Purpose

To propose an extension in the responsibilities of Neighbourhood Committees as they relate to traffic management schemes.

Recommendations of the Portfolio Holder for Partnerships

To Resolve that -

Part 3A of the Constitution be amended to provide that;

a) Neighbourhood Committees be responsible for the approval of traffic management schemes on all roads other than ‘A’ roads and strategic routes managed by Transport for London where the proposals concern no more than two roads, or a junction of up to three roads, within a single Neighbourhood, and for the recommendation of schemes with wider coverage to the Residents Committee for approval; and
b) Where traffic management scheme proposals cross Neighbourhood boundaries the approval of each relevant Neighbourhood Committee be required. In circumstances where it is not possible to reach agreement on the outcome the matter shall be referred to the Residents Committee for determination.

Key Points

A. The purpose of this report is to propose an extension in the responsibilities of Neighbourhood Committees as they relate to traffic management schemes

B. The four Neighbourhood Committees currently have responsibility for the following street based issues:
   1. Highway and verge maintenance
   2. Street signs, traffic signs and furniture
   3. Land drainage
   4. On street parking restrictions
   5. Schemes for public realm and other pedestrian spaces where they intersect several roads

C. The Committees also have delegated powers to approve traffic management schemes affecting non priority (ie non ‘A’ and ‘B’ classified) routes in single roads and at the junction of two roads. Traffic management proposals which affect a wider area, or concern ‘A’ and ‘B’ roads, are determined by the Residents Committee.

D. In order to streamline the decision making process it is now proposed that the constitutional arrangements be amended to allow for Neighbourhood Committees to
approve traffic management proposals in respect of all roads other than A classified roads (and the strategic routes managed by Transport for London) provided that they relate to works on not more than two roads - or three at a junction. This would mean that Neighbourhoods will assume responsibility for B roads and schemes with wider geographical coverage than is currently the case. The changes are intended to reduce the number of relatively minor schemes being referred to the Residents Committee, thereby enabling it to focus more fully on its strategic functions, and to ensure that consideration of the most localised schemes is fully informed by the local knowledge of the relevant Neighbourhood Members.

E. In circumstances where scheme proposals cross Neighbourhood boundaries the approval of each relevant Neighbourhood Committee will be required. If it is not possible to reach agreement on the outcome the matter shall be referred to the Residents Committee for determination.

F. The Residents Committee will continue to determine schemes which affect ‘A’ roads or three or more roads of other classification types, though Neighbourhood Committees will be consulted and have the opportunity to comment where relevant.

G. The Neighbourhood Chairs have been consulted through the mechanism of the Neighbourhood Chairs Forum and raised no objections to the proposed changes.

Background papers held by the author of the report - Gary Marson, Democratic Services Team Leader, tel; 0208 547 5021, email gary.marson@kingston.gov.uk

- email correspondence between the Democratic Services Team Leader and the Highways and Transport Strategy and Commissioning Team Leader dated 10th January and 7th February 2017