

# Camberwell Community Council

Monday 24 September 2012

7.00 pm

Walworth Methodist Church, 54 Camberwell Road, London SE5 0EN

## Membership

Councillor Norma Gibbes (Chair)  
Councillor Dora Dixon-Fyle (Vice-Chair)  
Councillor Kevin Ahern  
Councillor Stephen Govier  
Councillor Peter John  
Councillor the Right Revd Emmanuel  
Oyewole  
Councillor Veronica Ward  
Councillor Mark Williams  
Councillor Ian Wingfield

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Members of the committee are summoned to attend this meeting

**Eleanor Kelly**

Chief Executive

Date: Friday 14 September 2012



## Order of Business

Item No.	Title	Time
1.	INTRODUCTION AND WELCOME	
2.	APOLOGIES	
3.	ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT	

The chair to advise whether they have agreed to any item of urgent business being admitted to the agenda.

Item No.	Title	Time
4.	<b>DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS</b>	
	Members to declare any interests and dispensation in respect of any item of business to be considered at this meeting.	
5.	<b>MINUTES</b> (Pages 2 - 11)	
	To confirm as a correct record the minutes of the planning meeting held on 11 April 2012, and the minutes of the main meeting held on 20 June 2012.	
6.	<b>DEPUTATIONS/PETITIONS (IF ANY)</b>	
	The chair to advise on any deputations or petitions received.	
7.	<b>COMMUNITY ANNOUNCEMENTS</b>	
	Camberwell Youth Carers Conference, October 2012 Verinder Mander, Southwark Carers Edward James, Youth Officer	
	Cleaner, Greener, Safer 2013/14 launch Matthew Hill, Public Realm Programme Manager	
	Revitalise Camberwell update Sally Crew, Group Manager, Planning Policy	
	Local Tenants Survey	
	Community Restoration Fund – youth element	
	Attendance Monitoring Forms	
8.	<b>COMMUNITY SAFETY UPDATE</b>	
	Officers from the local Safer Neighbourhoods Teams to give an update and respond to questions.	
	Community Wardens update	
9.	<b>LONDON OLYMPICS AND PARALYMPICS 2012</b>	
	Post Olympics presentation – Olympic Torch: Local experiences and recollections and images of the Games	
	Paul Cowell, Events, Film and 2012 Manager Councillor Veronica Ward, Cabinet member for culture, leisure, sport, the Olympics and Regeneration	

Item No.	Title	Time
<b>10. VOLUNTEERING AND APPRENTICESHIPS</b>	<p>Southwark Apprentice Scheme Ann Cochrane, Organisational Development Business Partner</p> <p>South London Apprentice Fair, October 2012 Andrew Twesigye, Liberty Development Enterprise</p> <p>Volunteering opportunities Jacob Przeklasa, Volunteer Centre Southwark</p>	
<b>11. PUBLIC QUESTION TIME</b> (Page 12)	<p>A public question form is included at page 12.</p> <p>This is an opportunity for public questions to be addressed to the chair. Residents or persons working in the borough may ask questions on any matter in relation to which the council has powers or duties.</p> <p>Responses may be supplied in writing following the meeting.</p>	
<b>12. PECKHAM ROAD SOUTH PARKING CONSULTATION</b> (Pages 13 - 31)	<p>Paul Gellard, Transport and Projects Officer</p>	
<b>13. LOCAL PARKING AMENDMENTS</b> (Pages 32 - 39)	<p><b>Note:</b> This is an executive function</p> <p>Councillors to consider the recommendations contained in the report.</p>	
<b>14. SECTION 106 REPORT</b> (Pages 40 - 55)	<p>Councillors to comment on the recommendations contained in the report.</p>	

Date: Friday 14 September 2012

## **INFORMATION FOR MEMBERS OF THE PUBLIC**

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**CONTACT:** Tim Murtagh, Constitutional Officer, Tel: 020 7525 7187 or email: [tim.murtagh@southwark.gov.uk](mailto:tim.murtagh@southwark.gov.uk)  
Website: [www.southwark.gov.uk](http://www.southwark.gov.uk)

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Disabled members of the public, who wish to attend community council meetings and require transport assistance in order to attend, are requested to contact the Constitutional Officer. The Constitutional Officer will try to arrange transport to and from the meeting. There will be no charge to the person requiring transport. Please note that it is necessary to contact us as far in advance as possible, and at least three working days before the meeting.

### **BABYSITTING/CARERS' ALLOWANCES**

If you are a resident of the borough and have paid someone to look after your children or an elderly or disabled dependant, so that you can attend this meeting, you may claim an allowance from the council. Please collect a claim form from the Constitutional Officer at the meeting.

### **DEPUTATIONS**

Deputations provide the opportunity for a group of people who are resident or working in the borough to make a formal representation of their views at the meeting. Deputations have to be regarding an issue within the direct responsibility of the Council. For further information on deputations, please contact the Constitutional Officer.

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please telephone 020 7525 7187.**



## **CAMBERWELL COMMUNITY COUNCIL – Planning –**

MINUTES of the Camberwell Community Council held on Wednesday 11 April 2012 at 7.00 pm at Lettsom Tenants Hall, 114 Vestry Road, London SE5 8PQ

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**PRESENT:** Councillor Norma Gibbes (Chair)  
Councillor Kevin Ahern  
Councillor the Right Revd Emmanuel Oyewole  
Councillor Veronica Ward  
Councillor Mark Williams  
Councillor Ian Wingfield

**OFFICER SUPPORT:** Becky Baker (Planning Officer)  
Sadia Hussain (Legal Officer)  
Beverley Olamijulo (Constitutional Officer)

### **1. INTRODUCTION AND WELCOME**

The chair welcomed councillors, members of the public and officers to the meeting.

### **2. APOLOGIES**

There were apologies for absence from Councillors Dora Dixon-Fyle, Stephen Govier, and Peter John.

### **3. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS**

There were none.

### **4. ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT**

The chair informed the community council of the following additional document circulated prior to the meeting:

- Addendum report relating to item 6.1 – development management items

## 5. MINUTES

### RESOLVED:

That the minutes for the meeting held on 15 March 2012 be agreed as a correct record and signed by the chair.

## 6. DEVELOPMENT MANAGEMENT ITEMS

### 6.1 18 GROVE PARK, LONDON SE5 8LH

The community council considered items 6.1 and 6.2 together as they related to the same site address.

#### **Planning application reference number 11-AP-3208**

Report: See pages 14 of 34 and the addendum report

#### **PROPOSAL**

*Variation of Condition No. 2 of planning permission 11-AP-0225 dated 17.06.2011 (for Conversion of existing building from hostel (Sui Generis) into 4 No. self-contained flats (2x3 bedroom and 2x2 bedroom), extension of basement with lightwells to front and rear, erection of a single storey rear extension, loft extension, replacement of timber sash windows and installation of new windows to rear elevation; conversion of existing chapel into 4 bedroom single family dwelling house with extension of basement, replacement of timber windows, installation of windows and French doors to basement and installation of 6 No. rooflights; erection of front boundary wall and provision of 3 No. car parking spaces at the front) comprising:*

*Demolition of existing chapel and rebuild chapel within the same envelope to provide single family dwelling house, increase the chapel lightwell; alterations to chapel window configuration; alterations to the front garden area; delineation of private amenity space for the maisonettes and erection of new brick front garden wall.*

The community council heard an officer's introduction to the report and members asked questions of the officer.

The objectors were present to make representations at the meeting.

Members heard representations from the applicant who responded to questions.

There were no local supporters who lived within 100 metres of the development site or ward members who wished to make representations at the meeting.

Members debated the application and asked questions of the officers.

**RESOLVED:**

That planning application number 11-AP-3208 be refused on the grounds that the scheme does not enhance or conserve the historic environment within the conservation area.

**6.2 18 GROVE PARK, LONDON SE5 8LH****Planning application reference number 11-AP-3590**

Report: See pages 35 of 49 and the addendum report

**PROPOSAL**

*Demolition of existing chapel (in connection with provision of a building within the same envelope to provide single family dwelling).*

**RESOLVED:**

That planning application number 11-AP-3590 refused on the grounds:

1. The proposed development does not comply with the quality and design of housing developments.
2. The impact the scheme would have on trees within the vicinity.
3. It would not enhance the character and appearance of the Camberwell Grove conservation area.

The meeting ended at 8.30 pm.

**CHAIR:**

**DATED:**



## CAMBERWELL COMMUNITY COUNCIL

MINUTES of the Camberwell Community Council held on Wednesday 20 June 2012 at 7.00 pm at Lettsom Tenants Hall, 114 Vestry Road, Camberwell, London SE5 8PQ

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**PRESENT:** Councillor Norma Gibbes (Chair)  
 Councillor Dora Dixon-Fyle (Vice-Chair)  
 Councillor Kevin Ahern  
 Councillor Stephen Govier  
 Councillor the Right Revd Emmanuel Oyewole  
 Councillor Veronica Ward

**OFFICER SUPPORT:** Zayd Al-Jawad, Section 106 Manager  
 Jack Ricketts, Transport Planner  
 Jo Skelton, Community Wardens Team Leader  
 Grace Semakula, Community Council Development Officer  
 Tim Murtagh, Constitutional Officer

### 1. INTRODUCTION AND WELCOME

The chair welcomed councillors, members of the public and officers to the meeting.

### 2. APOLOGIES

Apologies for absence were received from Councillors Peter John, Mark Williams and Ian Wingfield.

### 3. ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT

The chair advised that there was an urgent item, regarding the Cleaner Greener Safer Fund 2012/13 contained in Supplemental Agenda No.1, which had been circulated.



#### 4. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

##### 11. Community Council Fund 2012/13

Councillor Stephen Govier, Personal, Councillor Stephen Govier declared a personal interest in item 11, as one of the Community Fund applications came from the East Dulwich Estate Tenants and Residents Association. He is a member of its management committee.

#### 5. MINUTES

Councillor Govier asked for a written report from Public Realm about the arrangements for cycling around London Bridge during the Olympics, which he said he had requested at previous meetings.

##### RESOLVED:

That the minutes of the meeting held on 25 April 2012 be approved as a correct record and signed by the chair.

#### 6. DEPUTATIONS/PETITIONS (IF ANY)

There were none.

#### 7. COMMUNITY ANNOUNCEMENTS

The chair praised the work of the Youth Community Council who were not able to attend but would be present at future meetings. She added that the contribution of young people was valued and encouraged their further involvement in community matters.

##### **Olympic Torch Relay 2012**

Councillor Veronica Ward announced that the Olympic torch relay would be travelling through Camberwell on 26 July 2012. The banners on the Olympic route had gone up, as had the dressing along the South Bank. The torch would start at 10.03am at the Millennium Bridge and travel along the Old Kent Road, Peckham Hill Street and stop for lunch at the Harris Academy. At 11.55am it would go down Peckham Road and along Church Street at 12.05pm and up Denmark Hill to go to Lambeth at 12.09pm. There would be events at the South London Gallery and Camberwell library. Organisations were encouraged to get involved. Councillor Ward explained that there were a range of cultural events taking place in the borough during the Games which were generally advertised and open to all. Southwark's every day Games would take place on Camberwell Green on 2 September 2012. The Paralympics torch would travel through Southwark on 29 August 2012 along Jamaica Road to Surrey Docks Watersports Centre.

In response to questions, Councillor Dora Dixon-Fyle explained that the funding for local flower displays had finished.

### **Community Infrastructure Levy (CIL)**

Zayd Al-Jawad, Section 106 Manager, explained that there would be consultation on Southwark's CIL and on revising the project banks between July and September 2012. Officers would report back on the consultation at the September community council. The CIL was a new charge that the council could make on developments in the area. CIL could be used for investment in health, education, parks and transport. Residents were asked to consider what infrastructure spending was needed to meet the needs from extra people living in new developments in the area.

### **Black History Month**

Councillor Right Revd Emmanuel Oyewole announced that the annual grants programme was open for applicants to submit event or project proposals. The closing date was 6 July 2012. Further information available: [www.southwark.gov.uk/blackhistorymonth](http://www.southwark.gov.uk/blackhistorymonth)  
Additionally organisers were looking for partnerships to deliver events and were hopeful of contributions from a cross-section of the community.

## **8. COMMUNITY SAFETY UPDATE**

### **Safer Neighbourhood Teams**

Sergeant Miles Lawrie, Camberwell Green Safer Neighbourhood Team, explained that burglary had been a severe problem in the area for a while, with a spate of offences. However, the incidents had stopped after a prolific burglar had been identified and arrested. Public drinking of alcohol in the area had been less of a problem recently with the bad weather, but a number of seizures had been made from public drinkers. Paddy Power and William Hill had been assisting in reducing alcohol consumption outside their premises. Local patrols had been concentrated around Poet's Corner Estate and the Crawford Estate to target Anti-Social Behaviour (ASB). Seven acceptable behaviour contracts had been issued locally to tackle problem youths. Operation Bark was ongoing and there had been a couple of recent dog seizures in co-operation with the council.

In response to a question about an assault and theft in sheltered accommodation in Redcar Street, officers said they would follow that up.

Sergeant Tom Leach, Brunswick Park and South Camberwell Safer Neighbourhood Teams, said that officers were tackling the problems of drug dealing in stairwells on several estates. In Brunswick Park, the owner of a dangerous dog near a nursery had been dealt with and a drug house closed down. Squatters had been evicted from Glebe Estate and Crofton Road. A number of burglaries around Dog Kennel Hill had led to officer patrols and advice on crime prevention being circulated. An arrest was made and there had been a subsequent fall in crime.

In response to questions, Sgt Leach said he would follow up on issues relating to people urinating in Wren Road and burglaries on Ben Hill Road. Also, that arrests and prosecutions tended to be made when dealing with individuals with a record of multiple convictions.

Members voted to move on to the next part of the meeting.

### **Community Wardens**

Jo Skelton, Community Wardens Team Leader, explained that there were staff cuts last

year and there were now about 50 wardens covering the borough. There were about five wardens based in Camberwell. There would be increased resources in the warden service during the Olympics. Recent work had included tackling street drinking and ASB in the town centre areas plus rough sleeping and begging. Wardens had powers to combat many environment offences including cycling on the pavements. Wardens do a lot of work visiting the vulnerable and isolated members of the community and rely on information from the public.

### **Street leaders**

Don, a local resident and Street leader, gave a brief summary of the history of Street leaders. He explained that at one point there had been several hundred street leaders under the management of Dave Taylor and they reported environment offences such as fly-tipping and graffiti quickly and efficiently. Don said he had been a street leader for about 8 years and filed a few reports each month that were usually quickly resolved by officers. He added that the time devoted by the volunteers was varied and flexible. It was a simple way of helping to improve the community.

A vote of thanks was given to all the Street leaders for the voluntary work they did in the community.

### **Council Assembly**

The chair reminded residents that the next council assembly meeting on Wednesday 4 July 2012, would have Health as its theme. The meeting would start at 7.00pm and take place at the Bermondsey campus of Southwark College.

## **9. REVITALISE CAMBERWELL**

Jack Ricketts, Transport Planner, explained that Revitalise Camberwell had been launched at the community council in October 2011. After the launch there were about a dozen initial consultation events to raise awareness and to find out the views of residents and to help shape the project.

There were 123 responses to the questionnaire circulated. The results showed that people were mainly interested in improving the street environment and traffic congestion. In terms of areas, Camberwell Church Street and Denmark Hill featured prominently as areas for improvement.

Respondents had a positive view on the vibrancy of the community and its restaurants. Traffic, drink and drug abuse, and the lack of a tube/rail station were negative concerns highlighted in the questionnaire.

The concerns raised by businesses included parking, security and the appearance of the area. The business view was that an improved appearance would raise trade prospects in the area. Further information was available on the council website.

A data collection report was being put together by officers for analysis. The report would include pedestrian and cycle surveys, bus stop use, collision and parking surveys. The information would help create a traffic model that would show how things would run if certain measures were installed. The urban design framework was near completion. It would collate the findings of various surveys. That document would be consulted on at the

end of the summer.

Jack explained there would be workshops during the break for residents to input their views. The chair encouraged residents to take part in the workshops.

After the break, Councillor Veronica Ward explained that the various planned projects for Camberwell would take some time and there would be further consultation on the library. Regeneration was planned for the Elmington Estate and works were continuing on the leisure centre and on shop fronts.

#### **10. CAMBERWELL COMMUNITY COUNCIL 2012/13 - MEETING THEMES FOR THE YEAR AHEAD**

The chair asked residents to put forward their ideas for a couple of meeting themes or items for the Camberwell Community Council to consider in 2012/13. Forms were circulated.

#### **11. COMMUNITY COUNCIL FUND 2012/13**

Executive Function

Members considered the information in the report.

##### **RESOLVED:**

That the community council fund be allocated as set out below:

1. Allotment holders' garden party (£300)
2. Brunswick Park annual fete (£1,000)
3. Local families summer beach trip (£750)
4. Lettsom tour of Olympic village (£750)
5. South London apprenticeship fair (£1,000)
6. Camberwell adult drama club (£800)
7. Community fun day – After school project (£400)
8. Feel good days for Southwark Pensioners Centre (£950)
9. Celebration of heroes from the diaspora (£1,000)
10. Clubland young people's project (£800)
11. Give back - House of Praise Camberwell (£300)

12. Sports fun day – Bethwin Road playground (£300)
13. Grosvenor Estate summer festival (£460)
14. Community fun day – Hollington Youth Centre (£500)
15. Tell your Olympic story – London Huayu (£400)
16. Summer Outing – Wyndham & Comber TRA (£750)
17. Cooltan Arts LGBT Group (£500)
18. Seaside trip – Grosvenor sheltered (£700)
19. Fun day – Poet's Corner TRA (£850)
20. Youth Community Council music project (£250)
21. Denmark Hill Youth Club (£500)
22. Youth Community Council – Olympic engagement (£600)
23. Seaside outing – The Parent's Forum (£400)
24. Albrighton youth residential weekend (£1,000)
25. Green film screen – London Wildlife Trust (£400)
26. Young minds indoor games – Jummy Taribo (£300)
27. Family fun day - Dog Kennel Hill (£800)
28. Boundless disability arts and culture – Southwark Arts Forum (£200)
29. Olympic Explorations – Southwark Explorers Club (£480)

## **12. PUBLIC QUESTION TIME**

There were no public questions. The chair advised that written questions could be submitted to the constitutional officer for officer response.

## **13. LOCAL PARKING AMENDMENTS**

Executive Function

Members considered the information in the report.

**RESOLVED:**

That the following local parking amendments, detailed in the appendices to the report, be approved for implementation subject to the outcome of any necessary statutory procedures:

- Disabled bay located outside 30 Oswyth Road
- Disabled bay located outside 68a Bushey Hill Road
- Disabled bay located outside 88 McNeil Road (sited in Vestry Road)
- Disabled bay located outside 43 Sunray Avenue
- Double yellow lines located at the junctions along Crossthwaite Avenue

**14. CLEANER GREENER SAFER REVENUE FUND 2012/13**

Members considered the information in the report.

**RESOLVED:**

That the following two signatories for the bank account for the Cleaner, Greener, Safer (CGS) revenue fund 2012/13 be agreed:

1. Councillor Norma Gibbes (chair)
2. Councillor Dora Dixon-Fyle (vice chair)

A third signatory will be required for approval at a future meeting.

The chair advised that the next meeting would take place on 24 September 2012.

The meeting ended at 9.00pm

**CHAIR:**

**DATED:**

**Camberwell Community Council**

**Public Question form**



**Your name:**

**Your mailing address:**

**What is your question?**

Please give this form to Tim Murtagh, Constitutional Officer, or Grace Semakula, Community Council Development Officer

<b>Item No.</b> 12.	<b>Classification:</b> Open	<b>Date:</b> 24 September 2012	<b>Meeting Name:</b> Camberwell Community Council and Peckham and Nunhead Community Council
<b>Report title:</b>		Peckham Road South Parking Consultation	
<b>Ward(s) or groups affected:</b>		Brunswick Park (Camberwell Community Council) The Lane (Peckham and Nunhead Community Council)	
<b>From:</b>		Head of Public Realm	

## RECOMMENDATIONS

1. That the Community Council comment upon the boundary for a proposed parking consultation within the area shown in Appendix 1.
2. That the Community Council comment upon the consultation methods and processes detailed in paragraphs 16 to 21.

## BACKGROUND INFORMATION

3. This report is presented to both community councils for the purposes of consultation on the boundary and method of a parking consultation, which is matter reserved to community council under Part 3H of the Southwark Constitution 2012/13.
4. The council's 2012/13 Parking Design programme was approved on 27 April 2012 by the Cabinet Member for Environment, Transport and Recycling.
5. Following a deputation and subsequent motion made at Camberwell Community Council on 25 April 2012 the programme was revised, pertinently, to include a parking consultation of residents and businesses in streets south of Peckham Road between the boundaries of existing B, L and LG CPZs and north of the rail line.

## KEY ISSUES FOR CONSIDERATION

### Project scope

6. Carry out a 1<sup>st</sup> stage consultation on the 'principal' of a parking zone in streets south of Peckham Road
7. Carry out a 2<sup>nd</sup> stage consultation on the 'detail' of a parking zone in those streets approved for implementation of a parking zone, following the 2<sup>nd</sup> stage consultation

### Primary aims of a parking zone

8. Improve availability of parking spaces. Give priority to certain groups i.e. residents and their visitors, loading and business short-stay parking over and above commuter parking (as per parking hierarchy, Appendix 2)
9. Reduce overall traffic levels. Parking, by default, is preceded by a vehicle journey. The council has a clear policy to reduce traffic levels with the aim of reducing congestion, improving air quality and amenity and to encourage sustainable transport modes (walking/cycling) by deterring non-essential journeys.



10. Improve road safety and smooth traffic flow. Zones reduce the level of parking occupancy and provide natural passing spaces enabling pedestrians to cross the street more safely and for vehicles to pass one another more easily.
11. Reduce parking demand such that streets can be used for purposes other than just parking such as tree planting or on-street cycle parking. Studies have also shown that streets with lower levels of traffic have a positive effect on social interaction.
12. Assist control on future development (enabling planning department to make new properties parking permit exempt).

### Consultation area

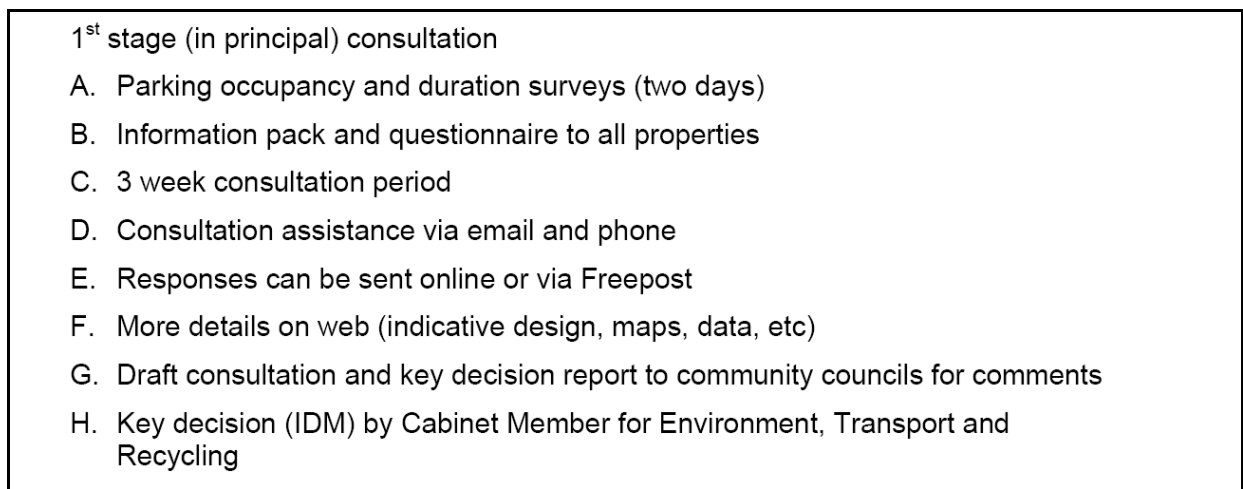
13. The area recommended for consultation is identified by way of a map contained in Appendix 1 to this report. The surrounding CPZs (and non-CPZ areas) are also shown on the map.
14. The area recommended reflects:
  - changes to parking profile (see paragraphs 22 to 38)
  - the deputation and motion made at Camberwell Community Council 25 April 2012 (see paragraphs 39 to 42)
  - other correspondence from the public (see paragraphs 43 to 44)
  - parking policy
  - a logical grouping of streets
  - the allocated budget
15. The streets and number of properties proposed for consultation are listed in Figure 1.

STREET	No. PROPERTIES
AINSWORTH CLOSE	11
AZENBY ROAD	28
BUSHEY HILL ROAD	190
CACTUS CLOSE	9
CROFTON ROAD	218
DENMAN ROAD	109
GAIRLOCH ROAD	33
GRUMMANT ROAD	195
LETTSON STREET	74
LINNELL ROAD	49
LYNDHURST GROVE	72
MCNEIL ROAD	198
OSWYTH ROAD	41
PECKHAM HIGH STREET	1
PECKHAM ROAD	238
SHENLEY ROAD	188
TALFOURD PLACE	12
TALFOURD ROAD	251
VESTRY ROAD (non CPZ area, south of Linnell Road)	180
<b>TOTAL</b>	<b>2097</b>
<b>Peckham &amp; Nunhead Community Council</b>	<b>~900</b>
<b>Camberwell Community Council</b>	<b>~1200</b>

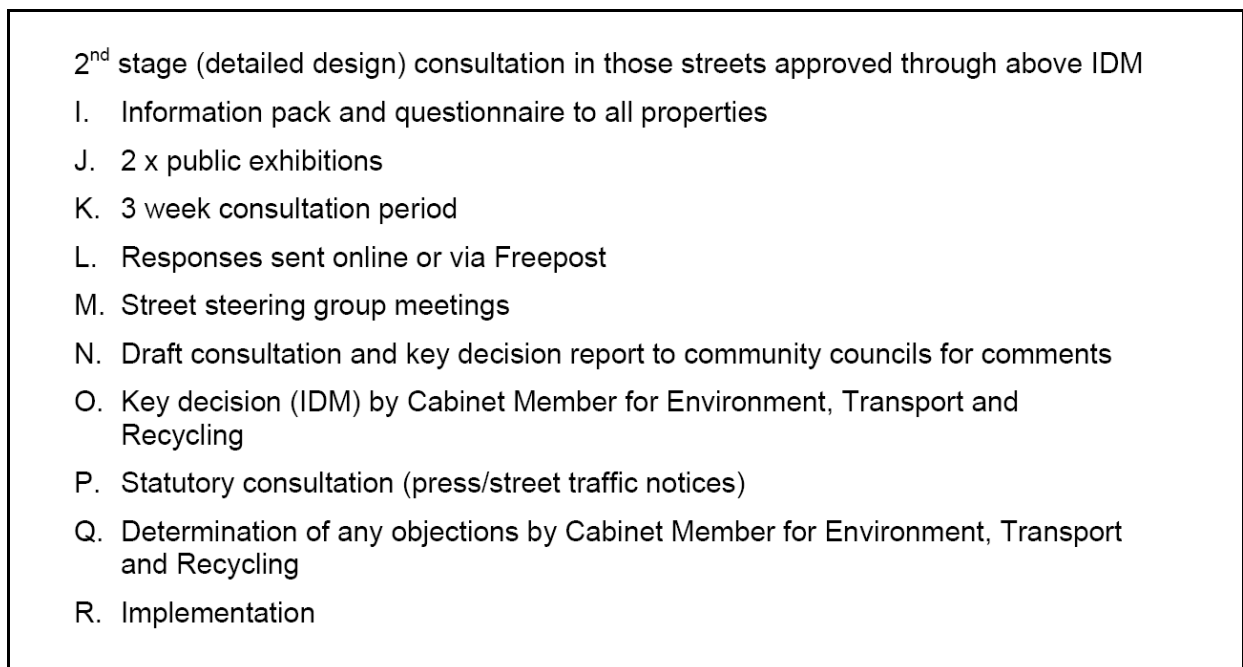
**FIGURE 1**

### Consultation methods

16. The method of consultation and decision making is fundamentally determined by the [council's constitution](#)<sup>1</sup> and the strategic transport decision making process (Appendix 3).
17. Parking policy<sup>2</sup> sets out our general parking consultation process. It is summarised and published on the [council's website](#)<sup>3</sup> and set out in figures 2 and 3.
18. A first stage (in principal) project will assess if and where parking problems are occurring. The results of this project will lead to a key decision on which streets, if any, should be progressed to second stage (detailed design).
19. A second stage (detailed design) project will follow a decision to implement the CPZ in some or all of the consultation area. This consultation will cover aspects such as the days and hours of operation, position and type of parking and how it is signed and lined.



**FIGURE 2**



**FIGURE 3**

<sup>1</sup> [www.southwark.gov.uk/info/10058/about\\_southwark\\_council/375/councils\\_constitution](http://www.southwark.gov.uk/info/10058/about_southwark_council/375/councils_constitution)

<sup>2</sup> Parking and Enforcement Plan

<sup>3</sup> [www.southwark.gov.uk/info/200140/parking\\_consultations/453/how\\_are\\_decisions\\_made\\_about\\_parking\\_controls](http://www.southwark.gov.uk/info/200140/parking_consultations/453/how_are_decisions_made_about_parking_controls)

20. The expected programme for the 1<sup>st</sup> stage project is outlined in figure 4.

Stage		Expected dates
Consultation	Parking occupancy / duration surveys	September 2012
	Consultation pack and questionnaire to all residents, businesses and stakeholders	November 2012
	Draft report to both Community Councils	January 2013
Decision making	Final report to Cabinet Member for Environment, Transport and Recycling	February 2013

**FIGURE 4**

21. A provisional programme for the 2<sup>nd</sup> stage project (subject to outcomes of 1<sup>st</sup> stage) is outlined in figure 5.

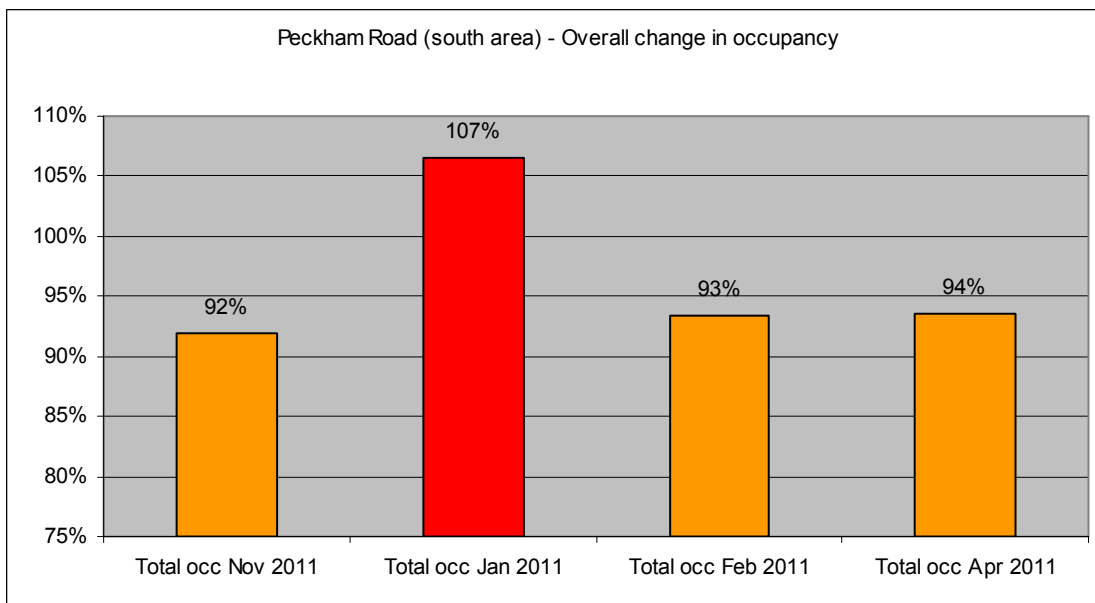
Stage		Provisional dates
Consultation	Consultation pack and questionnaire to residents, businesses and stakeholders approved during stage 1	March 2013
	Public exhibitions	March 2013
	Draft report to both Community Councils	May 2013
Decision making	Final report to Cabinet Member for Environment, Transport and Recycling	June 2013
	Statutory consultation (traffic orders)	July 2013
	Implementation	November 2013

**FIGURE 5**

### Changes to parking profile

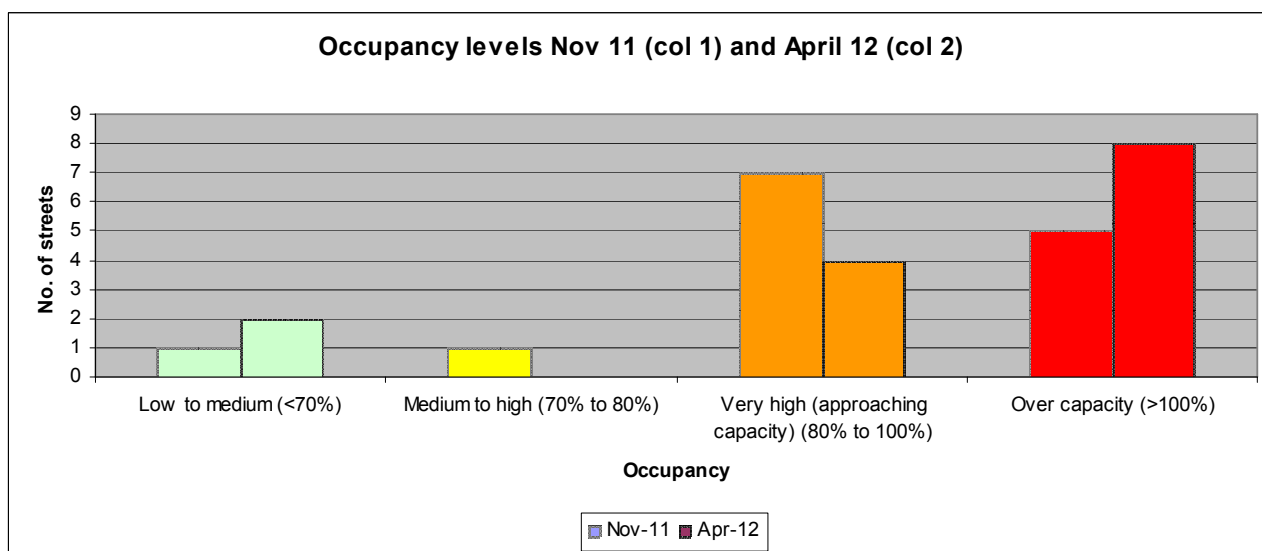
22. Anecdotal evidence (see paragraphs 43 to 44) from residents informs us that the parking profile (occupancy, duration and reason for parking) has recently changed in some streets within the proposed consultation area.
23. Officers consider that this is likely due to the implementation of LG CPZ which became operational, on a permanent basis, on January 16 2012 following public consultation and a subsequent key decision<sup>4</sup>.
24. A detailed parking occupancy and duration survey has been commissioned. This will provide data on who is parking in the area and for how long. The results of this survey will be used as part of the evidence base for the key decision at the end of stage 1.
25. In advance of this detailed survey officers have carried out spot occupancy surveys as part of LG CPZ monitoring.
26. Figure 6 shows overall level of safe parking occupancy in the proposed consultation area.

<sup>4</sup> <http://moderngov.southwarksites.com/ieDecisionDetails.aspx?ID=2401>



**FIGURE 6**

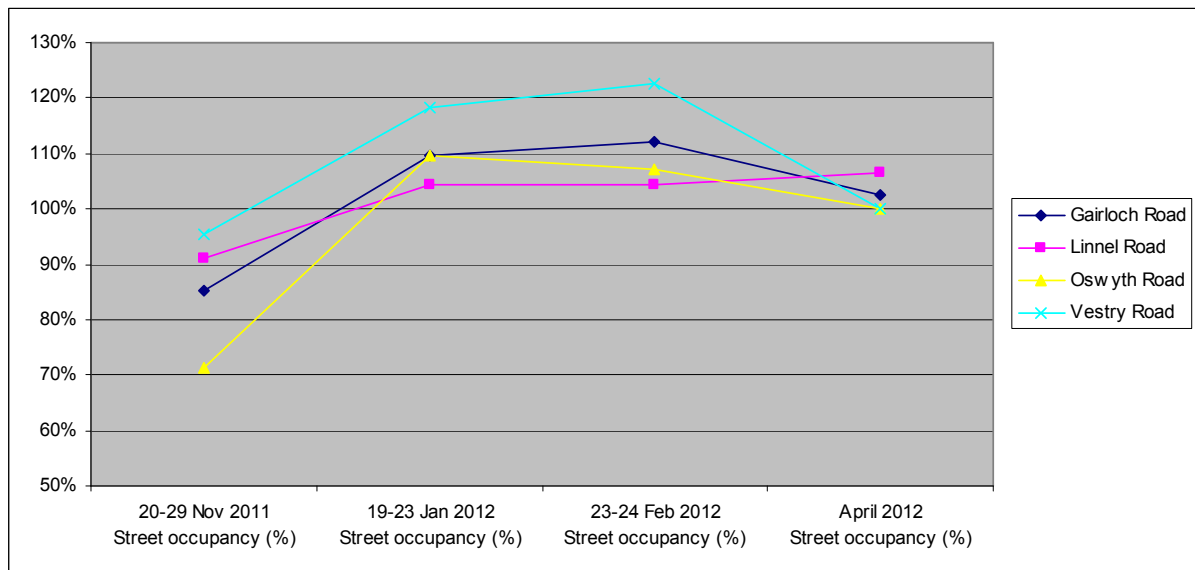
- 27. The surge to 107%<sup>5</sup> in January 2011 is likely to reflect an immediate displacement from LG CPZ that subsequently settled down (LG CPZ went live on 16 January 2012). This “bedding-in” period is a relatively common occurrence with traffic and parking schemes.
- 28. Across the full project area the data indicates that occupancy levels have almost returned to pre- LG CPZ levels; albeit that the pre-CPZ value is classified as “very high approaching capacity”.
- 29. There has, however, been a noticeable increase in the number of streets classified as over capacity.



**FIGURE 7**

- 30. Some local trends have been observed. Figure 8 show that those streets very close to the boundary of LG CPZ have seen increases in parking occupancy that have not reduced and returned to pre-CPZ levels, unlike the wider area.

<sup>5</sup> Values over 100% indicate dangerous or inconsiderate parking, eg. parking on corners or across dropped kerbs



**FIGURE 8**

31. It is noted that some streets within the project area have low to medium parking occupancies and are highly unlikely to be supportive of a parking zone on the basis that they do not have a parking problem.
32. It is also noted that some streets have seen a reduction in parking occupancy levels following implementation of LG CPZ. Full details of the results of the spot occupancy surveys can be found in Appendix 4.
33. Three maps (Appendix 5) show vehicle parking density and the changes that occurred during the period November 2011 to February 2012. These maps visualise the reduction in parking density within LG CPZ and changes within the surrounding project area.
34. Some initial analysis has also been completed on the origins of vehicles parked within the proposed project area. This is the first time this has been trialed in the borough for such a project and involved the collection of vehicle registration marks and matching this to the Driver and Vehicle Licensing Agency (DVLA) registered keeper information. The DVLA supplied the council with the first 4 (or 5) digits of the postcode sector of the vehicle keeper address.
35. The results of this analysis are mapped in Appendix 6 and summarised in Figure 9.
36. Figure 9 shows that 62% (count = 458) of all vehicles that were parked within the project area are from postcode sectors that intersect with (or whose centroids are within 500m) of the project boundary. That is to say that 62% of cars parked within the area had registered keeper postcodes of SE5 8xx, SE15 5xx or SE15 4xx.
37. Of interest, 30% (count = 227) of all vehicles parked within the project area originated from a postcode sector between 2km and 30km of the study area. We consider that this significant proportion is likely to be indicative of the number of medium to long distance commuters and/or visitors within the area.
38. Further analysis and verification of this data will be discussed in the final key decision report. This will be possible following completion of the standard occupancy and duration survey being commissioned that enables classification of user (ie resident, short-stay visitor, commuter) based upon time of arrival and length of stay.

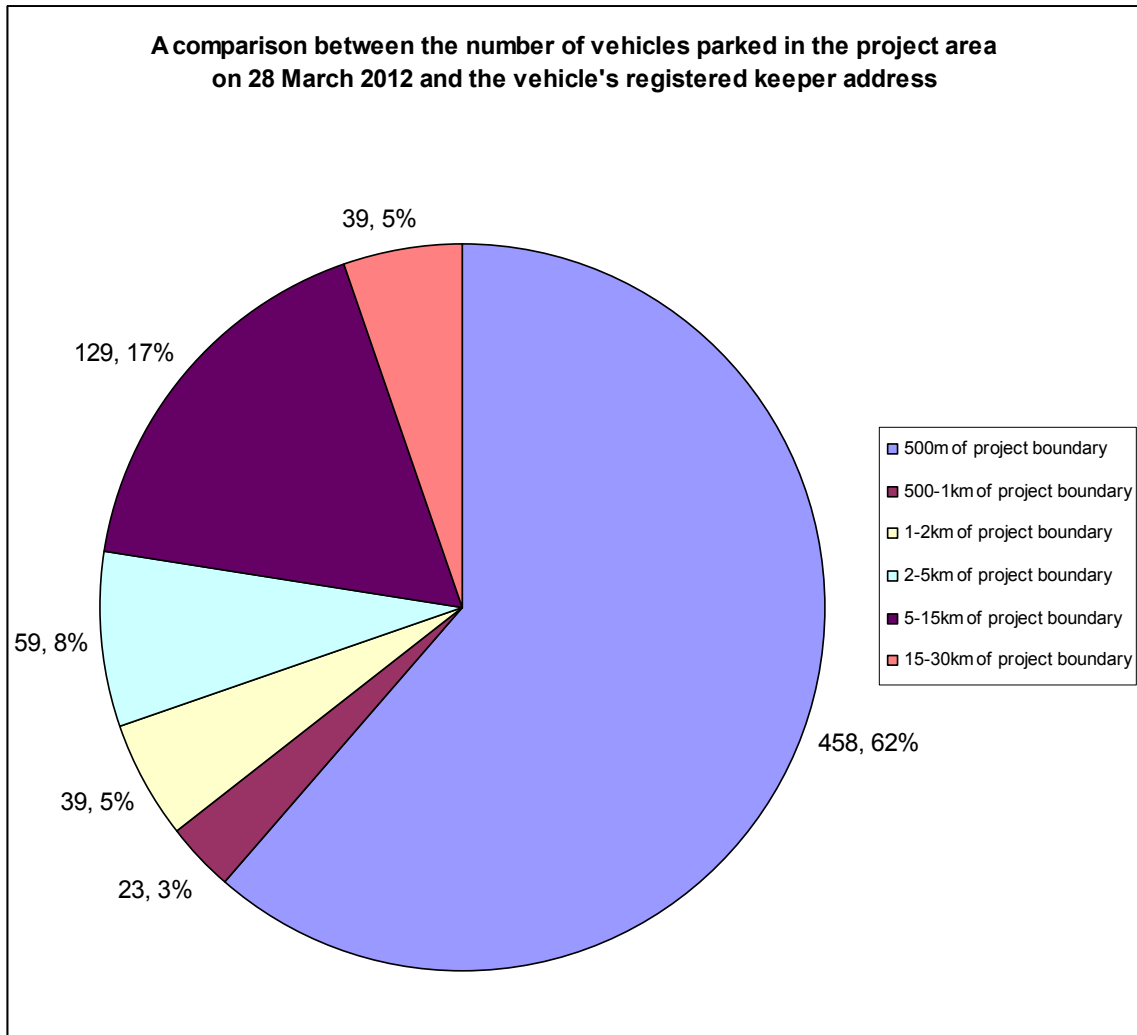


FIGURE 9

### Deputation and motion, Camberwell Community Council 25 April 2012

39. The following deputation, figure 10, was made on 25 April 2012 by local residents to Camberwell Community Council.

<p>1. That the Camberwell Community Council formally requests that Southwark Council consult residents on streets outside of the LGCPZ not presently covered by parking controls on options to manage on-street parking pressures, including a new/extended CPZ (Appendix A - proposed list of streets see attached).</p> <p>2. That the Camberwell Community Council formally requests that Southwark Council urgently review the implementation and operation of the LGCPZ with a view to moderating its impact on surrounding streets while still effectively managing parking pressures inside the LGCPZ area (Appendix B - non-exhaustive list of suggestions of potential changes see attached).</p> <p><b>Appendix A: Suggested roads to be consulted on parking options – bounded by existing CPZs, Peckham Road to the north and the railway line to the south.</b></p> <p>A1. The southern (non-CPZ) section of Vestry Road  A2. McNeil Road  A3. Lyndhurst Grove (to the point at which CPZ Zone B starts)  A4. Azenby Road  A5. Linnell Road  A6. Oswyth Road  A7. Gairloch Road  A8. Shenley Road  A9. Cross Road  A10. Crofton Road  A11. Bushey Hill Road  A12. Talfourd Road  A13. Talfourd Place  A14. Denman Road</p> <p><b>Appendix B: Ideas for moderating the impact of the LGCPZ.</b></p> <p>B1. Consider whether/how the uptake of parking permits by residents inside the LGCPZ can be raised further to minimise the displacement of residential parking.  B2. Reduce the hours of operation of the LGCPZ to more evenly distribute parking pressures across the wider area while continuing to deter all-day commuter parking from the LGCPZ area.  B3. Remove the eastern (Lucas Gardens) side of Vestry Road (north of the junction with Linnell Road) from the LGCPZ.  B4. Convert parking bays inside the LGCPZ not currently fronted by residential addresses from 'permit holders only' to 'permit holders only or maximum 3 hours' [if B2 is not implemented].</p>
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**FIGURE 10**

40. Camberwell Community Council agreed the above as a motion at that meeting.
41. The streets proposed for consultation in this report match those made in the above deputation and motion.
42. In respect of ideas made in appendix b to the above deputation (ideas to moderate the impact of LG CPZ) a separate local parking amendment report is being presented to Camberwell Community Council for approval.

### Public requests

43. The council has also received correspondence on the matter directly from the public. The vast majority of which can be summarised as asking the council to consult upon (or implement) parking controls to favour residents in the area. The approximate origin of those requests is shown in Figure 11 and totals 22 individuals. 18 of those have been received since January 2012.
44. A random selection of comments made within that correspondence is included in Appendix 7.





groups (eg. blue badge holders, residents or loading) as well as assisting in keeping the traffic flowing and improving road safety, a duty under the Traffic Management Act, 2004.

### Community impact statement

48. The implementation and operation of a CPZ contributes to an improved environment through the elimination of on-street commuter parking and the associated reduction of local and borough-wide traffic levels.
49. The consultation leaflets will meet communication guidance with a languages page with advice of how to access the council's translation services. Large format leaflets will be available for those with visual impairment.
50. The policies within the PEP and Transport Plan are upheld within this report have been subject to an Equality Impact Assessment (EqIA).

### Resource implications

51. First and second stage consultation and implementation (if supported) of the CPZ will cost approximately £100,000 which will be funded through capital provisions already established for this purpose.
52. A better estimate of the costs and potential parking income from this scheme will be reported at the end of the consultation.
53. Cost code for CPZ reviews is L-5110-0042.

### Consultation

54. Consultation has been carried out on the content of this report with the Cabinet Member for Environment, Transport and Recycling and Brunswick Park and The Lane ward members.

### BACKGROUND PAPERS

Background Papers	Held At	Contact
East Camberwell 1 <sup>st</sup> stage CPZ consultation report (March 2007)	160 Tooley Street London SE12QH	Tim Walker 020 7525 2021
East Camberwell 2 <sup>nd</sup> stage CPZ consultation report (August 2008)	160 Tooley Street London SE12QH	Tim Walker 020 7525 2021
Lucas Gardens 2 <sup>nd</sup> stage CPZ consultation report (August 2008)	160 Tooley Street London SE12QH	Tim Walker 020 7525 2021
Lucas Gardens and Southampton Way 1st and 2nd stage controlled parking zone report (September 2011)	160 Tooley Street and <a href="#">on council website</a>	Tim Walker 020 7525 2021
Lucas Gardens controlled parking zone: determination of statutory objections (December 2011)	160 Tooley Street and <a href="#">on council website</a>	Tim Walker 020 7525 2021
Transport Plan 2011	160 Tooley Street and <a href="#">on council website</a>	Tim Walker 020 7525 2021

**APPENDICES**

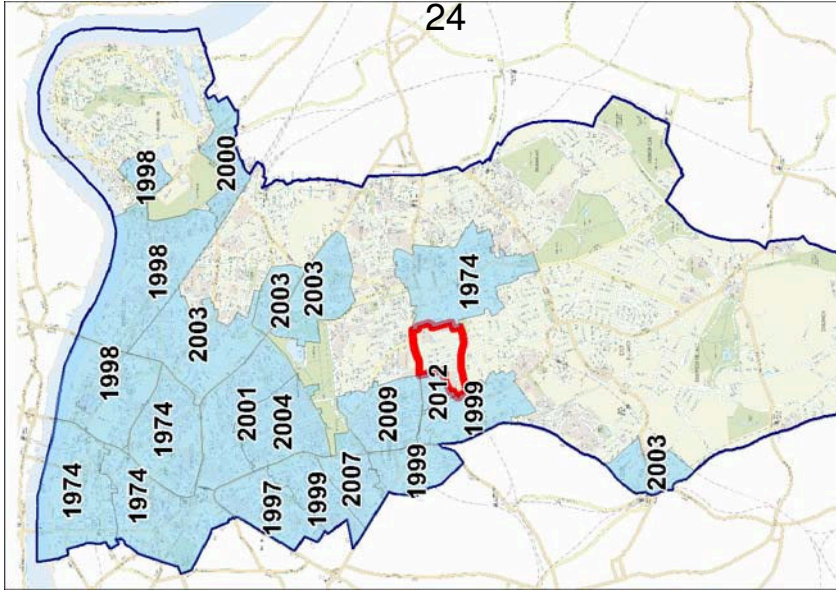
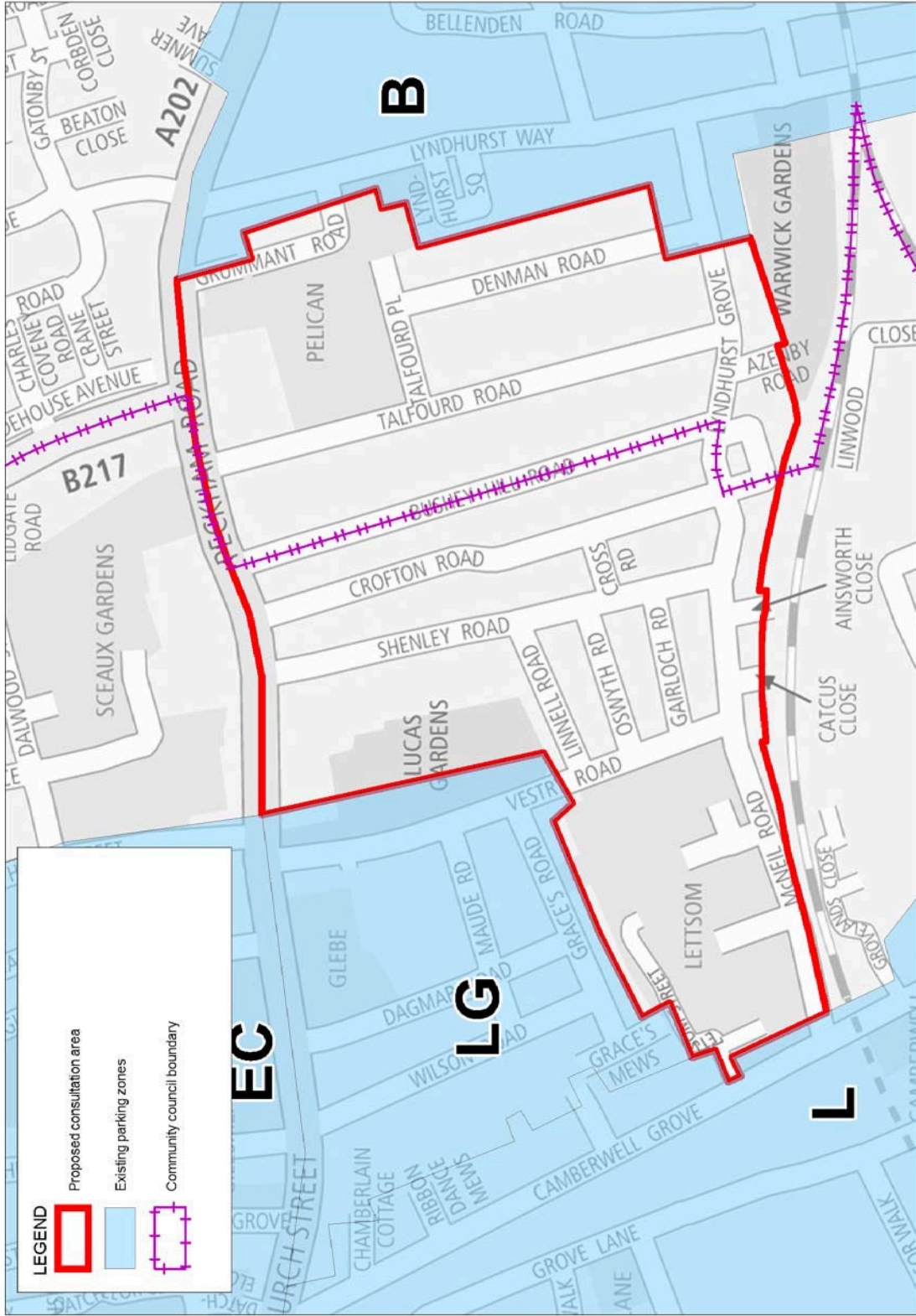
<b>No.</b>	<b>Title</b>
1	Map of recommended parking consultation area
2	Parking hierarchy
3	Strategic transport decision making process
4	Table of occupancy levels in project area during November 2011, January, February and April 2012
5	Visualisation of parking density in project area and LG CPZ during November 2011, January and February 2012
6	Map of DVLA registered keeper postcode sectors parked within project area (vehicle origins)
7	Selection of correspondence extracts made by residents about parking in the project area

**AUDIT TRAIL**

<b>Lead Officer</b>	Des Waters, Head of Public Realm	
<b>Report Author</b>	Tim Walker, Senior Engineer	
<b>Version</b>	Final	
<b>Dated</b>	13 September 2012	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	Yes	No
<b>Date final report sent to Constitutional Team</b>		13 September 2012

# APPENDIX 1

Proposed consultation area and position relative to other zones (inset, years of zone introduction)



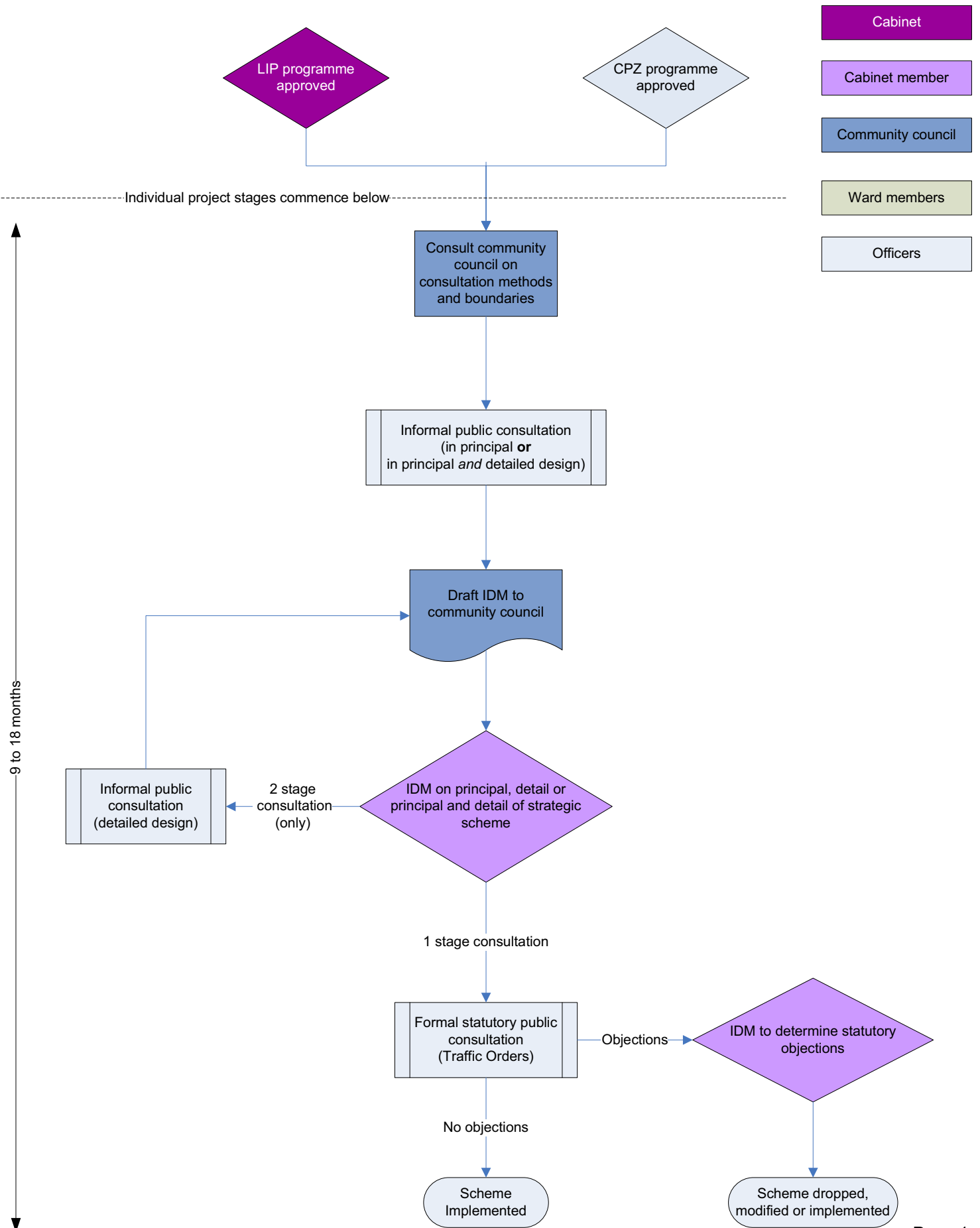
## APPENDIX 2

**Table 16, The parking hierarchy**

<b>Road users</b>	Local disabled resident parking need (parking at origin)
	Non local disabled parking need (parking at destination)
	Car share and car club bays
	Local resident parking
	Building contractors, appliance repair and other tradesman services
	Essential worker in the delivery of public service and carers
	Local business essential parking/servicing need
	Short stay shopper/visitor parking need
	Long stay shopper/visitor parking need
	Long stay commuter parking need
<b>Vehicle type</b>	Emergency vehicle
	Cycle
	Bus
	Public service vehicle including managed levels of short term coach parking
	Taxi
	Shared/pool car
	Cleaner/greener private car
Private car and powered two wheeler	

# Strategic transport project decision making

Existing constitution



Cabinet

Cabinet member

Community council

Ward members

Officers

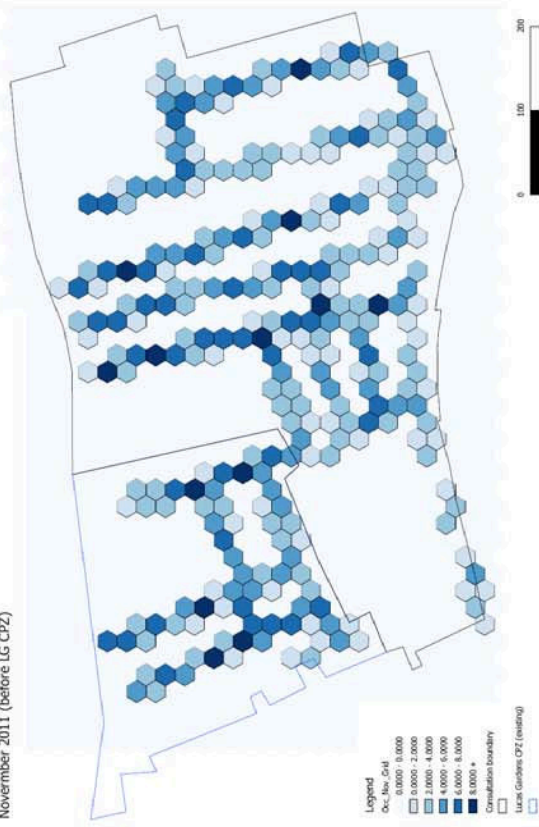
## APPENDIX 4

Occupancy % - streets surrounding LG CPZ		BEFORE LG CPZ	AFTER LG CPZ	AFTER LG CPZ	AFTER LG CPZ	Change in % Nov 11 to April 12
Street	Safe parking capacity of street (no. 5.5m safe spaces)	20-29 Nov 2011 Street occupancy (%)	19-23 Jan 2012 Street occupancy (%)	23-24 Feb 2012 Street occupancy (%)	April 2012 Street occupancy (%)	
Azenby Road	9	89%	67%	33%	56%	-33%
Bushey Hill Road	135	94%	128%	89%	84%	-10%
Crofton Road	135	94%	104%	90%	104%	10%
Cross Road	14	114%	114%	86%	114%	0%
Denman Road	77	110%	94%	92%	108%	-3%
Gairloch Road	41	85%	110%	112%	102%	17%
Linnel Road	45	91%	104%	104%	107%	16%
Lyndhurst Grove	119	61%	83%	96%	70%	8%
McNeil Road	34	100%	115%	100%	91%	-9%
Oswyth Road	42	71%	110%	107%	100%	29%
Shenley Road	113	114%	114%	98%	101%	-13%
Talfourd Place	39	100%	97%	79%	97%	-3%
Talfourd Road	108	85%	108%	82%	87%	2%
Vestry Road (non CPZ)	22	95%	118%	123%	100%	5%
<b>AVERAGE</b>	<b>67</b>	<b>93%</b>	<b>105%</b>	<b>92%</b>	<b>94%</b>	<b>1%</b>

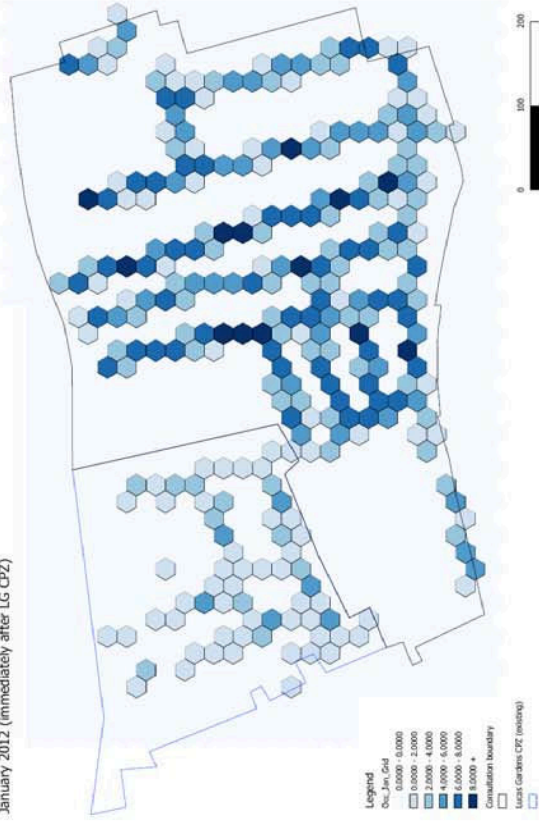
Key to occupancy rates	Value range
Low to medium	<70%
Medium to high	70% to 80%
Very high (approaching capacity)	80% to 100%
Over capacity	>100%

# APPENDIX 5

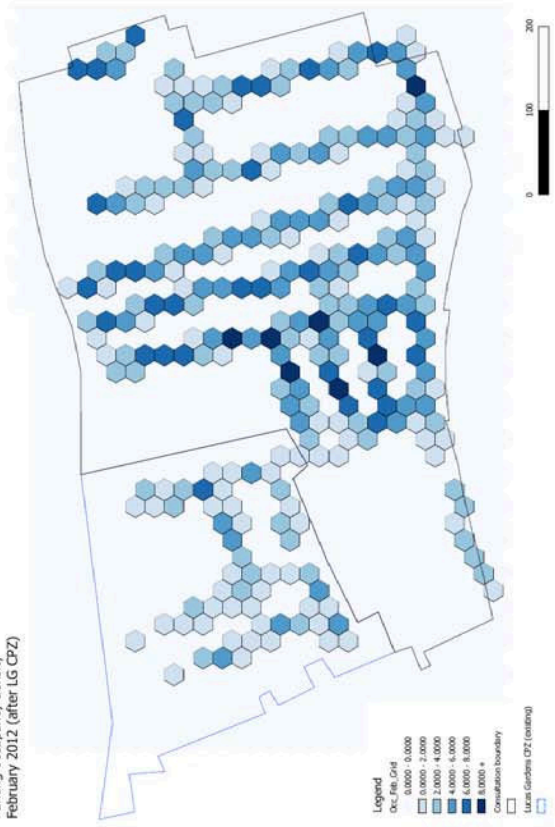
Parking occupancy density  
November 2011 (before LG CPZ)



Parking occupancy density  
January 2012 (immediately after LG CPZ)



Parking occupancy density  
February 2012 (after LG CPZ)



# APPENDIX 6

**ORIGIN OF CARS PARKED  
IN SURVEY AREA  
(DVLA REGISTERED KEEPER)**

**SURVEY: 28 MARCH 2012**

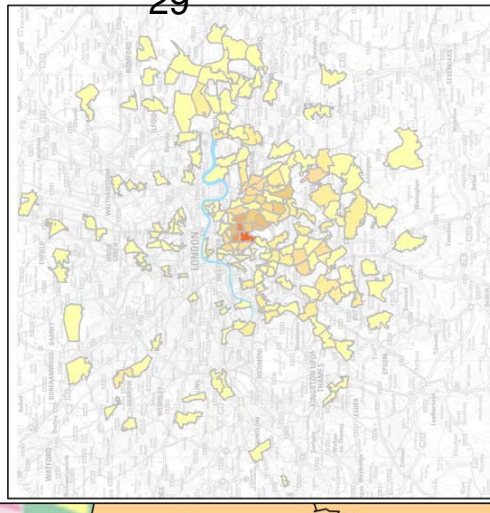
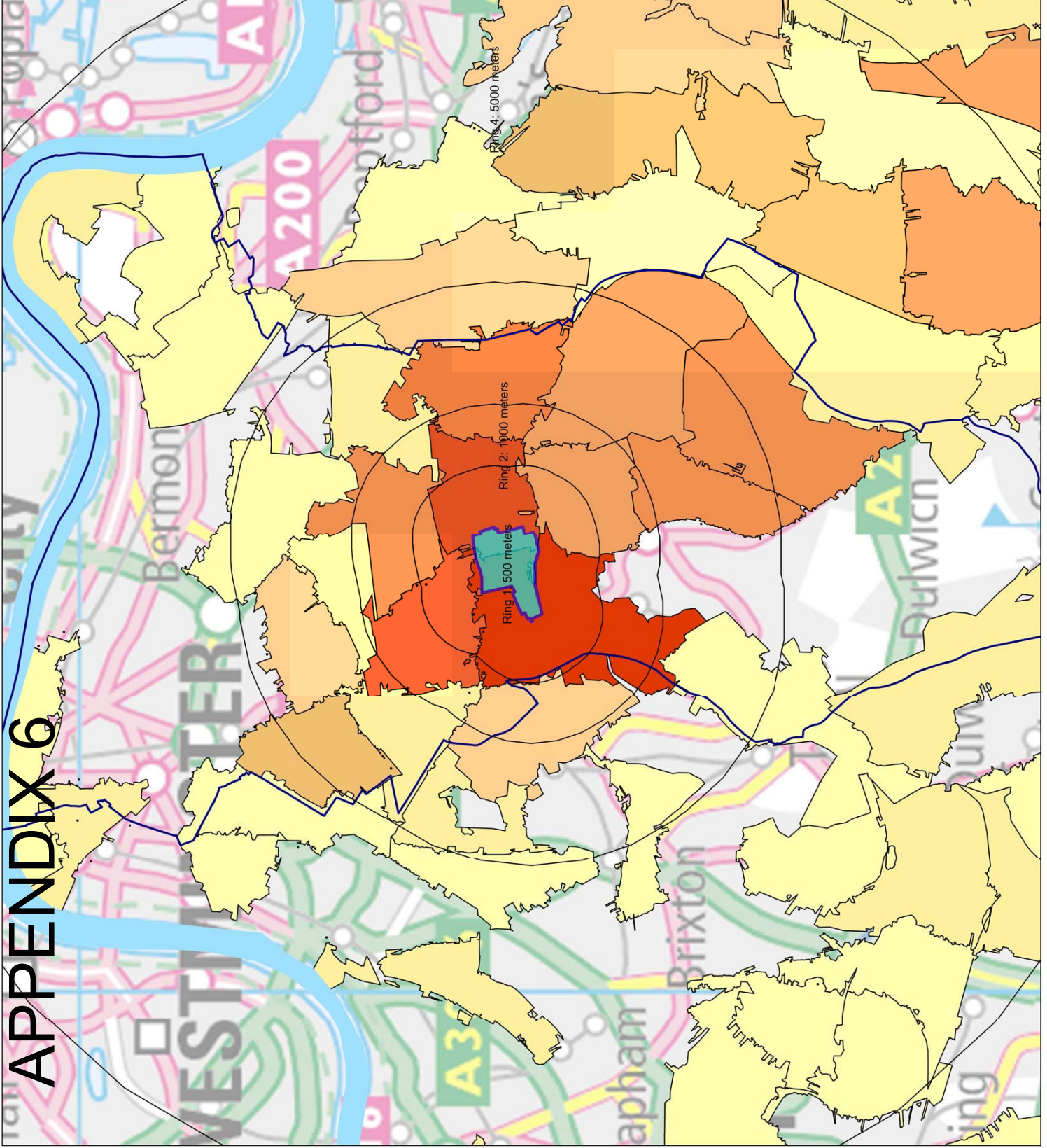
**DVLA MATCH: APRIL 2012**

**DATA NOTES**

1. EXCLUDES 28 VEHICLES IN AREA WITH NO MATCH TO DVLA
2. EXCLUDES 18 VEHICLES IN AREA WITH NO REGISTERED KEEPER

**MAP NOTES**

1. ONLY LONDON POSTCODE SECTORS ARE MAPPED



**TOP TEN  
POSTCODE SECTORS**

PC_SEI	LG2_quantity
SE6 3	5
SE23 2	5
SE15 3	5
SE22 9	6
SE22 0	6
SE15 6	6
SE15 2	13
SE5 7	14
SE15 5	176
SE5 8	277

Survey area	Query1 by LG2_quantity
	277 to 277 (1)
	176 to 277 (1)
	14 to 176 (1)
	13 to 14 (1)
	6 to 13 (3)
	5 to 6 (4)
	4 to 5 (3)
	3 to 4 (10)
	2 to 3 (34)
	1 to 2 (120)



## APPENDIX 7

### Selection of comments made by residents within the proposed consultation area during 2012

*"a problem that I would like to highlight in that frustration between residents in the adjoining areas to the Vestry Road CPZ are now placing wheelie bins to save places to park outside their homes. This has caused friction and arguments between residents and myself, I have been verbally abused and threatened with violence in front of my two children which was very distressing as the perpetrator was a close neighbour who lives only a few doors away. I have witnessed many arguments since and would like to stress that this matter needs to be resolved quickly to avoid any further conflict"*

*"I live at the top of Shenley Road and since the controlled parking zone was introduced in Vestry Road and surrounding Lucas Garden roads a few weeks ago, parking has become very difficult in my road. It was never a problem before and indeed I filled out a survey a few years ago and voted against it but now it is a different story. My neighbours are all in agreement. If you go out in the weekday and return you spend 5/10 minutes circling around for a space often parking in another road. Visitors also comment on the problem. I have a small child so this is not ideal. Shenley Road is now in the middle of 2 different controlled parking zones and both Denmark and Peckham Rye Stations so the free parking seems to have become very desirable."*

*"Since the introduction of the new zone in January, I have been unable to park on Linnell Road, and often not within the area. The state of the parking is appalling and unsafe - cars are parked on corners and in places where the road is too narrow on all surrounding roads, but particularly on Linnell, Oswyth, Gairloch, Shenley Roads and Lyndhurst Grove. Meanwhile, there are many empty spaces in the controlled parking zone, suggesting that either not that many local residents have cars, or they are using uncontrolled roads to park their cars to avoid paying permit charges, or they have several cars and the additional cars are being parked in uncontrolled roads."*

*"i completely appreciate all the reasoning behind implementing the CPZs around both the local area and the rest of central london - i'm not questioning it for a second, just wondering when we too will be the lucky recipients of the scheme! i also appreciate that these things take time to get cleared and organised, and that with each area that receives attention, there is a bordering area that the problem is pushed to.*

*i know it is early days but so far the parking situation in linnell road is not easing up in the slightest. i appreciate it has only been a few weeks and you recommend waiting 6-12 months to see how things settle. unfortunately (and completely selfishly!) this doesn't help me in my current predicament of needing possible emergency access to my car due to my complicated pregnancy, and won't help me when (fingers crossed!) my baby is born and i need subsequent access to my car at that point. "*

*"This however has had a knock-on effect on the remaining streets such as my road Shenley Rd which have NOT be allocated with a CPZ. The problem with parking in our road has seriously worsened, 1. a problem with "commuters" using the road as a car park then go on to use public transport to reach their destination. These problem needs to be addressed urgently, we as residents have had enough! unfortunately i do not have the time to put a petition together however i will be seeking legal advice on how we can resolve this very serious issue."*

## APPENDIX 7

### Selection of comments made by residents within the proposed consultation area during 2012

*"Unfortunately since the increased restrictions parking has become nigh impossible anywhere near my home during working hours Monday to Friday. This is of particular concern to me as I have a toddler and am now 9 months pregnant, so will soon also have a small baby as well. Not being able to drive and return to park anywhere close to my home is highly inconvenient as well as at times dangerous with the level of traffic and speed at which cars drive along Mcneil Rd. For example I have regularly had to leave my car on Shenley Rd or beyond if using it during the day.*

*Because of the close proximity to Denmark Hill station as well as KCH/The Maudsley there is a high volume of cars left parked in our local area during the working day. With the increase in restriction this has resulted in even higher numbers, making day to day use of a car when resident very difficult.*

*While I do not expect to be able to park directly outside my home at all times I resent the fact I am practically unable to use my car at all in the day for fear of the parking situation on return. Given my current circumstances and the recent bad weather it is very difficult not to use a car at all. My family only have one car and endeavor to use public transport as much as possible but use of a car in unfortunately something I do at times need to do! I wish to raise my unhappiness at what seems like an untenable situation with regard to parking.*

*I have asked that a consultation of parking in the local area be carried out and that some form of residents parking be introduced for Mcneil Rd and the local area. One suggestion I have previously made is to introduce a two hour restriction with residents only from 10-12 am (as is in force around Herne Hill station) which would allow local residents, traders, visitors etc to park but would stop commuters leaving cars all day to be closer to the station or hospitals."*

*Are we any closer in getting the council to resolve the commuter parking problem in our street? This issue is now unbearable, to be honest with you this council including your highways department is a disgrace. Why does it take so long to deal with matters like this? As council tax payers we should have the right to park our vehicles in our street at least, and not having to drive endlessly looking for a parking space...!!!!*

*I am writing with regard to the new parking restrictions around Lucas Gardens SE5. Aw3s a resident of one of the adjoining unpermitted roads (Shenley Road) the knock on effect has been devastating in terms of traffic on our road. Why has there been such a dramatic cut off point with no graduation? It is unbelievably short sighted. The huge problems experienced on the newly permitted streets have been moved along and multiplied.*

*As a mother with two small children i am now forced to park up to 3 streets away on a daily basis. If i go to the supermarket i can not get my shopping indoors until my husband returns in the evening. I do not enjoy double parking and leaving my children in the car while horns beep at us as i run frantically backwards and forwards with bags! We currently have to move our car every night nearer to our home so that we can use it the next morning. I have had to add considerable extra time on to the nursery run to firstly get to the car and then to navigate our streets which are constantaly blocked up with vans double parking and unloading/carrying out work. Yesterday for example i was in a 15 minute lock of traffic at the T junction on the top of our road because Crofton Road and Lyndhurst Grove were both blocked in this way.*

*If you would take a walk around our area would clearly show the system that has been introduced as it stands is a failure. Please let me know asap what we can do to organise a consultation for our residents. Thank you.*

<b>Item No.</b> 13.	<b>Classification:</b> Open	<b>Date:</b> 24 September 2012	<b>Meeting Name:</b> Camberwell Community Council
<b>Report title:</b>		Local parking amendments	
<b>Ward(s) or groups affected:</b>		All wards within Camberwell Community Council	
<b>From:</b>		Head of Public Realm	

## RECOMMENDATIONS

1. That the following local parking amendments, detailed in the appendices to this report, are approved for implementation subject to the outcome of any necessary statutory procedures:
2. Camberwell Station Road –
  - a. convert 5 spaces of the existing permit holder parking place to a 30 mins (max stay) time restricted parking bay;
  - b. convert the existing free and unrestricted parking bays (on east side of road) to permit holder bays; and
  - c. convert the incorrectly signed 2hr time restricted parking / loading bay to a 1hr time restricted parking bay (and remove the legend 'loading only').
3. Lucas Gardens parking zone. Change existing permit holder only parking bays to shared-use (permit holders or paid visitor spaces) in the following locations -
  - a. Dagmar Road – between Peckham Road and No. 1 Dagmar Road;
  - b. Grace's Mews – all bays;
  - c. Grace's Road - Between Wilson Road and Grace's Mews, north side only;
  - d. Maude Road – between Dagmar Road and Wilson Road, all bays on both sides; and
  - e. Vestry Road - eastern side only, adjacent to park, all bays south to junction with Linnell Road.

## BACKGROUND INFORMATION

4. This report presents proposals for a number of local parking amendments, which are reserved to the Community Council for decision under Part 3H of the constitution.
5. The origins and reasons for the proposals are discussed in the main body of the report.

## KEY ISSUES FOR CONSIDERATION

### **Camberwell Station Road - 1213Q20104**

6. The Cabinet Member for Environment, Transport and Recycling contacted public realm projects following receipt of a complaint by a constituent relating to a lack of

visitor parking outside the Royal Mail sorting office in Camberwell Station Road.

7. It was noted by the constituent that the Herne Hill Royal Mail sorting office had been closed and, as a result, residents must now travel to Camberwell Station Road sorting office to pick up their parcels.
8. Currently outside the sorting office there is a (K) permit holder's only bay (10 spaces) and whilst loading/unloading is permitted it does not provide facility for longer stay parking that would be expected with visitors collecting parcels.
9. An officer visited the location to assess the possibility of providing visitor parking outside or near the Royal Mail site.
10. Of the 10 spaces available for permit holders, 2 were occupied by permit holders, 6 vehicles had no permit on display and 2 spaces were unoccupied.
11. It is therefore recommended that 5 spaces of permit holders only parking be converted to 30 minute (max stay) free parking to provide a facility for visitor picking up parcels from the Camberwell Station Road Royal Mail sorting office, as per appendix 1.
12. During the survey it was noted that a number of inconsistencies existed in the nearby parking arrangements. The bays on the east side (opposite the rail arches) are unsigned and acting as free, unrestricted parking. To bring these bays in line with policy, they should be permit holder parking (this would also assist in offsetting the loss noted in paragraph 11 above).
13. It is therefore recommended that the 4 parking places on the east side of Camberwell Station Road be formally signed as permit holder (K) parking bays, as detailed in appendix 1.
14. Finally, a short-term parking bay on the west side of Camberwell Station Road near its junction with Denmark Road is signed as a 2hr (max stay) time restricted parking but has the road text 'loading only'. This is not a permitted variant of the traffic signs regulations.
15. It is therefore recommended that the existing parking place is regularised to match the existing bay at the northern end of Camberwell Station Road which provides 1hr time restricted parking with no return in 2 hours.

### **Lucas Gardens parking zone**

#### **Background**

16. On 25 April 2012 Camberwell Community Council heard a deputation by a resident in relation to parking in streets south of Peckham Road.
17. The deputation was subsequently supported as a motion by the community council (appendix 2).
18. The [minutes of that meeting](#)<sup>1</sup> can be found here but the deputation can be summarised as requesting the council carry out:

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<sup>1</sup> <http://moderngov.southwark.gov.uk/mgAi.aspx?ID=2350>

- a. consultation on a possible parking zone in those unrestricted streets between the zones of B, EC and LG CPZs; south of Peckham Road and bounded by the rail line to the south.
  - b. changes to existing LG CPZ to reduce the displacement impact from that zone.
19. A separate report to this meeting of Camberwell Community Council is being presented which covers the request for a new parking consultation.
20. This report sets out the council's response to the other suggestions made to moderate the impact of LG CPZ.

**Deputation point 2a. Consider whether/how the uptake of parking permits by residents inside the LGCPZ can be raised further to minimise the displacement of residential parking.**

21. Figures from the first 5 months of operation of LG CPZ show an excellent uptake of parking permits (30% of all households) when compared with the borough average (12%). LG CPZ has the second highest permit take up of all CPZs within the borough.
22. The motion asks for methods to increase that take-up further.
23. We consider that there is little scope to further increase permit take-up when considered alongside the existing good uptake and our policy that parking permit charges should be equal across all zones.
24. The council takes a firm view that the parking account should be managed on a borough-wide basis. No CPZ is a local, self-contained area – they should all fit into a bigger picture with wider interests. Residents benefit from controls not only in the areas where they live, but also in areas through which they travel and in destination areas for trips.
25. In this policy context, the cost of a parking permit must be the same in all zones across the borough. This reflects the fact that the council runs an overall parking account and that no CPZ is an individual business case.
26. We are therefore unable to reduce the cost of parking permits within LG CPZ that may otherwise have had some impact upon permit take-up.

**Deputation 2b. Reduce the hours of operation of the LGCPZ to more evenly distribute parking pressures across the wider area while continuing to deter all-day commuter parking from the LGCPZ area**

27. Residents within LG CPZ were consulted upon possible hours of CPZ operation, prior to the zones introduction.
28. The majority (55.8%) of those responding were in support of the all-day (10 hours per day) controls and this was subsequently introduced.
29. The consultation also included a question asking if respondents supported a limited hours zone (4 hour per day), only 28% of respondents supported this option.

30. In view of that consultation response the council proceeded with the implementation of all-day controls.
31. To make a change now to the hours of operation would required consultation with all streets, changes to traffic orders and parking signs - in the region of £12,000.
32. At present there does not appear to be support from residents within LG CPZ area to change the hours of operation and no funding has been assigned to carry out such a review or make those changes.

**Deputation 2c. Remove the eastern (Lucas Gardens) side of Vestry Road (north of the junction with Linnell Road) from the LGCPZ**

33. It is highly unusual to have free, unrestricted parking within a parking zone. This will certainly lead to high levels of parking occupancy in those bays and start to undermine one of the key objectives of our CPZs - to assist in delivering the council's policy to reduce overall levels of private motor vehicle traffic on our streets by 3% by 2013.
34. The removal of the CPZ would be against that policy by increasing opportunity for commuter parking and therefore this is not recommended.

**Deputation 2d. Convert parking bays inside the LGCPZ not currently fronted by residential addresses from 'permit holders only'**

35. Changes such as these are subject to the decision of the community council.
36. It is therefore recommended that the following changes be approved subject to statutory consultation.

<b>Location</b>	<b>Existing</b>	<b>Proposed</b>
Dagmar Road Between Peckham Road and No. 1 Dagmar Road, all bays on both sides.	LG permit holders only	Shared-use (LG permit holders or 4hr 'pay by phone')
Grace's Mews All bays	LG permit holders only	Shared-use (LG permit holders or 4hr 'pay by phone')
Grace's Road Between Wilson Road and Grace's Mews, north side only	LG permit holders only	Shared-use (LG permit holders or 4hr 'pay by phone')
Maude Road. Between Dagmar Road and Wilson Road, all bays on both sides.	LG permit holders only	Shared-use (LG permit holders or 4hr 'pay by phone')
Vestry Road Eastern side only, adjacent to park, all bays south to junction with Linnell Road	LG permit holders only	Shared-use (LG permit holders or 4hr 'pay at machine' or 'pay by phone')

37. It is noted that 4 of the five locations proposed for shared-use do not have the option of pay at machine (ie. cash payment). This is because one location (Vestry Road) already has a pay and display machine in the immediate vicinity of the bays.

38. The other four locations do not have a machine that can be used but we do not have funding for the installation of 4 new pay and display machines.
39. Officers consider that the above proposals will have very little impact upon residents within LG CPZ (as the bays will become shared in use) but may assist in moderating the zone's impact into surrounding (uncontrolled) streets.

### **Policy implications**

40. The recommendations contained within this report are consistent with the policies of the Parking and Enforcement Plan and the Transport Plan 2011, particularly:

Policy 1.1 – pursue overall traffic reduction

Policy 4.2 – create places that people can enjoy

Policy 8.1 – seek to reduce overall levels of private motor vehicle traffic on our streets

41. The proposal(s) will support the council's equalities and human rights policies and will promote social inclusion by:

- Providing improved access for emergency vehicles, refuge vehicles, residents and visitors
- Improving sight lines for all road users
- Improving junction and pedestrian safety, especially those with limited mobility or visual impairment; and

### **Community impact statement**

42. The policies within the Parking and Enforcement Plan are upheld within this report have been subject to an Equality Impact Assessment (EqIA).

### **Resource implications**

43. All costs arising from implementing the proposals, as set out in the report, will be fully contained within the existing local parking amendment budget.

### **Consultation**

44. No informal (public) consultation has been carried out. Where consultation with stakeholders has been completed, this is described within the main body of the report.
45. Should the community council approve the item(s), statutory consultation will take place as part of the making of the traffic management order. A proposal notice will be erected in proximity to the site location and a press notice will be published in the Southwark News and London Gazette. If there are objections a further report will be re-submitted to the community council for determination.

**BACKGROUND DOCUMENTS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
Transport Plan 2011	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH  Online: <a href="http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011">http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011</a>	Tim Walker  020 7525 2021

**APPENDICES**

<b>No.</b>	<b>Title</b>
Appendix 1	Camberwell Station Road - Convert permit holders only bay (5 spaces) to 1hour time restricted free bay (5 spaces)
Appendix 2	Minutes from Item 7, Camberwell Community Council, 25 April 2012, relating to a deputation regarding parking south of Peckham Road

**AUDIT TRAIL**

<b>Lead Officer</b>	Tim Walker, Senior Engineer	
<b>Report Author</b>	Michael Herd, Transport and Projects Officer	
<b>Version</b>	Final	
<b>Dated</b>	13 September 2012	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	No	No
<b>Date final report sent to Constitutional Team</b>	13 September 2012	



NETWORK DEVELOPMENT



Environment and Leisure, Public Realm  
PO Box 64529, London SE1 5LX

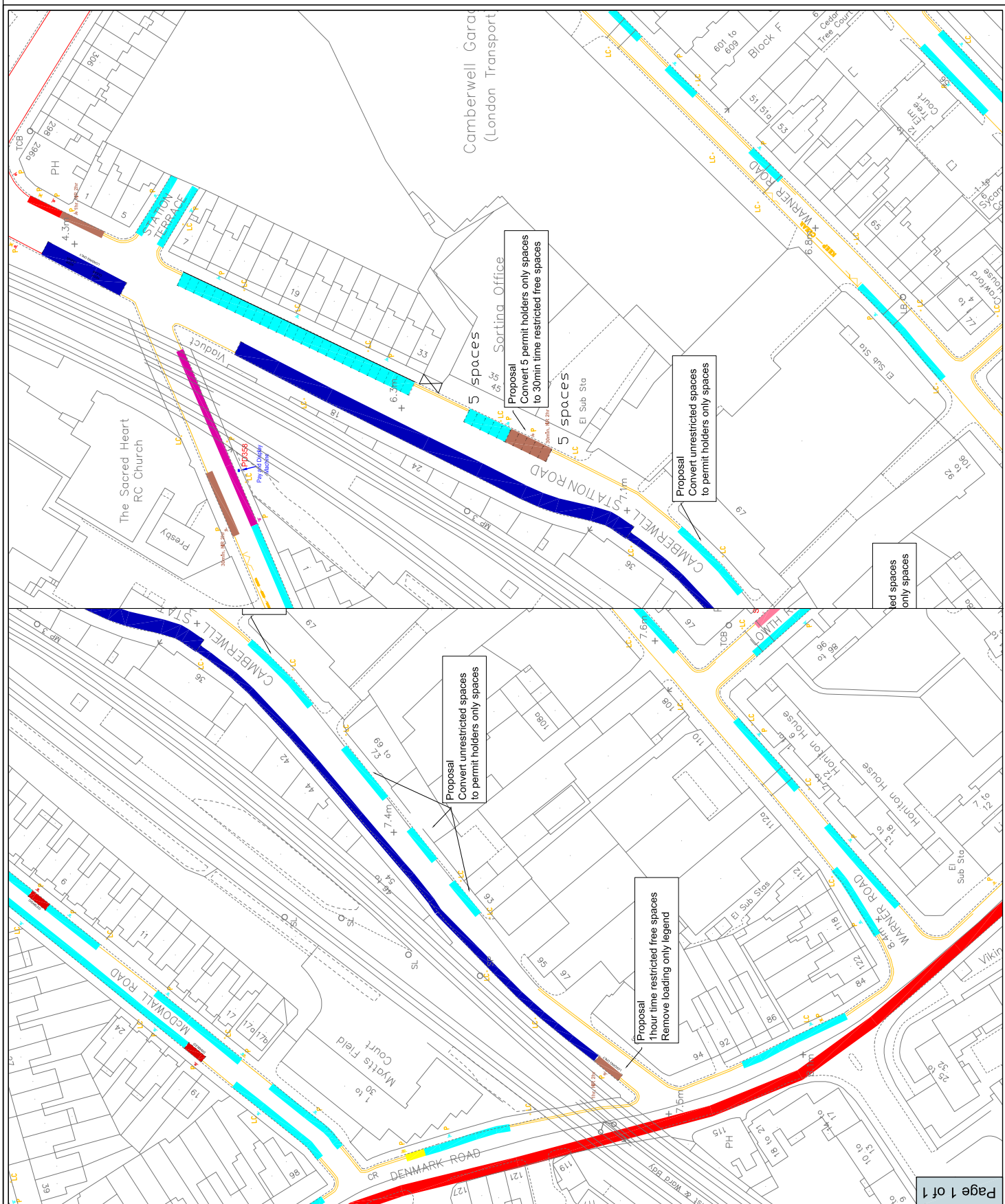
LEGEND

- Red Roads
- Red Roads asking bay
- Waiting Restriction Mon-Fri 8.30-6.30
- Waiting Restriction At any time
- Proposed Waiting Restriction Mon-Fri 8.30-6.30
- Proposed Waiting Restriction At any time
- Permit holders only bay
- 4hr Pay and display bay
- Disabled persons parking place
- 30mins n/r 2hr time restricted free bay
- Loading only bay

Revision details	By	Date	Suffix
			A
			B

<b>Project ID / name</b>	1213Q2_LOCAL_PARKING_AMENDMENTS
<b>Drawing title</b>	CAMBERWELL STATION ROAD PROPOSED_BAY_TYPE_CHANGES Layout
<b>APPENDIX_1</b>	
<b>Scale</b>	1:500_AT_A3
<b>File Name</b>	K_INV_V2.dwg
<b>Drawn</b>	MH
<b>Designed</b>	MH
<b>Checked</b>	TW
<b>Approved</b>	TW
<b>Date</b>	10/09/12
<b>Time</b>	10/09/12 10/09/12

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## Agenda item

### Deputations/Petitions

- [Meeting of Camberwell Community Council, Wednesday 25 April 2012 7.00 pm \(Item 7.\)](#)

To consider any deputation requests or petitions at the meeting.

- To hear a deputation from a group of residents from Shenley and Linnell Roads (SE5) regarding Lucas Gardens Controlled Parking Zone.

#### Minutes:

#### RESOLVED:

That the deputation request from a group of residents from Shenley and Linnell Roads be heard.

Gavin Hales spokesperson for the deputation outlined that he represented 14 households in Shenley Road and a minority of residents in Linnell Road. He said when Lucas Gardens CPZ was first introduced on 16 January 2012, those outside the zone were not consulted and the displacement of parking was not foreseen. He stated that at least two thirds of parking in the area had been displaced which had caused problems for families (outside the zone) being unable to park outside their homes and had made other roads in close proximity (no CPZs) congested and dangerous.

The spokesperson provided a list of recommendations that were summarised in the deputation report. Camberwell community council agreed to a motion based on those recommendations:

#### RESOLVED:

1. That the Camberwell Community Council formally requests that Southwark Council consult residents on streets outside of the LGCPZ not presently covered by parking controls on options to manage on-street parking pressures, including a new/extended CPZ.

A proposed list of streets to be consulted on as set out below:

- The southern (non-CPZ) section of Vestry Road
- McNeil Road
- Lyndhurst Grove (to the point at which CPZ Zone B starts)
- Azenby Road
- Linnell Road
- Oswyth Road
- Gairloch Road
- Shenley Road
- Cross Road
- Crofton Road
- Bushey Hill Road
- Talfourd Road
- Talfourd Place
- Denman Road

2. That the Camberwell Community Council formally requests that Southwark Council urgently review the implementation and operation of the LGCPZ with a view to moderating its impact on surrounding streets while still effectively managing parking pressures inside the LGCPZ area. Non-exhaustive lists of suggestions of potential changes are set out below:

- Consider whether/how the uptake of parking permits by residents inside the LGCPZ can be raised further to minimise the displacement of residential parking.
- Reduce the hours of operation of the LGCPZ to more evenly distribute parking pressures across the wider area while continuing to deter all-day commuter parking from the LGCPZ area.
- Remove the eastern (Lucas Gardens) side of Vestry Road (north of the junction with Linnell Road) from the LGCPZ.
- Convert parking bays inside the LGCPZ not currently fronted by residential addresses from 'permit holders only'.

Following the meeting, Officers agreed to discuss options with the relevant Cabinet Member who would then consider available budgets and what projects are feasible.

#### Supporting documents:

- [deputationreport, item 7.](#)  PDF 69 KB
- [Deputation report - Appendix A and B, item 7.](#)  PDF 23 KB

<b>Item No.</b> 14.	<b>Classification:</b> Open	<b>Date:</b> 24 September 2012	<b>Meeting Name:</b> Camberwell Community Council
<b>Report title:</b>		Strategic transport S106 release report for £1,336,108 to implement improvements to Elephant and Castle underground station & northern roundabout (£857,203), Camberwell town centre (£155,603), Peckham Rye station (£86,769) and Lower Road gyratory (£266,533) from a number of agreements	
<b>Ward(s) or groups affected:</b>		Cathedral, Chaucer, East Walworth, Newington, Camberwell Green, Rotherhithe, Surrey Docks, The Lane, Grange, South Bermondsey	
<b>From:</b>		Chief Executive	

### RECOMMENDATION

1. That Community Council note and comment on this framework for the release of strategic transport s106 contributions to support key projects across the borough and for the release of the first tranche of available funding for those projects totalling **£1,336,108** from the listed Legal Agreements identified for Transport Strategic Contribution, to support transport improvements at:

- **Elephant and Castle £857,203**, from: all the Borough, Bankside and Walworth Community Council (CC) schemes in appendix 1, save for 6 Paris Gardens.

- **Camberwell Town Centre, £155,603** from: all the Camberwell CC schemes in appendix 1, plus 6 Paris Gardens

- **Lower Road, £266,533** from: all the Bermondsey and Rotherhithe CC schemes in Appendix 1

- **Peckham Rye station, £86,769** from: all the Peckham and Nunhead CC schemes in Appendix 1

### BACKGROUND INFORMATION

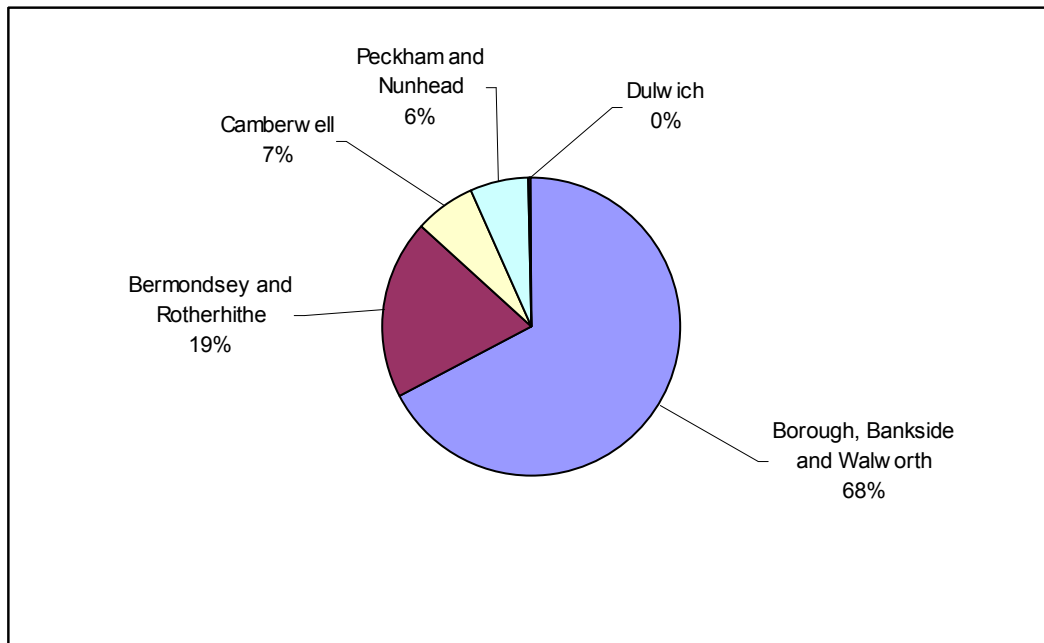
2. Planning obligations are used to address the impacts caused by a development and contribute to providing infrastructure and facilities necessary to achieve sustainable communities. The council can enter into a legal agreement with a developer whereby the developer agrees to provide planning contributions. These contributions can cover a range of facilities and services including transport provision.
3. As well as site specific transport contributions, the council seeks to secure strategic contributions for transport measures to increase the capacity of transport provision across the borough to support the delivery of the Transport plan (Local Implementation Plan 2). In addition to the funding authorised to be released by this report a further £2,828,763 in strategic contributions have been agreed, but not yet received by the council.
4. The council's Transport Plan 2011 <http://www.southwark.gov.uk/transportplan> sets out short, medium and longer term projects to deliver the council's objectives. Shorter term projects are generally delivered with funding the council receives

annually from TfL to support delivery of the Mayor's Transport Strategy. Other, larger scale projects may be delivered as part of development schemes and regeneration initiatives, or with Major Scheme funding from TfL.

5. Larger scale projects identified in the Transport plan include maximising accessibility to the transport network at Elephant and Castle to support major redevelopment there. Camberwell town centre and Lower Road are also included as Major Schemes requiring funding from both TfL and the council. The plan also covers other opportunity areas and development led schemes such as the Canada Water plaza and thematic schemes such as improvements to the Thames Path as part of the Olympic Legacy project.
6. S106 contributions received by the council are expected to be spent within the standard timescale of ten years, unless an earlier date is specified. It is therefore necessary to track monies received and to plan ahead and develop an implementation strategy matching available funds to suitable projects within the agreed timescales. This is especially important for strategic transport contributions where no specific project is identified in the legal agreement and where the type and scale of projects require a long lead in time.
7. The current approach to securing contributions for strategic transport measures is due to be largely replaced with the introduction of the Community Infrastructure Levy (CIL). CIL is intended to be used for general infrastructure contributions whilst Section 106 obligations will continue for site-specific mitigation. However, from April 2014 or the earlier adoption of a CIL Charging Schedule, local authorities will not be able to pool contributions from more than 5 obligations (including obligations dating back to April 2010) to fund the same type or item of infrastructure. Therefore, funding for major transport projects will primarily come from CIL. The council's draft CIL infrastructure plan identifies major transport projects as 'infrastructure' which the levy will fund.

## **KEY ISSUES FOR CONSIDERATION**

8. Due to different levels of development across the borough, the receipt of strategic s106 contributions is not evenly spread across community council areas. Figure 1 below shows that payments received between February 2009 and August 2012 are mainly concentrated in the northern part of the borough. In many cases, significant site specific contributions have also been secured to mitigate the direct impact of developments in these areas and the council has been able to use these contributions to significantly improve the local environment. In other areas of the borough the relatively small scale and quantity of development coming forward has limited the availability of developer funding for local improvements.



**Figure 1: Strategic s106 received by CC area**

9. To compound the relative lack of available funding in certain areas, these locations also tend to suffer from significant transport related issues, such as limited access to public transport services and a high incidence of personal injury collisions. These areas also often support busy traffic corridors with the associated poor environment and air quality. These factors make such areas a natural priority in any objective assessment of transport need and funding for improvements in these areas is therefore often sought from other sources, such as Transport plan funding (TfL annual funding submission), however funding opportunities remain limited.
10. Investment in public transport infrastructure in Southwark over the last 20 years, has been heavily skewed towards the north of the borough. More recent rail projects include the extension of the Jubilee Line to serve Bermondsey and Rotherhithe (£3.5bn), improvements to the Northern Line as part of London Underground's upgrade programme and the current project to transform Thameslink services (£6bn), including the opening of a new station in Bankside. Central and eastern parts of the borough are benefitting from new access to metro style orbital services on the London Overground network, but direct access into central London termini will continue to rely on overland services. Proposals to extend the underground network, including the Bakerloo Line, which could bring significant benefits to other parts of Southwark are currently unfunded and not likely to be delivered before 2020. The proposed Cross River Tram scheme is no longer being actively promoted by TfL.
11. As well as rail infrastructure improvements, large scale investments in the highway network in Southwark have also tended to be focussed on the northern part of the borough. For example, Transport for London (TfL) has invested significantly in Tooley Street, Southwark Street and Borough High Street in recent years and works to major thoroughfares have been complemented by significant investment in area wide programmes led by the council such as the Bankside Urban Forest project. TfL have also delivered the Mayor's Cycle Hire Scheme exclusively in the north of the Southwark. There has been some limited investment in adjacent areas such as Elephant and Castle (the removal of the southern roundabout) and the Walworth Road project for example. While this is welcome it falls far short of the investment that is required to mitigate development activity within the Elephant and Castle Opportunity area as a whole. Investment beyond these areas has been

more limited still. While funding has now been secured to develop an improvement scheme for Camberwell town centre, securing implementation funding is dependent on achieving an agreed scheme as well as identifying match funding from the council and this will also be the case for improvements to Lower Road and Elephant and Castle.

12. Areas of Southwark that have not received significant investment in road and rail networks over recent years are nonetheless likely to be affected by the scale of development in those areas that have. Traffic related impacts of a development or cluster of developments in a particular part of the borough are likely to extend well beyond that area to other parts of the borough. For example, intensification of employment density in one area may lead to increased demand on the transport network in another where additional trips are generated as a result. Mitigation schemes therefore require a cross borough approach, managing impacts on traffic sensitive routes across the wider network.
13. To leverage funding for major publicly funded transport improvement projects it is often necessary to demonstrate match funding. For example, funding applications to TfL's Major Schemes programme and the GLA's Regeneration Fund all require evidence of match funding.
14. Given the above considerations, this report proposes a framework for the release of strategic transport s106 contributions to support key projects across the borough and for the release of the first tranche of available funding for those projects. The four projects supported are Elephant and Castle, Camberwell town centre, Lower Road and Peckham Rye station. All four schemes are in key action / opportunity areas as identified by the council's Core Strategy and require funding to develop and deliver transformative changes to the borough's transport infrastructure. The framework will direct funds from Borough, Bankside and Walworth to support Elephant and Castle, except for sites in Walworth outside the Opportunity Area which will be directed to the Camberwell town centre scheme. Strategic transport contributions from sites in Peckham and Nunhead will be directed to support the Peckham Rye station project and contributions from Bermondsey and Rotherhithe will be directed to support the Lower Road project. A brief summary of each recipient project is included below.
15. Elephant and Castle

The key priority for strategic transport contributions generated by agreements within the Elephant and Castle Opportunity Area is to contribute to investment in the improvement of the existing northern line underground station (extra lifts or escalators) and the northern roundabout (replacement of the network of subways with signalised surface crossings). This investment is necessary to help mitigate the impacts on strategic transport infrastructure created by an increase in the local population.

The Elephant and Castle SPD <http://www.southwark.gov.uk/elephant> [which was adopted by the council in March 2012 and by the GLA as an Opportunity Area Framework in May 2012] includes a requirement for developers to pay an increased contribution towards the costs of these transport mitigation measures. This mechanism will ensure that all future development within the Opportunity Area makes the maximum reasonable contribution towards these key infrastructure projects. Transport for London have also agreed in principle to provide funding towards project costs. Despite this there remains both a funding gap and a need to maintain a flow of investment in the short to medium term to ensure that progress towards the implementation of this key council regeneration priority is maintained.

Contributions from the Borough, Bankside and Walworth community council area are therefore required for on-going design work and towards the implementation of improvements at Elephant and Castle.

#### 16. Camberwell town centre

Southwark and Lambeth Councils in partnership with TfL are to invest in Camberwell town centre to uplift the area and create a new space for London. The scheme, while focussing on transport issues, will provide the opportunity for coordination across a range of regeneration activities and initiatives in the area.

This major scheme is a priority for the council. TfL have provided development funding of £200,000 in 2011/12 and a further £650,000 in 2012/13 with the council contributing a further £15,000 site specific S106. An additional £6.2m is required to deliver the scheme with implementation planned for 2014 which includes a £2m contribution from the council.

Key areas for improvement include:

- Camberwell Green Junction – reduce pedestrian crossing distance, review and remove pedestrian guard railings and review signal timings.
- Denmark Hill – widen pavements; make crossing safer right up to Champion Park.
- Wren Rd – green/walking link to Butterfly Walk

#### 17. Lower Road

The removal of the Lower Road gyratory and reversion of all key roads to two-way operation was identified within the Rotherhithe Multi-Modal Transport Study. It was subsequently included in the Canada Water Area Action Plan, <http://www.southwark.gov.uk/canadawater> with the objective of reducing traffic on Rotherhithe Old Road, simplifying the road network, improving the environment for pedestrians and cyclists, and improving efficiency, capacity and safety for all users.

The scheme is currently being developed further and the initial cost estimate of £9m being reviewed. The Canada Water AAP sets out a tariff for development in the area which seeks to raise a major part of the funding necessary for the scheme, while a contribution may also be sought from TfL through the Major Scheme programme.

#### 18. Peckham Rye station area

Subsequent to the completion of the Transport plan, a further opportunity arose to deliver a major scheme in the Peckham action area, at Peckham Rye station. Funding is available from the GLA Regeneration Fund created following the civil disturbances in London in 2011. GLA funding is also contingent on a council contribution.

In order to support the Peckham and Nunhead area action plan [http://www.southwark.gov.uk/info/200315/peckham\\_and\\_nunhead](http://www.southwark.gov.uk/info/200315/peckham_and_nunhead) and help deliver improvements to Peckham town centre, it is proposed to make substantial improvements to the setting of Peckham Rye station. Peckham Rye is identified in the Mayor's Transport Strategy as a strategic interchange and the project will complement planned improvements to the station itself which will become increasingly important with the arrival of London Overground services in 2012. Proposals include improvements to the station fabric and the re-creation of a public

square outside the station, improving the setting of the station while reducing journey times.

£12.5 million is required for this scheme (£5 million contribution from the council) with planned delivery split into a number of phases from 2011/12 to 2015/16. Most of this allocation will part match fund improvements to the Station and Station forecourt.

19. The projects described above are shown below with a proposed strategic s106 budget alongside complementary funding streams available to the project. The total available strategic s106 funding has been allocated across the four identified projects based on proximity and / or connectivity with the development location.

<b>Project name</b>	<b>Proposed strategic s106 allocation</b>	<b>Origin CC area</b>	<b>Other funding streams</b>
Elephant & Castle	857,203	Borough & Bankside & *Walworth	Council, TfL, development tariff, site specific s106
Camberwell town centre	155,603	Camberwell, **Walworth	Council, TfL, English Heritage, site specific s106
Lower Road gyratory	266,533	Bermondsey & Rotherhithe	Council, TfL, development tariff, site specific s106
Peckham Rye station	86,769	Nunhead and Peckham Rye & Peckham	GLA, TfL, Heritage Lottery Fund, Railway Heritage Trust, DfT, Network Rail, site specific s106

\* Walworth sites within Elephant and Castle Opportunity Area

\*\* Walworth sites outside Elephant and Castle Opportunity Area

20. The chart below shows future strategic s106 availability based on payments currently received and available and the expected 'claw back' date before which each contribution should be spent. The projects identified in this report have timescales consistent with the need to spend identified.



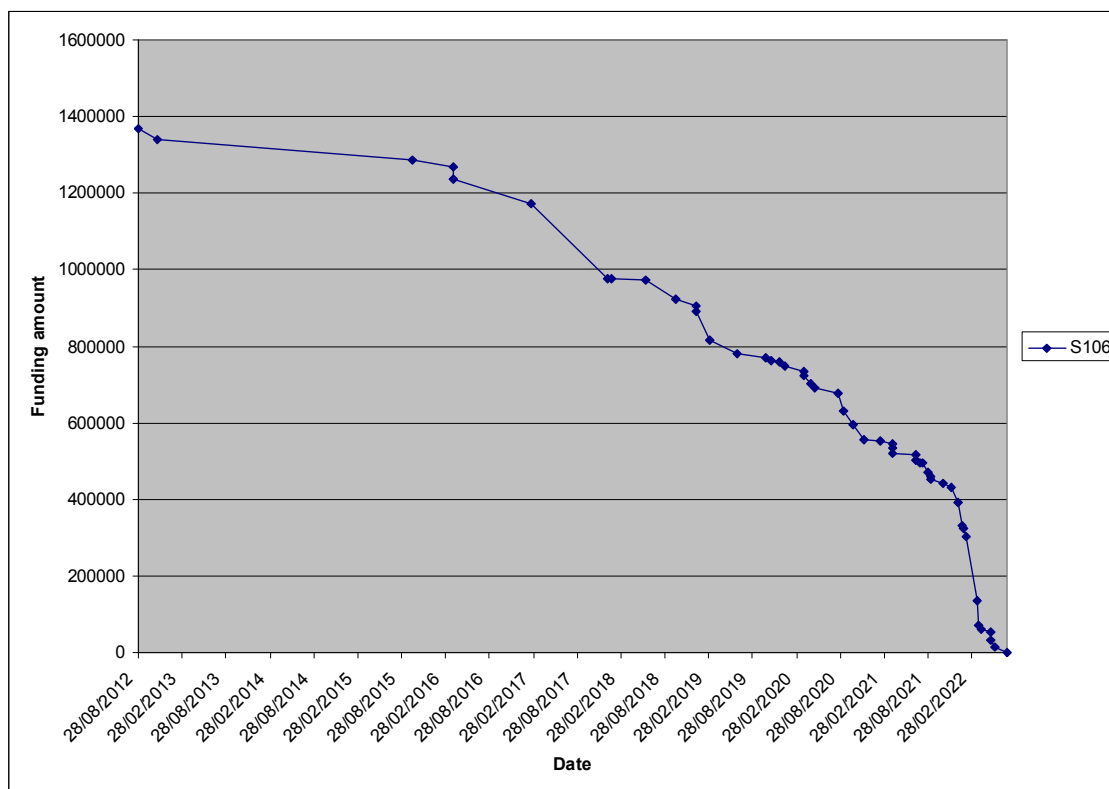


Figure 2: Strategic s106 timeline

## Policy implications

21. Southwark 2016, the borough's Sustainable Community Strategy [http://www.southwark.gov.uk/info/10010/southwark\\_alliance/580/southwark\\_2016](http://www.southwark.gov.uk/info/10010/southwark_alliance/580/southwark_2016) sets out a range of objectives and priorities defining the vision for Southwark. The projects identified in this report, located in key regeneration areas, are particularly relevant to the following objectives: Improving individual life chances; Making the borough a better place for people.
22. The Transport plan 2011 forms the vision for transport in the borough. The projects identified in this report, are particularly relevant to the following Transport plan objectives: Manage demand for travel and increase sustainable transport capacity; Ensure the transport system helps people to achieve their economic and social potential; Ensure the transport network is safe and secure for all and improve perceptions of safety; Ensure that the quality, efficiency and reliability of the highway network is maintained.
23. Southwark Plan saved policy 2.5 on planning obligations states that, in all cases, contributions must fairly and reasonably relate to the proposed development [http://www.southwark.gov.uk/info/856/planning\\_policy/1241/the\\_southwark\\_plan](http://www.southwark.gov.uk/info/856/planning_policy/1241/the_southwark_plan) . The proposals in this report support this policy as the projects identified, while not always directly adjacent to the development sites, can be shown to be linked in terms of traffic and transport impacts. Further details relating to policy 2.5 are now provided under separate guidance – see paragraph 24.
24. The council's S106 Supplementary Planning Document (SPD) [http://www.southwark.gov.uk/info/200152/section\\_106/1516/section\\_106\\_spd](http://www.southwark.gov.uk/info/200152/section_106/1516/section_106_spd) recognises the need for consideration of a wider approach to identifying potential projects for planning contributions and linked activity such as the council's capital spending programmes, Neighbourhood Renewal Fund and other sources of

funding. The projects identified in this report reflect such an approach and integration with other funding streams.

25. The SPD identifies that strategic transport contributions are to increase the capacity of public transport provision across the borough as set out in the borough's Local implementation plan (Lip) which has now been superseded by the borough's Transport plan 2011. The proposals in this report reflect a borough wide approach to the planning and delivery of public transport provision.
26. The SPD states that strategic transport contributions to increase the capacity of transport provision across the borough, include: facilitation of major public transport infrastructure projects, bus network improvements, road safety education, training and publicity (ETP), extension and improvement of the strategic cycle network, travel awareness publicity and events, continuing development of the freight quality partnership, road safety and speed reduction environmental measures – including local safety schemes and other environmental initiatives such as home zones, walking and cycling infrastructure improvements, Interchange accessibility improvements and controlled parking zones. Contributions to strategic transport are pooled in line with paragraph 21 of DCLG Circular 05/2005, for expenditure on the programme of projects set out in the LIP. The projects identified in this report relate to many of the categories above, but particularly bus network improvements and road safety and speed reduction environmental measures.
27. The advantages of the approach proposed in this report are:
- A more equitable distribution of resources across the borough
  - The mitigation of significant transport issues in areas where alternative funding streams are limited
  - Leveraging of significant investment for those areas due to the availability of match funding
  - A strategic, borough wide approach to the planning and delivery of transport projects
28. The risks of the approach proposed in this report are:
- Reduced available funding for strategic transport improvements in close proximity to development sites
  - Developers challenging the use of strategic transport contributions in the manner proposed
29. The risks of not following the proposed approach are:
- Strategic transport issues are not addressed
  - Funds remain unspent before 'claw back' date

### **Community project bank prioritisation**

30. By the strategic nature of the proposals they would not have been named or noted on the community project banks. The policy justification for the contribution is such that it is solely for strategic transport infrastructure and these four projects have been identified in the Transport plan as the priority for the borough.

### **Community impact statement**

31. The programme is designed to enhance the accessibility and connectivity of communities across the borough. By implementing these four major transport

projects, the council is improving the environment and social sustainability of the wider area, providing high quality improvements which local residents and workers can use, and which promote the potential for social interaction. Improving interaction between different social groups enhances trust and creates the conditions to forge stronger networked communities.

32. The projects will have a positive impact on the environment and improve connectivity of people in Southwark and will not have a detrimental impact upon any one group within the community and will be inclusive and accessible without prejudice for all sectors of the community.

### **Resource implications**

33. These proposals have no significant resource implications and can be delivered through current structures with programme costs to be recharged on a project by project basis.

### **Consultation**

34. Consultation was a key process in the development of Southwark Council's Transport plan and was held for an eleven week period, December 22 2010 until March 8 2011. The community were invited to comment on the Transport Plan via community groups, community councils, the council's website, electronic newsletters and social media networks and via an online survey. In addition, the community had the opportunity to speak to officers directly through various community and stakeholder groups, local community councils and via two 'drop in' sessions.
35. The council also consulted the Police, representatives of the disabled, neighbouring boroughs and all other persons they are statutorily required to consult under section 145(2) Greater London Authority Act 1999.
36. The council received a total of 447 responses to the consultation, comprising 402 completed surveys and 23 individual responses. This was in addition to responses from statutory stakeholders and key interest groups. The majority of comments and responses have been positive and welcome a robust document.

The key issues from consultation and how this has been considered in the Transport Plan is included below;

- The community supported the prioritisation of improvements to town centres and as a result our delivery programme will include projects in town centres.
  - A majority wished to see the council introduce parking permits based on CO<sub>2</sub> in order to encourage less polluting vehicles. We are working to introduce CO<sub>2</sub> based parking permits and are currently undertaking wider consultation.
  - Many respondents stated that they believed that street condition was important (pot holes etc) and wished to play an active role in the design and management of their street. Our community streets programme will enable people to engage in how their streets are improved, furthermore the council is set to continue to allow the community to agree an element of their local non principal road renewal programme.
  - Three quarters also supported the council's key ambition to become a 20mph borough and therefore this ambition is retained.
  - A majority of responses supported the council continuing to provide free cyclist training and we will continue to provide this programme.
37. Extensive public consultation was also carried out to support the development and

adoption of the Elephant and Castle SPD, Canada Water Area Action Plan and Peckham and Nunhead Area Action Plan.

38. This report was submitted to Borough, Bankside and Walworth, Bermondsey and Rotherhithe, Camberwell and Peckham and Nunhead community councils in September and October 2012. Comments on the proposals are summarised below. Specific consultation on the allocation and release of funds is not required as the Transport plan consultation fed into the spending decisions.

## **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

### **Director of Legal Services**

39. Members of the Planning Committee are requested to agree a framework for the release of strategic transport s106 contributions to support key projects across the borough and to authorise the release of the first tranche of available funding for those projects totalling £1,336,108 as specifically outlined in the recommendation at the start of this report.

The S106s monies must be expended in accordance with: -

- (a) the terms of the specific S106s; and
  - (b) the relevant policy tests set out in Paragraph 204 of the National Planning Policy Framework (“NPPF”) <http://www.communities.gov.uk/publications/planningandbuilding/nppf> namely that obligations must be: -
    - (i) necessary to make the development acceptable in planning terms;
    - (ii) directly related to the development;
    - (iii) fairly and reasonably related in scale and kind to the development;
40. Paragraph 204 NPPF has the identical tests to those set out in Regulation 122(a) of the Community Infrastructure Levy Regulations. However, Regulation 122 relates to which obligations may constitute a reason for the grant of planning permission. All of the funds discussed herein come from developments that have already been granted planning permission, so regulation 122 does not strictly apply.
41. As explained in the body of the report, the contributions referred to in this report are directly related to the respective developments in that the strategic transport benefits that will accrue from the expenditure of the funds will benefit these developments. The previous government policy (Circular 05/2005) interpreted the concept of a direct relationship as meaning that “there should be a functional or geographical link between the development and the item being provided as part of the developer's contribution”. Since there is no indication that this interpretation has changed since the introduction of NPPF, the same meaning can be applied to the funds under consideration. There is a functional link between the respective developments and improvements to the wider transport network in the borough.
42. Part 3F of the Council’s Constitution titled Planning Committee and Planning Sub-Committees states at paragraph 6 under Roles and Functions and at Paragraph 2 under Matters reserved for decision by the planning committee, that planning

committee has the power to consider the expenditure of s106 monies over £100,000.

43. The approval of the framework for the release of strategic funds and the authorisation of the first tranche of those funds therefore meets the relevant legal and policy tests.

### **Strategic Director of Finance and Corporate Services**

44. This report recommends that the planning committee agree that S106 totalling £1,336,108 are released from the listed legal agreements identified for Transport Strategic Contribution, to support a range of transport improvements.
45. The SDFCS notes the resource implications contained within the report and that the S106 monies have been received and are available for distribution. Officer time to effect the recommendations will be contained within existing budgeted revenue resources.

### **S106 Manager**

46. All the contributions noted in the recommendation paragraph and in the Appendix have been triggered and paid to the Council for the purpose of Strategic Transport, totalling £1,336,108.
47. The justification and purpose of these Strategic Transportation contributions are to improve the strategic transport network in Southwark so the cumulative impacts of new development can be addressed and that the public transport networks can accommodate this increased pressure. The allocation to these 4 proposed improvements are a small but important contribution to the total costs of the improvements and are an acceptable use for these contributions.
48. Where noted with a symbol (\* etc) there are further requirements to release the contribution, such as securing approval from the funding developer.

### **BACKGROUND DOCUMENTS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
Transport plan	Transport planning 160 Tooley Street London SE12QH <a href="http://www.southwark.gov.uk/downloads/download/2578/transport_plan">http://www.southwark.gov.uk/downloads/download/2578/transport_plan</a>	Simon Phillips 020 7525 5542
S106 SPD	Planning policy 160 Tooley Street London SE12QH <a href="http://www.southwark.gov.uk/info/200152/section_106/1516/section_106_spd">http://www.southwark.gov.uk/info/200152/section_106/1516/section_106_spd</a>	Zayd Al-Jawad 020 7525 7309

Background Papers	Held At	Contact
Elephant and Castle SPD	Planning policy 160 Tooley Street London SE12QH  <a href="http://www.southwark.gov.uk/info/200151/supplementary_planning_documents_and_guidance/2040/elephant_and_castle_spd_oapf">http://www.southwark.gov.uk/info/200151/supplementary_planning_documents_and_guidance/2040/elephant_and_castle_spd_oapf</a>	Alison Squires 020 7525 5644
Canada Water AAP	Planning policy 160 Tooley Street  <a href="http://www.southwark.gov.uk/info/200314/canada_water">http://www.southwark.gov.uk/info/200314/canada_water</a>	Alison Squires 020 7525 5644
Peckham and Nunhead AAP	Planning policy 160 Tooley Street  <a href="http://www.southwark.gov.uk/downloads/download/3188/peckham_and_nunhead_aap_publication_submission_version">http://www.southwark.gov.uk/downloads/download/3188/peckham_and_nunhead_aap_publication_submission_version</a>	Alison Squires 020 7525 5644

## APPENDICES

No.	Title
Appendix 1	List of agreements

## AUDIT TRAIL

<b>Lead Officer</b>	Sally Crew, Group Manager Policy and Programmes	
<b>Report Author</b>	Simon Phillips, Principal Transport Planner	
<b>Version</b>	Final	
<b>Dated</b>	11 September 2012	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Director of Legal Services	Yes	Yes
Strategic Director of Finance and Corporate Services	Yes	Yes
S106 Manager	Yes	Yes
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>		12 September 2012

**APPENDIX 1 – List of agreements****All strategic transport contributions to be released by this report**

Reporting Date 03/08/2012			
<b>Agreement Number</b>	<b>Site</b>	<b>Community Council</b>	<b>Strategic transport (£)</b>
S106/128124	LAND AT CORNER OF LAVINGTON STREET AND GREAT SUFFOLK STREET, LONDON SE1	Borough, Bankside and Walworth	72,617
S106/129341	NEWSPAPER HOUSE, 40 RUSHWORTH STREET, LONDON, SE1 0QX	Borough, Bankside and Walworth	13,069
S106/118536A	FORMER CASTLE INDUSTRIAL ESTATE, ELEPHANT ROAD, LONDON, SE17 1LA	Borough, Bankside and Walworth	195,143
S106/125491	ST GEORGE'S HOUSE, 195-203 WATERLOO ROAD & 1-5A BARONS PLACE LONDON, SE1 8WB	Borough, Bankside and Walworth	28,684
S106/129794	6 PARIS GARDENS & 20-21 HATFIELDS, LONDON, SE1 8DJ	Borough, Bankside and Walworth	62,370
S106/135060	134 NEW KENT ROAD, LONDON, SE1 6TY	Borough, Bankside and Walworth	10,260
S106/133140	LAND ADJOINING LIBRARY STREET DAVIDGE STREET KING STREET AND MILCOTE STREET SE1 0RN	Borough, Bankside and Walworth	19,087
S106/133141	LAND ADJOINING TOWNSEND STREET, BECKWAY STREET, COMUS PLACE AND CONGREVE STREET, LONDON SE17 1TQ	Borough, Bankside and Walworth	14,203
S106/133130	BRANDON STREET, LARCOM STREET AND CHARLESTON STREET, LONDON, SE17 1NL	Borough, Bankside and Walworth	8,513
S106/135121	120-138 WALWORTH ROAD, LONDON, SE17 1JL	Borough, Bankside and Walworth	53,543
S106/136663	LAND AT ROYAL ROAD, LONDON, SE17 3NR ( FORMER BRAGANZA OLD PEOPLE HOME)	Borough, Bankside and Walworth	47,942
S106/137522	268-282 WATERLOO ROAD, LONDON, SE1 8RQ	Borough, Bankside and Walworth	32,708
S106/137314	JOHN SMITH HOUSE, 144-152 WALWORTH ROAD, LONDON, SE17 1JL	Borough, Bankside and Walworth	6,301
S106/140583	65 SOUTHWARK STREET, LONDON, SE1 0HR	Borough, Bankside and Walworth	25,749
S106/140557	153-163 HARPER ROAD, (LAND AT HARPER ROAD 42P), LONDON, SE1 6AE	Borough, Bankside and Walworth	35,643
S106/140505	102-107 BLACKFRIARS ROAD, LONDON,	Borough, Bankside	36,899



	SE1 8HW	and Walworth	
S106/140751	28-30 TRINITY STREET, LONDON SE1 4JE	Borough, Bankside and Walworth	16,842
S106/Temp 0017	SURREY HOUSE, 20 LAVINGTON STREET LONDON SE1 0NZ	Borough, Bankside and Walworth	50,233
S106/63196	ST IVES HOUSE, 22 LAVINGTON STREET, LONDON, SE1 0NZ	Borough, Bankside and Walworth	21,088
S106/63184	SEA CONTAINERS HOUSE, UPPER GROUND, LONDON SE1 9PD	Borough, Bankside and Walworth	168,454
S106/130281	153-157 TOWER BRIDGE ROAD, LONDON, SE1 3LW	Bermondsey and Rotherhithe	35,319
S106/132462	41-47 BLUE ANCHOR LANE & 9-13 BOMBAY STREET LONDON, SE16 3UL	Bermondsey and Rotherhithe	11,336
S106/127728	4-28 VARCOE ROAD, LONDON, SE16 3DG	Bermondsey and Rotherhithe	8,652
S106/134816	150 SPA ROAD (BERMONDSEY SPA SITE L), LONDON, SE16 4RR	Bermondsey and Rotherhithe	15,951
S106/137053	SITE A CANADA WATER, SURREY QUAYS ROAD, LONDON SE16	Bermondsey and Rotherhithe	62,145
S106/135136	BERMONDSEY SPA SITE G, 80-118 SPA ROAD, LONDON SE16 3QT	Bermondsey and Rotherhithe	21,327
S106/095747	LAND AT 170-176 GRANGE ROAD, LONDON, SE1 3BN	Bermondsey and Rotherhithe	3,669
S106/137696	LYNTON ROAD NEIGHBOURHOOD OFFICE, 8 LYNTON ROAD, LONDON, SE1 5QR	Bermondsey and Rotherhithe	6,362
S106/140706	63 ALSCOT ROAD, BERMONDSEY, LONDON, SE1 3AW	Bermondsey and Rotherhithe	10,552
S106/Temp 0015	LAND AT 170-176 GRANGE ROAD, LONDON, SE1 3BN	Bermondsey and Rotherhithe	12,495
S106/140738	LAND ON THE EAST SIDE OF CROSBY ROW AND THE SOUTH SIDE OF PORLOCK STREET, SE1 (ST HUGHS CHURCH)	Bermondsey and Rotherhithe	9,751
S106/UU-137449	SILWOOD ESTATE (PHASE 4B), LAND AT SILWOOD STREET, DEBNAMS ROAD, CORBETTS LANE, LONDON SE16	Bermondsey and Rotherhithe	62,712
S106/63139	ARTBRAND HOUSE, 7 LEATHERMARKET STREET, LONDON, SE1 3FB	Bermondsey and Rotherhithe	6,262
S106/125992	SITE ADJACENT TO 19 ROSENTHORPE ROAD AND 22 FERNHOLME ROAD, LONDON, SE15 3EG	Camberwell	4,704
S106/135193	316-322 CAMBERWELL NEW ROAD LONDON SE5	Camberwell	14,719

S106/135077	67 CRAWFORD ROAD, LONDON, SE5 9NF	Camberwell	10,216
S106/140582	SOUTH, WEST, CENTRAL AND EAST HOUSE, 30-32 AND 33-35 PECKHAM ROAD, LONDON, SE5 8PX	Camberwell	37,044
S106/136761	ST GILES HOSPITAL, ST GILES ROAD, LONDON, SE5 7RN	Camberwell	2,710
S106/134807	THE WILFRED SHELDON CENTRE, ST GILES HOSPITAL, ST GILES ROAD, LONDON, SE5 7RN	Camberwell	2,065
UU/Temp 0020	SOUTHWARK TRAINING CENTRE, MAUDSLEY HOSPITAL CAMPUS, DENMARK HILL, LONDON, SE5 8AZ	Camberwell	22,000
S106/121576B	143-149 RYE LANE, LONDON, SE15 4ST	Peckham and Nunhead	491
S106/132102	LAND AT JUNCTION OF CHESTERFIELD WAY & CULMORE ROAD, LONDON, SE15 2LL	Peckham and Nunhead	11,201
S106/132288	38 ST MARYS ROAD, LONDON, SE15 2DW	Peckham and Nunhead	11,361
S106/134922	LAND TO THE REAR OF 1-27 BRABOURN GROVE, 175-205 HOLLYDALE ROAD & 74-78 EVELINA ROAD LONDON, SE15 2BS	Peckham and Nunhead	19,224
S106/134531	SITE ADJACENT TO 19 ROSENTHORPE ROAD AND 22 FERNHOLME ROAD, LONDON, SE15 3EG	Peckham and Nunhead	14,916
S106/140717	25-35 CHESTERFIELD WAY, LONDON, SE15 2LL	Peckham and Nunhead	6,692
S106/63211	LAND BETWEEN 120-150 IVYDALE ROAD, LONDON, SE15 3BT	Peckham and Nunhead	8,939
COMB/0001	GARAGE AND NURSERY SITE, LINDLEY ESTATE, PECKHAM PARK ROAD, LONDON, SE15	Peckham and Nunhead	13,945
<b>Total</b>			<b>1,336,108</b>

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