para 5.4
Kevin Crook	AD Parks, Leisure and Cemeteries	25/10/21	-	

Report history	
Original discussion with Cabinet Member	September 2021
Part II Exempt from Disclosure/confidential accompanying report?	N/A
Key decision report	No
Date first appeared on the Forward Plan	n/a
Key decision reasons	n/a
Background information	<ol style="list-style-type: none"> 1. Lambeth's Transport Strategy Implementation Plan 2. Lambeth's Air Quality Action Plan 3. http://content.tfl.gov.uk/trafficcalmingmeasuresleaflet-rev-final.pdf 4. http://content.tfl.gov.uk/trafficcalmingmeasuresleaflet-rev-final.pdf 5. https://tsrgd.co.uk/pdf/tal/1994/tal-4-94.pdf 6. https://tsrgd.co.uk/pdf/tal/1998/tal-1-98.pdf
Appendices	<p>Appendix A: Sinusoidal Road Hump and Speed cushion standard details</p> <p>Appendix B: General Arrangement Drawings for Leigham Court Road no. TC_LCR_100_001 and TC_LCR_100_002</p> <p>Appendix C: General Arrangement Drawings for Atkins Road no. TC_AR_100_001 and TC_AR_100_002</p> <p>Appendix D: Schemes Equalities Impact Assessment</p>

APPROVAL BY CABINET MEMBER OR OFFICER 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: Alicia Barnes, Project Officer

I approve the above recommendations:

Signature: _____ **Date:** _____

Post: Sandra Roebuck, Director of Infrastructure and Capital Delivery, Resident Services

Any declarations of interest (or exemptions granted): None

Any conflicts of interest: None

Any dispensations: None