

Camberwell Community Council

Wednesday 4 February 2015

7.00 pm

Venue: The Albrighton Centre, 37 Albrighton Road, London SE22 8AH

Theme: Health and Housing

Membership

Councillor Kieron Williams (Chair)
Councillor Chris Gonde (Vice-Chair)
Councillor Radha Burgess
Councillor Dora Dixon-Fyle MBE
Councillor Tom Flynn
Councillor Peter John
Councillor Sarah King
Councillor Mark Williams
Councillor Ian Wingfield

Members of the committee are summoned to attend this meeting

Eleanor Kelly

Chief Executive

Date: Tuesday 27 January 2015



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.	DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS	
	Members to declare any interests and dispensation in respect of any item of business to be considered at this meeting.	
5.	MINUTES (Pages 1 - 12)	
	To confirm as a correct record the minutes of the meeting held on 15 November 2014.	
6.	DEPUTATIONS/PETITIONS (IF ANY) (Pages 13 - 16)	7.05pm
	Deputation regarding a car wash on Parkhouse Street, Camberwell.	
7.	COMMUNITY SAFETY UPDATE	7.15pm
	Local Police Team	
8.	HEALTH THEME	7.25pm
	Changes to Urgent Care Services – Dr Sian Howell	
	Local public health profile – Dr Ruth Wallis	
	Kings College Hospital – Sally Lingard, Director of Communications	
	There will also be stalls in the hall from Healthwatch, Women’s Safety Charter and other local health organisations.	
9.	COMMUNITY ANNOUNCEMENTS	8.05pm
	<ul style="list-style-type: none"> - Youth Community Council - Neighbourhood Fund update - Public consultation on the latest revision of the Southwark statement of licensing policy - Fair Trade Fortnight 	
	BREAK - Opportunity for residents to talk to councillors and officers	8.15pm
10.	HOUSING THEME	8.25pm
	Housing Strategy - Claire Linnane, Housing Strategy & Partnerships Manager	
	Proposed new homes – David Markham, Head of Major Works	

Item No.	Title	Time
11.	CLEANER GREENER SAFER CAPITAL PROGRAMME 2015/16 (Pages 17 - 24)	9.05pm
	<p>Note: This is an executive function</p> <p>Councillors to consider the recommendations contained in the report.</p>	
12.	PUBLIC QUESTION TIME (Page 25)	9.10pm
	<p>A public question form is included at page 25.</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>	
13.	LOCAL PARKING AMENDMENTS (Pages 26 - 41)	9.15pm
	<p>Note: This is an executive function</p> <p>Councillors to consider the recommendations contained in the report.</p>	
14.	LOCAL TRAFFIC AND PARKING AMENDMENTS	
	<p>Note: This is an executive function</p> <p>Councillors to consider the recommendations contained in the report.</p>	
14.1.	EAST CAMBERWELL PARKING ZONE REVIEW (Pages 42 - 48)	
14.2.	GROVE HILL ROAD PEDESTRIAN SAFETY AND ACCESSIBILITY SCHEME (Pages 49 - 85)	
14.3.	COLEMAN ROAD NEIGHBOURHOOD: WALKING, CYCLING & PUBLIC REALM IMPROVEMENTS (Pages 86 - 134)	
14.4.	WELLS WAY WALKING AND CYCLING IMPROVEMENTS (Pages 135 - 154)	

Item No.	Title	Time
15.	COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY	9.20pm

Each community council may submit one question to a council assembly meeting that has previously been considered and noted by the community council.

Any question to be submitted from a community council to council assembly should first be the subject of discussion at a community council meeting. The subject matter and question should be clearly noted in the community council's minutes and thereafter the agreed question can be referred to the constitutional team.

The community council is invited to consider if it wishes to submit a question to the ordinary meeting of council assembly in March 2015.

Date: Tuesday 27 January 2015

INFORMATION FOR MEMBERS OF THE PUBLIC

CONTACT: Tim Murtagh, Constitutional Officer, Tel: 020 7525 7187 or email: tim.murtagh@southwark.gov.uk
Website: www.southwark.gov.uk

ACCESS TO INFORMATION

On request, agendas and reports will be supplied to members of the public, except if they contain confidential or exempted information.

ACCESSIBLE MEETINGS

The council is committed to making its meetings accessible. For further details on building access, translation and interpreting services, the provision of signers and other access requirements, please contact the Constitutional Officer.

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

MINUTES of the Camberwell Community Council held on Saturday 15 November 2014 at 1.00 pm at Employment Academy, 29 Peckham Road, London SE5 8UA

PRESENT: Councillor Kieron Williams (Chair)
 Councillor Chris Gonde (Vice-Chair)
 Councillor Radha Burgess
 Councillor Dora Dixon-Fyle MBE
 Councillor Tom Flynn
 Councillor Sarah King
 Councillor Mark Williams
 Councillor Ian Wingfield

OFFICER SUPPORT: Simon Phillips, Transport Policy Manager
 Alison Squires, Planning Team Leader
 Jessica Caruth, Senior Project Manager
 Jack Ricketts, Planning Team
 Tim Walker, Senior Project Engineer
 Fitzroy Lewis, Community Council Development Officer
 Tim Murtagh, Constitutional Officer

1. INTRODUCTION AND WELCOME

The chair welcomed residents, councillors and officers to the meeting.

2. APOLOGIES

Apologies for absence were received from Councillor Peter John.

3. ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT

There were none.

4. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

There were none.

5. MINUTES

RESOLVED:

That the minutes of the meeting held on 10 September 2014 be agreed as a correct record of that meeting.

6. DEPUTATIONS/PETITIONS (IF ANY)

Deputation request from the CAMBERWELL SOCIETY

RESOLVED:

That the deputation be received.

The deputation explained that a local group had been formed to promote the idea of the extension of the Bakerloo underground line coming to Camberwell. Population density in the area was about 130 people per hectare, compared with 99 per hectare in Southwark and 52 per hectare in Greater London. Denmark Hill station services and local buses were frequently overcrowded. Patients, clinicians and visitors to Kings College Hospital along with students and staff at Camberwell Arts College would also benefit from the Bakerloo line stopping at Camberwell. The petition in support of the extension to Camberwell had so far gathered 3,000 signatures. The deputation asked that the council promote the extension.

Councillor Mark Williams, cabinet member for regeneration, planning and transport explained that the council's position was to support a route to Camberwell and Peckham and also a route to the Old Kent Road. The council also wanted Camberwell station to be reopened.

The chair thanked the members of the deputation for attending.

7. TRANSPORT IN CAMBERWELL

Simon Phillips, Transport Policy Manager, gave an overview of transport in Camberwell.

- As well as trips made by residents, the area is home to Kings College Hospital, Camberwell Magistrates Court and the South London and Maudsley Hospital (SLaM) which together have approximately 10,000 staff.
- Over half of households in Camberwell do not have access to a car.
- The town centre sits on a strategic crossroads providing both key north/south

and east/west links, with Camberwell Church Street and Camberwell New Road (A202) bisecting the town centre. Vehicle dominance – 20,000 vehicles per day. Pollution – noise and air.

- Three quarters of all collisions in the town centre involve vulnerable road users – pedestrians, cyclists and bus users. Hotspots at the main junction, Camberwell Grove, Coldharbour Lane, Medlar Street.
- Camberwell has one rail station, but no underground connections. Could there also be another rail station?
- Camberwell is a major interchange for routes going north-south and east-west. 15 bus routes. It is also the location for two bus garages. Overcrowding at many of the stops and this in turn can impact pedestrians trying to walk through the area.
- Between 1,200 and 1,600 pedestrians an hour are using the footways on either side of Denmark Hill. Nearly 75% of people cross the road away from designated crossing points, which can be seen by the number of pedestrian collisions recorded close to crossing points.
- Camberwell is located within relatively easy cycle distance from central London, there is great potential for encouraging cycling. LCN / Quietways / CS5. 500+ movements through town centre at peak times.

On the proposed Town Centre scheme:

- Preferred options formal consultation January to March 2013 – 400 responses. 60% supported overall proposals.
- Modelling showed significant queuing in the town centre as a result of the proposals – unacceptable to TfL. This has led to delays in the process. Scheme revised as a result with changes to East West corridor.
- Removal of straight ahead crossings – changes to traffic lanes – reduction in footway widening outside the Green.
- Rest of scheme still on track. Enhanced crossings throughout. Wider footways. Rationalised bus stops. Median strips. Reduced collision risks. Space for greening.
- Latest modelling shows positive results, but still needs to be signed off by TfL. As soon as this happens we can proceed to detailed design and appoint contractor for the works. Currently expect to be on site Spring 2016 on completion of the works to Camberwell Green.

Steve Kearns and Dan Johnson, from Transport for London (TfL), summarised some of the main transport issues in the area.

- There has been a 50% increase in Tube demand on Saturday nights – since

2003 (from 21:00hrs to last trains)

- From 2015, begin to run trains through the night at weekends on core parts of the network
- Supporting London's vibrant night-time economy
- TfL is considering options for extending the Bakerloo line beyond Elephant & Castle
- Proposal includes tunnel to Lewisham via Camberwell/Peckham or Old Kent Road to Lewisham and on to Beckenham Junction and Hayes via the existing rail
- Key aim - to support population and employment growth
- Could serve through up to three opportunity areas; Old Kent Road, Lewisham, Catford & New Cross; Bromley Town Centre
- Putting southeast London on the tube map, improving public transport accessibility and journey times
- Potential to unlock National Rail capacity and provide congestion relief across the wider SE London rail network
- 30 September – 7 December 2014: Public consultation www.tfl.gov.uk/bakerloo-extension
- Construction could start as early as 2023 (subject to the necessary powers)
- 2015: consultation analysis and options presented to Mayor of London – information publicly available
- No funding currently identified - funding strategy will need to be developed
- Further consultation required if / as the project progresses
- Extended Bakerloo line could open as early as 2030

East-West Cycle Super Highway

- Tower Hill - Acton
- Consultation took place September to November 2014
- <https://consultations.tfl.gov.uk/cycling/eastwest>

North-South Cycle Super Highway

- Elephant & Castle – King's Cross

- Consultation took place September to November 2014.
- <https://consultations.tfl.gov.uk/cycling/northsouth>.

In response to a question from the youth community council about the inaccuracy of the electronic countdown service and overcrowding on the 484 bus route, Steve explained that buses were sometimes delayed due to congestion and that he would mention the 484 service to planners and look into the potential for increased capacity on that bus route.

Councillor Mark Williams, cabinet member for regeneration, planning and transport explained that with regard to the scheme for Camberwell town centre there had been several meetings with officers and TfL. There were various policies that had to be worked through and negotiated but the council should get 90-95% of what it wanted from the scheme. The scheme would include significant build outs that would improve safety.

Councillor Wingfield added that more devolution of funding to London was needed to invest in a 21st century transport system.

8. COMMUNITY ANNOUNCEMENTS

Local Flood Risk Management Strategy

The consultation on the Local Flood Risk Strategy is now available to the public and will end on Friday 6 February 2015. Consultation documents can be found at the council's webpage, local libraries, newsletters of tenants and residents associations and friends of parks. Residents are encouraged to review the documents and provide feedback.

Business Improvement District SE5 Forum

Barbara Pattinson, chair of the SE5 Forum, summarised some of the work being done to promote a local Business Improvement District (BID) by the SE5 Forum. A BID would bring together funding from businesses in the area to invest and improve its long-term business prospects.

9. BUDGET CONSULTATION EXERCISE

Councillor Ian Wingfield, deputy leader and cabinet member for communities, employment and business, introduced the consultation.

The council's budget was facing future cuts. Residents were invited during the break to take part in this year's budget consultation exercise. This involved a red and green cheques interactive session that enabled residents to show which areas of council spending they thought should be reduced and which areas should be protected in the future.

10. REVITALISING CAMBERWELL

New Southwark Plan (NSP)

Alison Squires, planning team leader, presented and summarised the NSP:

- A new local plan for Southwark

- Regeneration strategy for the whole borough
- Will be used to make decisions on planning applications
- Will replace the Core Strategy and Southwark Plan
- Working with local groups, developers, businesses, the community, Lambeth Council and many other groups

The NSP covers –

- New area vision for Camberwell
- Homes
- Travel
- Business, employment and enterprise
- Town centres
- Social infrastructure
- Design, heritage and environment
- Sustainability
- Identifying sites for development

Camberwell Supplementary Planning Document, key topics raised -

- SPD should cover the whole of the Camberwell Community Council area
- Many comments on buildings and how they contribute to local character
- Making better use of public spaces
- Improving cycling and walking links
- Reduce congestion, widen footpaths
- Encourage a wider range of shops
- More parking
- Restrict hot food takeaways
- More arts, culture and community uses
- Better links between open spaces
- Improvements to existing housing
- More affordable housing
- More community space

How are the comments being taken forward –

- New Southwark Plan
- Cycling Strategy
- Heritage supplementary planning document
- Wider regeneration of Camberwell

Contact: planningpolicy@southwark.gov.uk or Phone 020 7525 4530

New Camberwell Library

Jessica Caruth, senior project manager, presented.

- Work on the library started in March
- Construction on the building is progressing and is water tight
- External works will start early in 2015
- The library is due to open in the spring

Key features to include:

- A children's area with wet play area and computers and books for all ages

- Young people's area
- More quiet spaces to study
- Free Wi-Fi
- Public computers and printing facilities

The new Plaza features:

- Improved lighting scheme
- Improved footpaths
- Places to sit
- Ecology friendly planting
- A beehive on the roof
- 40 bicycle parking spaces
- Space for a mobile kiosk

Contact: Jessica.caruth@southwark.gov.uk

Camberwell Green:

- Works planned to start from summer 2015
- The Green will be closed for the duration of the works
- Works complete and park reopen spring 2016
- Increased amount of Green space
- A net increase of trees in the Green +26
- Improved ecology with wildlife friendly planting, including a wild flower meadow and shrubs
- Sidney Bates memorial and Cool Tan Arts bench and war memorial retained
- Market square to be created
- Improved look at the recycling station
- A range of seating throughout
- Improved lighting scheme
- Public toilet retained

Contact: Pippa.krishnan@southwark.gov.uk

Streets scheme:

- Feasibility and modelling completed
- Impact on traffic capacity questioned
- Trial of measures not possible
- Further changes to design sought
- Requirement for further data collection / modelling work
- Discussions with TfL ongoing

Pocket Spaces:

- Artichoke Place
- Grove Lane
- Datchelor Place
- Wren Road
- Coldharbour Road
- Selborne Road

First two are linked to the streets scheme. Other four under development. Datchelor Place to be delivered in the spring of 2015 pending approval of report this evening. TfL funding

all pocket spaces. Contact: simon.phillips@southwark.gov.uk

10.1 PROJECTS FOR SECTION 106 AND COMMUNITY INFRASTRUCTURE LEVY (CIL)

Jack Ricketts, Southwark's planning team, presented the report.

Note: This is an executive function.

Members considered the information contained in the report.

RESOLVED:

That the following CIL list of projects be approved to replace the previous community project bank list:

- New train station in Camberwell
- New underground station
- Camberwell pocket spaces - paving, trees, lighting, to Artichoke Place and Coldharbour Place
- Camberwell pocket spaces - paving, trees and lighting to Datchelor Place, Grove Lane and Selbourne Place
- Camberwell pocket spaces - paving, trees and lighting to Orpheus Street and Wren Road
- Open space improvements to Goose Green
- Camberwell Green improvements
- Open Dog Kennel Hill adventure playground facility.

Officers to look into pocket spaces being funded by Transport for London instead of under the CIL project list.

11. WORKSHOPS ON PLANNING / CYCLING / GREEN ENVIRONMENT

Three workshops took place:

1. Consultation on the New Southwark Plan
2. Improving parks and public spaces in Camberwell
3. Improving cycling in Camberwell.

12. PUBLIC QUESTION TIME

In response to a public question on cleaner air, Councillor Mark Williams explained that

the Mayor of London was looking at an ultra-low emission zone. Taxis and other vehicles would need to upgrade and reduce their emissions. The council's position, along with Lambeth and Hackney councils, was for the ultra-low emission zone to include inner London.

13. LOCAL TRAFFIC AND PARKING AMENDMENTS

13.1 LOCAL PARKING AMENDMENTS OBJECTION DETERMINATION

Note: This is an executive function.

Members considered the information contained in the report.

RESOLVED:

That the seven objections, made in relation to proposed waiting restrictions in Bonsor Street, Coleman Road, Dowlas Street and Rainbow Street be rejected and that the proposals approved at the 23 July 2014 community council be implemented.

13.2 CAMBERWELL STATION ROAD / WARNER ROAD

Note: This is an executive function.

Members considered the information contained in the report.

RESOLVED:

That the following non-strategic traffic and parking arrangements, detailed in the appendices to the report, be approved for implementation, subject to the outcome of any necessary statutory procedures:

- Camberwell Station Road – introduction of 'No waiting at anytime' (double yellow lines)
- Warner Road – upgrade single yellow lines to double yellow lines (no waiting at anytime).

13.3 CHAMPION HILL ESTATE PARKING

Note: This is an executive function.

Members considered the information contained in the report.

RESOLVED:

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

- Seavington House, Champion Hill Estate – to be included in an estate parking scheme
- Appleshaw House, Champion Hill Estate – to be included in an estate parking scheme
- Birdsall House, Champion Hill Estate – to be included in an estate parking scheme
- Holderness House, Champion Hill Estate – to be included in an estate parking scheme
- Leconfield House, Champion Hill Estate – to be included in an estate parking scheme.

13.4 ELMINGTON ESTATE PARKING SCHEME

Note: This is an executive function.

Members considered the information contained in the report.

RESOLVED:

That the report be deferred to a future meeting so that some minor errors can be corrected and to enable councillors to discuss the proposals with residents.

13.5 ONE HOUR FREE PARKING FOR SHOPPING PARADES

Note: This is an executive function.

Members considered the information contained in the report.

RESOLVED:

That the following locations, detailed in the appendices to the report, be approved for consultation on the introduction of one hour free parking:

- Grove Lane
- John Ruskin Street
- Wyndham Road
- Southampton Way
- Avondale Rise

- Crossthwaite Avenue.

14. CONTROLLED PARKING ZONE CONSULTATION - COLEMAN ROAD

Members considered the information contained in the report.

RESOLVED:

That the community council approve the consultation boundary and methods for the planned parking zone consultation.

15. HIGHWAYS CAPITAL INVESTMENT

Note: This is an executive function.

Members considered the information contained in the report.

RESOLVED:

That the following schemes be approved for capital investment:

- | | |
|-------------------------------|----------|
| • Southampton Way footway | £12,870. |
| • Southampton Way carriageway | £26,798 |
| • Sedgemoor Place carriageway | £27,852 |
| • Crawford Road footway | £14,872 |
| • Pytchley Road carriageway | £24,783. |

16. DATCHELOR PLACE POCKET SPACE SCHEME

Members considered the information contained in the report.

RESOLVED:

That the recommendations contained in the report regarding the Datchelor Place pocket space scheme be agreed and that the scheme proceed to implementation subject to any necessary statutory procedures.

17. COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY

There was none put forward at this meeting.

The meeting ended at 4.20pm

CHAIR:

DATED:

Item No. 6.	Classification: Open	Date: 4 February 2015	Meeting Name: Camberwell Community Council
Report title:		Deputation Request – About a local car wash on Parkhouse Street, Camberwell	
Ward(s) or groups affected:		All wards in the Camberwell Community Council area	
From:		Proper Constitutional Officer	

RECOMMENDATION

1. That the Camberwell Community Council consider a deputation request from some residents of Parkhouse Street about a car wash in the area and planning permission.

BACKGROUND INFORMATION

2. Deputation requests have been submitted by representatives of those mentioned above. A deputation can be submitted by a person of any age who lives, works or studies in Southwark. Deputations must relate to matters which the council has powers or duties or which affects Southwark.
3. The deputation refers to a car wash on Parkhouse Street - which is causing a nuisance to residents.

The deputation states:

“We [residents of Parkhouse Street] request Camberwell Community Council to ask the planning department to require the local car wash business to apply for planning permission. The car wash is causing a nuisance in terms of noise, parking, ambience, and environmental pollution and it should be required to apply for planning permission.”

4. At the meeting, the spokesperson for the deputation will be invited to speak for up to five minutes on the subject matter. The community council will debate the deputation and at the conclusion of the deputation the chair will seek the consent of councillors to debate the subject. Councillors may move motions and amendments without prior notice if the subject does not relate to a report on the agenda. The meeting can decide to note the deputation or provide support if requested to do so. The community council shall not take any formal decision(s) on the subject raised unless a report is on the agenda.
5. Any relevant resource or community impact issues will be contained in the comments of the strategic director.

KEY ISSUES FOR CONSIDERATION

6. The deputation shall consist of no more than six persons, including the spokesperson.

7. Only one member of the deputation shall be allowed to address the meeting, her or his speech being limited to five minutes.
8. Councillors may ask questions of the deputation, which shall be answered by their spokesperson or any member of the deputation nominated by her or him for up to five minutes at the conclusion of the spokesperson's address.
9. If more than one deputation is to be heard in respect of one subject there shall be no debate until each deputation has been presented. The monitoring officer shall, in writing, formally communicate the decision of the meeting to the person who submitted the request for the deputation to be received.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Comments of the Chief Executive

Parkhouse Street SE5

Planning Considerations

10. A planning enforcement investigation, initiated following a report of unauthorised development in May 2013, found a mixed use vehicle repairs/MOT and car wash is operating at the site. Some disturbance arises from the use of cleaning equipment - pressure washers and vacuum cleaners, and music being played and customers shouting. It was determined that the operation, including the car wash, was a *sui generis* use, that would require planning permission; and that this had not been granted.
11. The premises is a single storey building, located opposite dwelling houses (1-13 Parkhouse Street). The site is designated as a preferred industrial location (PIL) in the Council's development plan and the boundary of the PIL runs along Parkhouse Street so that the houses opposite lie outside. In PILs, planning policy allows light industrial, general industrial, warehousing and other similar land uses that would not be acceptable in residential areas, and protects these uses where they exist. Various uses that are acceptable in land use terms in PILs can have unneighbourly impacts but provide important economic functions and local employment opportunities.
12. In investigating the case, the officer visited the site on several occasions and witnessed the levels of activity and noise arising from the car wash operation. The impact on neighbours, in the context of the industrial designation of the site, was assessed as insufficiently harmful to justify enforcement action. Officers invited the operator to submit a planning application. Had an application been submitted, and then approved, it would enable the Council to apply conditions to control hours of use.
13. No application was made and there are no powers to compel the operator to submit one. However, the hours of use between 8am and 7pm that the car wash operates are considered reasonable, and have been allowed at another car wash site elsewhere in the borough, that did not lie within a PIL. A more restrictive condition would not be reasonable in the context of the site designation.
14. The test of whether to take planning enforcement action is expediency, not simply that a development requires permission and does not have it. The National Planning Policy Framework states:
Enforcement action is discretionary, and local planning authorities should act proportionately in responding to suspected breaches of planning control.

15. The car wash/vehicle repairs/MOT use is one that is considered acceptable in a PIL and the activities and hours of operation were assessed as not causing such harm to residential amenity that enforcement action was justified. On this basis, it was determined that it would not be expedient to take enforcement action.
16. Planning enforcement action can be taken for up to 10 years after an unauthorised use begins. There is very little planning history on this site or the wider PIL, but there are a range of longstanding industrial, warehousing and other similar uses. During the investigation, residents living opposite the site said that they believed that the use began in around 2004, and information from Companies House shows the premises have been used in this way since 2005. As such, it is very likely that the use is now immune from enforcement action.

Environmental Protection

17. The EP Officer has undertaken two site inspections and assessed the impact of the car wash activities within a complainant's home over a total time period in excess of two hours.
18. The car wash, whilst noticeable, is not sufficiently intrusive within nearby residences to be considered an actionable statutory nuisance under S.80 of the Environmental Protection Act 1990.
19. Officers from the Noise and Nuisance Team have also inspected in response to complaints from the public and reached the same conclusion.
20. The Noise and Nuisance and Environmental Protection teams do not have, and are unlikely to gather, the evidence necessary to be able progress to an enforcement stance to reduce the environmental impact of the car wash on residents.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Written correspondence received from local residents	160 Tooley Street, London SE1P 5LX	Tim Murtagh 020 7525 7187

APPENDICES

No.	Title
None	

AUDIT TRAIL

Lead Officer	Lesley John, Principal Constitutional Officer	
Report Author	Tim Murtagh, Constitutional Officer	
Version	Final	
Dated	26 January 2015	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Chief Executive	Yes	Yes
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Strategic Director of Environment and Leisure	No	No
Strategic Director of Children's and Adult's Services	No	No
Date final report sent to the Constitutional Team		27 January 2015

Item No. 11.	Classification: Open	Date: 4 February 2015	Meeting Name: Camberwell Community Council
Report title:		Cleaner Greener Safer 2015/16: Capital Funding Allocation	
Ward(s) or groups affected:		Brunswick Park, Camberwell Green, South Camberwell	
From:		Head of Public Realm	

RECOMMENDATION

1. To approve the allocation of funds for the 2015-16 cleaner greener safer (CGS) capital programme in the Camberwell Community Council area from the list of applications set out in Appendix 1.

BACKGROUND INFORMATION

2. The council's CGS capital programme has been running since 2003.
3. In the first twelve years of the CGS programme, £30,393,000 has been allocated to community councils leading to 1,973 projects being approved.
4. In the Camberwell Community Council area, £4,098,469 has been allocated to 275 projects, 242 of which have been completed to date.
5. Examples of the types of projects that have been funded include:
 - Parks, community gardens, landscaping, tree planting and wildlife areas
 - Children's playgrounds, youth facilities, ball courts and cycle tracks
 - Lighting, security measures, pavements, streets, and tackling 'grot spots'
 - Grants to local groups to self-deliver projects

KEY ISSUES FOR CONSIDERATION

6. There is £268,571 available for the 2015/16 CGS capital programme for new projects in the Camberwell Community Council area.
7. Eligible proposals must bring about a permanent improvement and make an area cleaner, greener or safer.
8. Proposals with revenue costs, including salaries or computer equipment, feasibility studies, costs for events, festivals, workshops or other one-off events are not eligible for capital funding. CCTV proposals, internal improvements to housing property, works on schools where there is no access to the general public are also not eligible. Works on private property are not eligible unless there is a long-term guarantee of public access or a demonstrable public benefit.

9. The application form invited expressions of interest for the applicants to deliver projects themselves. A due diligence exercise to ensure that this is both practical and realistic has been undertaken as part of the feasibility process. In such cases, the council would give the funding allocation to the applicant in the form of a capital grant, with appropriate conditions attached.

Policy implications

10. The CGS programme is fully aligned with the council's policies around sustainability, regeneration and community engagement.

Community impact statement

11. The roles and functions of community councils include the promotion of involvement of local people in the democratic process. Community councils take decisions on local matters including environmental improvement and community safety as well as consultation on a wide range of policies and strategies that affect the area.
12. An explicit objective within community councils is that they be used to actively engage as widely as possible with, and bring together, Southwark's diverse local communities on issues of shared or mutual interest. The CGS programme is an important tool in achieving community participation.
13. In fulfilling the above objectives that community councils have of bringing together and involving Southwark's diverse local communities, consideration has also been given to the council's duty under The Equality Act 2010 which requires the council to have due regard when taking decision to the need to:
 - a. Eliminate discrimination, harassment, victimisation or other prohibited conduct;
 - b. Advance of equality of opportunity between persons who share a relevant protected characteristics and those who do not share it;
 - c. Foster good relations between those who share a relevant characteristic and those that do not share it.
14. Of particular regard are issues of age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation.
15. Having due regard to the need to advance equality of opportunity is further defined in s.149 as having due regard to the need of:
 - a. Remove or minimise disadvantages connected with a relevant protected characteristic;
 - b. Take steps to meet the different needs of persons who share a relevant protected characteristic;
 - c. Encourage persons who share a relevant protected characteristic participate in public life or any other activity in which they are under-represented.
16. All ideas for CGS projects come directly from the local community via a simple project nomination form available in electronic and paper format.

Resource implications

17. The funding for the 2015/16 CGS capital programme was approved by the cabinet and is part of the council's overall capital programme as detailed in the launch of CGS capital programme 2015/16 report dated August 2014.
18. All professional fees related to the project are also treated as the capital costs of the project. Where projects are awarded as a grant to organisations, the community council award letter will not include the professional fees which will be charged direct to project costs.
19. CGS projects must be completed within two years of award of funding. Projects that are unlikely to be completed within two years will be reported to community council and available budgets may be reallocated to other projects. Revenue costs not covered by maintenance or the contractual liability period will fall upon the asset owner. The business unit will be notified of the likely costs before the schemes proceeds, in order to secure permission to implement the scheme.
20. After the defects and liability period, or three year maintenance period in the case of planting works, all future maintenance is assumed by the asset owner, for example housing, parks, highways, or in some cases external asset owners. Therefore, there are no revenue implications to the public realm projects business unit as a result of approving the proposed allocation.
21. The total expenditure and sources of funding for the scheme will be monitored and reported on as part of the overall capital programme.
22. Value for money will be ensured when the contract is procured by following the council's contract standing orders.

Consultation

23. All CGS projects require consultation with stakeholders, including the project applicant, local residents, tenants and residents associations and local community groups where appropriate.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Legal Services

24. The allocation of the cleaner, greener, safer capital fund ('CGS') is an executive function, delegated by the leader to community councils.
25. Community councils are 'area committees' within the meaning of the Act and executive functions can be delegated to them by the Leader.
26. This report is recommending that the Camberwell Community Council approve the allocation of funds to the individual projects specified at Appendix 1. The power for this function is derived from Part 3H paragraph 11 of the constitution which states that community councils have the power of "approval of the allocation of funds to cleaner, greener, safer capital and revenue schemes of a local nature, using the resources and criteria identified by the cabinet".
27. The cabinet member for transport environment and recycling approved the funding for the 2015/2016 programme in August 2014 by exercising his powers

under part 3D paragraph 2 of the constitution; and the community council approval being sought here is therefore the next constitutional step in the process.

28. Community council members also have powers under paragraph 12 of Part 3H of the constitution to oversee and take responsibility for the development and implementation of the local schemes.
29. In allocating funding under the CGS community councils must have regard to the council's equality duty set out in section 149 of the Equality Act 2010. The report author has demonstrated how those duties need to be considered in the body of the report at paragraphs 14 to 17 in the community impact statement.

Strategic Director of Finance and Corporate Resources

30. This report recommends approval of the allocation of funds for the 2015/16 CGS programme in the Camberwell Community Council area from the list of applications set out in Appendix 1.
31. The strategic director of finance and corporate resources notes the resource implications contained within the report, and confirms that the capital funding for the CGS programme has been approved as part of the overall council capital programme.
32. Officer time and any other costs connected with this recommendation will be contained within existing budgeted revenue resources.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Launch of Cleaner Greener Safer Capital Programme 2015/16 - August 2014	http://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?ID=4798	Michelle Normanly 020 7525 0862

APPENDICES

No.	Title
Appendix 1	Camberwell Community Council Cleaner Greener Safer Capital programme 2015/16: Applications

AUDIT TRAIL

Lead Officer	Deborah Collins, Strategic Director of Environment and Leisure	
Report Author	Michelle Normanly, Senior Project Manager	
Version	Final	
Dated	15 January 2015	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Legal Services	Yes	Yes
Strategic Director of Finance and Corporate Resources	Yes	Yes
Cabinet Member	No	No
Date final report sent to Constitutional Team	15 January 2015	

**Camberwell Community Council
Cleaner Greener Safer Capital programme 2015/16: Applications**

Reference	Proposal Name	Ward
362447	D'Eynsford Sheltered Housing Communal Garden Project	Brunswick Park
373879	The Mary Datchelor Community Garden	Brunswick Park
375686	Lucas Gardens Community Gym	Brunswick Park
375701	Lucas Gardens picnic area with bbq. Signposting of designated areas in the park .	Brunswick Park
376798	Front Garden Stage 1	Brunswick Park
376856	Gilesmead Estate Car Park	Brunswick Park
376878	Southampton Way Estate table tennis	Brunswick Park
377351	Play for Brunswick: a new play area for Brunswick Park	Brunswick Park
400188	Children's playgrounds on Glebe Estate - north and south	Brunswick Park
400189	Old St Giles porch and environs	Brunswick Park
377551	The greener neighbourhood	Brunswick Park
377942	Elmington Gardens	Brunswick Park
378093	Lettsom Keeping Fit And Healthy	Brunswick Park
378356	Maudsley Hospital community gym, sports hall and cafe	Brunswick Park
378645	Marchwood Close Community Roof Garden	Brunswick Park
400245	Pattball	Brunswick Park
400172	Val Val play area	Camberwell Green
354833	Cleaner, Greener, Safer Bethwin	Camberwell Green
367541	Decorating bollards	Camberwell Green
367546	Cleaner safer car park	Camberwell Green
367549	Wyndham and Comber planting beds	Camberwell Green
367551	Gating Laird House	Camberwell Green
369938	Green Gateway to Crossmount House	Camberwell Green
374678	CASP Playground Makeover	Camberwell Green
376899	Upgrade Laing playground and lighting in the dog pound on Comber Grove	Camberwell Green
376918	Moffat House	Camberwell Green
377015	Benhill Road Nature Garden railings	Camberwell Green
377064	Comber House	Camberwell Green
400195	Seating/ planting and greening at Brandon 3	Camberwell Green
377568	The finish	Camberwell Green
377634	Herbidacious!	Camberwell Green
377988	Disabled Toilet Improvements at Blue Elephant Theatre (BET)	Camberwell Green
378288	Community picnic bench	Camberwell Green

Camberwell Community Council
Cleaner Greener Safer Capital programme 2015/16: Applications

Reference	Proposal Name	Ward
378295	Community planting and mulch for the Grosvenor Estate	Camberwell Green
378301	Tree lighting on Brandon 3 estate	Camberwell Green
378308	Fairy tree lights for 2 large trees in children's park	Camberwell Green
378311	Outdoor gym and planters and light	Camberwell Green
378314	Free-standing plant pots / containers to hide street bins	Camberwell Green
378319	Play equipment for 8 - 9 year olds in Grosvenor Children's Park	Camberwell Green
378320	To put a cage around the Wyndham Road basketball court	Camberwell Green
378328	Upgrade all lights on the estate	Camberwell Green
378331	T&RA Hall Notice Board / Signage	Camberwell Green
378335	Additional secure cycle hangers for the Grosvenor estate	Camberwell Green
378338	Tree notice boards	Camberwell Green
378340	Repainting the walls of the bridges on entering the Grosvenor Estate	Camberwell Green
378347	Reinstallation of Red Telephone Box	Camberwell Green
378445	Wyndham and Comber notice boards	Camberwell Green
400215	No Go Area	Camberwell Green
400216	Upgrade of three DDA compliant WC's	Camberwell Green
400217	Safer Brighter Lights	Camberwell Green
400218	Access and sight	Camberwell Green
400219	Greening of club room and area	Camberwell Green
400263	Lighting the dog pound on Comber Grove	Camberwell Green
400268	Defibrillator for Camberwell Green Library	Camberwell Green
378346	Camberwell Subterranea	Camberwell Green
356825	Cycle storage for Champion Park Estate	South Camberwell
362605	Bessemer Grange Primary School chicken project	South Camberwell
375091	BBQ areas for Champion Hill Estate	South Camberwell
376078	Getting fit for free!	South Camberwell
400194	Fence painting programme	South Camberwell
377771	Green roof at the Centre for Wildlife Gardening	South Camberwell
377928	Renovation and maintenance of raised beds at Champion Park, Camberwell.	South Camberwell
378105	A green hedge along Dog Kennel Hill	South Camberwell
378157	Building communities, sharing information	South Camberwell
378164	Bike storage on Champion Hill Estate	South Camberwell

Camberwell Community Council
Cleaner Greener Safer Capital programme 2015/16: Applications

Reference	Proposal Name	Ward
378216	Outdoor gym on Denmark Hill Estate	South Camberwell
378232	Improvement to children's park Denmark Hill Estate	South Camberwell
400253	Denmark Hill Estate-Bessemer Grange Primary School MUGA	South Camberwell

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 Fitzroy Lewis, Community Council Development Officer

Item No. 13.	Classification: Open	Date: 4 February 2015	Meeting Name: Camberwell Community Council
Report title:		Local traffic and parking amendments	
Ward(s) or groups affected:		Camberwell Green and South Camberwell	
From:		Head of Public Realm	

RECOMMENDATION

1. It is recommended that the following local traffic and parking amendments, detailed in the appendices to this report, are approved for implementation subject to the outcome of any necessary statutory procedures:
 - Adys Road – install double yellow lines at the junction with Oglander Road to improve sight lines.
 - Toulon Street – install double yellow lines adjacent to entrance to underground storage business to provide access at any time.
 - Blanchedowne – install double yellow lines adjacent to a planned vehicle crossover that will provide access to No. 48.

BACKGROUND INFORMATION

2. Part 3H of the Southwark constitution delegates decision making for non-strategic traffic management matters to the community council.
3. Paragraph 16 of Part 3H of the Southwark constitution sets out that the community council will take decisions on the following local non-strategic matters:
 - the introduction of single traffic signs
 - the introduction of short lengths of waiting and loading restrictions
 - the introduction of road markings
 - the setting of consultation boundaries for consultation on traffic schemes
 - the introduction of destination disabled parking bays
 - statutory objections to origin disabled parking bays.
4. This report gives recommendations for four local traffic and parking amendments, involving traffic signs, waiting restrictions and road markings.
5. The origins and reasons for the recommendations are discussed within the key issues section of this report.

KEY ISSUES FOR CONSIDERATION

Adys Road

6. The council was contacted by a local resident who is concerned about vehicles that are parked on the junction of Adys Road and Oglander Road reducing the inter-visibility between road users.
7. Adys Road and Oglander Road have unrestricted parking with short sections of waiting restrictions and disabled parking bays.
8. The resident reported that they had a traffic collision at this junction and it was a result of the significantly reduced visibility as cars can park all the way round the shallow corner.
9. As the resident reported that they had been involved in a traffic collision we contacted the road safety team and they responded that they had reviewed the junction and there have been no collisions reported to the police (Stats19) within the last 3 years (up to the end of July 2014).
10. However, the road safety team also commented that they considered installing double yellow lines at this location would improve sight lines for all road users which would improve safety.
11. An officer carried out a site visit on 9 September 2014 and there were vehicles parked within 5 metres of this junction.
12. It is recommended, as shown in Appendix 1, that double yellow lines are installed to improve visibility at a priority road junction.

Toulon Street

13. The owner of civilised car storage contacted the parking design team to request that double yellow lines be installed outside the entrance to their business on Toulon Street.
14. Toulon Street is part of the North Camberwell (NC) controlled parking zone and has an arrangement of single yellow lines, double yellow lines, school keep clear restrictions and permit parking bays.
15. At present there is an existing single yellow line which operates Monday to Friday 8.30am – 6.30pm across the entrance to the underground car park. If vehicles are parked on it outside of those hours they are not committing a decriminalised parking offence that the council can enforce against
16. The storage business, located in an underground car park, stores vehicles and requires access at any time so their clients can retrieve or have their vehicles delivered.
17. It is recommended, as shown in Appendix 2, that double yellow lines are installed so that vehicle access can be maintained at all times

Blanchedowne

18. The council's adopted streetscape design manual (SSDM) provides the policy framework for the appearance and design of streets where the council acts as local highway authority.
19. The SSDM contains design standards that set out the detailed requirements for construction of highway features. Design standard DS.132 (Appendix 3) explains how any new vehicle crossover must be designed.
20. It is a requirement of that standard that any new crossover must provide no waiting at any time restrictions (double yellow lines) for at least 2 metres on either side of the crossover. This is to ensure a degree of visibility to motorists exiting from the driveway.
21. Double yellow lines prohibit waiting (generally referred to as parking) "at any time" however loading and unloading is permitted.
22. The council's asset management team have received, considered and approved in principle (subject to this decision and statutory consultation) the construction of a dropped kerb and vehicle crossover serving No. 48 Blanchedowne.
23. It is recommended, as shown in Appendices 4, that double yellow lines are installed so that the vehicle crossing outside No.48 may be approved for construction.

Policy implications

24. The recommendations contained within this report are consistent with the policies of 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

Community impact statement

25. The policies within the transport plan are upheld within this report have been subject to an equality impact assessment.
26. The recommendations are area based and therefore will have greatest affect upon those people living, working or traveling in the vicinity of the areas where the proposals are made.
27. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
28. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighboring properties at that location. However, this cannot be entirely preempted until the

recommendations have been implemented and observed.

29. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate effect on any other community or group.
30. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
31. Providing improved access for key services such as emergency and refuge vehicles.
32. Improving road safety, in particular for vulnerable road users, on the public highway.

Resource implications

33. All costs arising from implementing the recommendations will be fully contained within the existing public realm budgets.

Legal implications

34. Traffic management orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
35. Should the recommendations be approved the council will give notice of its intention to make a traffic order in accordance with the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996.
36. These regulations also require the Council to consider any representations received as a result of publishing the draft order for a period of 21 days following publication of the draft order.
37. Should any objections be received they must be properly considered in the light of administrative law principles, human rights law and the relevant statutory powers.
38. By virtue of section 122, the council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway.
39. These powers must be exercised so far as practicable having regard to the following matters:
 - the desirability of securing and maintaining reasonable access to premises
 - the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity
 - the national air quality strategy
 - facilitating the passage of public service vehicles and securing the safety and convenience of their passengers
 - any other matters appearing to the council to be relevant.

Consultation

40. Where public or stakeholder consultation has already been completed, this is described within the key issues section of the report.
41. The implementation of changes to parking requires the making of a traffic order. The procedures for making a traffic order are defined by national Regulations¹ which include statutory consultation and the consideration of any arising objections.
42. Should the recommendations be approved the council must follow the procedures contained within Part II and III of the Regulations which are supplemented by the council's own processes. This process is summarised as:
 - publication of a proposal notice in a local newspaper (Southwark News)
 - publication of a proposal notice in the London Gazette
 - display of notices in roads affected by the orders
 - consultation with statutory authorities
 - making available for public inspection any associated documents (eg. plans, draft orders, statement of reasons) via the council's website or by appointment at 160 Tooley Street, SE1
 - a 21 day consultation period during which time any person may comment upon or object to the proposed order
43. Following publication of the proposal notice, any person wanting to object must make their objection in writing, state the grounds on which it is made and send it to the address specified on the notice.
44. Should an objection be made that officers are unable to resolve so that it is withdrawn, it will be reported to the community council for determination. The community council will then consider whether to modify the proposals, accede to or reject the objection. The council will subsequently notify all objectors of the final decision.

Programme timeline

45. If these items are approved by the community council they will progressed in line with the below, approximate timeframe:
 - Traffic orders (statutory consultation) – March to April 2015
 - Implementation – May to June 2015
-

Background Documents

Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment and Leisure Public Realm projects Parking design 160 Tooley Street London SE1 2QH Online: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Tim Walker 020 7525 2021

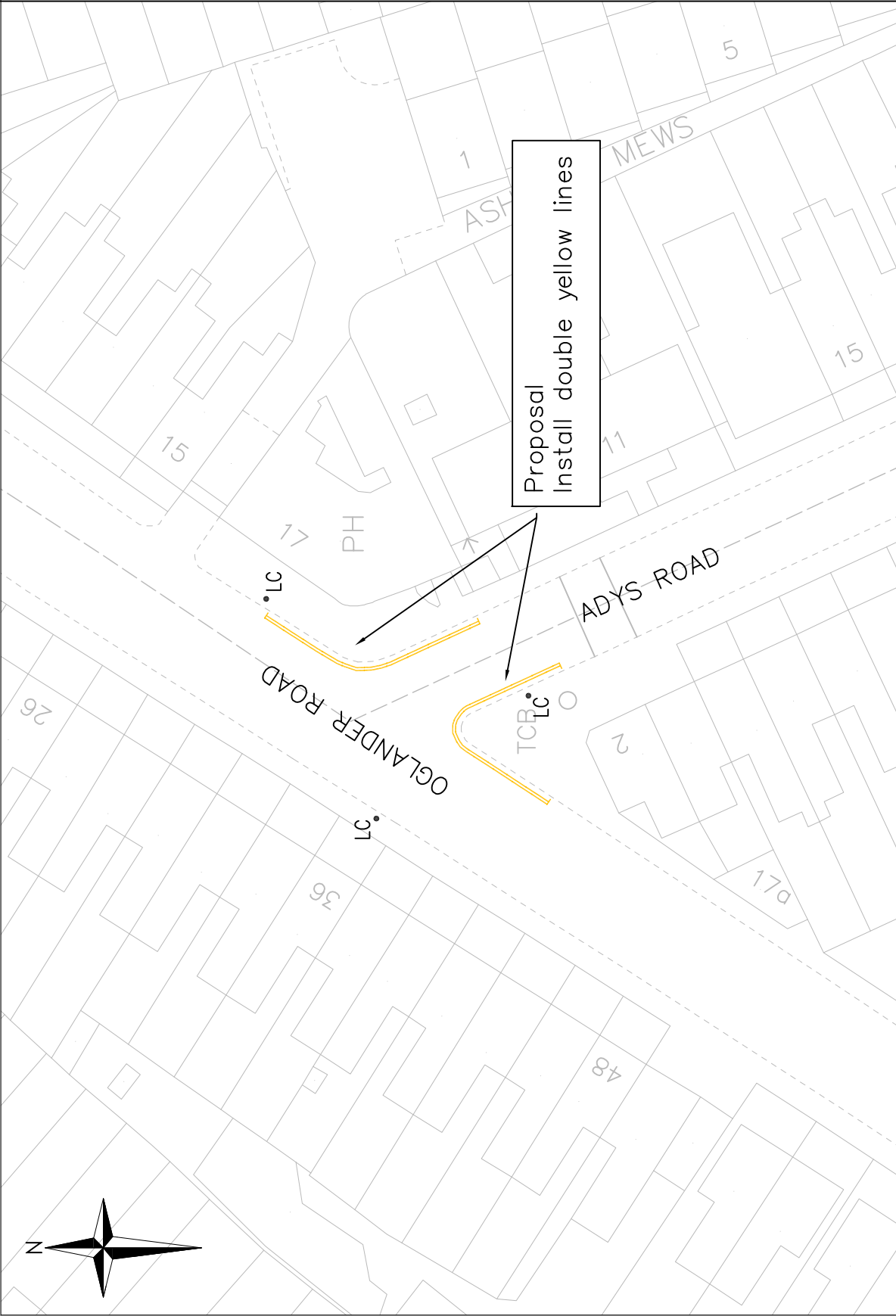
APPENDICES

No.	Title
Appendix 1	Adys Road – install double yellow lines
Appendix 2	Toulon Street – install double yellow lines
Appendix 3	Vehicle Crossings design standard DS.132
Appendix 4	Blanchedowne – install double yellow lines

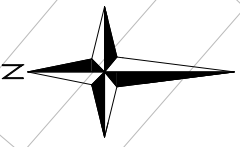
AUDIT TRAIL


Lead Officer	Des Waters, Head of Public Realm	
Report Author	Tim Walker, Senior Project Engineer	
Version	Final	
Dated	22 January 2015	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	22 January 2015	

Proposed Double yellow lines



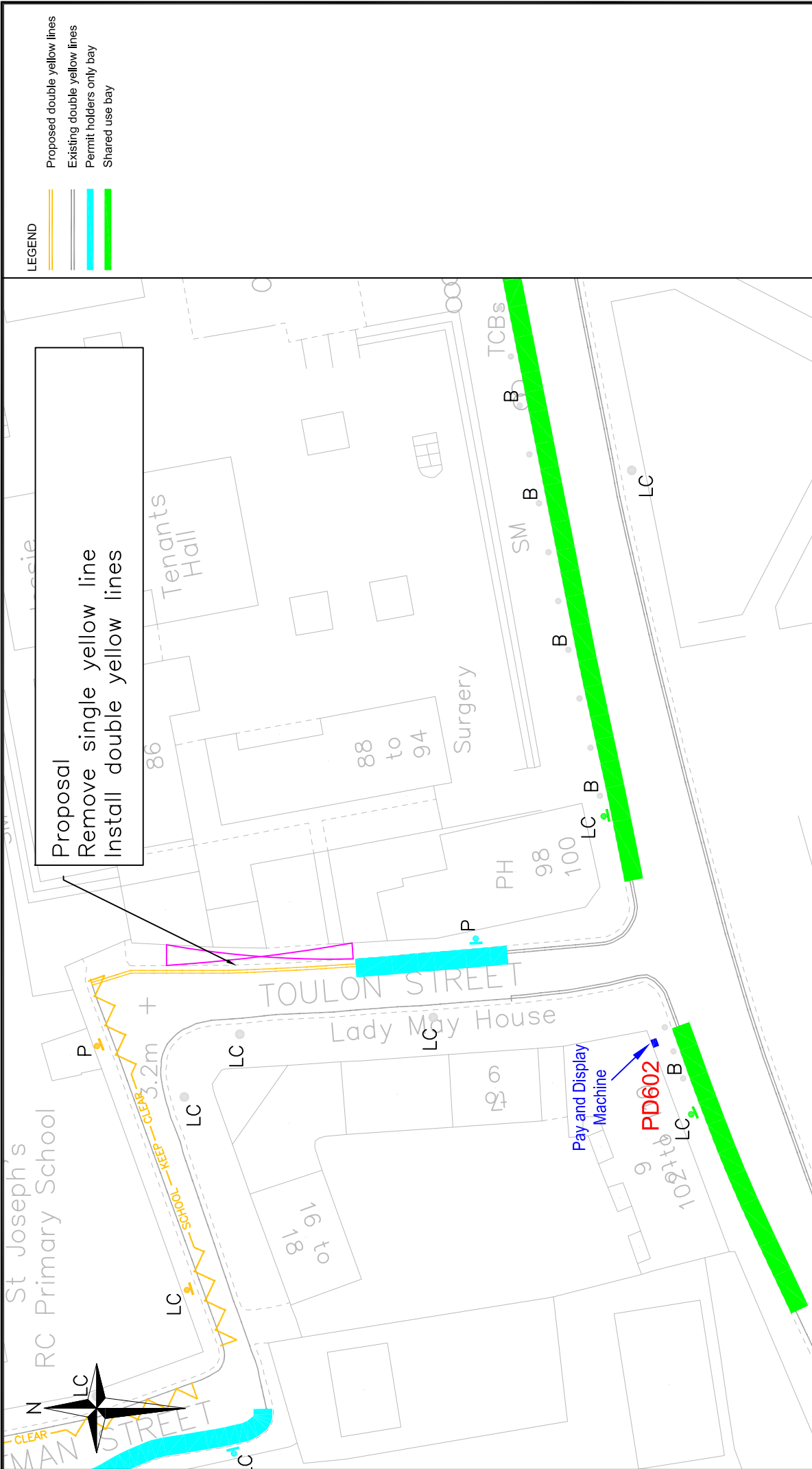
Propose
Install
double yellow lines

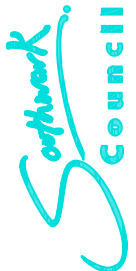


Public Realm Projects Parking Design Environment and Leisure Floor 3, Hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX www.southwark.gov.uk/parkingprojects		Project 1415Q3 LOCAL PARKING AMENDMENTS		Community Council CAMBERWELL	
		Drawing Title ADYS ROAD/ OGLANDER ROAD PROPOSED DOUBLE YELLOW LINES		Ward(s) SOUTH CAMBERWELL	
		Date 09/09/14	Scale 1:500 @ A4	Drn MH	Chk TW
		Dwg No. 1415Q3_001	Rev 		Rev
		Status APPENDIX 1		Description 	
				Date 	Chk
				Drn 	App

\\Wes1-gdr-nr\15\Share\VEP\01_PROJECTS\2014_15\1415 - Local Parking Amendments\03_LINE TRIPS\14-15_03_LPA_001_Ads Road\Adys Road.dwg

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Public Realm Projects Parking Design Environment and Leisure Floor 3, hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX www.southwark.gov.uk/parkingprojects		Project 1415 LOCAL PARKING AMENDMENTS		Community Council CAMBERWELL							
		Drawing Title TOULON STREET PROPOSED DOUBLE YELLOW LINES		Ward(s) CAMBERWELL GREEN							
		Date 16/10/14		Scale 1:500 @ A4		Drn MH		Chk MH		App MH	
		Dwg No. 1415Q3019								Rev A	
		Status APPENDIX 2								Description © Crown copyright and database rights 2014 Ordnance Survey 0100019252	
										Rev A	
										Date A	
										Drn A	
										Chk A	
										App A	

DS.132

Vehicle Crossings

Rev.	Status	Created by	Date	Approved by	Date
A	Final	D.Farnham/R.Mahama	07.02.12	D.Waters	08.02.12
B	Final	D.Farnham	28.09.12	D.Waters	02.10.12
C	Final	D.Farnham	29.01.13	D.Waters	08.02.13
D	Final	D.Farnham	08.12.13	M.Hill	12.12.13

1 Introduction

1.1 Notes

- a. This standard explains requirements about the use and the design of crossings over footways and Cycle Tracks to allow motorised vehicles to reach private land from the carriageway (Vehicle Crossings). It does not apply to crossings to allow pedal cyclists access over footways, for which see standard DS.205.
- b. See standard DS.900 for definitions of terms used in this design standard. Note in particular the definitions for 'should', 'will', 'may', 'level 1 departure', 'level 2 departure' and 'approving officer' as used to describe requirements.
- c. See SSDM/TDR drawing LBS/G/010 for typical details for Vehicle Crossings.
- d. See SSDM/PR procedure PC.082 about the status of any revised version of this standard that may be issued during the active life of a project.
- e. See the SSDM webpages at www.southwark.gov.uk/ssdm for a list of frequently asked questions about the design of streets and spaces.

1.2 Discussion

- a. Vehicle Crossings are features that allow vehicles access over footways so that they can reach driveways or other hard standing areas on private land. They have to be appropriately located and designed so that, amongst other things
 - i. the footway is not damaged as vehicles pass over it
 - ii. vehicles do not overhang the Highway when parked on private land or dwell on the Highway when entering/exiting it, so causing an obstruction
 - iii. the visual impact of the Crossing is minimised and, wherever possible, sense of continuity of the footway and pedestrian priority along it is maintained
 - iv. potential conflict with pedestrians (and in the case of emerging vehicles) other vehicles in the carriageway is safely managed

2 Use requirements

2.1 Authorisation

- a. New Vehicle Crossings must be designed and approved in accordance with SSDM requirements, including those found in other standards and procedures.

- b. See the 'Sustainable Transport' (Southwark Council, 2010) Supplementary Planning Document for details of the council acting as Local Planning Authority's requirements for the assessment of Applications to create private accesses when this would require a change in land use.

NOTE: In the event of any difference between SSDM design requirements and those of the Sustainable Transport SPD, the Highway Authority will give precedence to those in the SSDM. The opposite is likely to apply for the council acting as Local Planning Authority.

- c. Due to the requirement as section 3.7 to introduce No Waiting At Any Time restrictions through and in the vicinity of Vehicle Crossings (and the possible need in some circumstances to make other adjustments to existing parking bays etc....), Authorisation of new Vehicle Crossings will almost always be subject to confirmation of Traffic Management Orders as per statutory and constitutional order making procedures.
- d. See 'b' about the need for legal agreements with the Borough Solicitor. New Vehicle Crossings will not be Authorised by the Highway Authority until these have been concluded.

2.2 Vehicle Crossing or road junction

- a. If combined vehicle movements in and out of an access to private land in any hour are estimated to be
 - i. ≤ 6 commercial vehicles movements and/or
 - ii. ≤ 12 vehicles movements of any kind

then the access should be designed as a Vehicle Crossing in accordance with the requirements in this standard.
- b. If combined vehicle movements in and out of an access to private land in any hour exceed the values in 'a' then a road junction should be provided instead. The access from private land should be designed and treated as a carriageway, with a Raised Table as standard DS.111 applied at the junction.

2.3 Locating Vehicle Crossings

- a. New Vehicle Crossings should not be located where they will conflict with any of the instances in Table 1.

Instance		New streets and spaces
A	Zig-zag lines	New Vehicle Crossings should not be located within the confines of existing zig-zag lines associated with controlled crossings. Any adjustment of lines is subject to the requirements of standard DS.308
B	Bus stop cages	New Vehicle Crossings should not be located within any bus cage or closer than 10m (on the same side of the road) to one. Any proposal to relocate an existing bus cage is subject to level 1 departure
C	Raised Tables, Speed cushions, Speed humps	New Vehicle Crossings should not be located adjacent to any of these features. The Highway Authority will consider reasonable proposals to relocate existing features at the proponent's expense. However, the requirements of relevant SSDM design standards must be met
D	Existing prescribed parking spaces	New Vehicle Crossings should not be located where they will conflict with existing prescribed parking spaces for waiting or loading (either in respect to the physical location of the proposed access or by obstructing related visibility splays). The Highway Authority will consider reasonable proposals to relocate such bays or, exceptionally, remove them without replacement. However, as this will require existing Traffic Management Orders (TMO) to be adjusted it is subject to statutory and constitutional Traffic Management Order making procedures (see note 1). In order to avoid potential waste of time a level 1 departure is required before such proposals will be considered. Approving officers must be satisfied that the proposals stand a reasonable chance of being approved via those order making processes
E	Close proximity to side roads	On streets that are within a 20mph zone or that have a 20 mph speed limit, new Vehicle Crossings should not be located within 10m of a side road junction to the same side of the road. This should be measured from the projected edge of the nearest kerb of the interfacing road (prior to any corner radii) to the nearest edge of the private access. On Classified Road (A and B roads) and any streets with 30mph speed limits, then the distance should be 20m
F	Locations with poor visibility for road users	New Vehicle Crossings should not be introduced on the inside of bends if the radius of curvature at the centre line of the carriageway is less than 90 metres.
G	Street trees	New Vehicle Crossings should not be introduced where it will require removal of any existing tree or otherwise impact unacceptably upon any existing tree (see note 2). Any proposal to remove a tree is subject to the requirements of standard DS.501.
H	Green verges	New Vehicle Crossings should not be introduced where it will require an existing grassed or planted verge or other area of landscaping to be broken. Any departure request to do so will normally be subject to the provision of compensatory landscaped areas. See also note 3
I	Land Ownership	Private hard standings (and associated visibility splays for vehicle emerging from these onto the Highway – see section 3.6) should normally be within the Applicant's freehold ownership. If this is not the case then the Applicant will need to obtain the consent of the freeholder. See also section 3.1
<p>NOTES</p> <p>1) These Order making procedures require the public to be consulted. If objections are received then proposals will normally be referred to the members of the relevant Community Council for the final decision, which will be taken at one of their programmed meetings.</p> <p>2) Examples of unacceptable impact include risk of collision with trunks due to the width of the access or damage to the rooting zone of trees due to vehicle overrun. It is unlikely to be permitted to construct Vehicle Crossings over previously soft landscaped areas of a tree's Root Protection Zone. See also note 3.</p> <p>3) As per standard DS.601, the Highway Authority will not normally permit the use of 'no-dig' constructions as a means of allowing <u>existing</u> soft landscaped areas within the Highway to be paved over whilst avoiding impact drainage or root protection areas.</p>		

Table 1 - Location constraints on new Vehicle Crossings

3 Design requirements

3.1 Private land owner's responsibilities

- a. When they apply for new Vehicle Crossings, private land owners are responsible for
 - i. covering all costs associated with both
 - works within the Highway to design, build, construct and approve the Vehicle Crossing
 - any necessary legal agreements with the Borough Solicitor (for which see 'b')
 - ii. re-grading their land at the interface with the Highway to accommodate nominated Vehicle Crossing details and prevent risk of vehicle grounding (see section 3.2)
 - iii. providing a hard standing on their land of the dimensions required as 3.2
 - iv. putting in place suitable drainage measures at the limits of the Highway to prevent surface water from their land shedding onto the Highway (see section 3.4)
 - v. (If the Applicant is not the owner of the property) obtaining the written consent of the owner to necessary legal agreements. See 'b' for further information
 - vi. carrying out any other works necessary on private land to make the Vehicle Crossing acceptable (e.g. amending walls or hedge lines to provide adequate visibility, widening accesses)
- b. In addition to the above, private land owners are required to enter into one or more legal agreements with the Borough Solicitor agreeing and undertaking
 - i. not to allow any vehicle parked on their land to overhang the footway. See section 3.2 for further information
 - ii. not to construct any gates over the private drive unless they are set back by $\geq 6\text{m}$. See section 3.3 for further information
 - iii. to exit (and in most instances) enter the Vehicle Crossing in forward gear. See section 3.6 for further information
 - iv. not to obstruct visibility splays on their land at the interface between the private hard standing and Highway for vehicle users emerging onto the Highway. See section 3.6 for further information

These agreements will be lodged with local land charges and will form part of the deeds of the property to be transferred if the property is ever sold. If the Applicant is not the land owner then (as discussed above) they will need to obtain their consent. As discussed in section 2.1, the Highway Authority will not Authorisation construction of Vehicle Crossings until these agreements are concluded.

3.2 Hard standings on private land

- a. Vehicle Crossings must lead directly to a hard standing on private land. These must large enough to allow vehicles to park without overhanging the Highway and causing an obstruction in breach of Section 137 of the Highways Act 1980 (in relation to which see also '3.1b'). The size of the area will be considered on a case specific base. Details of the vehicle that will be using the access must be provided. However, the minimum dimensions should be as follows.
 - i. Hard standing for vehicles positioned parallel to street
2.4m deep by 6m along the street

- ii. Hard standing for vehicles positioned perpendicular to the street
 - For single vehicles - 3m along the street by 5.5m deep
 - For two vehicles - 5m along the street by 5.5m deep for two vehicles
- b. As discussed in 3.1, Applicants are responsible for profiling/grading their private hard standing to interface with the plateaus of Vehicle Crossings. This is an important point of detail as the Highway Authority will not normally lower footways to meet existing private land grades.

3.3 Gates on private land

- a. If an Applicant wishes to gate their Vehicle Crossing then those gates
 - i. may not open onto the Highway. This is as per Section 153 of the Highways Act 1980
 - ii. must be set back by $\geq 6\text{m}$ from the limit of the Highway in order to prevent vehicles from obstructing the footway or carriageway whilst they are opened. This is as per Section 137 of the Highways Act 1980. See also '3.1b' about legal agreements to ensure that these are not introduced in future.

3.4 Drainage of private land

- a. As per section 163 of the Highways Act 1980, surface water from private land may not fall or shed onto the Highway. Applicants are solely responsible for carrying out works on their private land to ensure this.

NOTE 1: The easiest way to achieve this is by profiling private hard standings to fall away from the Highway. However, if this is not possible then it may be necessary to install a linear grid drain or similar along the Highway interface.

NOTE 2: Applicants for new Vehicle Crossing should note that, as a Town & Country Planning requirement, hard standings on private land are normally required to use a pervious construction. However, this is not a matter for the Highway Authority.

3.5 Standard Details

- a. Vehicle Crossings should be designed in accordance with the SSDM/TDR drawing LBS/G/010 Details explained in Table 2 (see note). Plateau widths should be as Table 1. Minor modifications to these details may be permitted by Level 1 Departure. Any existing Vehicle Crossings encountered within project areas should be updated in accordance with these requirements.

NOTE: All of these Details require the footway to remain at grade as it passes over the Crossing plateau (as opposed to dropping down to carriageway level). Interface grades on private land must be designed to allow this.

Estimated vehicle use		Type of premises served	Detail to be used as per SSDM/TDR drawing LBS/G/010
Designation	No. of combined vehicle movements in and out of private land in any hour		
Occasional use	≤ 3 commercial vehicles or ≤ 6 vehicles of any kind	Residential	Type 1 In existing streets and spaces (but not new) Type 2 detail may be used by Level 1 Departure if ramp width (across the footway) would be either >1250mm or >40% the total width of the footway (though see note)
		Commercial	
Frequent use	> 3 but ≤ 6 commercial vehicles or > 6 but ≤ 12 vehicles of any kind	Residential	Type 3
		Commercial	Type 4
<p>NOTE In the case of existing streets and spaces, it must be demonstrated that it would not be feasible to widen the footway in order to avoid the use of a Type 2 detail.</p>			

Table 2 - Typical details to be used for Vehicle Crossings

SSDM/RP Specification Area	Minimum width of pedestrian plateau measured across the footway or cycleway (metres)	
	Existing streets and spaces (see note 2)	New streets and spaces
World Centre	1.8m	2.1m
Town Centre - Zone A (see note 1)	1.8m	2.1m
Town Centre - Zone B (see note 1)	1.5m	1.8m
Heritage	1.5m	1.8m
Village	1.5m	1.8m
Docks	1.5m	1.8m
General	1.5m	1.8m
<p>NOTE 1) See standard DS.208 for definitions of Zone A and Zone B within *Town Centre* Specification Areas. 2) If new Vehicle Crossings are proposed in existing streets and spaces then (where necessary) footways and other non-carriageway pavements should be widened so that the plateau widths in this Table are achieved. Any Requests for Departure to not do so that widening is not feasible owing to restrictions on street width or engineering constraints.</p>		

Table 3 - Minimum plateau widths for Vehicle Crossings

3.6 Visibility for emerging vehicle users

- a. Visibility splays should be provided for emerging vehicle users in accordance with standard DS.114 requirements at
 - i. the interface between the private drive/hard standing area and the Vehicle Crossing. See also '3.1b' about legal agreements to ensure that these are not obstructed in future
 - ii. (where required as standard DS.114 – see note) the interface between the Vehicle Crossing and the carriageway

NOTE: In general, standard DS.117 only requires visibility splays at carriageway interfaces for Vehicle Crossing located on Classified Roads (A and B roads)

- b. Vehicles should be able to exit and (wherever possible) enter private land in forward gear. If it is not possible to provide a turning head on private land then, except on Classified Roads (A and B Roads), reversing into the Vehicle Crossing from the carriageway may be acceptable subject to local traffic conditions and safety considerations. If reversing is the proposed solution then
 - i. this should always be made a Point Of Enquiry within a Road Safety Audit (see SSDM/PR procedure PC.040)
 - ii. the legal agreement required as '3.1b' should be varied to require this.

3.7 Parking restrictions around Vehicle Crossings

- a. See standard DS.002 about providing No Waiting At Any Time restrictions through and in the vicinity of Vehicle Crossings.

NOTE: Broadly, in most instances restrictions are needed through and to 2m either side of each Crossing. However, for Vehicle Crossings on Classified Roads (A and B roads) restrictions are normally needed to the entire extent of related visibility splays (for which see standard DS.114).

- b. See standard DS.007 about introducing H-Bar markings and treatment of any existing encountered within a project area.

NOTE: Broadly, H-Bars are not normally permitted and any existing should normally be removed.



LEGEND

- Proposed double yellow lines
- Tree

Proposal
Install 7m of double yellow lines
in front of planned vehicle crossover

Public Realm Projects Parking Design Environment and Leisure Floor 3, Hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX www.southwark.gov.uk/parkingprojects		Project 1415Q3 LOCAL PARKING AMENDMENTS	Community Council CAMBERWELL		
		Drawing Title BLANCHEDOWNE PROPOSED DOUBLE YELLOW LINES PLANNED VEHICLE CROSSOVER	Ward(s) SOUTH CAMBERWELL		
		Date 10/11/14	Scale 1:500 @ A4	Dwn MH	App CJ
		Dwg No. 1415Q3023	Rev A		
		Status APPENDIX 4	Rev Description Date Dwn App	© Crown copyright and database rights 2014 Ordnance Survey (0100016252)	

Item No. 14.1	Classification: Open	Date: 4 February 2015	Meeting Name: Camberwell Community Council
Report title:		East Camberwell parking zone review	
Ward(s) or groups affected:		Brunswick Park, Camberwell Green, Faraday	
From:		Head of Public Realm	

RECOMMENDATION

1. That the community council comment upon the proposed consultation boundary and methods for the review of East Camberwell controlled parking zone (CPZ).

BACKGROUND INFORMATION

2. The council's 2014/15 parking design programme was approved in September 2014 by the head of public realm in conjunction with the cabinet member for regeneration, planning and transport.
3. The programme includes a review of the existing East Camberwell (EC) controlled parking zone (CPZ). This review has been included within the programme following representations by local residents, via their resident association and ward councilors, that it was necessary to reevaluate the times of operation of the zone.
4. Part 3H of the council's constitution provides that community councils should be consulted on strategic traffic management matters such as whether to change the times of operation of a parking zone and the related method of consultation.
5. EC CPZ was introduced in 2009 on an experimental basis. In 2010 the zone was made permanent after considering the comments that were received the experimental period.
In 2012, following consultation, the zone was extended to cover Southampton Way, Wells Way and Parkhouse Street.

KEY ISSUES FOR CONSIDERATION

Consultation area

6. The area recommended for consultation is shown on the plan contained at Appendix 1 and includes all properties within the boundary of the existing EC CPZ.
7. It is noted that the CPZ is located in both Camberwell and Borough, Bankside and Walworth Community Council areas.

Consultation methods

8. The method of consultation and decision making is fundamentally determined by the

council's constitution.

9. When reviewing an existing parking zone (referred to as a 4th stage review) officers will survey the zone and carry out an informal (non-statutory consultation). The objective of the survey and consultation is to identify issues that may have arisen since the zone was introduced and to put forward possible solutions.
10. Before a final decision is taken, the community council will again be consulted. The procedure is summarised in Figure 1 below and full details on the process are contained within Appendix 2.

Phase		Expected dates
Survey & consultation	Parking surveys	February 2015
	Consultation pack and questionnaire to all residents, businesses and stakeholders	March 2015
	Draft report to community council	May 2015 (date of meeting tbc)
Decision making	Final report to Cabinet Member for Regeneration, Planning and Transport	June 2015
Delivery	Road Safety Assessments Detailed audit review Construction	Summer 2015

Figure 1

Scope of consultation

11. It should be noted that the scope of the review will cover the following key issues:
 - the times of operation of the zone (consideration of lesser hours of controls);
 - the days of operation of the zone (consideration of Saturday controls);
 - detailed design issues (modifications to type/position of existing bays); and
 - the identification of opportunities to declutter parking signs.

Policy implications

12. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly:

Policy 1.1 – pursue overall traffic reduction;

Policy 4.2 – create places that people can enjoy; and

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

Community impact statement

13. The policies within the transport plan are upheld within this report and have been subject to an equality impact assessment.
14. The recommendations are area based and therefore will have greatest affect upon those people living, working or traveling in the vicinity of the areas where the proposals are made.

15. The introduction of a parking zone contributes to an improved environment through the elimination of on-street commuter parking and the associated reduction of local and borough-wide traffic levels.
16. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighbouring properties at that location. However, this cannot be entirely preempted until the recommendations have been implemented and observed.
17. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate affect on any other community or group.
18. The recommendations do not conflict with the council's commitment to equalities or to the protection of human rights. In addition, part of the aim of the consultation is to promote social inclusion by:
 - providing improved access for key services such as emergency and refuge vehicles; and
 - improving road safety, in particular for vulnerable road users, on the public highway.
19. The consultation leaflets will meet communication guidance with a languages page providing advice as to how to access the council's translation service. Furthermore, large format leaflets will be available for those with visual impairment.

Resource implications

20. The costs of the parking zone project, including staff fees, consultation and implementation (if supported) will cost approximately £40,000 which will be funded through capital provisions already established for this purpose.
21. A more accurate estimate of the costs from this scheme will be reported at the end of the consultation.
22. The cost code for parking zone projects is L-5110-0042.

Legal implications

23. The community councils are being asked to comment upon the proposed consultation boundary and methods for reviewing the East Camberwell controlled parking zone. Community councils are entitled to consider these issues pursuant to paragraph 3H of the council's constitution.
24. The Equality Act 2010 introduced the public sector equality duty, which merged existing race, sex and disability equality duties and extended them to include other protected characteristics; namely age, gender reassignment, pregnancy and maternity, religion and belief and sex and sexual orientation, including marriage and civil partnership. In summary those subject to the equality duty, which includes the Council, must in the exercise of their functions: (i) have due regard to the need to eliminate unlawful discrimination, harassment and victimisation; and (ii) foster good relations between people who share a protected characteristic and those who do not. It is not envisaged that the consultation referred to in this report will conflict with the requirements of the Act.

25. The Human Rights Act 1998 imposed a duty on the council as a public authority to apply the European Convention on Human Rights; as a result the council must not act in a way which is incompatible with these rights. It is not envisaged that the consultation referred to in this report will conflict with any of the protected rights.

Consultation

26. Consultation on the outline of the project has been carried out with the cabinet member for regeneration, planning and transport.
27. All aspects of future consultation are detailed in the key issues section of this report.

BACKGROUND PAPERS

Background Papers	Held At	Contact
East Camberwell 1st stage CPZ consultation report (March 2007)	Southwark Council Environment and Leisure Public Realm projects Parking design 160 Tooley Street London SE1 2QH	Tim Walker 020 7525 2021
East Camberwell 2nd stage CPZ consultation report (August 2008)	As above	Tim Walker 020 7525 2021
Transport Plan 2011	As above and online: www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Tim Walker 020 7525 2021

APPENDICES

No.	Title
Appendix 1	Map of recommended parking consultation area
Appendix 2	4 th stage parking zone review process

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Tim Walker, Senior Project Engineer	
Version	Final	
Dated	22 January 2015	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Legal Services	Yes	Yes
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team		22 January 2015

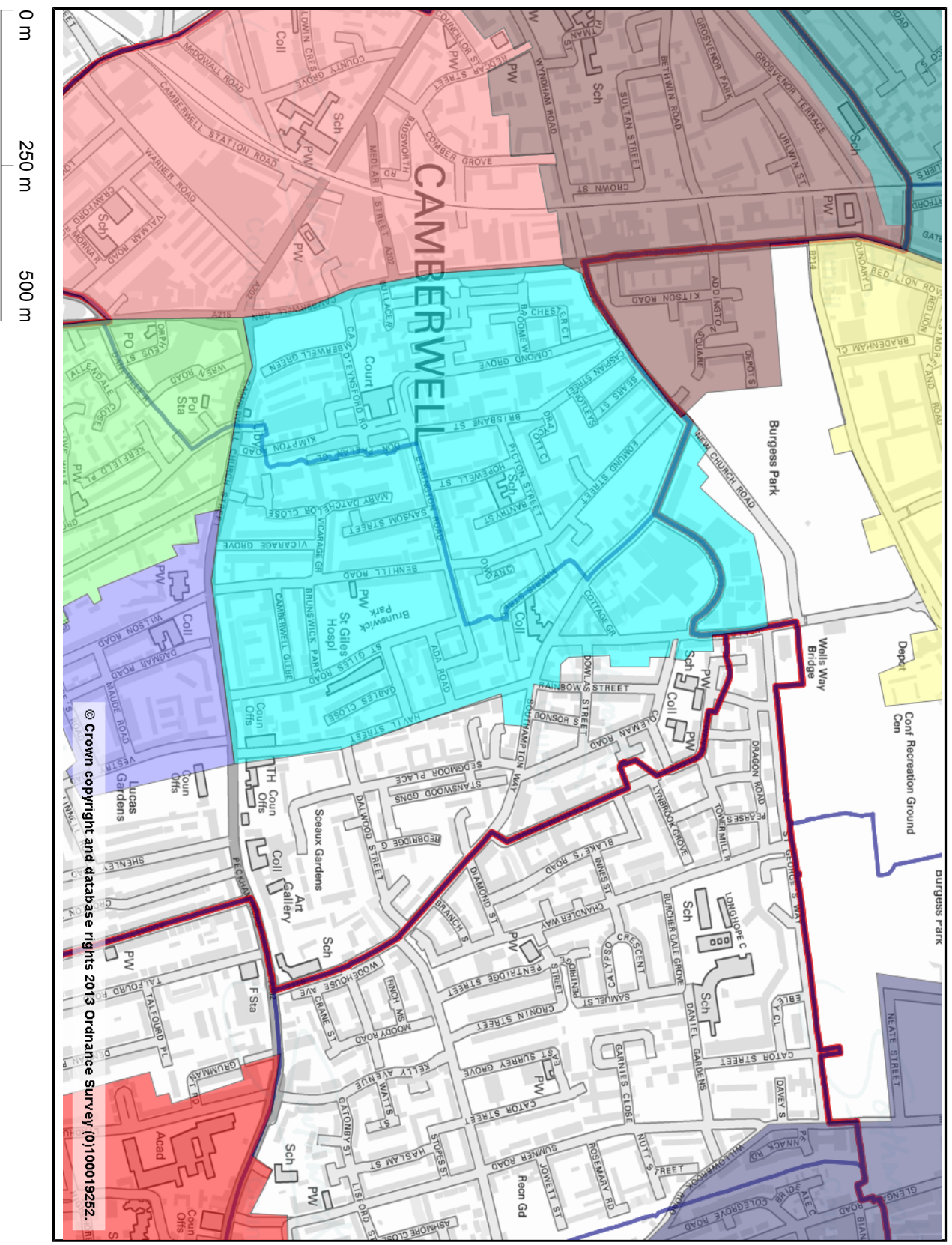
Show more on the map

CPZ
Ind. Value with Zone

- B
- C1
- C2
- D
- E
- EC
- F
- G
- GR
- H
- HH
- J
- K
- L
- LG
- M1
- M2
- N
- NC
- SB
- T

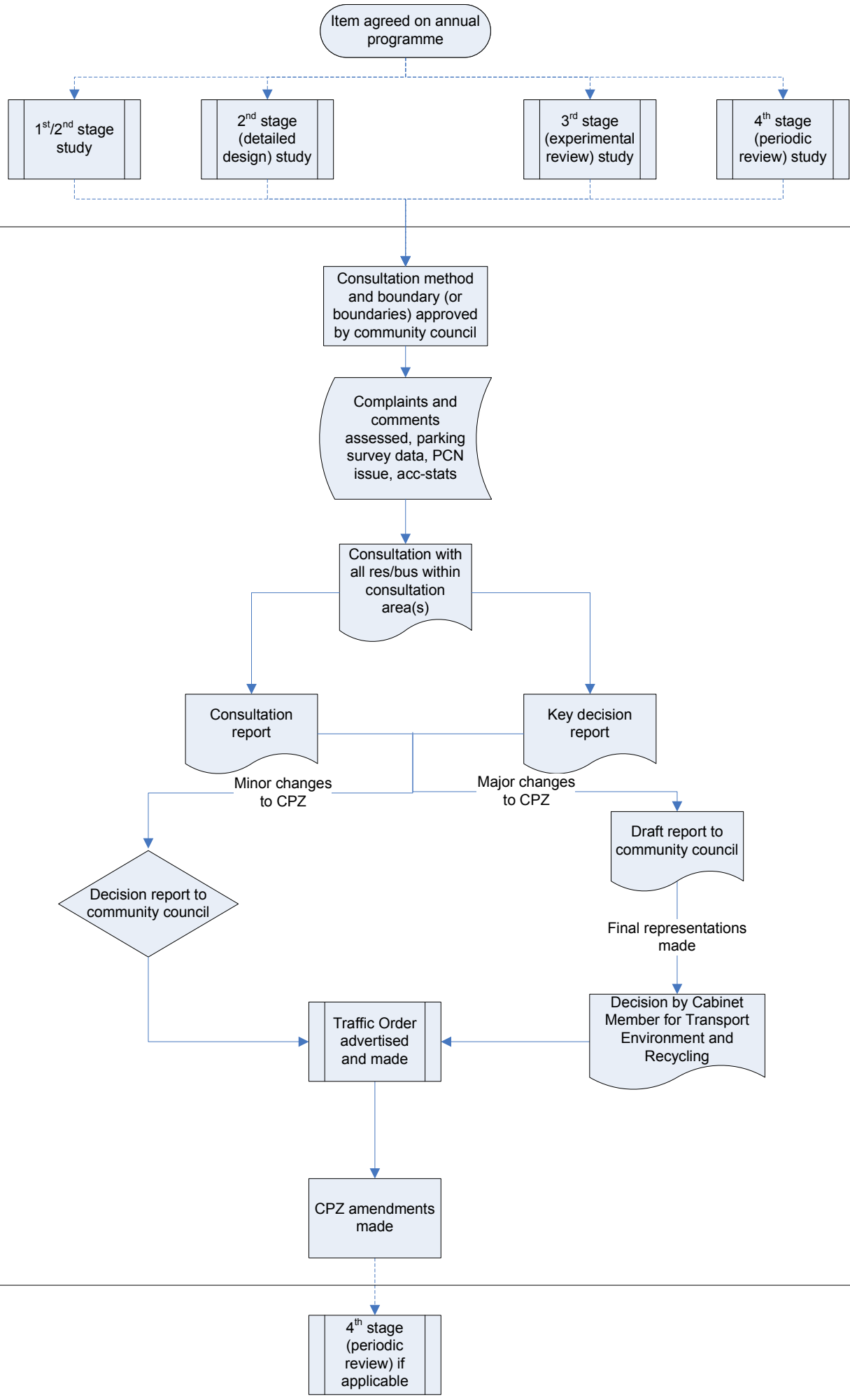
Wards and councilors

- Wards and councilors
- Community Councils
- Community Council boundaries



Appendix 1 - EC CPZ boundary

CPZ – 4th stage (periodic review) consultation and study process



Item No. 14.2	Classification: Open	Date: 4 February 2015	Meeting Name: Camberwell Community Council
Report title:		Grove Hill Road Pedestrian Safety and Accessibility Scheme	
Ward(s) or groups affected:		South Camberwell	
From:		Head of Public Realm	

RECOMMENDATION

1. That the Camberwell Community Council reviews the results and comments in the attached consultation report (Appendix 1), and makes a formal decision regarding progression of the scheme to implementation, subject to the necessary statutory procedures.

BACKGROUND INFORMATION

2. In accordance with Part 3H paragraph 16 of the Southwark constitution, community councils have the executive function to determine traffic schemes of a non-strategic nature.
3. It is therefore for the Camberwell Community Council to decide on whether the proposed pedestrian safety and accessibility measures in Grove Hill Road should implemented.
4. The scheme proposals were developed following an allocation of Cleaner Greener Safer (CGS) capital funding of £50,000 by Camberwell Community Council. This allocation was in response to concerns raised by local stakeholders relating to the lack of adequate pedestrian crossing provision across Grove Hill Road particularly on the length of carriageway between the Lettsom Gardens pedestrian entrance and Dog Kennel Hill Primary School.
5. It must be noted that an additional £100,000 funding has been made available from safer routes to school funding provided through the council's annual local implementation plan (LIP) programme from Transport for London which has been used to increase the scope of the works and provide a more holistic improvement to the streetscape.
6. A public consultation has been completed. Full details of all results associated with the study can be found in Appendix 1 the 'consultation report'.
7. South Camberwell councillors were notified of the scheme and consultation documents on 3 December 2014.
8. The main scheme elements include:

- Proposed raised carriageway table with uncontrolled pedestrian crossing point to assist accessibility from Lettsom Gardens and to assist with reducing vehicle speeds.
- Footway to be built out adjacent to the proposed pedestrian crossing location to reduce the carriageway width and crossing distance for pedestrians. The footway buildout also maximises the amount of parking retained on the northern side of Grove Hill Road.
- Proposed raised carriageway table in Camberwell Grove junction to reduce vehicle entry speeds and improve pedestrian accessibility.
- Junction of Camberwell Grove to be built out to improve visibility for pedestrians crossing the junction. The footway extensions will also reduce carriageway width and improve visibility for vehicles existing Camberwell Grove into Grove Hill Road.
- Existing uncontrolled staggered pedestrian crossing and carriageway island to be replaced with a single movement raised zebra crossing facility. The zebra crossing facility will provide priority for pedestrians over traffic, with the raised table reducing vehicle speeds.
- Northern footway of Grove Hill Road to be built out to reduce carriageway width and crossing distance for pedestrians using the proposed zebra crossing facility.
- Footway to be built out on the southern side of Grove Hill Road to increase the pedestrian area outside Dog Kennel Hill Primary School and decrease carriageway width.
- The visual amenity of the streetscape will be improve through the introduction of a substantial planting area and use of better quality paving materials for the footway.
- To ensure adequate visibility is maintained on approach to the pedestrian crossing locations, zig zag marking and 'at any time' double yellow line parking controls are proposed.

KEY ISSUES FOR CONSIDERATION

9. The measures proposed in this consultation are part of the council's on-going commitment to make Southwark's streets safer and more accessible for all. The proposed measures will enhance the environment for all road users, reduce traffic speeds and improve pedestrian safety. New controlled and uncontrolled pedestrian crossing facilities and introduction of raised carriageway tables will also significantly improve pedestrian accessibility to and from the adjacent primary school.
10. A pedestrian survey was undertaken to ascertain the most appropriate location to site the zebra crossing in accordance with assessment criteria set out in the Assessment of Pedestrian Crossings – Local Transport Note 1/95.

11. Whilst the original request from stakeholders was for a zebra crossing facility to be located adjacent to Lettsom Gardens entrance, following review of the survey results, the installation of a zebra crossing facility at this location could not be justified. This was primarily due to the low volume of pedestrians crossing at this location compared with the existing uncontrolled staggered pedestrian crossing facility adjacent to Kennel Hill Primary School. However a raised carriageway table with pedestrian crossing point has been provided to assist crossing movements across Grove Hill Road to and from Lettsom Gardens.
12. Informal public consultation took place with agreed stakeholders on the 10 December 2014, with a reply deadline of the 9th January 2015, allowing 4 weeks for the consultation period.
13. Consultation results for the scheme can be summarised as follows:
 - 83% of consultees support the pedestrian safety and accessibility measures;
 - 15% of consultees were opposed to the scheme; and
 - 2% of consultees have no opinion.
14. Supportive responses were also received from Southwark Living Streets and Metropolitan Police.
15. Full details of the consultation strategy, results, conclusions and recommendations can be found in Appendix 1.

Policy implications

16. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly:
 - Policy 2.3 – promote and encourage sustainable travel choices in the borough
 - Policy 4.2 – create places that people can enjoy
 - Policy 5.1 - Improve safety on our roads and to help make all modes of transport safer.

Community impact statement

17. The implementation of any transport project creates a range of community impacts. All transport schemes aim to improve the safety and security of vulnerable groups and support economic development by improving the overall transport system and access to it. This scheme has particular objectives to improve conditions for pedestrians including those with mobility difficulties and improve road safety by reducing traffic speeds and improving visibility at key road junctions.
18. It must be noted that the scheme will result in up to 16 kerbside parking spaces being removed in order to ensure appropriate forward sightlines are maintained on approach to both pedestrian crossing locations.

Resource implications

19. This project is funded by the CGS programme with an allocated budget of £50,000, with an additional £100,000 from the council's LIP programme. If the proposals are implemented the costs will be contained within this budget.

Consultation

20. Ward members were consulted prior to commencement of consultation.
21. Informal consultation was carried out with stakeholders in December 2014 / January 2015, as detailed above.
22. The proposed consultation area was sent to ward councillors and agreed prior to the consultation documents being delivered.
23. In addition, the consultation documents and plans were supplied via email to the council's established list of statutory consultees including London buses, living streets, cycle groups and the Metropolitan Police.
24. If approved for implementation by the community council, this will be subject to statutory consultation required in the making of permanent traffic management orders relating to the provision of the new waiting restrictions. If any objections are received, there will need to be a further report to the community council to consider those objections.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Legal Services

25. The Camberwell Community Council is being asked to approve the proposed pedestrian safety and accessibility measures in Grove Hill Road.
26. Part of the scheme requires a traffic management order. The process for implementing a traffic management order involves a statutory consultation procedure. If any objections to the consultation cannot be informally resolved, then consideration of those objections and a decision on whether to proceed with that part of the scheme will be subject to determination by the Camberwell Community Council.
27. The Equality Act 2010 introduced the public sector equality duty, which merged existing race, sex and disability equality duties and extended them to include other protected characteristics; namely age, gender reassignment, pregnancy and maternity, religion and belief and sex and sexual orientation, including marriage and civil partnership. In summary those subject to the equality duty, which includes the Council, must in the exercise of their functions: (i) have due regard to the need to eliminate unlawful discrimination, harassment and victimisation; and (ii) foster good relations between people who share a protected characteristic and those who do not.
28. The Human Rights Act 1998 imposed a duty on the council as a public authority to apply the European Convention on Human Rights; as a result the council must not act in a way which is incompatible with these rights. The most important rights for planning purposes are Article 8 (respect for homes); Article 6 (natural justice) and Article 1 of the First Protocol (peaceful enjoyment of property).
29. Part 3H paragraph 16 of the Southwark constitution states that community councils have the executive function to determine traffic schemes of a non-

strategic nature. This scheme is categorised as non-strategic and therefore complies with the directives of this paragraph.

Strategic Director of Finance and Corporate Services

30. The report is requesting approval from the Camberwell Community Council for the pedestrian safety and accessibility scheme in Grove Hill Road, subject to statutory consultation.
31. It is noted that the cost of the proposed scheme is estimated to be £150k and will be contained within the prescribed budget formally approved by members of the Dulwich Community Council and the expenditure parameters of the council LIP allocation.
32. It is also noted that any future maintenance costs arising from this investment will be funded from existing departmental revenue budgets.
33. Staffing and any other costs connected with this recommendation to be contained with existing scheme budgets.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH Online: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Matthew Hill 020 7525 3541

APPENDICES

No.	Title
Appendix 1	Grove Hill Road Pedestrian Safety and Accessibility Improvements - Consultation Report

AUDIT TRAIL

Lead Officer	Matthew Hill, Public Realm Programme Manager	
Report Author	Chris Mascord, Senior Engineer	
Version	Final	
Dated	19 December 2014	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Legal Services	Yes	Yes
Strategic Director of Finance and Corporate Services	Yes	Yes
Cabinet Member	No	No
Date final report sent to Constitutional Team		14 January 2015

London Borough of Southwark



Grove Hill Road Pedestrian Safety and Accessibility Measures

Consultation Summary

January 2015

London Borough of Southwark

Grove Hill Road

Pedestrian Safety and Accessibility Measures

Public Consultation Summary

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1.0 Introduction

1.1 Background

1.1.1 This document report has been produced by the London Borough of Southwark Public Realm Projects Group to provide a summary of consultation exercise for the proposed pedestrian safety and accessibility scheme in Grove Hill Road. The measures are being drafted by the Public Realm Projects Team, with the project manager for this scheme being Chris Mascord, London Borough of Southwark, Council Offices, 160 Tooley Street, SE1P 5LX.

1.1.2 The area under consideration is located within the SE5 district of Southwark (South Camberwell Ward), in the centre of the borough. See figure 1 below.

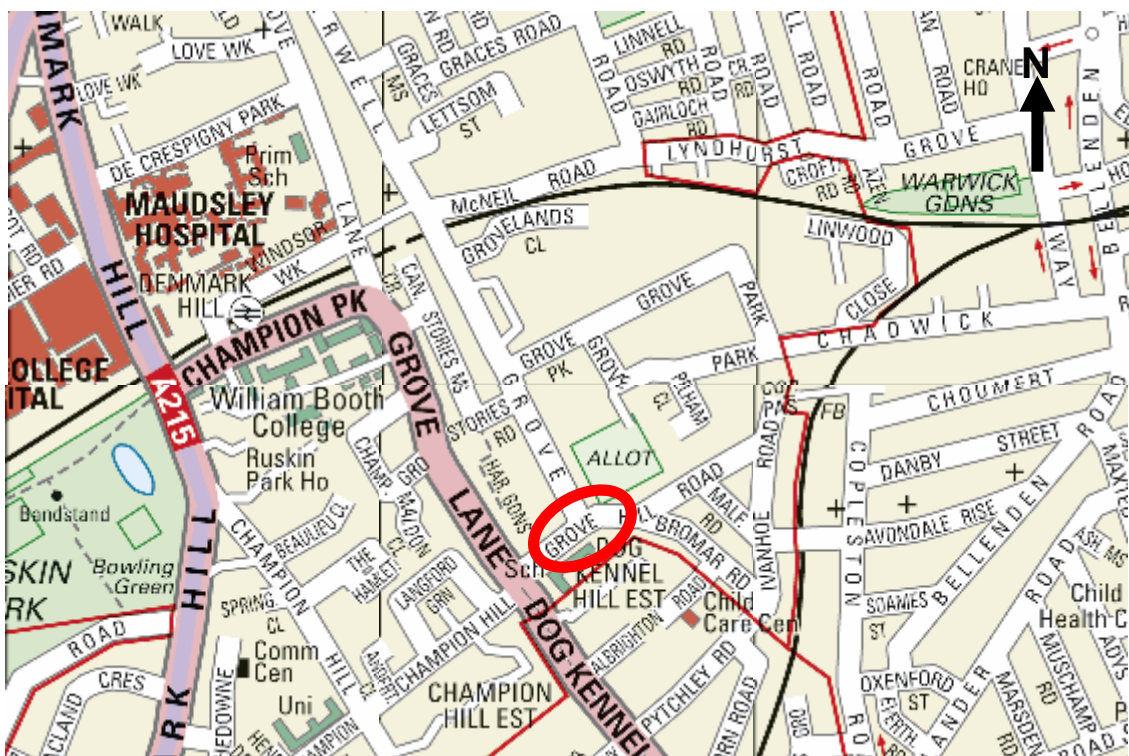


Figure 1: Location of experimental traffic management measures

1.2 Project and Background

1.2.1 The measures proposed in this consultation are part of the Council's on-going commitment to make Southwark's streets safer and more accessible for all. The proposed measures will enhance the environment for all road users, reduce traffic speeds and improve pedestrian safety. New controlled and uncontrolled pedestrian crossing facilities and introduction of raised carriageway tables will also significantly improve pedestrian accessibility to and from the adjacent primary school.

1.2.2 The proposals will also compliment the borough's proposed Waterloo/Elephant and Castle to Crystal Palace Quietway cycling route that will traverse Camberwell Grove and Grove Hill Road to Dog Kennel Hill. The measures will

also create a safer environment for cycling, especially at the junction of Camberwell Grove and Grove Hill Road, where visibility is being improved and corner radii tightened to reduce vehicle entry speeds.

1.2.3 The following measures were consulted upon to improve pedestrian safety and accessibility in Grove Hill Road:

- Proposed raised carriageway table with uncontrolled pedestrian crossing point to assist accessibility from Lettsom Gardens and to assist with reducing vehicle speeds.
- Footway to be built out adjacent to the proposed pedestrian crossing location to reduce the carriageway width and crossing distance for pedestrians. The footway buildout also maximises the amount of parking retained on the northern side of Grove Hill Road.
- Proposed raised carriageway table in Camberwell Grove junction to reduce vehicle entry speeds and improve pedestrian accessibility.
- Junction of Camberwell Grove to be built out to improve visibility for pedestrians crossing the junction. The footway extensions will also reduce carriageway width and improve visibility for vehicles existing Camberwell Grove into Grove Hill Road.
- Existing uncontrolled staggered pedestrian crossing and carriageway island to be replaced with a single movement raised zebra crossing facility. The zebra crossing facility will provide priority for pedestrians over traffic, with the raised table reducing vehicle speeds.
- Northern footway of Grove Hill Road to be built out to reduce carriageway width and crossing distance for pedestrians using the proposed zebra crossing facility.
- Footway to be built out on the southern side of Grove Hill Road to increase the pedestrian area outside Dog Kennel Hill Primary School and decrease carriageway width.
- The visual amenity of the streetscape will be improve through the introduction of a substantial planting area and use of better quality paving materials for the footway.
- To ensure adequate visibility is maintained on approach to the pedestrian crossing locations, zig zag marking and 'at any time' double yellow line parking controls are proposed.

(See Appendix A – Initial Scheme Proposals).

1.3 Consultation Procedure

- 1.3.1 The views of the local community and those of statutory consultees have been sought as part of this consultation exercise. Active community participation was encouraged through the use of a consultation document and questionnaire (see Appendix A – Consultation Documents).

- 1.3.2 The consultation documents included a covering letter with A3 size colour consultation plan and an A4 questionnaire/comment form that could be sent to the Public Realm Projects Group with a pre-paid address reply envelope. (See Appendix B –Consultation Documents).
- 1.3.3 The consultation document was delivered to a geographical area centred on the junction of Camberwell Grove and Grove Hill Road, using strategic roads and pedestrian desire lines as defined cut off points (See Appendix C – Location Plan and Extents of Consultation).
- 1.3.4 The distribution area was large enough to gain views from the wider community that may be considered to be affected by the proposed measures. A mailing list was established for the area by way of the Council's GIS database. In addition, the consultation documents and plans were supplied to the Council's established list of statutory consultees including London Buses, cycle groups and the Metropolitan Police. Please see Appendix D of list of addresses within the distribution area.
- 1.3.5 The consultation documents were delivered by Royal Mail to 1004 addresses detailed within the distribution list. The documents were delivered on the 10th December 2014, with a return deadline of the 9th January 2015, allowing 5 weeks for the consultation period.

2.0 Consultation Responses

2.1 Response Rate and Distribution

- 2.1.1 A total of 108 responses were received during the consultation period, equating to an 10.7% response rate. The majority of responses were received by returned questionnaires (92), with the remaining 16 responses received on the consultation webpage. Eight responses were classed as anonymous.
- 2.1.2 Two formal responses were received from statutory consultees during the consultation period (Metropolitan Police Traffic Safety Division and Southwark Living Streets).

2.2 Questionnaire Analysis

- 2.2.1 The questionnaire element of the consultation document contained the following key questions and associated tick box options:

Q1. Are you a resident or business?

Q2. What do you think of the proposals?

2.2.2 The following is a summary of replies received:

Question 1 - Are you a resident or business?

2.2.3 All questionnaires returned during the consultation period were from local residents, with no businesses formally replying to the consultation exercise.

Question 2 – What do you think of the proposals?

	Support	Opposed	No Opinion
Replies	90	16	2
Total	83%	15%	2%

Table 2: Returned questionnaire results for question 2

Consultation Results for Question 2

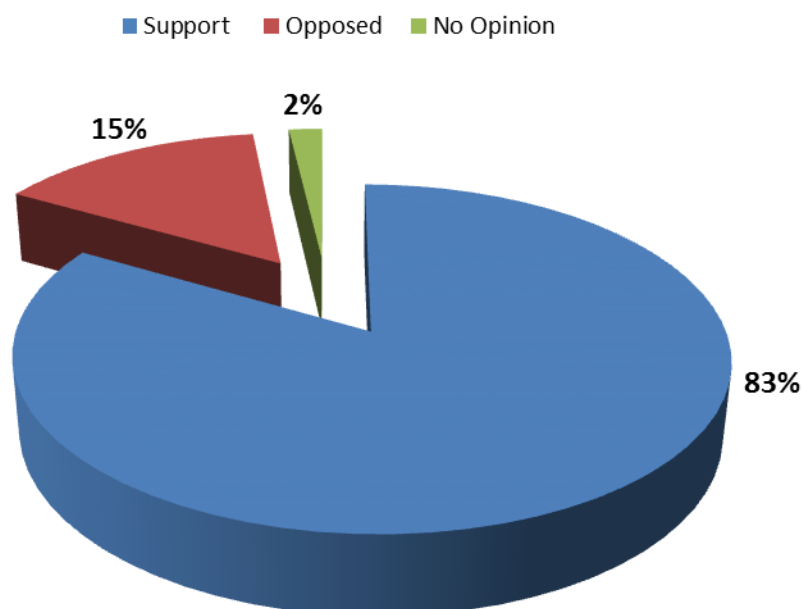


Figure 2: Consultation questionnaire results for question 2

2.2.4 The above graph and table indicate a majority of support for the pedestrian safety and accessibility measures in Grove Hill Road, with 83% support detailed in returned consultation questionnaires and on the website.

2.3 Additional Comments

2.3.1 The questionnaire element of the consultation document and e-form on the consultation website invited consultees to attach any additional comments they may have on the proposals when returning the reply-paid questionnaire.

2.3.2 The majority of respondents (83%) highlighted full support for the pedestrian safety and accessibility measures in Grove Hill Road indicating that it was an excellent idea, long overdue and the works will slow down motorists that currently speed and use this road as a rat run.

2.3.3 A number of comments stated that the scheme will not only improve safety, but also significantly improve the appearance of the street. The road is currently very dangerous for kids and parents alike.

2.3.4 A resident stated that the proposals were excellent and the plans were a very creative solution to the existing problems experienced at this location.

2.3.5 A respondent highlighted that the benefits of reduced speeds of cars and vans will offset the loss of parking spaces and that visibility will be greatly improved at the junction of Camberwell Grove.

2.3.6 A number of comments detailed that the straight zebra crossing is a vast improvement compared with the staggered island and improving sightlines is a good idea and much needed. It can be impossible to cross the road when traffic flow is heavy.

2.3.7 Many comments in support of the scheme highlighted that the Camberwell Grove / Grove Hill Road junction is very dangerous to cross as a pedestrian and that the proposals will make this less of a worry.

2.3.8 A resident commented that they have three children that will benefit from the scheme and it is good news for the children and parents of Dog Kennel Hill Primary School, as now there will be a safe place for all to cross.

2.3.9 A number of comments were received that the proposals would be even better if the main issue, which is the use of Camberwell Grove as a rat run for traffic, is sorted out. This would significantly remove the amount of traffic using the Grove Hill Road / Camberwell Grove junction. *

* In response, the funding for this scheme is to specifically target pedestrian safety and accessibility adjacent to Dog Kennel Hill Primary School and Lettsom Gardens and not address wider traffic management issues, which would require significantly more funding and feasibility studies. Camberwell Grove is proposed to be part of a Quietway cycling corridor through the borough and further proposals that are likely to be consulted upon at a later date will potentially consider modal filtering to reduce non-local traffic volumes along the route, including Camberwell Grove.

The scheme currently being consulted upon has been designed in consultation with the Quietway cycling route designers to ensure the measures proposed compliment their aspirations for the route.

- 2.3.10 A request was made for a crossing in Avondale Rise, as Ivanhoe Road and Avondale Rise are a cut-through for cars to Bellenden and Peckham. *

* In response, this location is outside the current scope of the scheme and cannot be considered as part of the current works. It is suggested that if residents feel there is a problem with speeding and use of residential streets by non-local traffic which is potentially affecting pedestrian safety and accessibility, then further applications is made to the community council via the CGS programme for members to formally consider.

- 2.3.11 A request was made for further traffic calming measures in Grove Hill Road and Malfort Road.*

* In response, as detailed above, there is not enough funding to install further measures in the area that are outside the scope of the current proposals.

- 2.3.12 A concern was raised about the proposed slope of the ramps on the carriageway tables that may result in damage to vehicles and levels at the garage of no. 220 Camberwell Grove potentially resulting in water ponding.*

*In response, the design of the carriageway tables and their associated ramp gradients will be in accordance with Southwark's Streetscape Design Manual and national guidelines. The ramps will have a 1:15 gradient to ensure that they effectively curtail traffic speeds without damaging the suspension of vehicles.

As part of the proposed raised carriageway table at Camberwell Grove, the existing dropped access into the adjacent residential garage will be raised to footway level in accordance with the height of the proposed table. This will remove the existing ramped areas either side of the crossover and make the footway easier to traverse for pedestrians. The fall of the footway and vehicle access at this location will be towards the carriageway so that no ponding or water ingress into the garage occurs.

- 2.3.13 A suggestion was made to make the proposed zebra crossing signal controlled.*

* In response, there is no requirement to install a signalised pedestrian crossing at this location. A zebra crossing facility, which is statistically safer than signalised pedestrian facilities, is much more appropriate for a 20mph residential road. The added measure of locating the zebra crossing on a raised carriageway table will also reduce vehicle speeds and reduce the risk and severity of collisions. The zebra crossing will simplify crossing movements for pedestrians at this location and provide pedestrian with much needed priority over general traffic.

- 2.3.14 A number of concerns were raised about the height of the foliage in the proposed planter potentially obstructing drivers visibility of children approaching the zebra crossing when coming up the hill on Grove Hill Road.*

*In response, the species of plants to be installed in the planter are to be carefully selected to ensure that foliage does not obstruct the forward visibility of

drivers traversing up Grove Hill Road on approach to the zebra crossing. However it must be noted that there is actually an adequate forward visibility splay of 40m past the extents of the planter from the crossing location, which is far greater than the minimum 25m required for a 20mph carriageway.

- 2.3.15 Numerous comments were received saying that there needs to be a safe place for parents to drop off their children to the school. Where will parental parking be displaced?

*In response, the measures proposed are to encourage children to walk and cycle to school and are in accordance with promoting the council's adopted road user hierarchy where changes to highway layouts benefit pedestrians and cyclists over motor vehicle users. Whilst it is recognised that some parents will still drop off their children to school by car, it is hoped that the proposals will result in less parents doing so.

The introduction of zig zag control markings and 'at any time' kerbside parking controls will ensure that the sightlines to both crossing facilities are maintained. Enforcement of the parking prohibitions during school drop off and pick up times will assist with reducing discriminate parking.

It must be noted that the majority of kerbside areas that have proposed parking controls are usually occupied by parked vehicles and are also adjacent to existing school keep clear markings or single yellow line waiting controls. Therefore taking this into consideration, the proposed parking controls associated with the crossing facilities will not greatly affect the amount of kerbside space available for parents to drop their children off by car.

- 2.3.16 A number concerns was raised that narrowing the road, removing of the right turn lane and tightening of the Camberwell Grove junction will cause traffic congestion. *

* In response, there is no evidence to suggest that this will be the case. Under the current layout it must be noted that both sides of Grove Hill Road, particularly to the east and opposite of the Camberwell Grove junction has parking both sides of the road, which narrows the amount of available carriageway space down to similar widths as is proposed as part of the current scheme.

The number of vehicles turning right into Camberwell Grove from Grove Hill Road does not warrant a separate turning lane to be marked on the carriageway. Traffic approaching Camberwell Grove from Dog Kennel Hill is intermittent in accordance with the operation of the traffic signals and therefore even in peak traffic flow periods, vehicles will not experience any noticeable delay in turning right into Camberwell Grove.

The tightening of the corner radii at the Camberwell Grove junction will not result in any additional congestion, as the headway is still wide enough for a vehicle to turn left into Camberwell Grove without conflicting with a vehicle waiting to exit out onto Grove Hill Road. The measures simply reduce vehicle entry speeds into Camberwell Grove and improve sightlines, which are of paramount importance to pedestrian safety at this location.

2.3.17 A number of requests were made for converting the proposed raised carriageway table and pedestrian crossing point adjacent to Lettsom Gardens into a zebra crossing. *

* In response, a peak time site survey was undertaken to identify the crossing behaviour of pedestrians between the area bounded by the main pedestrian entrance into the school and Lettsom Gardens. This survey provided key evidence for assessing where the majority of pedestrians cross the road. The survey plan can be viewed in Appendix E.

It was clear from the survey that the majority of pedestrians cross Grove Hill Road at the existing staggered uncontrolled crossing point adjacent to the school entrance, with only a minimal number of pedestrians crossing Grove Hill Road adjacent to Lettsom Gardens.

Therefore in light of the survey analysis, the installation of a zebra crossing facility adjacent to the Lettsom Gardens entrance is not warranted due to the low number of pedestrians that would use this facility compared with the heavy pedestrian volumes and pedestrian desire line adjacent to the school entrance. It is clearly evident that a zebra crossing facility will benefit far more pedestrians at this location as there will now be a single movement to cross the carriageway, rather than the two stage crossing associated with the existing refuge island.

In accordance with the above, the proposed informal pedestrian crossing point on a raised table adjacent to Lettsom Gardens is the most appropriate measure to cater for the number of pedestrians and desire line across Grove Hill Road at this location. This facility in conjunction with the parking restrictions will significantly improve sightlines, accessibility and reduce traffic speeds, which are the main issues experienced by pedestrians at this location.

2.3.18 Numerous requests were made to reinstate the right turn from Champion Park into Dog Kennel Hill, as many vehicles either cross the junction to undertake a u-turn in Grove Hill Road to access Dog Kennel Hill or travel down Grove Hill Road, Bromar and Pytchely Road to access Dog Kennel Hill. *

* In response, modifying the operation of the junction cannot be investigated as part of this scheme as it is clearly outside the scope of the current proposals and is not part of the scheme objectives. However, the junction is being reviewed as part of the Quietway cycling proposals which could potentially result in changes to the operation and phasing of the junction. Any changes to the junction will be subject to further consultation with local residents.

2.3.19 A request was made to widen the western footway of Camberwell Grove, as it is currently too narrow (taking into account the pedestrian volume and busy nature of Camberwell Grove). *

* In response, the footway width meets the minimum requirements prescribed in central government guidelines and the Southwark Streetscape Design Manual and as a result, there are no plans to alter the current footway width and alignment by 220 Camberwell Grove or carriageway geometry along this section of Camberwell Grove.

2.3.20 A number of requests were made to extend the controlled parking area to the top end of Grove Hill Road, as there is a lot of commuter parking and the loss of

further spaces will force them down Grove Hill Road outside resident's properties.*

* In response, there are no current plans to extend the existing controlled parking zone (CPZ) into Grove Hill Road. Every CPZ undergoes a periodic review and these comments will be submitted to the parking development team to ensure that they are considered as part of any future review for the adjacent CPZ.

- 2.3.21 A number of respondents commented that there should be segregated cycle lanes instead of building out the footways so much and that the road narrowing will encourage cyclists to cycle on the footways. *

* In response, it would be pointless installing segregated cycle lanes along short sections on Grove Hill Road (within the extents of the scheme), as they would not lead anywhere due to carriageway width constraints at either end of the scheme. It would not be possible to install segregated cycle lanes from the western extents of the scheme to link up with Dog Kennel Hill junction, as there is not enough carriageway width. Likewise to the east of the scheme, there is residential parking both sides of the road which prevents the introduction of cycle lanes.

It must be noted that the carriageway width reduction, vertical traffic calming elements and introduction of kerbside waiting controls will reduce traffic speeds and significantly improve visibility that will directly improve safety for all road users including cyclists. This will make the carriageway more attractive for cyclists which will reduce the likelihood that some cyclists will traverse footway areas.

- 2.3.22 A summary of additional comments from residents that objected to the retention of the traffic management measures highlighted the following concerns:

A number of objections were received stating that the proposals place the zebra crossing on the only safe place to cross the road and this is ridiculous. We need the zebra crossings on Camberwell Grove and adjacent to Lettsom Gardens as children will not walk up the road from Lettsom Gardens to use the zebra crossing facility. *

* In response, as outlined previously, a pedestrian desire line survey was undertaken to ascertain the most point pedestrian movement across Grove Hill Road and the finding used to assess the most appropriate location for the crossing facility in accordance with the criteria set out in The Assessment of Pedestrian Crossings – Local Transport Note 1/95.

It was clearly evident that the most prominent existing desire line across Grove Hill Road is at uncontrolled staggered pedestrian island and the weighting of road users using this facility compared to other locations in the survey area justifies the installation of the controlled zebra crossing facility at this location.

The low number of pedestrians crossing Grove Hill Road adjacent to Lettsom Gardens clearly does not warrant the installation of a controlled facility. However the council recognises that there is an existing desire line at this location and therefore has proposed an appropriate set of measures to assist pedestrian safety and accessibility. These includes the removal of existing parking, footway buildouts and kerbside parking controls to improve visibility and reduce the

crossing distance for pedestrians, well as a raised carriageway table to improve pedestrian accessibility and curtail traffic speeds.

An objection was received requesting to leave everything alone, but make the Dog Kennel Hill junction a roundabout. *

* In response, funding was approved by the Camberwell Community Council to investigate improving pedestrian safety and accessibility in Grove Hill Road between Lettsom Gardens and Dog Kennel Hill Primary School. This allocation was approved following concerns from local residents and stakeholders regarding difficulty pedestrians experience when trying to cross Grove Hill Road due to the speed of traffic and inadequate crossing facilities.

The funding allocated has to be specifically targeted to address these issues and cannot be spent on modifying a major junction on Dog Kennel Hill. As mentioned previously, this particular junction is being reviewed as part of the Quietway cycling route, with any changes proposed subject to a separate consultation. However it must be noted that the measures proposed as part of the current consultation exercise will compliment potential changes to the Dog Kennel Hill junction proposed as part of the Quietway route.

A number of objections were received stating that there is nothing wrong with safety at this location and the scheme is a total waste of tax payers money. *

* In response, as outlined above, numerous concerns were forthcoming from local residents and stakeholders regarding pedestrian safety. The current wide carriageway width, poor visibility at the Camberwell Grove junction, downhill gradient of Gove Hill Road (which is conducive to excessive vehicle speeds) and volume of traffic in peak periods, results in pedestrians feeling intimidated and unsafe when crossing the carriageway. This is particularly pertinent, as many of the pedestrians are unaccompanied children accessing Dog Kennel Hill Primary School.

The scheme is in line with directives in the council's Transport Plan, Cycling Strategy and the Mayor of London's Transport Plan. The proposals will also compliment the forthcoming Quietway cycle route that will traverse Camberwell Grove and the top end of Grove Hill Road.

The measures proposed will significantly improve safety or all road users, particularly pedestrians and cyclists by introducing a controlled pedestrian crossing facility adjacent to the primary school, a further raised crossing facility adjacent to Lettsom Gardens, removal of parking and significant footway buildouts to improvement visibility and introduction of vertical deflection to effectively curtail traffic speeds. In addition the measures will also significantly improve the visual amenity of the streetscape, making the location a more pleasant environment and less dominated by traffic.

It must also be noted that potential accident savings (related to occurrence and severity) that may result from the scheme, will significantly outweigh the initial capital expenditure associated with implementing the proposed measures.

A number of respondents objected to the parking loss in Grove Hill Road that will make parking near their houses virtually impossible.*

* In response, the parking restrictions and kerbside waiting controls are required to ensure adequate sightlines are maintained on approach to both pedestrian crossing locations and ensure visibility is improved at the Camberwell Grove junction. They are also essential to prevent indiscriminate parking that would potentially endanger pedestrians crossing Grove Hill Road.

Whilst 16 spaces in total will be lost, the majority of unrestricted parking directly outside residential properties in Grove Hill Road has been retained. Whilst the proposals are introducing zig zag control markings and 'at any time' waiting prohibitions associated with the pedestrian crossing locations, it must be noted that the majority of the proposed restrictions are in the place of existing school keep clear markings and sections of single yellow line that prevent parking during daytime periods. It must also be noted that the CPZ bay location on Grove Hill Road to the west of Camberwell Grove could also not be used by residents of Grove Hill Road, as they are not located within the defined controlled parking zone.

As detailed previously, highway schemes designed in accordance with the council's road user hierarchy have to prioritise vulnerable road users over motor vehicles and parking.

An objection was received stating that extending the pavement outside no. 1a and 1b Grove Hill Road will cause congestion. *

* In response, the footway outside 1a and 1b Grove Hill Road is being extended by approximately the width of the existing kerbside parking that takes place at this location. Therefore technically the amount of available carriageway space for vehicles travelling eastbound along Grove Hill Road will remain unchanged.

Removing parking on the opposite side of the carriageway also ensures that there is ample carriageway width in the opposite direction, which will ensure that vehicles traversing this section of Grove Hill Road are free from kerbside obstruction and adequate lane widths are maintained at all times. Therefore it can be argued that the proposed footway buildouts in association with the kerbside parking controls will actually improve traffic flow and reduce congestion adjacent to this location.

A respondent objected to the raised carriageway table at Camberwell Grove as the junction is far too busy for this measure and cars will back up to the lights at Dog Kennel Hill. *

* In response, there is no evidence to suggest the raised carriageway table will result in traffic congestion. The raised table is primarily to improve pedestrian accessibility across the junction headway by providing a level, paved surface to cross the road. The contrast in materials to the adjacent asphalt carriageway will raise driver awareness and signify that pedestrians are likely to cross at this location.

The ramp at either end of the table will reduce vehicle approach speeds to the crossing location on Camberwell Grove and vehicle entry speeds when turning in

from Grove Hill Road which will further improve pedestrian safety. In addition, adequate carriageway width will be maintained at the junction headway to ensure that vehicles can enter and exit the junction without conflict and traffic flow is maintained.

An objection was received stating that proposals do not have any provision for cycling and will make conditions more dangerous, especially with the road narrowing. *

*In response, the proposed measures will significantly improve safety for all road users including cyclists. Reducing vehicle speeds through the introduction of vertical deflection to enforce the 20mph speed limit and significantly improving the operation and visibility at the Camberwell Grove junction will make conditions safer for cycling.

It must be noted that the section of Grove Hill Road to the east of Camberwell Grove has parking both sides of the carriageway which narrows carriageway width. Removing the parking and replacing it with footway buildouts and kerbside parking controls not only improves visibility for cyclists but also removes the potential risk of collisions with vehicle pulling out from the kerbside and opening of car doors. Eastbound cyclists on Grove Hill Road will also no longer have to traverse around parked vehicles to the east of the Camberwell Road junction.

The removal of the central carriageway island will also remove the risk of cyclists being squeezed adjacent to this facility, particularly on the northern side of the island where there is an existing parking bay that constrains carriageway width on approach to the carriageway island.

An objection stated that the scheme is piecemeal and does not address the fundamental issue which it traffic volume using Grove Hill Road and Camberwell Grove. *

*In response, the measures fully addresses the scheme objectives and concerns expressed by local residents and stakeholders by improving crossing conditions for pedestrians, curtailing traffic speeds and improving safety. The scheme has also been developed in consultation with the Quietway cycle route proposals to ensure both sets of proposals have the appropriate level of synergy.

As mentioned previously, the wider effects non-local of traffic traversing Grove Hill Road and Camberwell Grove is currently being assessed as part of the development of the Quietway cycle route. Where appropriate, modal filtering may be considered to reduce traffic volumes, which will benefit all road users, as well as significantly improving the environment. Any proposed changes will be subject to a further consultation exercise with local residents and stakeholders.

2.3.11 24% of respondents did not submit a further comment.

2.4 Levels of Consensus

2.4.1 The following majority level of agreement has been given in relation to the questions contained within the consultation document:

- 83% of consultees support the pedestrian safety and accessibility measures;

- 15% of consultees were opposed to the scheme; and
- 2% of consultees have no opinion.

3.0 Recommendations

- 3.1 In light of the positive consultation outcome for the proposed pedestrian safety and accessibility measures in Grove Hill Road and the council's commitment for making streets in the borough safer for vulnerable road users, it is recommended that the scheme is progressed to implementation (subject to statutory consultation).

Appendices

Appendix A:	Initial Scheme Proposals
Appendix B:	Consultation Documents
Appendix C:	Location Plan and Extents of Consultation
Appendix D:	List of Addresses within the Distribution Area
Appendix E:	Pedestrian Desire Line Survey

Appendix A: Initial Scheme Design

Appendix B: Consultation Documents

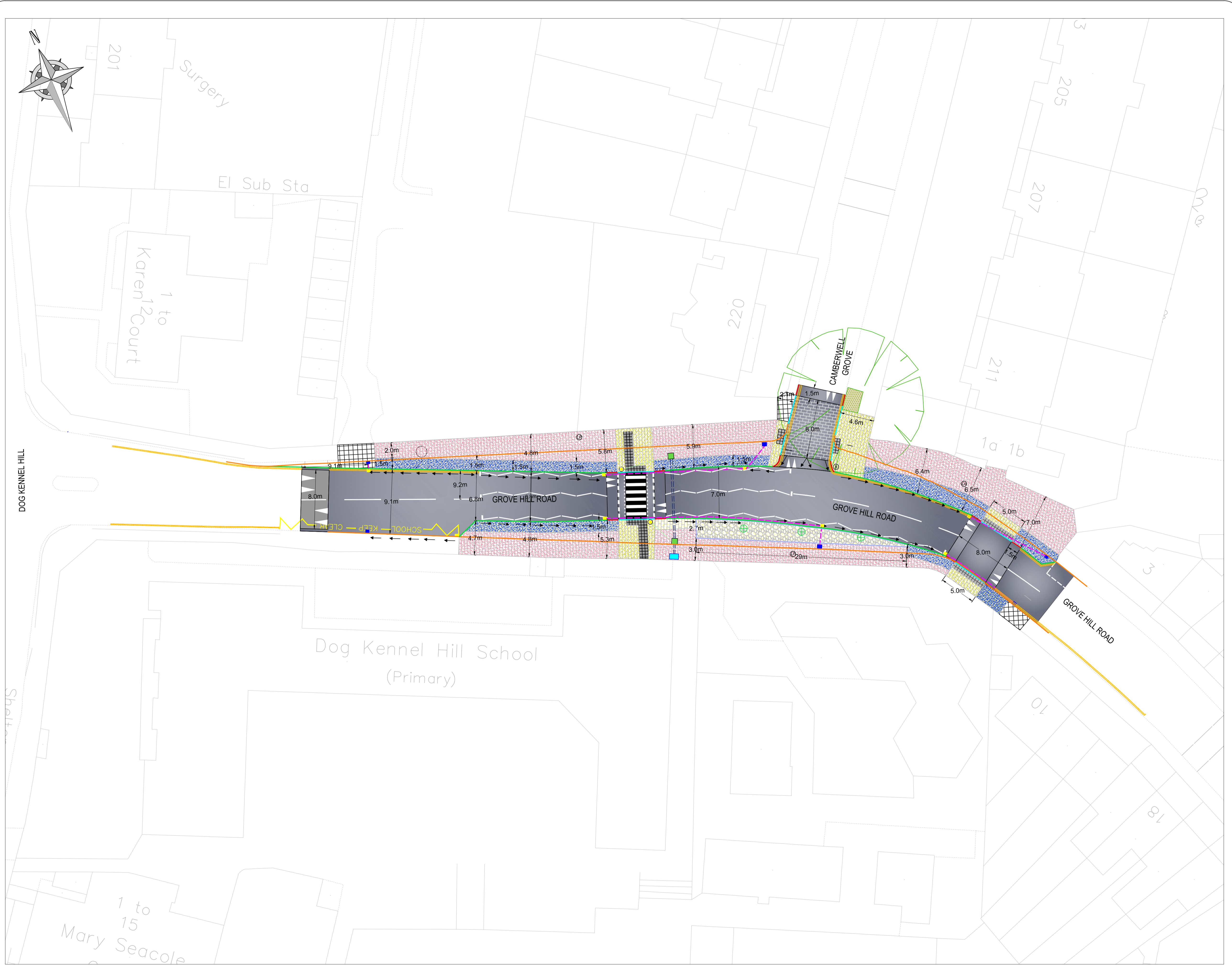
Appendix C: Location Plan and Extents of Consultation

Appendix D: List of Addresses within Distribution Area (Available on Request)

Appendix E: Pedestrian Desire Line Survey

LEGEND/NOTES

NOTES:
Please refer to 14404-03-001/GA/002 for material specifications



Project		GROVE HILL ROAD RAISED ZEBRA CROSSING CGS 2014-2015	
Title		GENERAL ARRANGEMENT	
Contract No.	HW2013 NEC3	Drawn	LM
Scale	1:250 @ A1	Designed	LM
	Purpose CONSTRUCTION	Checked	CM
Drawing No.	14404-03-001/GA/001	Approved	OK
Date Drawn	NOVEMBER 2014	Date Issued	NOVEMBER 2014

Grove Hill Road

Pedestrian Safety and Accessibility Scheme

- Northern footway of Grove Hill Road to be built out to reduce carriageway width and crossing distance for pedestrians using the proposed zebra crossing facility.
- Footway to be built out on the southern side of Grove Hill Road to increase the pedestrian area outside Dog Kennel Hill Primary School and decrease carriageway width.
- The visual amenity of the streetscape will be improved through the introduction of a substantial planting area and use of better quality paving materials for the footway.
- To ensure adequate visibility is maintained on approach to the pedestrian crossing locations, zig zag marking and 'at any time' double yellow line parking controls are proposed.

We want your views

It is important for all consultees to respond to the consultation. We would be grateful if you could take the time to review the proposals outlined in this document and provide a response using the pre-paid envelope and questionnaire provided by **Friday 9th January 2015**.

Alternatively, you can view the proposals at www.southwark.gov.uk/consultations and complete the online questionnaire.

What happens next?

The responses to the questionnaire will be analysed and taken into account in the final design of the proposed works. As you will appreciate Southwark Council receives many comments from consultations and therefore is unable to respond personally to specific issues raised. However all comments and suggestions will be taken into consideration before a decision is made.

The consultation results and recommendations are planned to be presented at Camberwell community council meeting on the 4th February 2015. At this meeting councillors will make a formal decision regarding scheme implementation.

Should you require any further information regarding the proposed scheme please do not hesitate to contact Chris Mascord chris.mascord@southwark.gov.uk

Have your say

Southwark Council is holding a consultation to receive residents' and key stakeholders' comments regarding proposals to significantly improve pedestrian safety and accessibility in Grove Hill Road.

Background

As part of the council's Cleaner, Greener, Safer programme, a successful application was made to obtain funding to investigate improving pedestrian safety and accessibility in Grove Hill Road from Lettsom Gardens to outside the Dog Kennel Hill Primary School. Capital funding from Transport for London has also been provided to ensure a more comprehensive set of proposals can be delivered and the scope of the scheme extended to addresses existing pedestrian accessibility issues adjacent to the Dog Kennel Hill Primary School and at the Camberwell Grove junction. The aim of the proposal is to reduce traffic dominance and speed, create new pedestrian crossing locations, upgrading existing crossing locations and improve visibility and safety for pedestrians and other vulnerable road users.

What are the proposed changes?

- Proposed raised carriageway table with uncontrolled pedestrian crossing point to assist accessibility from Lettsom Gardens and to assist with reducing vehicle speeds.
- Footway to be built out adjacent to the proposed pedestrian crossing location to reduce the carriageway width and crossing distance for pedestrians. The footway buildout also maximises the amount of parking retained on the northern side of Grove Hill Road.
- Proposed raised carriageway table in Camberwell Grove junction to reduce vehicle entry speeds and improve pedestrian accessibility.
- Junction of Camberwell Grove to be built out to improve visibility for pedestrians crossing the junction. The footway extensions will also reduce carriageway width and improve visibility for vehicles existing Camberwell Grove into Grove Hill Road.
- Existing uncontrolled staggered pedestrian crossing and carriageway island to be replaced with a single movement raised zebra crossing facility. The zebra crossing facility will provide priority for pedestrians over traffic, with the raised table reducing vehicle speeds



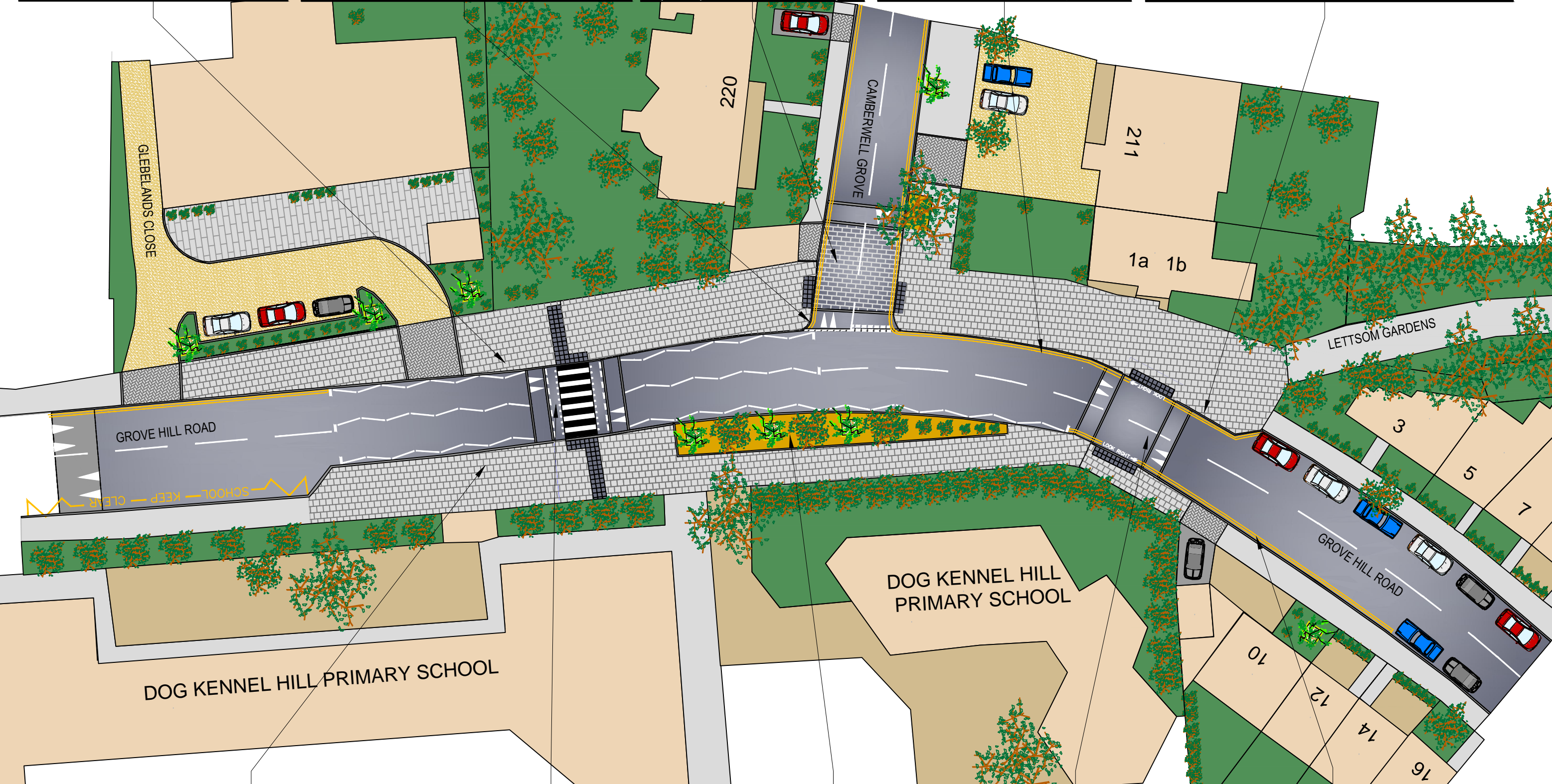
Northern footway of Grove Hill Road to be built out to reduce carriageway width and crossing distance for pedestrians using the proposed zebra crossing facility

Junction of Camberwell Grove to be built out to improve visibility for pedestrians crossing the junction. The footway extensions will also reduce carriageway width and improve visibility for vehicles exiting Camberwell Grove into Grove Hill Road

Proposed raised carriageway table at Camberwell Grove junction to reduce vehicle entry speeds and improve pedestrian accessibility

Proposed 'at any time' parking restrictions on the northern side of Grove Hill Road to ensure adequate visibility is maintained on approach to the raised pedestrian crossing location

Footway to be built out adjacent to the proposed informal pedestrian crossing location to reduce the carriageway width and crossing distance for pedestrians. The footway buildout also maximises the amount of parking retained on the northern side of Grove Hill Road



Footway to be built out on the southern side of Grove Hill Road to increase the pedestrian area outside Dog Kennel Hill Primary School and decrease carriageway width

Existing uncontrolled staggered pedestrian crossing and carriageway island to be replaced with a single movement raised zebra crossing facility. The zebra crossing facility will provide priority for pedestrians over traffic, with the raised table reducing vehicle speeds

Proposed planting area to be implemented on footway buildout to improve the visual quality of the streetscape

Proposed raised carriageway table with uncontrolled pedestrian crossing point to assist accessibility from Lettsom Gardens and to assist with reducing vehicle speeds

Proposed 'at any time' parking restrictions on the western side of Grove Hill Road to ensure adequate visibility is maintained on approach to the raised informal pedestrian crossing



GROVE HILL ROAD PEDESTRIAN SAFETY AND ACCESSIBILITY SCHEME

Grove Hill Road

Pedestrian Safety and Accessibility Scheme

Consultation questionnaire

The council would like to receive your views on the proposed road safety and pedestrian accessibility proposals in Grove Hill Road

We would be grateful if you could answer some general questions so that we can find out what your views are towards the proposals. Please return completed questionnaires by the **9th January 2015**

Residents and Businesses:

1. Are you a resident or business? Resident Business

2. What do you think of the proposals? Support Opposed No opinion

Please use the space below for comments:

Continue overleaf if necessary.....

Please don't forget to fill in your personal details

Name

Address (essential)

Postcode Date



Grove Hill Road

Pedestrian Safety and Accessibility Scheme

Consultation questionnaire

Additional comments and suggestions:

If you require a large print version of this document please
Ring 020 7525 0513

HELP WITH TRANSLATION

這份傳單說明有關在你的地區的交通管制。如果你需要翻譯，請與翻譯服務部門聯絡，電話 020 7525 7457。

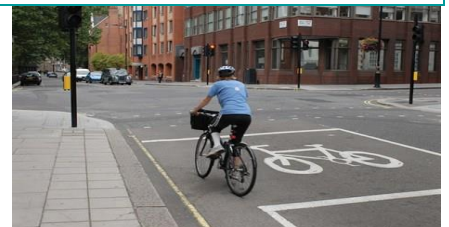
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Tập tài liệu này trình bày về điều khiển lưu thông xe cộ tại khu vực của quý vị, nếu quý vị muốn được bản phiên dịch, hãy liên lạc với ban dịch vụ phiên dịch số 020 7525 7457.

Bu broşür bölgedeki trafik idare işlemlerini açıklar. Türkçe çeviri için 020 7525 7449 nolu telefonu arayınız.

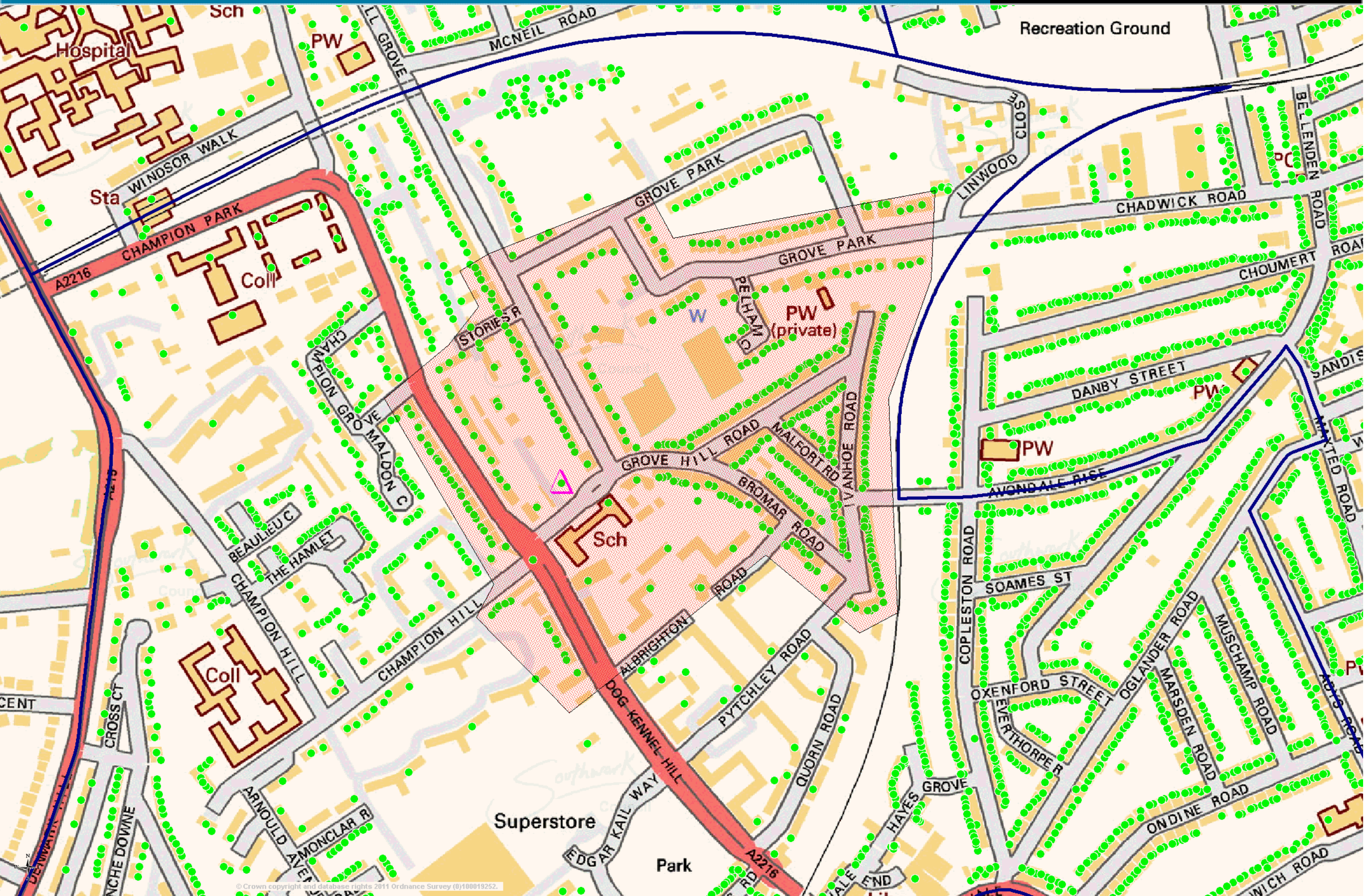
આ પત્રિકા તમારા એરીયામાં 'ટ્રાફિક મેનેજમેન્ટ' એટલે કે વાહન-અવહારની અવસ્થા વિષેની છે. જો તમને ભાષાંતરની જરૂર હોય તો મહેરબાની કરી ટ્રાન્સલેશન યુનિટને ફોન કરશો. ટેલિફોન નંબર: 0207 525 7464

এই পুস্তিকাটি হলো আপনার অঞ্চলের ট্রাফিক চলাচলের ম্যানেজমেন্ট (প্রশাসন) সম্বন্ধে। আপনি যদি এর অনুবাদ করা কপি চান তাহলে অনুগ্রহ করে ট্রান্সলেশন ইউনিটের সাথে 020 7525 7454 নম্বরে যোগাযোগ করুন।

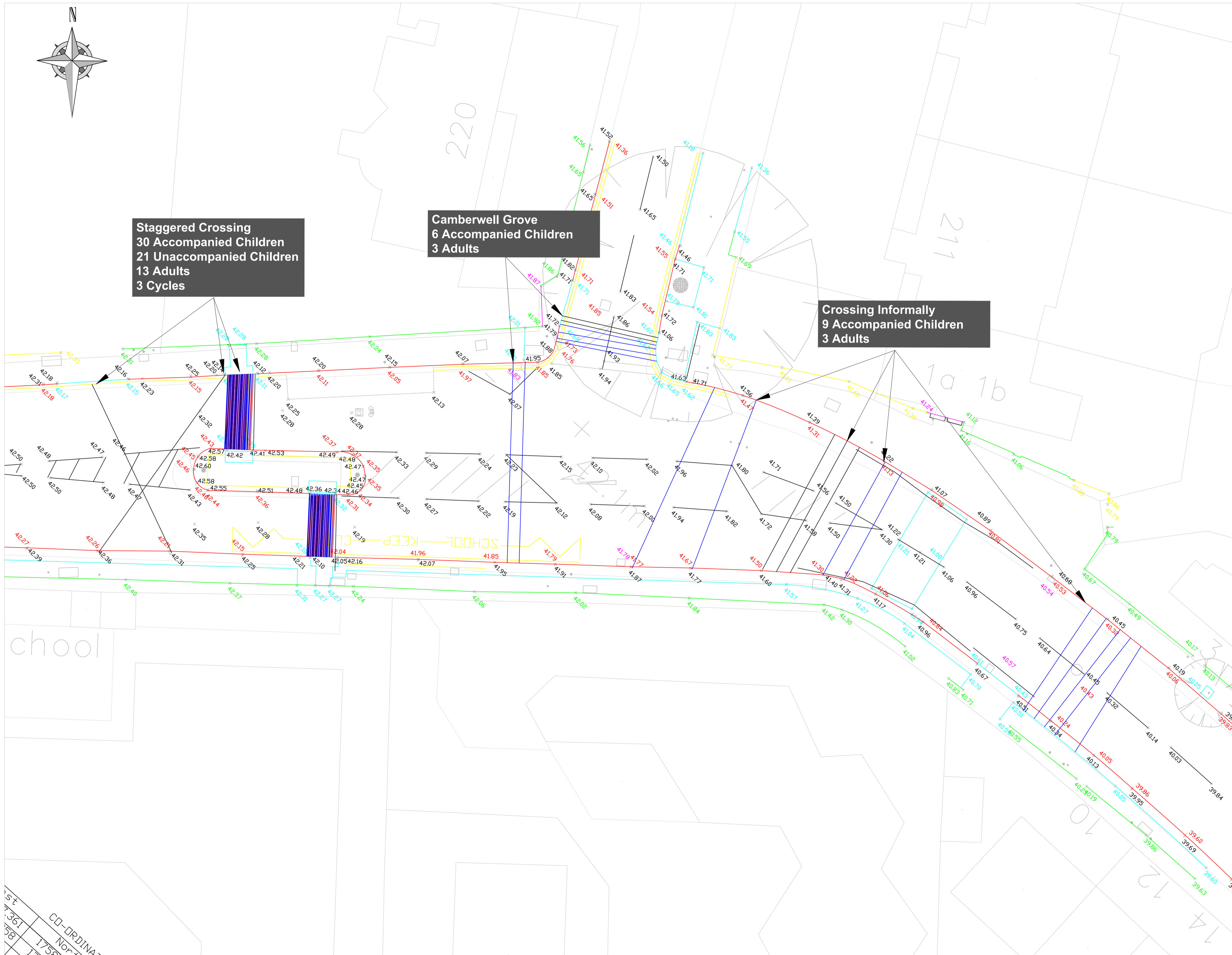
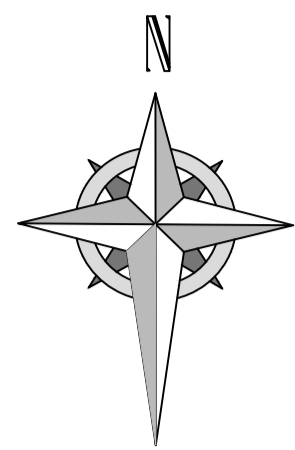


Grove Hill Road Consultation Area

Date 24/11/2014



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Staggered Crossing
 30 Accompanied Children
 21 Unaccompanied Children
 13 Adults
 3 Cycles

Camberwell Grove
 6 Accompanied Children
 3 Adults

Crossing Informally
 9 Accompanied Children
 3 Adults

KEY/ NOTES

- KEY:
- Children Accompanied
 - Children Unaccompanied
 - Adults

Revision	Date	Amendment	Drawn	Design	Checked	Approved



Project **GROVE HILL ROAD
 RAISED ZEBRA CROSSING
 CGS 2014-2015**

Title **DESIRELINE SURVEY**

Contract No.	HW2013 NEC3	Drawn	UM
Scale	N.T.S.	Designed	UM
		Checked	CM
		Approved	CK
Drawing No.	14401-03-001/DS/001	Rev.	-

Date Drawn **OCTOBER 2014** Date Issued **OCTOBER 2014**

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 7361
 1758

Item No. 14.3	Classification: Open	Date: 4 February 2015	Meeting Name: Camberwell Community Council
Report title:		Coleman Road Neighbourhood: Walking, Cycling & Public Realm Improvements	
Ward(s) or groups affected:		Brunswick Park	
From:		Head of Public Realm	

RECOMMENDATION

1. That the Camberwell Community Council support the recommendation to be made to the cabinet member for regeneration, planning and transport, as per paragraph 25, to implement the Coleman Road improvement project as detailed in Appendix A of the report.

BACKGROUND INFORMATION

2. In accordance with Part 3H paragraph 19 of the Southwark constitution community councils are to be consulted on the detail of strategic parking / traffic / safety schemes. In practice this is carried out following public consultation.
3. The community council is now being given opportunity to make final representation to the cabinet member for regeneration, planning and transport as part of the consultation process.
4. The objectives of the scheme are to:
 - Improve walking environment for pedestrians;
 - Relieve parking pressure in the area;
 - Discourage speeding in the area;
 - Encourage cycling in the area
 - Improve the general public realm.
5. The Coleman Road neighbourhood scheme was identified in the local implementation plan (LIP) and was originally planned for implementation in the 2014/2015 financial year. However, it was decided to incorporate a proposed parking zone scheme in a coordinated approach to maximise the potential benefits and minimise the impact for the residents and businesses.
6. Additionally, the Wells Way triangle improvement scheme was separated into an individual scheme in order for implementation to commence in March 2015 and is the subject of a separate report.

KEY ISSUES FOR CONSIDERATION

7. Local residents were engaged throughout the scheme development process, officers have identified key concerns raised by residents:
 - Difficulty in finding parking space within the area;

- Perceived volume of traffic using Coleman Road and Newent Close to avoid traffic on Wells Way and Southampton Way;
 - Lack of greenery within the neighbourhood;
 - Pedestrian accessibility at the junctions;
 - Improve the public realm on Coleman Road particularly in the western section adjacent to the school.
8. Representatives of Wells Way Triangle Residents Association (WWTRA) indicated to officers that the car parking situation has deteriorated in recent years with many residents having difficulty finding available parking space within the area. It should be noted that a proposed parking zone was consulted for the area in 2011, at that time residents opposed the proposal. As a result CPZs were implemented in neighbouring areas only.
 9. WWTRA informed officers that they believed a significant amount of the cars which are parked in the area were from residents in adjacent CPZs or from outside the area. They were using the area to park their cars while commuting into London for work on public transport. WWTRA indicated to officers that there is now an appetite within the community to consult on a parking zone for the Coleman road neighbourhood as the parking situation has deteriorated significantly.
 10. Officers visited the neighbourhood on various occasions to conduct a scoping assessment and identify opportunities to improve the public realm and road safety issues for the area. Opportunities were identified to improve the footway width on the west side of Coleman Road which at present is narrow. Additionally locations to incorporate greenery were identified. Car parking demand in the area is observed to be high, with limited number of available spaces, during these visits.
 11. Parking stress surveys were commissioned in November 2014 to identify the current parking capacity and demand for both weekday and weekend. The survey also attempted to identify the type of parking based on the time and duration of the parking. The results indicated that the parking level on all streets within the area was at or close to capacity. The parking stress survey results are shown in Appendix B.
 12. Automated Traffic Counts (ATC) were commissioned on Newent Close in early November 2014 to establish the level of traffic currently using Newent Close. The counters were in place for a week to establish a robust figure for the level of traffic. The results shown in Appendix C indicated that while there was a spike in traffic levels during the morning peak (approximately 78 vehicles per hour on a 5-day average), the level of traffic using Newent Close during the rest of the day was significantly less with fewer than 30 vehicles per hour (two-way flow) on average.
 13. Project officers met with stakeholders in November 2014 to discuss the proposed options, which takes into consideration concerns raised during previous stakeholder liaison meetings. Representatives from WWTRA attended this meeting. Initial sketches were presented showing public realms improvements adjacent to the school and public house on the western section of Coleman Road as well as greening opportunities and junction treatments at junctions throughout the neighbourhood. The options for widening of the western footway on Coleman Road or a greening strip on the eastern footway were discussed.
 14. Preliminary design options were then developed, incorporating the comments from the stakeholder meeting and also fine-tuning the design to ensure the proposed layout is

feasible for implementation. See Appendix D for design options. The key elements of the scheme are:

- Comprehensive public realm improvements for the western section of Coleman road including proposed planters and feature paving to enhance the area;
 - Junction treatments to the junctions within the neighbourhood to improve pedestrian accessibility, reduce vehicle speed and offer greening opportunities;
 - Raised entry treatments at the Bonsor Street, Rainbow Street and Coleman Road approaches to Southampton Way as part of the proposed traffic calming measures;
 - Two options were developed for Coleman road; Option 1 widening the western footway and option 2 allowing provision of a greening strip on the eastern footway;
 - Buildouts incorporating greenery were proposed for Dowlas Street, Rainbow Street and Bonsor Street;
 - Replace existing speed cushions with speed tables and sinusoidal speed humps.
 - The location of the proposed Newent Close road closure was identified to be approximately 30m south of the Newent Close/Tower Mill Road junction;
 - The proposed car parking spaces after the implementation of a CPZ were identified and included provision for residents, loading bays for businesses, car club bays, disabled bays as well as proposed one hour free parking bays to serve the businesses on Southampton Way;
 - Tilson Close would have signs indicating it was for permit holders only to avoid having to mark double yellow lines outside the existing garages if a CPZ was implemented.
 - The total car parking loss within the area would be approximately 22 and 19 spaces for Option 1 and Option 2 respectively.
15. A public consultation was held in December 2014 to January 2015 for the neighbourhood consultation. The consultation was extended to cover a six-week period, until 18 January 2015, to take into account the holiday period. An additional consultation for the area to the north of the proposed Newent Close closure was held for the same period to consult on the closure only.
 16. Two public exhibitions were held on the Saturday 13th and Wednesday 17th December 2014 where officers met with the public to discuss / explained the scheme as well as answering any questions/queries they had.
 17. Out of the 374 consultation leaflets delivered in the consultation, a total of 84 responses were received (including online) during the consultation period, equating to a 22% response rate.
 18. 442 consultation leaflets were delivered in the Newent Road consultation area, a total of 44 responses were received during the consultation period, equating to a 10% response rate.
 19. A number of questions were put forward in the Coleman Road consultation to gauge the support from the general public. The northern consultation area was asked about the trial closure of Newent Close only. A consultation report can be found in Appendix E.

20. On the public realm improvements proposed for the neighbourhood, 72% of respondents were in favour of the proposals whilst 28% were against.

On the options for Coleman road, Option 1 received 18% support while option 2 received 39% support. 24% of respondents voted no preference and 19% voted for neither option.

74% of respondents were in favour of the proposed traffic calming measures for the neighbourhood which include the sinusoidal humps and junction treatments.

Responses for the trial closure of Newent Close were supportive in general with 61% in favour. However, if only northern section of the consultation area was taken into account, 52% of responses were against the closure.

Over half of responses received indicated that they and their visitors found it difficult to find parking space in the area.

64% of respondents overall are in favour of implementing a parking zone within the neighbourhood, with 36% of respondents against. The support from some roads are lower, these includes:

- Coleman Road (47% support out of 30 responses)
- Southampton Way (30% support from 10 responses)
- Tilson Close (25% support from 4 responses)

In terms of operational time, 51% are in favour of option A all-day controls 0830-1830 and 49% support option B two hour controls 1000-1200

21. The scheme is yet to be safety audited. Concerns raised by the audit and any necessary amendments will be made to improve safety for all road users.
22. The stakeholders are generally in support of the proposal. Summary of stakeholders response is detailed in Appendix G
23. Additional comments were made by the stakeholders and public, along with officer's response, which can be found in Appendix H.

Summary

24. In summary, there is general support for the proposed scheme.

There is strong support for the urban realm improvement on Coleman Road western section and the traffic calming measures for the area.

On the options for Coleman road eastern section, option 2 received most of the support from those that expressed a preference.

Responses for the trial closure of Newent Close were supportive in general with 61% in favour. All stakeholder groups who responded are in favour of the closure. However, if only northern section of the consultation area was taken into account, 52% of responses were against the closure (from a smaller response rate). Given this, it is proposed that any closure would be on a trial basis.

The majority of respondents (64%) are in favour of implementing a parking zone within the neighbourhood, with 36% of respondents against. It is acknowledged that support from some roads is lower (three roads <50%) however, if these roads were excluded from the new zone then parking would immediately be displaced into those streets and would result in a need for further consultation. It is important that a logical boundary is introduced and therefore, in this case, the overall majority result should be considered as the deciding factor.

In terms of parking zone operational times, the responses were split with 51% supporting all day operation (08:30-18:30) and 49% support two hours control (10:00-12:00). On the basis of the consultation result and the feedback from the WWTRA all-day controls are recommended.

Recommendations to the Cabinet Member for Regeneration, Planning and Transport

25. On the basis of the results of the public consultation the cabinet member is recommended to:
- Approve the implementation of the non-statutory elements of Coleman Road improvement proposal as shown in consultation document in Appendix A of the report, subject to safety audit.
 - a) Urban realm improvement
 - b) Kerb buildouts
 - c) Feature paving and low level planting on western part of Coleman Road
 - d) Low level planting on eastern section of Coleman Road
 - Approve the implementation of the statutory features of the proposal subject to the outcome of statutory consultation and minor amendments from road safety audit which is programmed to commence in summer 2015.
 - a) Raised tables
 - b) Parking zone to operate with all-day controls with a boundary as consulted upon
 - c) Trial closure of Newent Close for 12 months period.
26. If any objections are received during the statutory period a further report will be presented to the cabinet member to consider and determine those objections.

Policy Implications

27. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly:

Policy 1.8 – Improve the walking environment and ensure that people have the information and confidence to use it

Policy 4.2 – Create places that people can enjoy

Policy 4.4 – Make our streets greener

Policy 5.1 – Improve safety on our roads and to help make all modes of transport safer

Policy 5.4 – Seek to reduce vehicle speeds and educate and enforce against those who break speed limits

Policy 6.1 – Make our streets more accessible for pedestrians

Community impact statement

28. The implementation of any transport project creates a range of community impacts. All transport schemes aim to improve the safety and security of vulnerable groups and support economic development by improving the overall transport system and access to it.
29. This scheme was identified as one which would help to deliver Southwark's aim of increasing walking and cycling levels in the borough by improving safe access without any noticeable adverse impact on the vulnerable road users
30. The scheme will result in a loss of 19 parking spaces in total.

Resource implications

31. The project is wholly funded by Transport for London Local Implementation Programme for 2015/16 and S106 funds. The LIP allocation of £320k is yet to be confirmed by cabinet since the funding is identified in 2015/16. The S106 allocation is £182,000. The project is within the scope of permitted uses of the funding.
32. Works will be implemented by the council's highways term contractor, CONWAY AECOM, and are expected to be carried out in summer/autumn 2015.

Consultation

33. Prior to developing proposal for consultation several meetings were held with local stakeholders.
- Meeting Wells Wall Triangle Resident Association (WWTRA) in November 2014 and at Trinity College Centre.
 - Two public exhibitions on the 13th and 17th of December 2014 in Trinity College Centre.
 - Meeting with local councillors prior to consultation.
34. Ward members were consulted prior to commencement of the public consultation.
35. The scheme has been developed in partnership with residents and stakeholders to ensure proposals have the clear support of the local community.
36. The report provides an opportunity for the final comment to be made by the community council prior to a non-key decisions scheduled to be made by the cabinet member for regeneration, planning and transport in February 2015.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH Online:	Clement Agyei-Frempong Tel: 020 7525 2305

	http://www.southwark.gov.uk/info/27/transport_policy/1947/southwark_sport_plan_2011	
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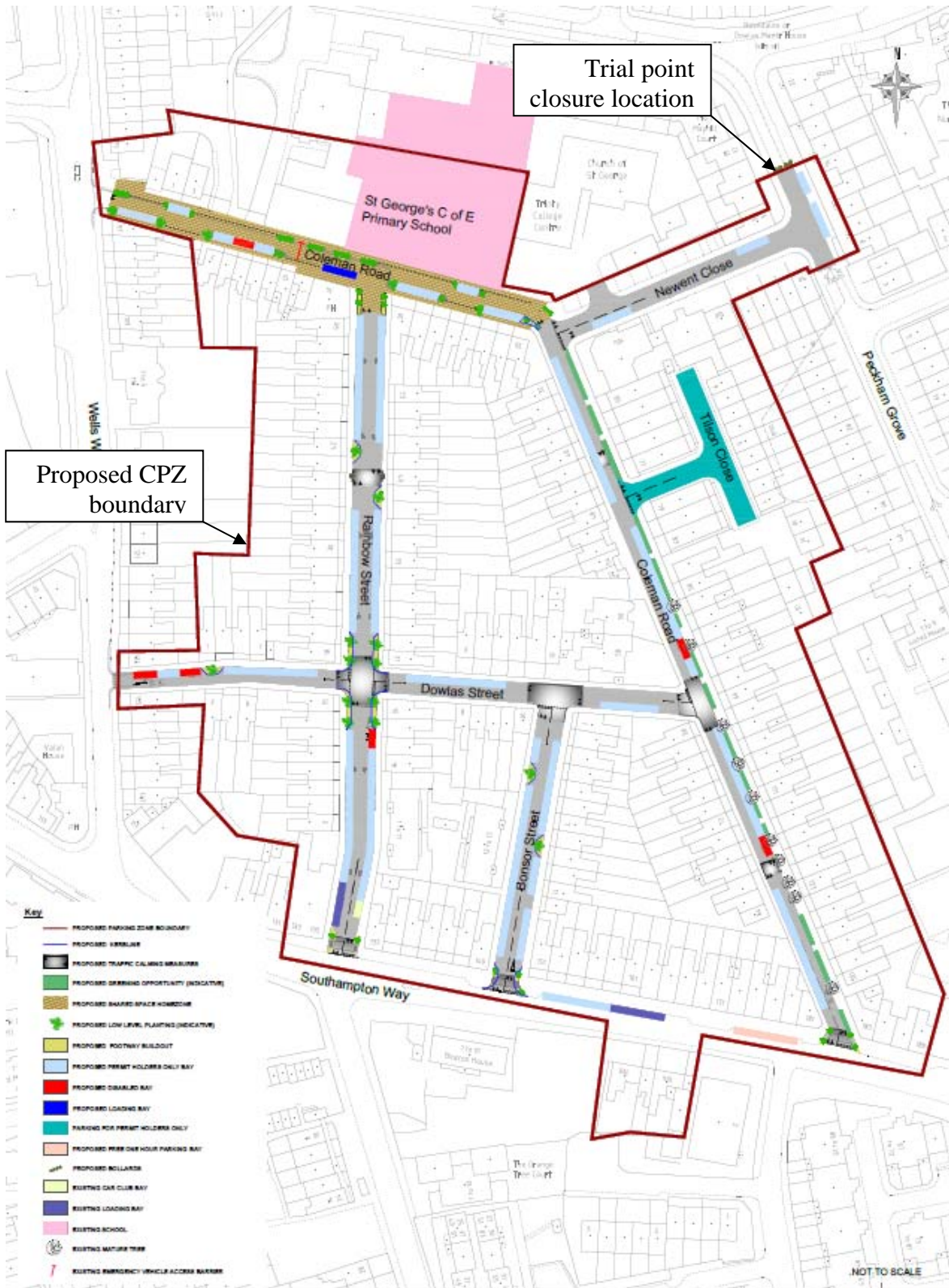
APPENDICES

No.	Title
Appendix A	Overview of recommended proposal
Appendix B	Parking Stress survey
Appendix C	ATC survey results
Appendix D	Proposed Layouts
Appendix E	Consultation Report
Appendix F	Consultation area
Appendix G	Stakeholders response
Appendix H	Stakeholders comments /officers response
Appendix I	Consultation document

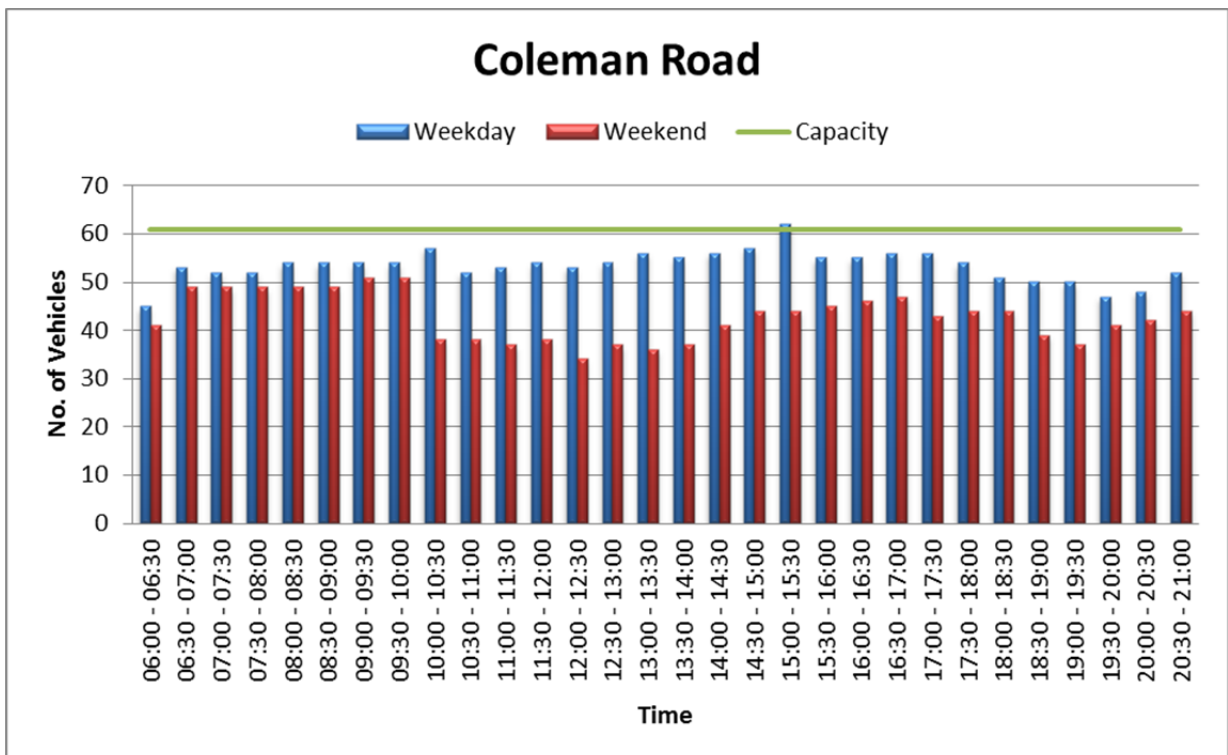
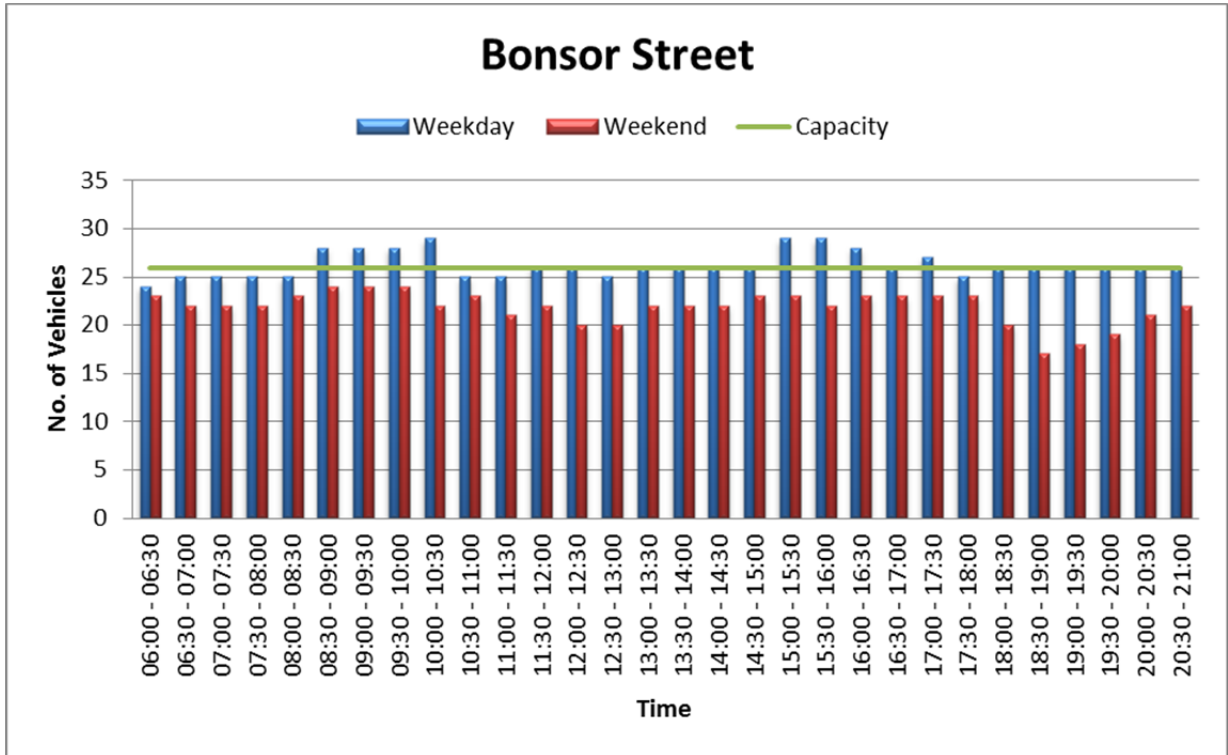
AUDIT TRAIL

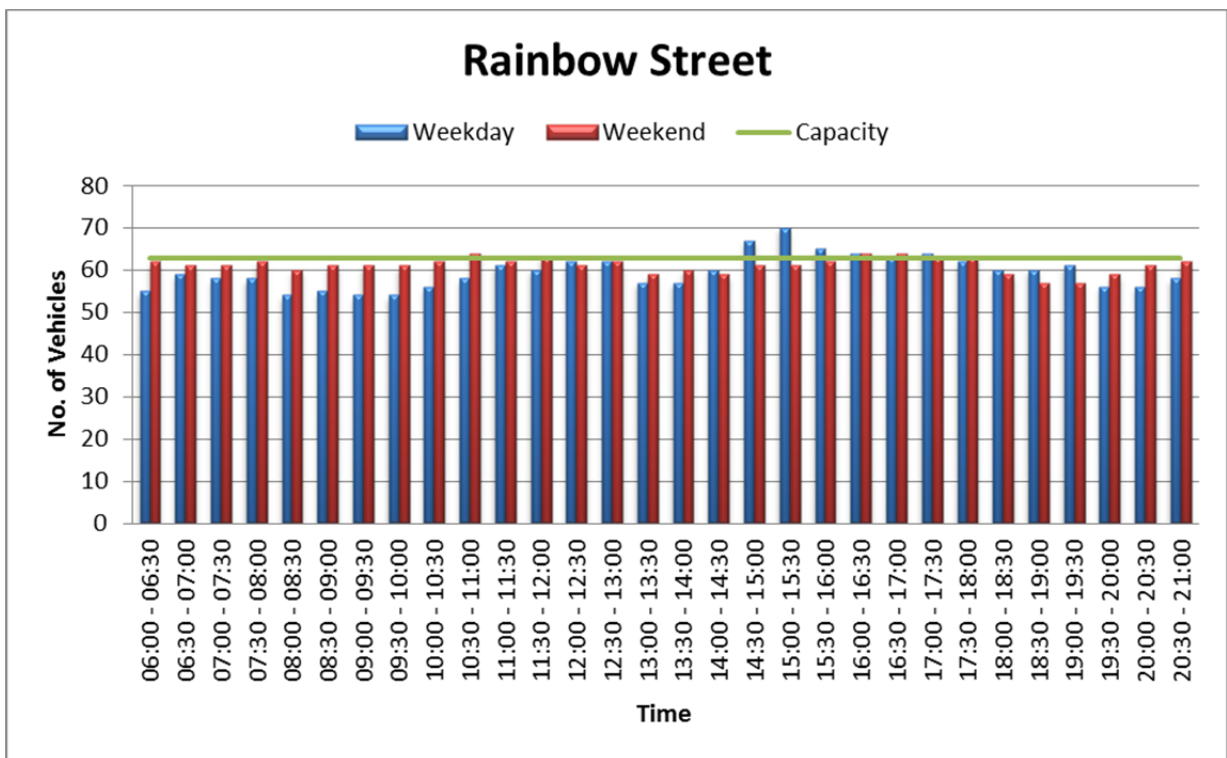
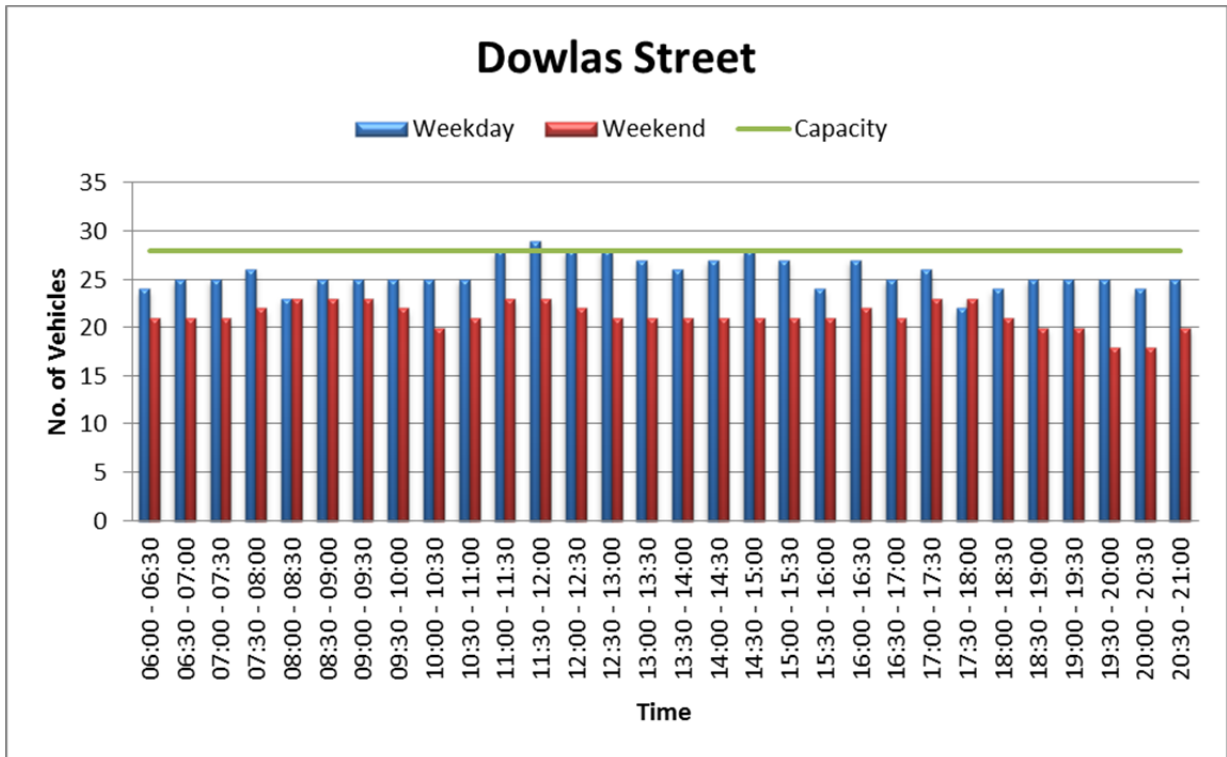
Lead Officer	Matthew Hill, Public Realm Programme Manager	
Report Author	Clement Agyei-Frempong, Senior Engineer	
Version	Final	
Dated	20 January 2015	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	No	No
Date final report sent to ConstitutionalTeam	14 January 2015	

Appendix A Overview

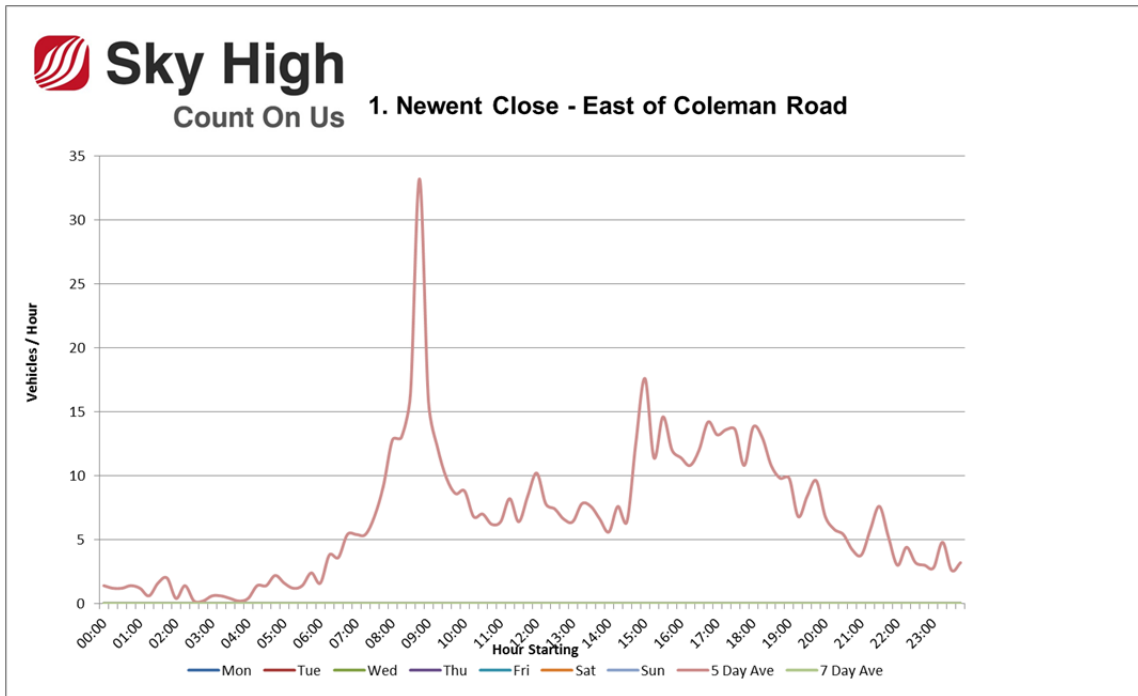


Appendix B Parking Stress Survey Results



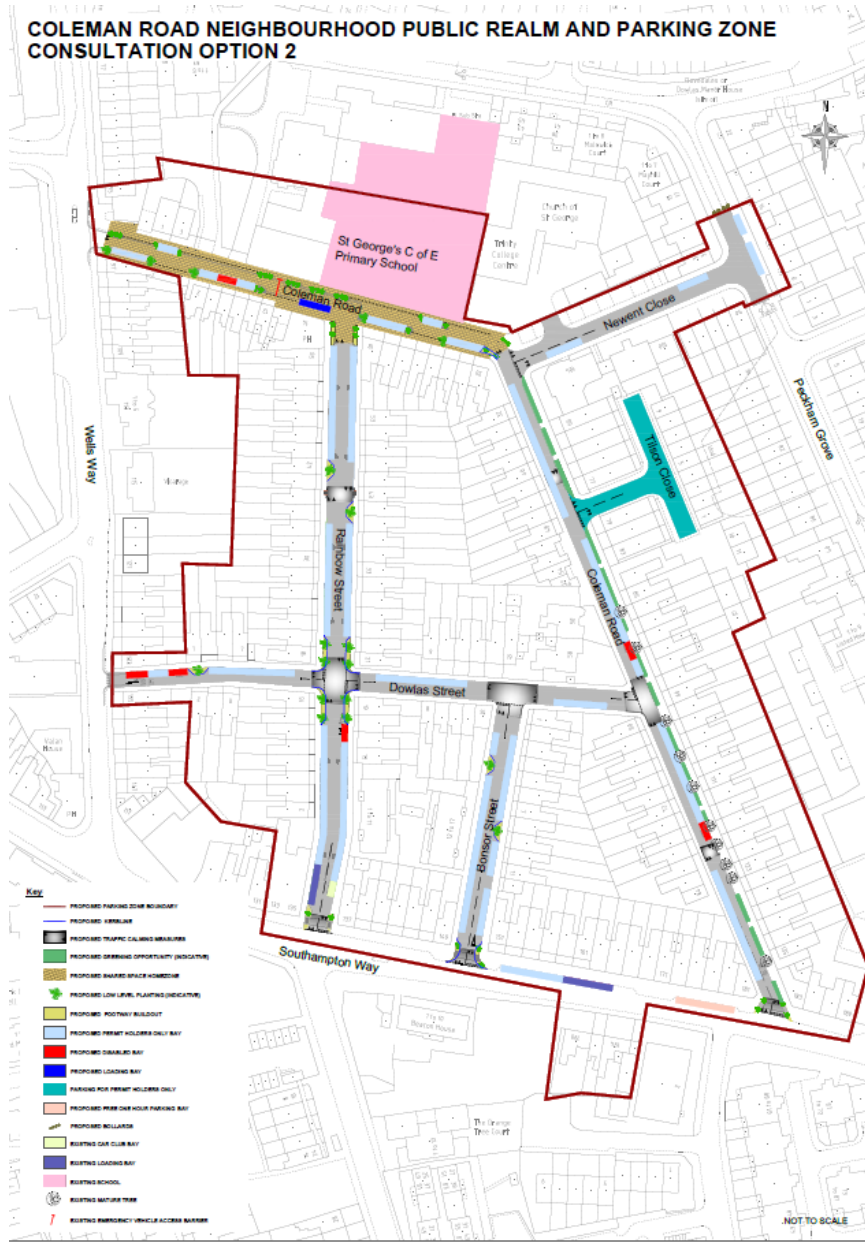


Appendix C Newent Close ATC Results (5 day average two-way flow)



Appendix D Proposed Layout

Option 2



Coleman road Consultation Report

1 Introduction

1.1 Background

The Coleman road Neighbourhood Area was identified for proposed improvements including traffic calming and a parking zone. Proposed layout options were developed after a scoping study and initial liaisons with local residents' Association. The neighbourhood was consulted on a number of proposals such as the introduction and preferred hours of operation of a parking zone, replacement of existing traffic calming features, introduction of greenery and the trial closure of Newent Close.

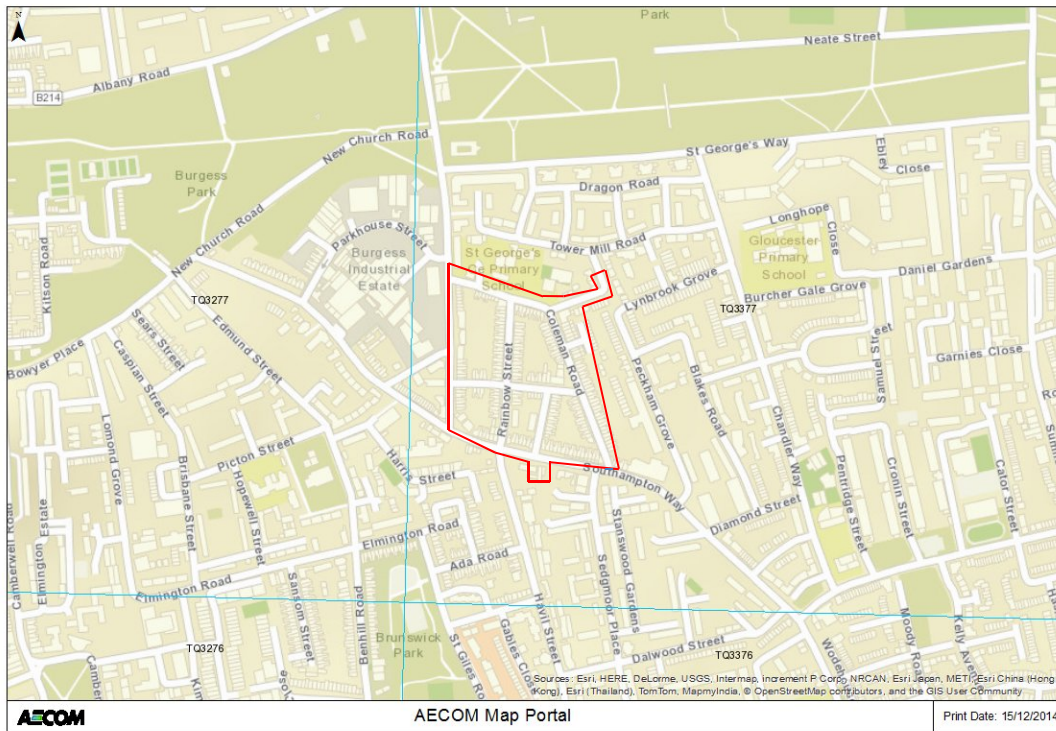
Public consultation was carried out over a 6-week period in December 2014/January 2015 to gauge the level of support for the scheme. Consultation leaflet and questionnaire were distributed on 8th December 2014. The consultation period was extended to take into account the Christmas and New Year holiday period and was completed on 18th January 2015.

As the proposed trial closure of Newent Close would affect people living in the area north of the proposed closure location, a separate consultation on this issue was held in that area. Both consultations were run in parallel from the 8th December 2014 until 18th January 2015.

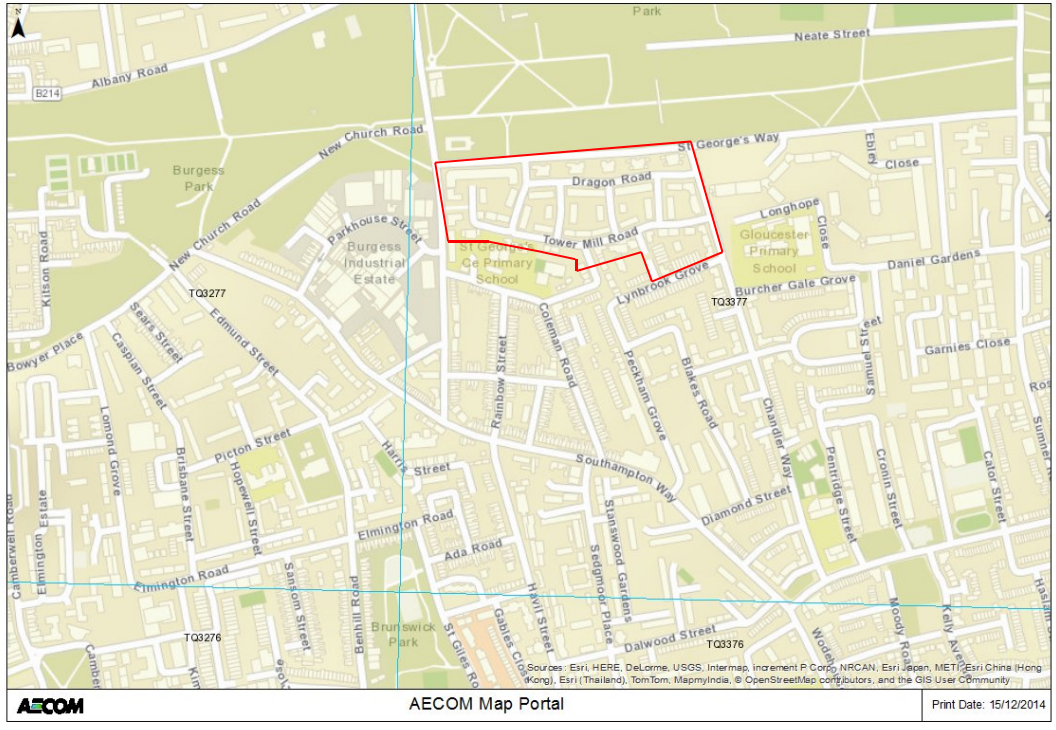
Two consultation exhibitions were carried out during the consultation period. They were held on Saturday 13th December 2014 11pm – 3pm and Wednesday 17th December 2014 4pm – 8pm at the Trinity College Centre.

Leaflet distribution areas for the two consultations are illustrated bounded by the red line overleaf.

Area 1 Coleman road Neighbourhood Consultation



Area 2 Newent Close Consultation



2 Key issues for consideration

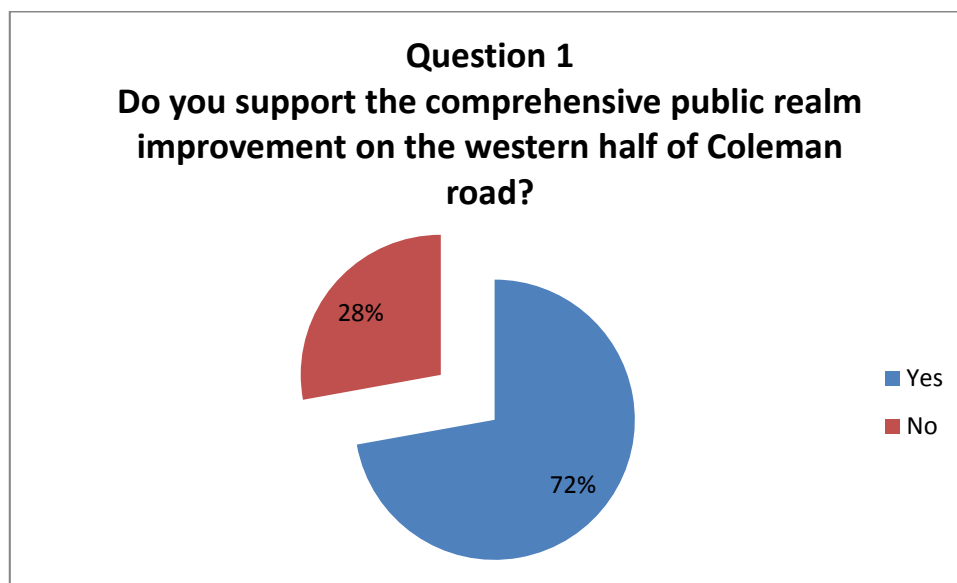
Out of the 374 consultation leaflets delivered in the Coleman road neighbourhood consultation, a total of 84 responses were received during the consultation period, equating to a 22% response rate.

442 consultation leaflets delivered in the Newent Road consultation area, a total of 44 responses were received during the consultation period, equating to a 10% response rate. The responses from this consultation are summarised in the corresponding question in the Coleman road Neighbourhood.

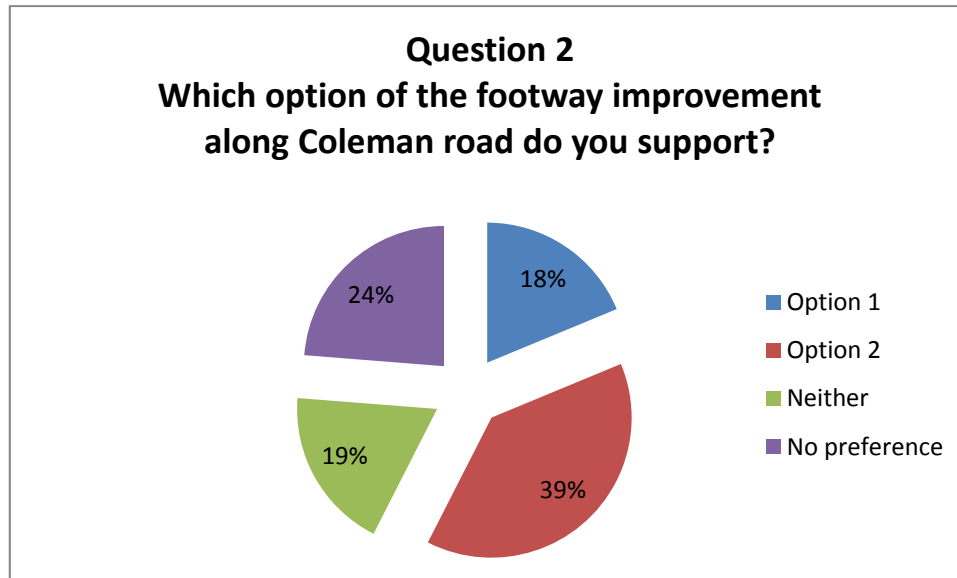
It should be noted that there are duplicate responses with regards to the trial closure of Newent Close. These are responses from consultees that submitted for both the Coleman road Neighbourhood and Newent Close. The duplicate responses have been removed.

The responses are summarised in this section with the repeated comments summarised. All responses received are collated and can be found in Appendix 1 below

2.1 Consultation Responses



This question aims to gauge the level of support for the public realm improvements in the western section of Coleman road adjacent to the school. The response to this question shows 72% are in favour of the proposed improvements.

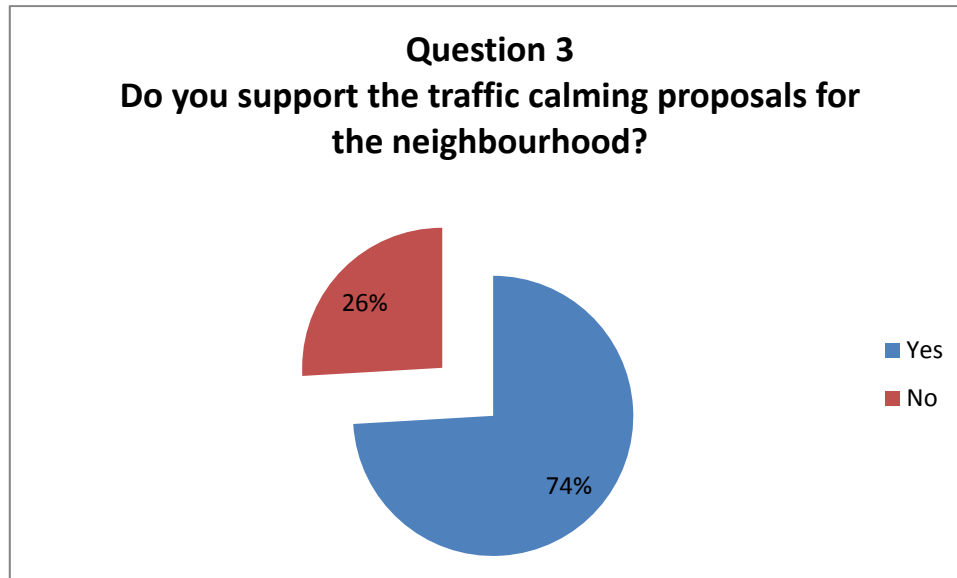


This question was aimed specifically at the footway proposals on Coleman road. Two layout options were proposed:

- Option 1 – widen western footway by inseting parking on the eastern side;
- Option 2 – kerblines remain as existing with proposed green strips on the eastern footway where possible.

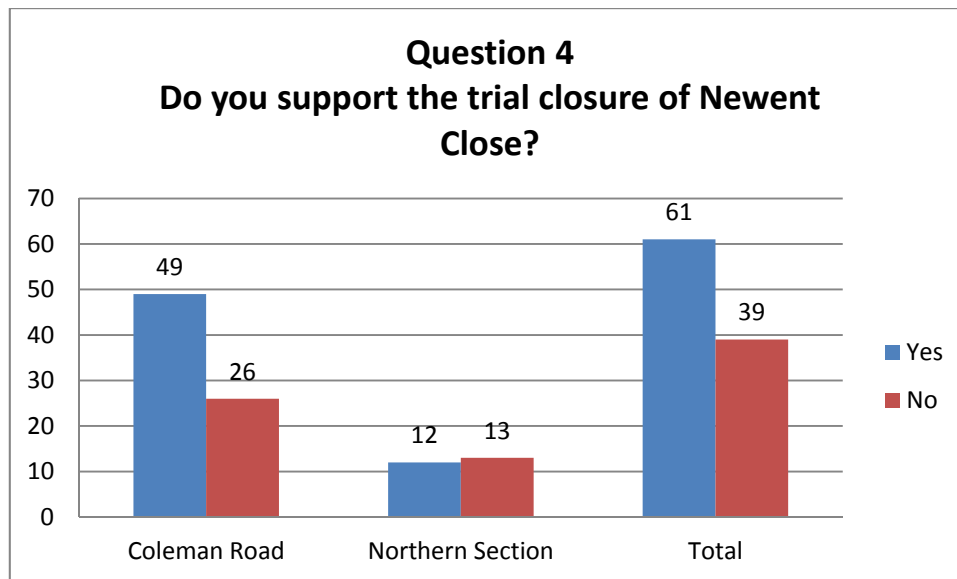
Four possible answers were consulted on: Option 1, Option 2, neither or no preference. The majority (81%) of those consulted were in favour of some footway improvements. Of those who are supportive, over 48% were specifically in favour of Option 2 and only 22% were specifically for Option 1.

A total of 19% of responses were not supportive of either option for the footway improvements on Coleman road.



Under the proposal, the existing speed cushions in the neighbourhood would be removed and replaced with more effective traffic calming measures in the form of sinusoidal profile speed humps. In addition, the main intersection junction within the neighbourhood would be provided with junction tables to assist in reducing vehicular speed within the area.

The response to this question shows 74% are in support of these proposals.



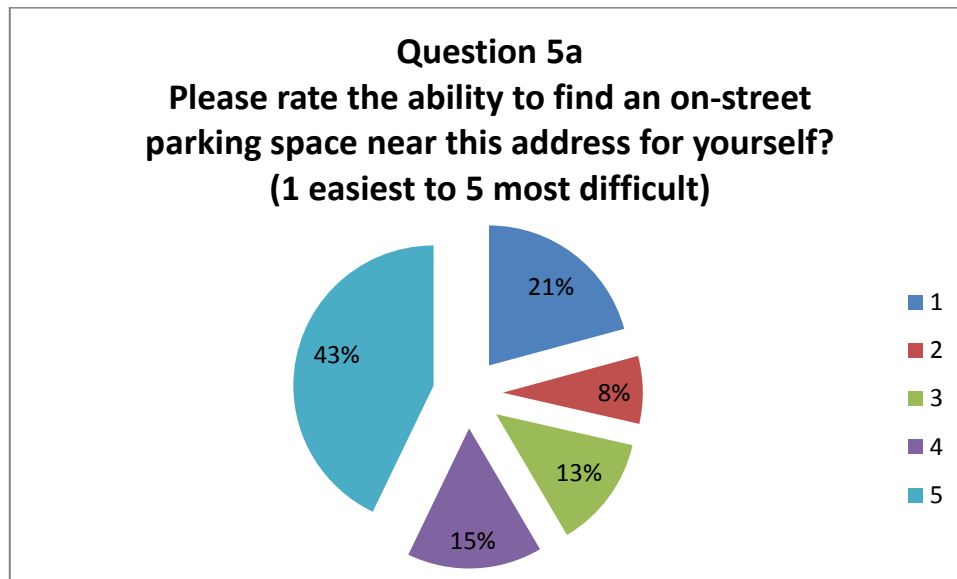
The proposal of a trial closure of Newent Close to vehicular traffic consists of installing bollards on Newent Close between Peckham Grove and Tower Mill Road. The aim of this proposal is to reduce the amount of traffic travelling through the area. As outlined above, an extra consultation in the northern area was carried out solely focussing on this issue.

The overall results from both consultations were collated with 61% of respondents in favour of the trial closure of Newent Close, while 39% were against.

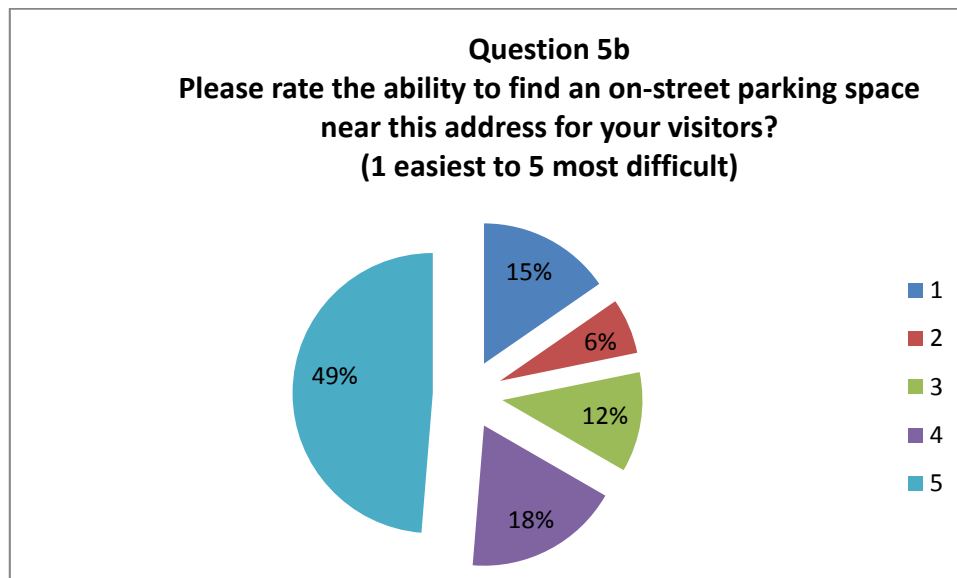
In the Coleman road neighbourhood, the majority of respondents (65%) were in favour of the trial closure. In contrast a slight majority of the respondents from the northern section (52%) were against the trial closure.

- Most of the comments in favour of the closure mentioned that it was welcome to prevent drivers using it as a short cut between Southampton Way and St. George's Road. It is also felt that the closure would help to reduce congestion around the school on Coleman road.
- Most of the comments against the closure mentioned that there were a lot of road closures in the area already and that it would be difficult to access the shops on Southampton Way from the north of the closure. Some comments also mentioned that the volume of vehicular traffic using Newent Close at present was quite low and that the closure was unjustified.

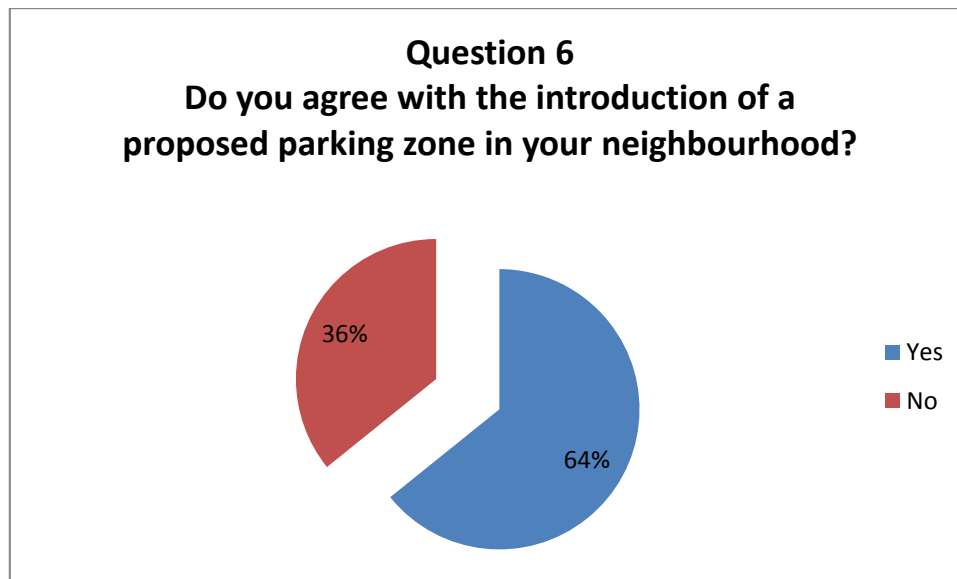
This question aimed to establish the perceived difficulty for residents and their visitors to find an on-street parking space near their home. The question was separated into two parts.



The majority of respondents (43%) rated their ability to find a car parking space as 5 which is the highest levels of difficulty. Overall 58% of respondents find it difficult to find a parking space near their address. Interestingly, there is also a considerable amount (29%) of respondents rated it as easy to find a parking space.



The second part of the question aimed to gauge the perceived difficulty for visitors to find an on-street parking space near their home. Nearly half of the respondents perceived it being very difficult for visitors to find on street car parking nearby. Slightly smaller amount of respondents rated it as difficult (either 4 or 5) as for themselves. A quarter of the respondents rated it as easy or very easy to find a parking space near home.



This question aimed to gauge the level of support for a parking zone in the neighbourhood. The majority of respondents (64%) were in favour of the proposed parking zone.

The support from some roads are lower, these includes:

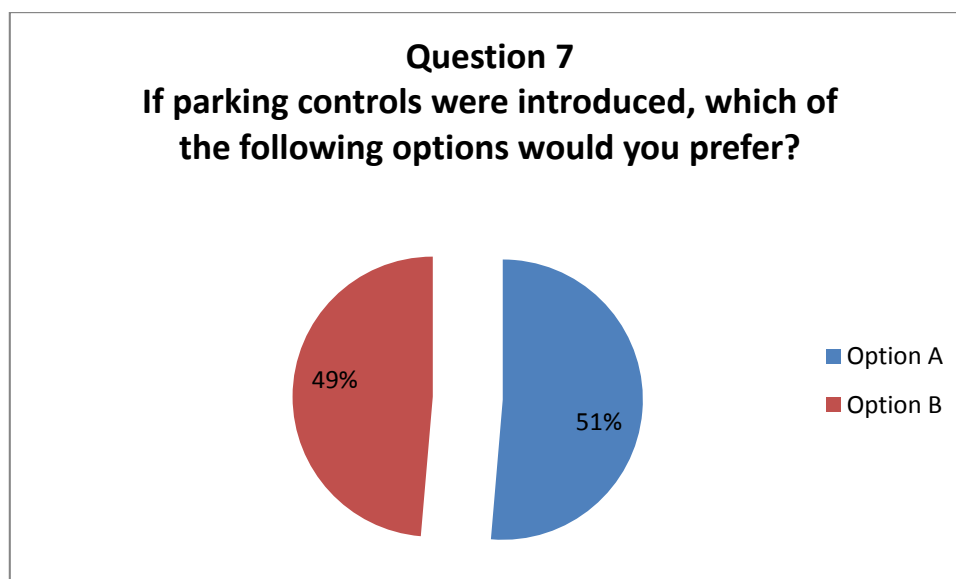
- Coleman road (47% support out of 30 responses)
- Southampton Way (30% support from 10 responses)
- Tilson Close (25% support from 4 responses)

There are comments made by the residents, which included:

- Issues with commuters parking in the area.
- Overspill of parking from adjoining CPZ's taken up spaces in the area.

Some of the comments against the proposed parking zone were:

- Felt it was a money making venture for the council.
- It wasn't needed and sufficient car parking was available to cater for demand.



The final question in this consultation was to ask residents if a parking zone was implemented; which of the two restriction options would they prefer. Option A which would give 'all day' controls from 0830-1830 and Option B for two hours controls from 1000-1200, both options are for Monday to Friday only.

The response to this question is inconclusive with 51% of respondents in favour of all day control if a parking zone is implemented and 49% of respondents favouring a two hour controlled period.

2.2 Other comments

There were a range of other comments made, the common themes are summarised below:

- No public realm improvements which reduce car parking spaces should be implemented before the CPZ has been established so as to ascertain the amount of car parking required for the neighbourhood post CPZ;
- Some Pay and display parking zones should be incorporated into the neighbourhood;
- Some bicycle parking should be incorporated into the scheme.
- The proposals for the neighbourhood were not radical enough and a one-way system should be considered for the neighbourhood

2.3 Key Stakeholders

This section focuses on the official response from the key stakeholders.

Q1 Generally do you support the introduction of comprehensive public realm improvement on the western half of Coleman road?	Yes	No		
Southwark Cyclists	✓			
Southwark Living Streets	✓			
Wells Way Triangle Residents Association	✓			
St George's School	✓			

Q2 Which options of the footway improvements along Coleman road do you support?	Option 1	Option 2	Neither	No Preference
Southwark Cyclists		✓		
Southwark Living Streets		✓		
Wells Way Triangle Residents Association	✓			
St George's School		✓		

Q3 Do you support the traffic calming proposals for the neighbourhood?	Yes	No
Southwark Cyclists	✓	
Southwark Living Streets	✓	
Wells Way Triangle Residents Association	✓	
St George's School	✓	

Q4 Do you support the trial point closure of Newent Close?	Yes	No
Southwark Cyclists	✓	
Southwark Living Streets	✓	
Wells Way Triangle Residents Association	✓	
St George's School	✓	

Q5a Please rate the ability to find an on-street parking space near your address? (1 easy to 5 difficult)	1	2	3	4	5
Southwark Cyclists			✓		
Southwark Living Streets					
Wells Way Triangle Residents Association				✓	
St George's School					

Q5b Please rate the ability to find an on-street parking space near your address for your visitors? (1 easy to 5 difficult)	1	2	3	4	5
Southwark Cyclists			✓		
Southwark Living Streets					
Wells Way Triangle Residents Association				✓	
St George's School					

Q6 Do you agree with the introduction of a proposed parking zone in your neighbourhood?	Yes	No
Southwark Cyclists		
Southwark Living Streets	✓	
Wells Way Triangle Residents Association	✓	
St George's School	✓	

Q7 If parking controls were introduced, which of the following options would you prefer?	Yes	No
Southwark Cyclists		
Southwark Living Streets	✓	

Wells Way Triangle Residents Association	✓	
St George's School		✓

In summary, all four stakeholders are very supportive of the schemes in general. Specific comments were made and are summarised below.

Southwark Cyclists strongly support the proposals with the following comments:

- At present, the visibility around the bend of Coleman road is poor, proposed planters must ensure their height does not obscure the sightlines;
- Option 2 of the Coleman road footway arrangement is preferred as the staggered parking will add additional traffic calming points;
- Ensure junction treatment build-outs are either in line with the parking bays or are nearer the kerb than the bays' edge;
- In terms of trial closure of Newent Close, the elimination of through motor traffic from residential zones is one of their key Space For Cycling points. Retention of this element is the most crucial part of this scheme;
- In terms of parking zone, no comments as there is no impact on cycle safety;
- Southwark Cyclists hope the practice of replacing speed cushions with full-width sinusoidal humps is extended throughout Southwark;
- Suggest that appropriate signage to indicate these are residential streets and not a through route for motor traffic;
- Urge the Council to consider formal Home Zone status on at least a trial basis.

Southwark Living Streets is entirely supportive of this project. The following comments were submitted:

- The public realm improvements are focused on places where residents will want to spend time and the combination of the road closure at Newent Close and on Coleman Rd, new traffic calming and increased greenery will deliver a Home Zone feel to the area. Hopefully it will pass the litmus test of children playing in the street. We would suggest Cambria Road (SE5) type crossovers at the entrance to the area to emphasise pedestrian priority.
- While we support the creation of a CPZ in principle we feel that we should not have a say in the decision as to whether it is adopted or not.

Wells Way Triangle Residents Association (WWTRA) supports the proposed scheme with the following comments:

- Prefer a longer restriction time such as from 10am – 3pm, otherwise all day restriction is preferred;
- Note that one committee member from Tilson Close is not in favour of the parking zone.

St George's School has supplied the following comments:

- The north part of Coleman road does not currently take into consideration the dropping off or collection of pupils each day;
- It was understood that Newent Close would not reopen after the demolishing of the Gloucester Estate and road reconfiguration. It is now a danger to pedestrians.
- The location of parking bay opposite the Trinity Centre entrance will continue to obstruct access for bin lorries.

3 Summary

There is strong support for the overall scheme.

There is strong support for the comprehensive public realm improvement on western half of Coleman road and traffic calming proposals for the neighbourhood.

In terms of Coleman road options, there was a higher level of support for Option 2 – retain existing kerblines and introduce greening strips.

The responses to the proposed trial closure of Newent Close were positive, with 61% in support. However, if only the northern consultation area were taken into account, 52% of responses were against this proposal.

64% of respondents are in favour of the parking zone proposal. Responses were evenly split in terms of the operational hours if the parking zone is implemented.

4 Recommendations

On the basis of the results of the public consultation it is recommended to implement the following proposals for Coleman road Neighbourhood subject to Road Safety Audit:

- Comprehensive public realm improvements on Coleman road;
- Option 2 on Coleman road – retain existing kerblines and introduce greening strips;
- Introduce traffic calming measures including speed humps, junction tables and entry treatments;
- Trial closure of Newent Close;
- Implementation of parking zone, including Tilson Close.

We wish to have parking left as it is as pensioners we are not happy to pay and as we have to have carers and family help us the cost would be very high. Please leave Coleman Road as it is.

Well needed,. the traffic around Newent Close is manic at times. It's very tiring when large vehicles use it as a regular cut through,. Please implement this asap.

Although the introduction of parking permits would be welcome, to deter non resident parking, some of the other proposals seem designed to remove parking spaces and are totally unnecessary and irksome for resident motorists. Why go overboard when all you need do is get rid of interlopers by introducing permits. Please also tighten up on disabled bays where they are not needed for the road where they are situated.

The way you are going no one but very rich people will live in Southwark. You are pricing local people out and in the end labour will lose control of Southwark Council and the local MP

I would like to make my points of view as follows 1) this brochure appears to be focused on Coleman Rd particularly for greenery! As a resident of Dowlas St I too would like to see more medium range trees planted along the street I live in. 2) parking is a real issue around here, at times virtually impossible. If I may comment on my particular situation, I leave home in the morning at around 7.45 am to take my children to school and then onto work based in Wimbledon. I return home at around 7pm is it possible to extend the restriction time in the evenings to 7pm? I would be interested to know your comments against my suggestions.

Answer to No. 7 is none. A parking zone would be a bad idea for Coleman Road; parking is not a problem and I always find a place to park. We do not want council officials up and down the street all day long checking tickets and issuing fines. This IS a money making scheme for the Council

I agree with any further greening and trees planted in the area

Please widen western footway in Coleman Road as it is too narrow and dangerous to walk on. Please introduce traffic calming on western footway in Coleman Rd as cars mount footway and damage the pavement and our hedges/wooden front gates! Please introduce bigger speed bumps in Coleman Rd as cars speed too fast. Please make Coleman Rod one way from Southampton Way it is too narrow for cars to pass each other. Do not introduce CPZ we do not way to pay to park.

The proposed closure to Newent Close for through traffic is ridiculous and will cause massive congestion - double parking by those delivering children to school (which does happen but is bearable at present) and would be a further cause of pollution around vulnerable children. It would also enable muggers etc. to escape police in cars and cause more problems for emergency vehicles.

Will there be a couple of pay and display bays for short stay visitors? Exit from Dowlas Street into Wells Way is difficult. Traffic tends to be very fast down Wells Way especially if trying to beat the lights when they are on point of changing. This makes driving out of Dowlas St difficult at times.

I strongly disagree to this scheme. If this scheme goes into action, my business will fail. When Tesco began their business on Southampton Way my business begun to deteriorate and since then it has been at it's lowest. If this scheme goes into action, I will lose my customers, I might as well pack up and close down the business as I won't be able to earn enough to pay the business permit or enough to survive with my family.

CPZ need to have more visitor parking and/or dual resident permit paid parking for more areas

I don't prefer either option a or b. Where can I read the parking street survey results?

Proposals are not radical enough. I suggest that the above are considered in the context of a one way system for Coleman Rd. It would start at the corner in Coleman St prior to the junction with Havel St; through to its junction with Southampton Way. At the junction with Havel St traffic would turn left into Havel St and vice versa for traffic from Havel St into Coleman Rd. At the Dowlas St/Coleman Rd, Dowlas St traffic could turn right into Coleman Rd and vice versa. All other junctions would remain as of now. The above would solve the present danger of two way traffic at the 'blind' corner close to Havel St. This proposal recognises the current fact that Coleman Rd is a one way road all but in name

Can some secure bicycle storage be added to they proposal? for example cycle hoop.com, bike hangers, there are a lot of flats in the area and not everyone has the space for bikes in their homes. this may also help the transition to their being less car parking spaces. It also only requires half a car parking space. I am happy to discuss

I strongly disagree to this scheme if this scheme goes ahead my business will fail. We already spend too much to build and setting up running the business and we are not making money out of it. If this scheme goes into action I will lose my customers,. I might as well close down the business as I won't be able to survive on with my family

It would be good if you could place the pay parking slot in front of 2 Coleman Road in front of adjacent wall instead, and then place home zone our free space in front of No 2 Coleman Rd instead. I do not have a car and it would be great not to have parking in front of it, whereas it affects nobody if in front of wall. There is a real need for green space on the Coleman Rd pavement between Newent Close and Southampton Way

Whilst I particularly support the inclusion of a planting strip in Option 2 the plan seems a missed opportunity in that it ignores the huge cycling potential (currently unmet) in the area. The area currently suffers from a severe lack of secure cycle parking. However, this could easily be addressed with the inclusion of a bike hanger at the southern end of Rainbow St. This would provide the huge number of residents who live in upper floor flats and other homes of multiple occupations. with access to the infrastructure necessary to encourage key transport/mode changes. It seems obvious to consider this simple measure if the aim of reducing vehicle dominance is truly to be met.

Widening the pavement on the western side of Coleman Rd is unnecessary as there is already a very wide pavement on the other side i.e. a waste of valuable resources. No changes should be made BEFORE a CPZ is introduced and the impact addressed so then a calculation of how many car spaces to be taken away can be made i.e. don't put the cart before the horse!!

We cannot support any plans which result in the loss of parking spaces within this area. Parking spaces are at a premium given the number of homes with cars which are covered within this zone. I do not believe there is evidence to suggest that many spaces will be freed up as a result of the introduction of a CPZ. There is no evidence that commuters use the area. In fact it is likely that the area is used as an overflow for the CPZ which borders our area. Whilst we would like to see a CPZ now because it was introduced all around us, in many cases people only park for the church, weekends and school early morning and afternoon only. Some improved planting. Surface.

This is just an excuse for the Council to make more parking revenue. We don't need a controlled parking zone on Coleman Rd

I think is a good idea, this scheme, and its about time too. Definitely problems with commuters parking in the area. The closure of Newent Close is very much welcome., Cut out drivers using it as short cut between St Georges Way and Southampton Way and increase the safety around the schools in this area.

I am not a supporter of highway improvements simply because I don't understand it!! I was against a parking zone originally, however, more and more cars are arriving to park whilst they go to work. therefore, I am now changing sides/

Calming measures remove too many parking spaces and is unnecessary in quiet streets

There is poor parking already on Coleman Rd. No parking on Southampton Way, restricted parking outside Tesco. The new Tesco commands a lot of customers with no place to park. Restricting parking further will drive traffic to build up outside the store, or park across my gated driving at the top of Coleman Road. Extra provisions to be made to No Parking area for my property 185 - 189 Southampton uses. Drive way at top of Coleman Rd

Tilson Close - there are currently two parking spaces at the entrance to Tilson Close. these could remain. The remainder of Tilson Close should have double yellow lines. The proposal for Permit Holders only area does not prevent people parking in front of the garages and blocking/preventing access to these spaces. This is a real problem.

Keep the road system with path as they are. Introduce a one way system for the triangle. I agree with closing Newent Close, it was closed for years and there is a lot of antagonisation always halfway down Coleman Road. I agree with the public realm improvements around the school.

Can you please provide more detail on the public realm improvements? what will this mean? Can you please explain why the proposed permit parking in front of 16-30 is staggered on both sides of Coleman Rd? Our preference is for parking to remain on either side and not staggered on both.

We just need to stop people parking here for weeks at a time that are not local residents.

I would favour the introduction of the CPZ PRIOR to the improvement which will result in loss of spaces. I think it is crucial to see if we really can lose 19 or 22 spaces in addition to spaces lost to double yellow lines. After all, many residents have cars and streets are very full even after 6.30pm and at weekends. I don't want to pay for the privilege of STILL not being able to find a parking space!

Access to our house is from Rainbow St. I have a 4 year old and so safety on the road is paramount to us. However, I have never felt there was a need for traffic calming. The only issue with traffic is the problem of cars constantly circling the area, trying to find a place to park. It is nigh on impossible to get a space on Rainbow St or the adjoining roads, especially between 4 and 8 when there is a rise in the facilities on Southampton Way being used. In these cases, the driver often remains in the car and so introducing a CPZ would not deter these people from pausing in the parking spaces while their passengers are using the facilities. My concern is that, with the even further parking limitations since the soon to be introduced double yellows on the corners of each road, there will not be enough parking spaces, even after paying CPZ] charges. The resident with cars ratio to car parking spaces has not been taking into consideration.

Prefer Option C 10 - 2. Stopping at 12 gives too much full pm and evening parking and will restrict the benefit. But anything is better than nothing! Looking forward to seeing the results

I support the creation of a parking zone for the area aforementioned, I do not however support businesses and residents paying for permits. Non residents who choose to park in the zone must pay as obtains at Rodney Estates (Dawes House). In this way residents and businesses will not face problems of not finding spaces to park but rather feel part of the process of developing the area. Please see additional comments attached to the form.

Regarding CPZ in talon Close. Further restrictions and parking controls are not necessary as we in Tilson Close do not have a parking problem. Change would only mean that we would be liable for charges for the same parking privilege we already have for free. Residents in Tilson Close respect each others parking space and we do not get people from outside the close coming in to park because the houses are townhouses with garage entrances at the front. These are always respected.

Swk Living Streets is entirely supportive of this project. The public realm improvements are focused on places where residents will want to spend time and the combination of the road closure at Newent Close and on Coleman Rd, new traffic calming and increased greenery will deliver a HomeZone feel to the area. Hopefully it will pass the litmus test of children playing in the street. We would suggest Cambria Rd (SE5) type crossovers at the entrance to the area to emphasise pedestrian priority.

We need CPZ with more pay and display and more car scheme shared bays

Please find attached Southwark Cyclists' formal response to the proposed Coleman Rd neighbourhood improvements, incl. Newent Close closure to through motor traffic. Overall we are strongly in favour of both schemes, though we have made a number of suggestions for improvements. We have also identified two potential hazards which we urge you to examine in detail: - Junction of Coleman Road / Newent Close: planters may reduce sightlines significantly if maintained vegetation height significantly exceeds 1.0m;- Planters / kerb build-outs at junctions (esp. with Southampton Way) may, by narrowing the carriageway at the junction more than the carriageway on the minor road, lead to cycle / motor traffic conflicts. To avoid this the junction mouths and carriageway widths should be consistent (note that we are in favour of reduced corner radii, however) Finally, this scheme is similar in character and function to a Home Zone, as outlined in LCDS2 s5.3.4 - 5.3.7. We suggest that you consider this designation. PLEASE ALSO SEE PDF DOCUMENT ATTACHED TO EMAIL RESPONSE.

We feel that there could be more parking places than on the plan. due to the number of residents and especially flats this will put too much pressure on parking space availability.

School travel plan at St George's should be reviewed.

- 1) Error in the online desc of option 2 which says 1 car park space will be lost. In fact, it is 19
- 2) Existing dropped kerb omitted from the plans on Bonsor St adjacent to the garage at rear of 149 Southampton Way
- 3) If a CPZ is introduced the charges should be limited to the cost of administering the scheme
- 4) The non-resident cars are likely people who work nearby/who are visiting residents. They can't be commuters; there is no public transport within 20 mins
- 5) Why only 500 characters!?

What is the benefit of broadening the Westerly pavement of Coleman Road when you could widen the road which would be better for cyclists? The road as is too narrow. Also the parking space marked as disabled in front of 91 Coleman Road has not been required since 2009 - we had letters from the Council saying that it would no longer be a disabled place (the former resident who needed it has moved out).

It's a good idea to reduce through-traffic and stop rat-running. On street parking can cause problems for people with wheelchairs and buggies so I think parking permits are a good idea.

This will improve the quality of life for the majority of residents who live on these streets. If we can bring a CPZ in while waiting for the improvement work to be done it would only improve the proposals.

I would much prefer a cpz for moody road , Charles convene road and Bamber road

Coleman Rd is a narrow street not well suited to cars. Cars cannot pass each other and so frequently wake up residents with their horns or drive up onto the pavement. There is an excessive number of cars and the street is unsafe for children and the many cyclists who use it. Anything that can be done to reduce the use of Coleman Rd as a through Rd and a car park is a good thing!

Parking has been a nightmare ever since the CPZ was introduced all around us. Commuters clog up[our streets and then get the bus, but also, residents from other streets park in our free zone to avoid paying for their permits. We need 8.30 to 6.30 CPZ to prevent both types of congestion on our streets.

We need a CPZ! Parking is impossible. I have a young child and if I take her to school in the morning in it, there is never a space in the surrounding streets to park when I return due to commuters. I sometimes have to park 5 or 6 streets away and on occasion, on a meter! We need an all day CPZ please!

A very large number of vehicles ignore the 1 way traffic in Dowlas from the junction with Wells Way and a narrowing of the entrance may make a difference

Close off Newent close. DO NOT tax the locals who live so far from decent public transport to park. There is no shortage of parking here. Time and again the council tries to take more money every year from us and even worse our visitors. No thanks. Also car damaging speed bumps will be unnecessary if you make the road a dead end, and besides, who speeds to a dead end, I can hear when the current crop of delivery drivers go at 30mph over bumps on the road and the vibrations damage my property.

I support the introduction if a CPZ but the costs seem to be much higher than I have paid in other boroughs. The traffic calming measures at junctions make more sense than the existing speed bumps which serve no useful purpose. I like the idea of a pedestrianized zone but don't see why it is only planned to cover the area outside the school and have concerns that children may think this means it is safe to walk on the road

Between my partner & I, we've 2scooters & 1car and we've never had a problem parking in Coleman Rd. We've been doing lots of work in the house recently & builders,etc have come &parked in front of the house without a problem. I don't see what would be improved if we change the st to a parking area. Situation is worse for motorbikes. In other neighbourhoods, motorbikes park for free in motorbikes bays. Your proposal include no free motorbikes bays. In my view parking should be free for residents.

Council is just looking for money. Never had a problem parking in this area. Seems to be self-regulated by residents very well.

Never had a problem parking. Permits not needed.

Swk Living Streets is entirely supportive of this project. The public realm improvements are focused on places where residents will want to spend time and the combination of the road closure at Newent Close and on Coleman Rd, new traffic calming and increased greenery will deliver a Home Zone feel to the area. Hopefully it will pass the litmus test of children playing in the street. We would suggest Cambria Rd (SE5) type crossovers at the entrance to the area to emphasise pedestrian priority.

I agree with a CPZ. Option 2 because fewer spaces will be lost and it green Coleman Road and the WWTRA would look after that. 10-12 parking restriction to stop all day parkers and preferably 7 days a week. I cannot always park to run by business or pick up foster children easily by car at present.

The infrastructure proposals are welcome and will improve walking and cycling safety. I urge the council to consider a formally-defined Home Zone (LCDS s5.3.4) on at least a trial basis.

Please ensure sightlines at all junctions are maintained however.

The CPZ should be joined to neighbouring zones rather than operate independently. No physical changes should be introduced until after the CPZ is implemented

A parking zone would make Coleman Rd safer for pedestrians and cyclists as it would stop people from driving around all the time looking for a parking space.

The improvements to Coleman Rd, & closure of Newent Close (as it used to be) will make the streets quieter and safer. A shorter, flexible CPZ (would prefer slightly longer, e.g. 12-2) is better for residents receiving visitors, going and returning, deliveries etc. I welcome any measures to reduce the flood risk. I have space for potential off-street parking which would free up a space on the road, but don't know if that is possible.

I am the Chair of Governors of St George's School in Coleman Road. The proposals for the north part of Coleman Road have not taken into consideration the dropping off or collection of pupils each day. The School has not been formally approached as part of the consultation. PLEASE BE IN TOUCH as the current plans will be challenged in the planning Committee as a result. Thank you

A residents' parking zone is now essential in this area as far too many residents of neighbouring streets with their own CPZs are parking their vehicles here. Additionally there are a number of new housing developments in the area that will greatly increase the demand on parking in the area.

This is on behalf of the Committee of the WWTRA we prefer a longer restricted time e.g. 10 - 2 or 3pm as stop at 12 gives free parking from 12 - 10am next day, OK for some workers etc. otherwise all day is preferable. Especially as the scheme overall reduces the no. of spaces available. NB 1 resident of Tilson Close on the committee is not in favour of the CPZ. Also note that the Newent Road closure is a TRIAL period

I have always been in favour of CPZ, I wish we had implemented it when it was first proposed years ago, the volume of traffic from commuters and residents in surrounding CPZ zones is unbearable. I would like to see it implemented 7 days a week.

I don't agree with this scheme for Tilson Close. We have garages which mustn't be blocked, which we can park outside of currently. Having the whole area as a cpz will encourage more people to park in our close which currently has very few parking problems, this will create them.

I agree with the closure of newest close, but don't agree with the proposed cpz in talon close. Tilson close should be a parking area for talon close residents, we should not be charged to park outside our garage doors when no one else should be parking there anyway. If the whole area is permit parking, this would open the door for people in Coleman road to start parking in our close which they don't at present, as this area would then be seen as part of the cpz and fair game.

Sorry, but would it be possible to replace the online form I submitted on 15 Jan (Ref. 401942) with this one? The online proposals regarding footway improvements along Colman Road say Option 2 would result in the loss of only 1 parking space, so I ticked that box. It's since been pointed out that there would, in fact, be a loss of 19 spaces (I clearly hadn't studied that part of the map closely enough!). I'd be very surprised if the rest of the Triangle could accommodate such displacement.

NEWENT CLOSE

This would restrict access from Southampton Way for my parents. Many have to drop off then get to a school at a very busy time of morning. Many pupils go for example to Goldsmith and Harris Academy and it will hamper them and make it difficult adding precious time to their journeys. Thanks.

Closure of Newent Close will not be OK, sometimes when we are going to work from the estate towards St Georges Way it's always blocked and that is the only quick access to Southampton Way towards Peckham or any other place, so I do not support the closure. Thank you

No but non residents parking is becoming an issue with commuters parking on streets and then jumping on buses into London. The staff at the Grove Nursery school also park on the streets - school drop off time is also a nuisance!!

Blocking this would only disrupt local residents and not aid them. I am not sure why it has been proposed in the first place.

Close it forever it's a death trap.

Will restrict car access to local shops.

It is not applicable for me as I do not use that road regularly. Thanks.

There is already a block at the top of Peckham Grove. This is a waste of time and money. If you have spare cash spend it on improving the road surface on Coleman Road and the pavement on Peckham Grove and on better lighting on the alley to the side of the school!

I can't see why it's necessary. There's already very little traffic down Newent Close. There are so many closures already, it's very difficult to get anywhere. Not needed! leave well alone!

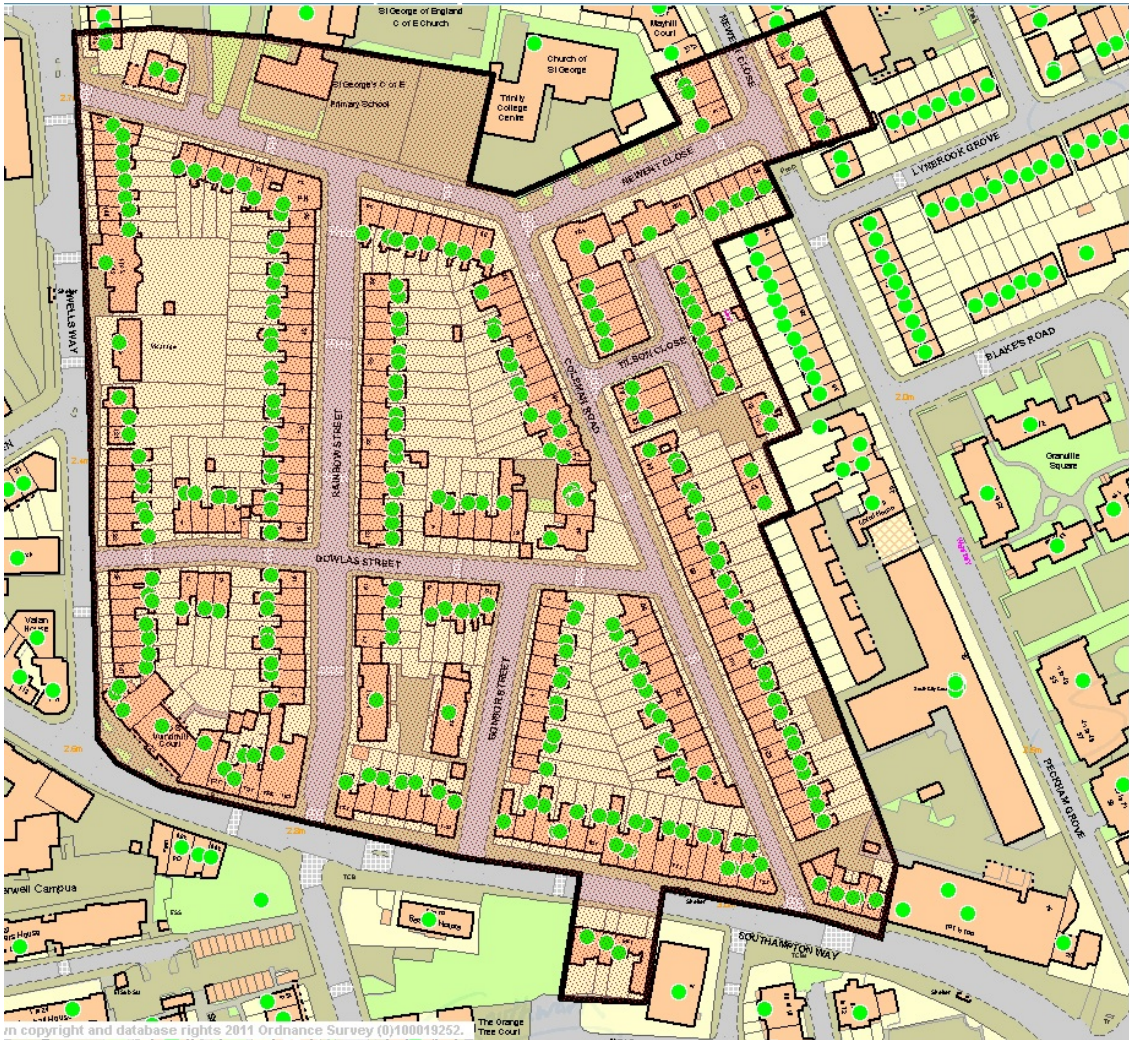
I support all attempts to reduce motor traffic on local residential roads. The proposed scheme is positive but the Council should ensure that it does not result in additional motor traffic on St Georges Way and Wells Way. These two roads are also residential roads and border Burgess Park - they already have too much motor traffic. I would support the Council taking more dramatic steps and restrict non local through traffic from all these roads limiting them to bikes, public transport and emergency vehicles

The parking restrictions being proposed needs to be extended onto Tower Mill road. Traffic comes through Coleman Rd in order to park for free on Newent Close and Tower Mill Road. This has caused arguments and fights due to people not living in the area parking for free and then getting on the bus into central London.

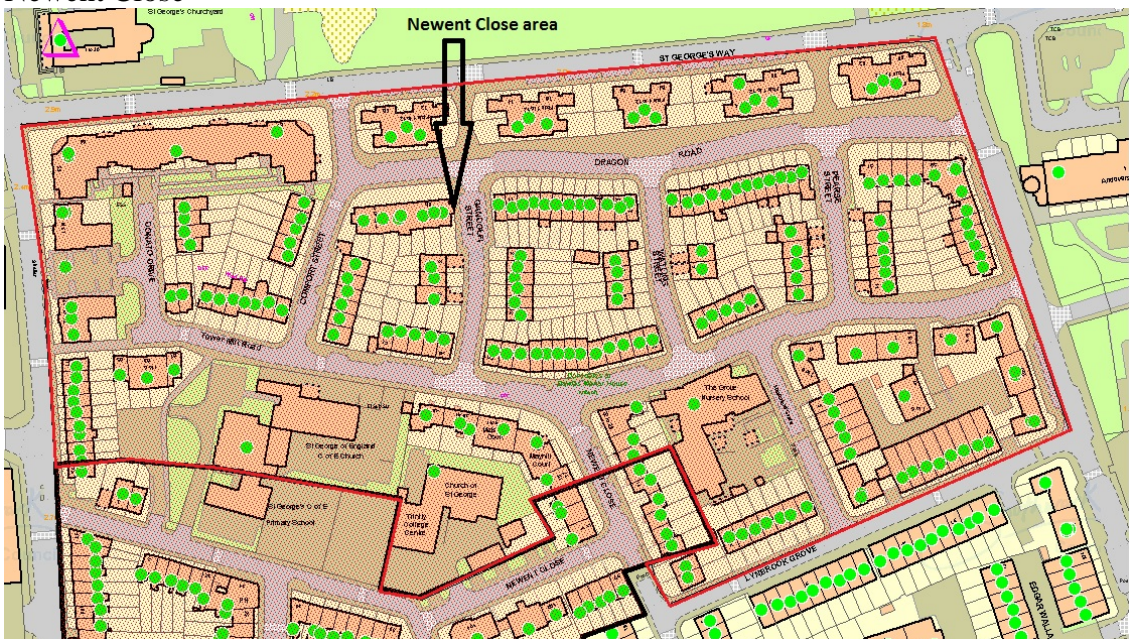
<p>I am against the temporary road closure for the following reasons: 1 Newent Close is used by many local residents/drivers to gain access to Southampton Way, Peckham Rd and Albany Rod, St Georges Rd and the Old Kent Road. 2 Newent Close is a quiet residential road in the main, rather than a busy thoroughfare. 3 Temporary closing of the road, may lead to a increase in crime such as car theft, vandalism or fly tipping all of which are associated with roads that are closed to traffic. 4 Closing the road will not ensure the safety of road users as vehicles will still need space to turn to exit Newent Close</p>
<p>I believe closing that part will cause a lot of traffic as there are three traffic lights in the area. the only access point to ease the traffic in this area is that road in case of any emergency that road is the road that serves as an escape route.</p>
<p>You would be better off making Newent Close and Tower Mill Road residents only parking. I proposed this 4 years ago. Then there wouldn't be so much traffic passing through during the week by commuters. I've seen people park, and get their bikes out of the boot for the last leg of their commute.</p>
<p>No</p>
<p>I don't know very much concerning driving a vehicle so I couldn't say if that's a good idea or not, I am really sorry.</p>
<p>Hi there, I don't support the trial closure for a number of reasons. It is already quite difficult to reach my house when approaching from Albany Road/Walworth Road or the Old Kent Road. In addition, this will funnel all such traffic down the long part of Coleman Road and Rainbow Street which I'm sure those residents would not be happy about. I think we have reached a fair balance since the closure of Coleman Road/Wells Way access by car.</p> <p>Best wishes, Jeremy Halley</p>
<p>This closure will help to cut traffic on the Colman Road and Rainbow Street and will prevent some drivers speeding through the street especially at the school end of the area. It may also encourage more local Mums to walk there children to school.</p>
<p>I fully support this proposal. Currently Newent Close opens up a rat run into Coleman Rd. It's only a matter of time before a child pedestrian or cyclists gets run over on the corner of Coleman Rd and Newent Close. Please close off Newent Close as was intended, hence the name "Newent Close"</p>
<p>I am in support for the closure of Newent Close to through traffic. Rainbow Street is treated as a rat run to get through this way and cars speed up, what is a normally quiet residential street, at unsafe speeds.</p>
<p>I am in support for the closure of Newent Close to through traffic. Rainbow Street is treated as a rat run to get through this way and cars speed up, what is a normally quiet residential street, at unsafe speeds.</p>
<p>I support the closure. I have a young daughter and our street has many cars speeding down it to access the cut through at Newent Close. closure here will help with unsafe traffic.</p>
<p>The trial closure will help to understand if transit traffic through Coleman Road can be reduced by permanent closure. I would also recommend to consider a one way system in Coleman Road and Rainbow Street.</p>
<p>Southwark Living Streets strongly supports this scheme. We believe that it will have the effect of turning the area into the equivalent of the Home Zone with none of the costs. Could some work also be done with residents in relation to Play Streets to help</p>

people get the most from the changes?
This is a very welcome scheme, fast through traffic on rat runs and delivery / courier vehicles make the roads here feel dangerous, especially for children. The closure will reduce this and make the streets safer.
Newent Close and Coleman Road often get used as rat runs with cars and deliveries vehicles speeding down them with little regard for pedestrians (often mounting the kerb to pass) or other road users.
At the moment cars drive extremely quickly and often dangerously along Coleman Road to use Newent Close as a rat run. Coleman Road is far too narrow for this and it endangers that many pedestrians and cyclists that also use the road.
The volume and speed of cars that pass through this street are very worrying to me. There are a lot of families with small children who play here or walk to and from the park and school children who walk through the area and myself with my baby in her pram. I have seen children run into the street to chase balls or each other and combined with speeding cars it has been very frightening to watch as I feel it's only a matter of time before a terrible accident happens.
As a cyclist, I have had several near misses and have been a victim of road rage from car drivers going way too fast along Coleman road, thereby forcing me onto the pavement. In my experience the majority of these cars turn onto Coleman road from Newent close. There are lots of young families and indeed a school on Coleman road so I think anything that can be done to limit traffic will make it safer for everyone.
Newent Close, as the name suggests, used to be a dead end. When planning was granted for the north Peckham estate, the close was never re-closed after completion, inspite of pledges and the original plans saying so. But also it just needs closing. It's a rat run. So yes, close it. Can't happen soon enough. And will stop the damage to the pavement outside my abode getting worse.
I would describe the route at present, as a 'Rat Run' for cars that drive way to fast down a narrow street. I am 100% behind the closure!
I support this proposal because it would direct more traffic down the larger roads.
I am in support of closing Newent Close. It will be safer for children going to St. George's School and to the Grove nursery. It may also reduce the level of traffic at this time. Several times per week I have to jump out of the way of cars driving aggressively through Newent Close or who use Coleman Road as a rat run to Tower Mill Road. A close is a close please CLOSE it.
It will cause extra problems at the start and finish of the school day and could delay emergency vehicles
Closing Newent Close would make Coleman Rd safer.
This would stop traffic cutting through from St Georges Way, which has become a rat run again. It will make it safer for everyone, especially the children coming to school, and going to The Grove. It was to have been shut years ago when the new development happened, but was never followed through
When the blocks of the Gloucester Estate were demolished and roads reconfigured, LBS moved (with our agreement) the entrance to the Trinity College Centre from Coleman Road to Newent Close. At that time it was understood that the Close would not be open as it would develop into a rat-run. It is now a danger to pedestrians. However, the placing of parking spaces opposite our entrance will continue to obstruct access for bin lorries - please reconsider!!
It will make the area safer for cyclists - it is currently very dangerous and forces cyclists onto pavements endangering pedestrians

Appendix F Consultation Area



Newent Close



Appendix G Stakeholders response

:

Q1 Generally do you support the introduction of comprehensive public realm improvement on the western half of Coleman road?	Yes	No		
Southwark Cyclists	✓			
Southwark Living Street	✓			
Wells Way Triangle Residents Association	✓			
St George's School	✓			

Q2 Which options of the footway improvements along Coleman road do you support?	Option 1	Option 2	Neither	No Preference
Southwark Cyclists		✓		
Southwark Living Street		✓		
Wells Way Triangle Residents Association	✓			
St George's School		✓		

Q3 Do you support the traffic calming proposals for the neighbourhood?	Yes	No
Southwark Cyclists	✓	
Southwark Living Street	✓	
Wells Way Triangle Residents Association	✓	
St George's School	✓	

Q4 Do you support the trial point closure of Newent Close?	Yes	No
Southwark Cyclists	✓	
Southwark Living Street	✓	
Wells Way Triangle Residents Association	✓	
St George's School	✓	

Q5a Please rate the ability to find an on-street parking space near your address? (1 easy to 5 difficult)	1	2	3	4	5
Southwark Cyclists			✓		
Southwark Living Street					
Wells Way Triangle Residents Association				✓	
St George's School					

Q5b Please rate the ability to find an on-street parking space near your address for your visitors? (1 easy to 5 difficult)	1	2	3	4	5
Southwark Cyclists			✓		
Southwark Living Street					
Wells Way Triangle Residents Association				✓	
St George's School					

Q6 Do you agree with the introduction of a proposed parking zone in your neighbourhood?	Yes	No
Southwark Cyclists		
Southwark Living Street	✓	
Wells Way Triangle Residents Association	✓	
St George's School	✓	

Q7 If parking controls were introduced, which of the following options would you prefer?	Yes	No
Southwark Cyclists		
Southwark Living Street	✓	
Wells Way Triangle Residents Association	✓	
St George's School		✓

Appendix H Stakeholders comments /officers response

Comments by	Comments	Officers response
Southwark Cyclists	Poor visibility around the bend of Coleman road, proposed planters must ensure their height does not obscure the sightlines;	Low level planters will be carefully selected so not to obscure sightlines
	Option 2 of the Coleman road footway arrangement is preferred as the staggered parking will add additional traffic calming points;	N/A
	Ensure junction treatments build-outs are either in line with the parking bays or are nearer the kerb than the bays' edge;	Junction treatments build-outs are in line with the parking bays;
	In terms of trial closure of Newent Close, the elimination of through motor traffic from residential zones is one of their key Space For Cycling points. Retention of this element is the most crucial part of this scheme;	N/A
	In terms of parking zone, no comments as there is no impact on cycle safety;	N/A
	Southwark Cyclists hope the practice of replacing speed cushions with full-width sinusoidal humps is extended throughout Southwark;	This is the current practice
	Suggest that appropriate signage to indicate these are residential streets and not a through route for motor traffic;	This will be examined in the detailed design stage, subject to CC approval
	Urge the Council to consider formal Home Zone status on at least on a trial basis.	This can be considered outside of this proposal due to timescale of implementing Home Zone schemes
Southwark Living Streets	The public realm improvements are focused on places where residents will want to spend time and the combination of the road closure at Newent Close and on Coleman Rd, new traffic calming and increased	Type of crossovers will be discussed during the detailed design stage; suggestion will be considered during that stage.

	greenery will deliver a Home Zone feel to the area. Hopefully it will pass the litmus test of children playing in the street. We would suggest Cambria Road (SE5) type crossovers at the entrance to the area to emphasise pedestrian priority.	
	While we support the creation of a CPZ in principle we feel that we should not have a say in the decision as to whether it is adopted or not.	N/A
Wells Way Triangle Residents Association (WWTRA)	Prefer a longer restriction time such as from 10am – 3pm, otherwise all day restriction is preferred;	N/A
	Note that one committee member from Tilson Close is not in favour of the parking zone.	N/A
St George School	The north part of Coleman road have not taken into consideration of the dropping off or collection of pupils each day;	The scheme aim to encourage the use of more sustainable form of transport such as walking and cycling. The proposed urban realm improvement outside the school entrance aim to provide an environment which will encourage that.
	It was understood that Newent Close would not reopen after the demolishing Gloucester Estate and road reconfiguration. It is now a danger to pedestrians.	Trial closure of Newent Close to assess impact to the neighbourhood.
	The location of parking bay opposite the Trinity Centre entrance will continue to obstruct access for bin lorries.	The parking space location will be reviewed.
General public	No public realm improvements which reduce car parking spaces should be implemented before the CPZ has been established so as to ascertain the amount of car parking required for neighbourhood post CPZ;	Timescale and order of implementation will be investigated.
	Some Pay & Display parking zones should be incorporated into the neighbourhood;	Shared-use (permit holders or 2 hours max pay by phone) parking bays are recommended for

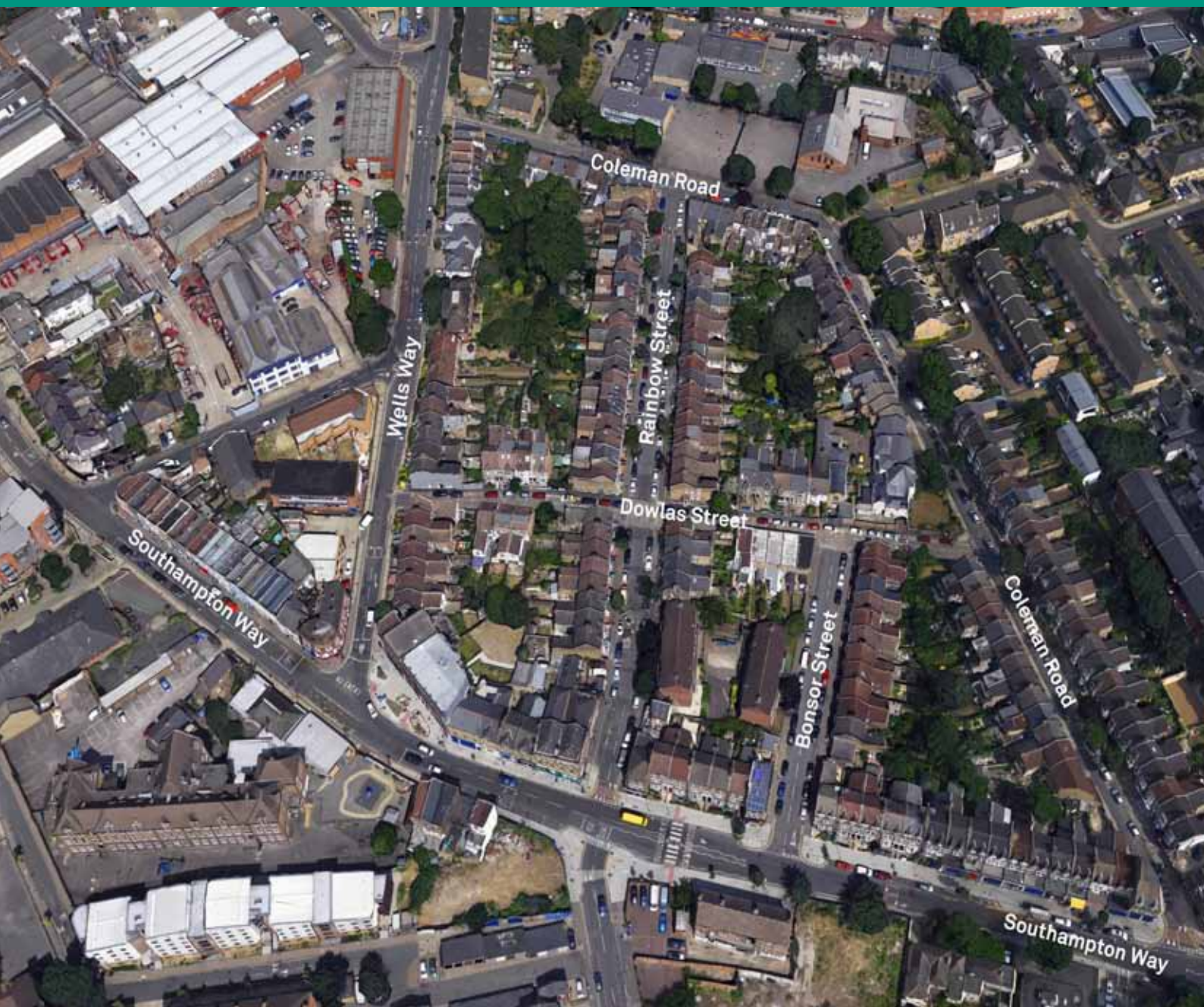
		inclusion in the detailed design. To be located in Bonsor Street (flank of 151 Southampton Way and Nos. 9-11), Coleman Road (bay outside No. 84 southward) and Rainbow Street (outside Nos. 1 to 11 and bay outside 47 to 53).
	Some bicycle parking should be incorporated into the scheme;	This can be investigated further during detailed design.
	The proposals for the neighbourhood were not radical enough and a one-way system should be considered for the neighbourhood.	One way system is not considered as it encourages higher speed, reduce accessibility and will not reduce the overall traffic level in the area.

Coleman Road Neighbourhood – Walking, Cycling and Parking improvements

Public consultation

December 2014 / January 2015

www.southwark.gov.uk



Proposals

The proposals for the Coleman Road Neighbourhood include a number of measures to help address issues associated with road safety, public realm and general attractiveness of the area.

The broad aims of the proposals are to:

- Improve the public realm and reduce vehicle dominance
- Improve the walking environment for pedestrians
- Improve and rationalise parking
- Incorporate flood alleviation measures where possible

The proposals include the introduction of a comprehensive public realm scheme at the northern section of Coleman Road (west of Newent Close). Please note that there will be no changes to the existing closure on Coleman Road and Emergency Access gate.

Two design options for the eastern half of Coleman Road (south of Newent Close) have been considered. Option 1 involves widening the western footway along Coleman Road, and retaining the existing carriageway width by inseting the parking on the eastern side. Tree pits with porous material will be provided at the base of the existing mature trees on Coleman Road to help alleviate surface flooding. Option 2 involves retaining the existing footway widths on both sides of Coleman Road and providing an opportunity for a planting strip on the eastern footway.

Design proposals for the rest of the area remain the same in both options. These include replacing the existing speed cushions with road humps with vehicle-friendly approach ramps and the introduction of junction speed tables at junctions throughout the area. Kerb buildouts incorporating tree planting are proposed across the area to introduce greenery and reduce the visual dominance of vehicles. There is also an opportunity to introduce areas of street greening at junctions throughout the neighbourhood.

The proposals include a trial of the closure of Newent Close between Peckham Grove and Tower Mill Road to discourage through motor traffic in the area.

The proposals include the introduction of a parking zone for the neighbourhood bounded by the area highlighted in the attached plan. Please note that parking restrictions 'double yellow lines' have already been agreed for safety reasons at junctions throughout the study area. These restrictions will be implemented in the coming months and have already been taken account of in our proposals.

Overall, Option 1 will result in the loss of 22 car parking spaces in the area; while Option 2 will result in the loss of 19 car parking spaces. These do not include the 'double yellow lines' already agreed.

This consultation questionnaire aims to gauge the level of support or preference from local residents and businesses on the proposals.

Primarily, we want to know:

- If you support the public realm and highway improvements in the area.
- If you support the point closure of Newent Close
- If you support the introduction of a parking zone in this area.

What is a parking zone? How can it help?

Parking zones improve parking conditions for local residents and businesses.

During operational hours, most parking bays can only be used by those with a resident, visitor or business permit. This arrangement prevents commuter parking and makes the space available to others.

Parking zones have the following advantages:

- Create more space for residents and businesses by preventing commuter parking
- Easier parking near shops, schools and other amenities
- Reduce congestion and the dominance of car parking
- Improve road safety and access by making it clear where it is safe to park, and where it is not
- Encourage walking, cycling and public transport instead of car trips

Parking zones have the following disadvantages:

- There are cost implications associated with the operation of a zone
- Displacement effect to nearby uncontrolled roads
- Having to pay for a parking permit
- Street clutter (signs and lines)

The council has the power to issue a penalty charge notice to people who park without the appropriate permit or ticket.

Options on parking zone operational hours

It is important to understand if you experience parking problems. We will look at your responses alongside our parking occupancy and duration surveys to assist in the final recommendations.

If the zone is to be introduced we would like to know which option you would prefer.

Option A

All day zone (Mon-Fri 8.30am to 6.30pm)

These controls are used in the majority of our zones where parking demand is not only related to commuter parking. They will provide greater protection to residents, throughout the day, but leave weekends free from controls.

Option B

Part day zone (Mon-Fri 10am to 12 noon)

A two hour zone offers more flexibility to residents and their visitors than all day controls but is still effective in preventing long-stay commuter parking.

Parking survey results

Parking stress surveys have recently been conducted in the neighbourhood. Our initial analysis shows that parking occupancy is very high in many streets and non-resident parking is a key influence in the demand for space.

Will I have to buy a permit if my street becomes a parking zone?

Yes. As a resident or business in the area you will need to purchase either a resident or business permit to park in the parking zone. Permits will have to be displayed at all times during the parking zone operational hours. Additionally each household will be able to buy visitor permits for use by their friends, family or tradesmen.

How much will a permit cost?

Type of permit	Cost of permit				Discount
	1 month	3 months	6 months	1 year	
Resident	£15.74	£36.58	£67.83	£125	75% discount for all alternative fuel vehicles and or motorcycles
Business	£176.00	£352.00		£577.50	
Resident's Visitors	£25 for ten, one-day permits (1st book) £45 for ten, one-day permits (2nd book onward per year)				
Average pay and display charge	£2.80 per hour				

*Charges are reviewed annually. Information above correct at the time of going to print

Aren't parking zones just a money making scheme for the council?

No. By law, revenue generated from parking must be invested back into transport related improvements such as highways, parking enforcement, school crossing patrols, safer car parks and public realm improvements.

How can I have my say?

We have sent this consultation pack to all residents and businesses in the area as everybody's opinion counts.

This is your opportunity to comment on the proposed scheme for the Neighbourhood and decide if you would like the introduction of a home zone, public realm improvements and parking zone.

How can I let you know my views?

The best way to give feedback is by completing the questionnaire online or by returning it to us by freepost. Please note that you should only respond via one method, duplicate responses will not be included in the final analysis.

To complete online follow link:

<http://www.southwark.gov.uk/consultations>

We will be holding two exhibitions, at **Trinity College Centre, Newent Close, Camberwell, SE15 6EF**, where you will have the opportunity to discuss the proposals with Council Officers. Exhibition details:

Saturday 13th December 2014, 12pm-3pm

Wednesday 17th December 2014, 5pm-8pm

Councillor Mark Williams will be hosting a Q&A session at the Wednesday 17th December exhibition between 7pm and 8pm.

For more information contact Clement A-Frempong

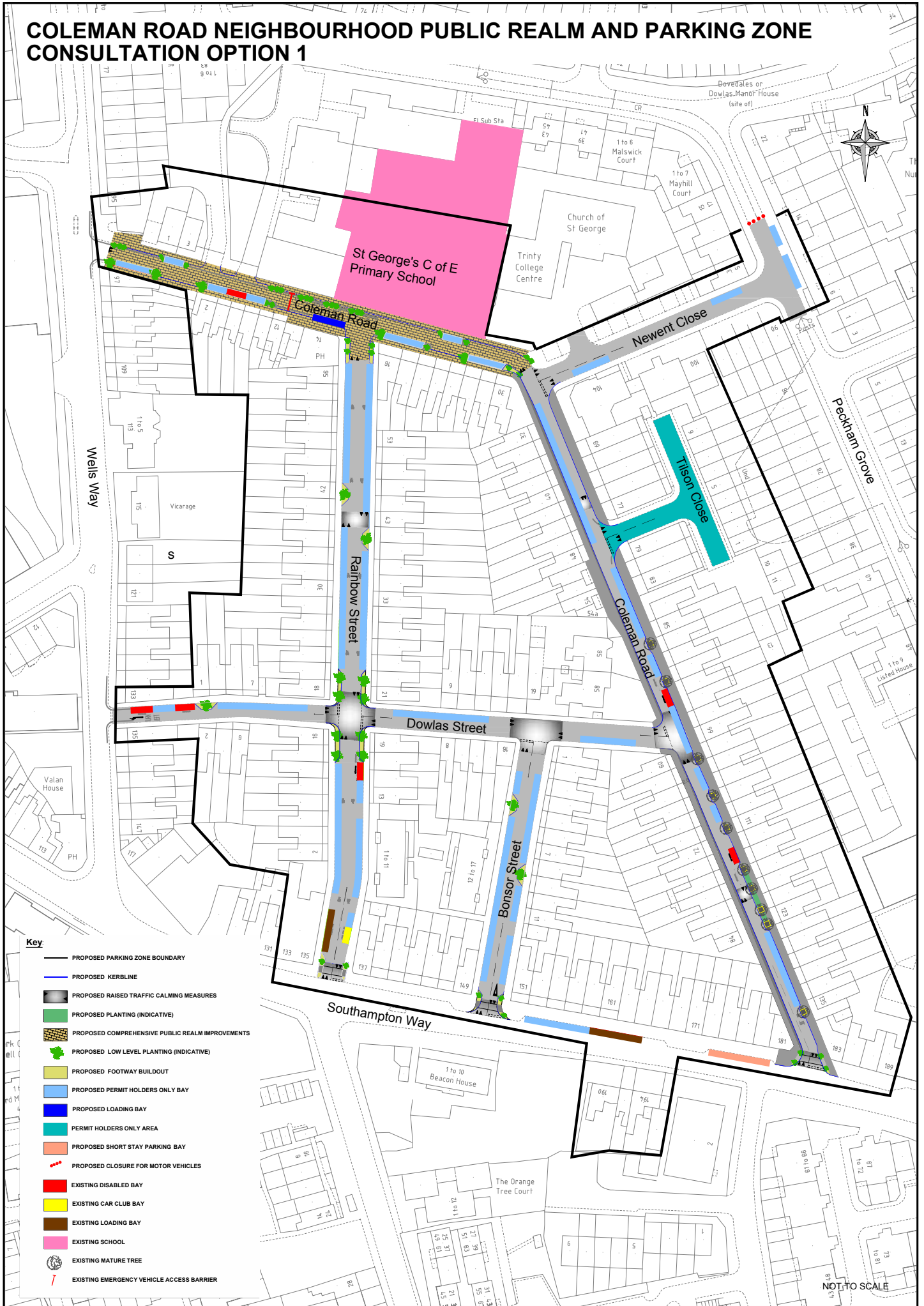
Tel: 020 7525 2305 or

Email: streetcare@southwark.gov.uk

What happens next?

The proposals are planned to be discussed at the Camberwell Community Council at its meeting on 4 February 2015. Following this a formal decision on the scheme will be taken by the Cabinet member for Regeneration, Planning and Transport in February 2015. Further information on meeting agendas can be found on our website www.southwark.gov.uk.

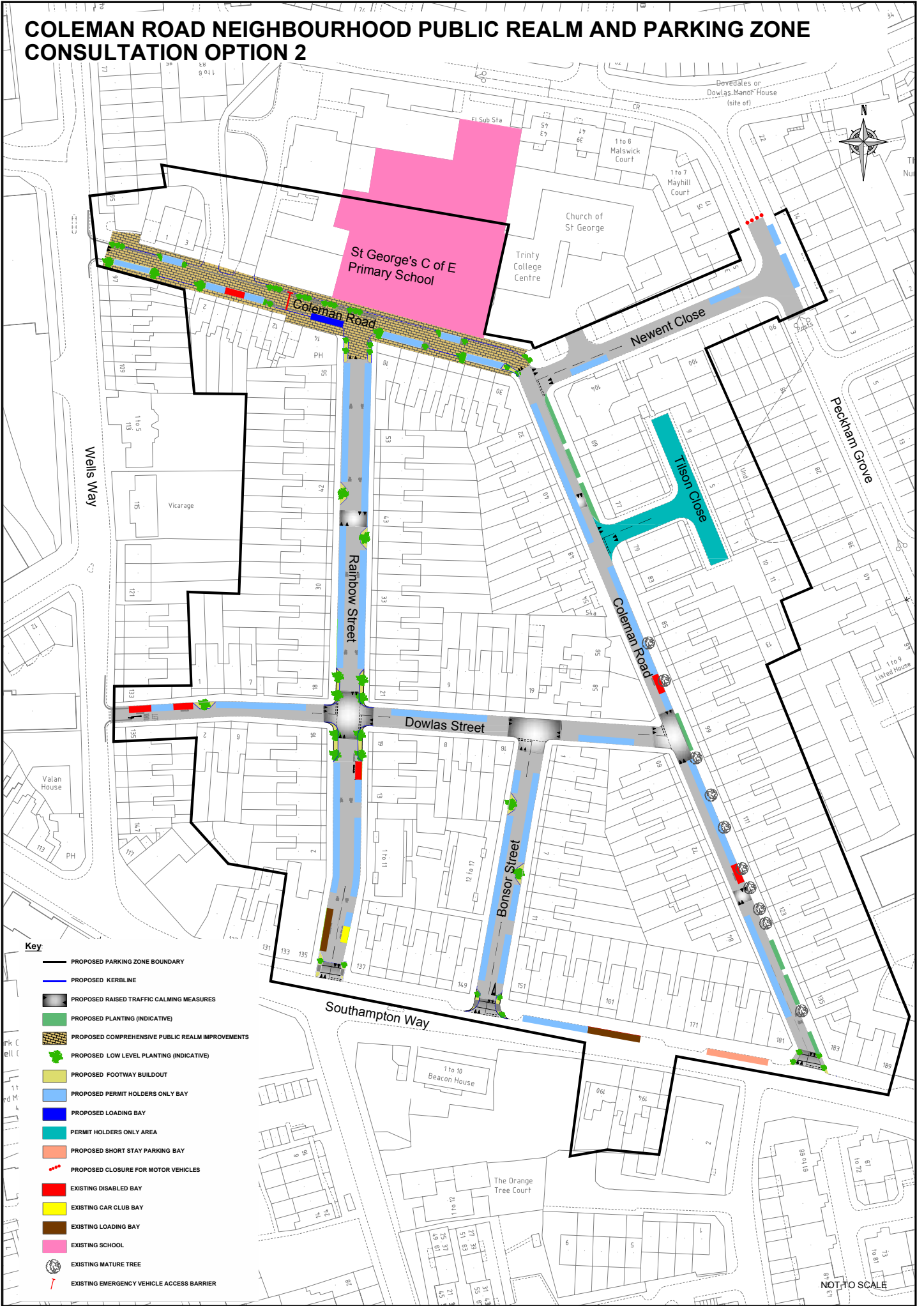
COLEMAN ROAD NEIGHBOURHOOD PUBLIC REALM AND PARKING ZONE CONSULTATION OPTION 1



- Key:**
- PROPOSED PARKING ZONE BOUNDARY
 - PROPOSED KERBLINE
 - PROPOSED RAISED TRAFFIC CALMING MEASURES
 - PROPOSED PLANTING (INDICATIVE)
 - PROPOSED COMPREHENSIVE PUBLIC REALM IMPROVEMENTS
 - PROPOSED LOW LEVEL PLANTING (INDICATIVE)
 - PROPOSED FOOTWAY BUILDOUT
 - PROPOSED PERMIT HOLDERS ONLY BAY
 - PROPOSED LOADING BAY
 - PERMIT HOLDERS ONLY AREA
 - PROPOSED SHORT STAY PARKING BAY
 - PROPOSED CLOSURE FOR MOTOR VEHICLES
 - EXISTING DISABLED BAY
 - EXISTING CAR CLUB BAY
 - EXISTING LOADING BAY
 - EXISTING SCHOOL
 - EXISTING MATURE TREE
 - EXISTING EMERGENCY VEHICLE ACCESS BARRIER

NOT TO SCALE

COLEMAN ROAD NEIGHBOURHOOD PUBLIC REALM AND PARKING ZONE CONSULTATION OPTION 2



NOT TO SCALE

This document contains information about street improvement works in Southwark. If you require help with translation or other formats such as audio or large print, please visit the address below

Chinese

这篇文件包含关于在 Southwark 的街道进行信息。如果您需要一份关于您自己的语言的翻译文本或另外形式的出版例如录音带或大字本，请查看下面的地址。

Bengali

এই ডকুমেন্টটি সাউথওয়ার্কে রাস্তা উন্নতির সম্বন্ধে তথ্য ধারণ করে। যদি আপনি অন্যান্য অনুবাদ অথবা অন্যান্য বিন্যাস যেমন অডিও অথবা বড় লেখা প্রিন্টের সঙ্গে প্রয়োজন বোধ, দয়া করে নিচে সম্বোধন করা ঠিকানায় পরিদর্শন করুন।

Arabic

تتوفر هذه الوثيقة على معلومات حول تحسين شكل الطرقات في سادك، وإذا كنت بحاجة للمساعدة بخصوص

الترجمة أو أي تنسيقات مثل نسخة صوتية أو طباعة بأحرف أكبر فالمرجو الاتصال بالعنوان المذكور أدناه.

French

Ce document contient des informations concernant des améliorations dans les rues de Southwark. Si vous avez besoin d'aide avec la traduction ou autre formats tel que audio ou en gros caractères, s'il vous plait visitez l'adresse ci-dessous.

Somali

Dokumiintigaan wuxuu ka hadlayaa macluumaad ku saabsan horumarinta waddooyinka Southwark. Haddii aad u baahan tahay in lagaa caawiyo in lagu tarjumo ama haddii aad u baahatid qaabab kale sida cajalad ahaan ama nuqul ballaaran, fadlan booqo cinwaanka hoos ku qoran.jumoa di

Spanish

Este documento contiene información sobre el mejoramiento de las calles en Southwark. Si desea ayuda con la traducción u otros requiere otros formatos como audio o letra mas grande, por favor visite la dirección que se indica.

Turkish

Bu belge Southwark'taki sokak düzenlemeleri hakkında bilgi içermektedir. Tercüme veya seslendirme konusunda yardım almak, ya da bu yazının büyük harflerle yazılmış biçimini elde etmek için lütfen aşağıdaki adresi ziyaret ediniz.

Vietnamese

Tài liệu này chứa thông tin về việc cải tiến đường phố ở Southwark. Nếu bạn cần giúp đỡ về dịch thuật hoặc các định dạng khác như âm thanh hay in chữ lớn, xin vui lòng truy cập vào địa chỉ dưới đây.

One Stop Shops

Walworth
376 Walworth Road,
SE17 2NG

Bermondsey
11 Market Place 'The Blue',
Southwark Park Road,
SE16 3UQ

Peckham
122 Peckham Hill Street,
London SE15

Customer Centre
Telephone 020 7525 5000

To complete online follow link <http://www.southwark.gov.uk/consultations>

For more information contact: Clement A-Frempong

Tel: 020 7525 2305 or

E-mail: streetcare@southwark.gov.uk

Return by 18th January 2015

Have your say about the scheme

Have your say about the scheme

The following questions should only take you a few minutes to complete and will ask you:

- A Whether you support the proposed public realm improvements and highway improvements
- B Whether you support the introduction of a Parking Zone
- C For a few details about you

Section A Public Realm and Traffic Initiatives

1. Do you support the introduction of comprehensive public realm improvement on the western half of Coleman Road?

- Yes No

2. Which option of the footway improvements along Coleman Road do you support?

- Option 1 Option 2
 Neither No preference

3. Do you support the traffic calming proposals for the neighbourhood?

- Yes No

4. Do you support the trial point closure of Newent Close?

- Yes No

Section B Parking Zone

5. Please rate the ability to find an on-street parking space near this address? (please circle)

(a) Yourself Easy 1 2 3 4 5 Difficult

(b) Your visitors Easy 1 2 3 4 5 Difficult

6. Do you agree with the introduction of a proposed parking zone in your neighbourhood?

- Yes No

7. If parking controls were introduced, which of the following options would you prefer?

Option (A) Mon - Fri from 8.30am -6.30pm

Option (B) Mon - Fri from 10am -12 noon

Section C. About You

7. Are you a resident or business?

- Resident Business Both

*Name	
*House / Flat no	
*Street name	
*Postcode	

*required

Do you have any comments on the proposed scheme?

Once you have completed the questionnaire, tear off this page, fold and post it to the FREEPOST address by 18th January 2015.

FREEPOST SE1919/14

SE1 2HQ

London

160 Tooley Street

Public Realm Projects: (Coleman Road)

Environment and Leisure Department

LONDON BOROUGH OF SOUTHWARK

NO
STAMP
REQUIRED

FREEPOST SE1919/14
BUSINESS REPLY SERVICE

Fold Here

Please fold the completed questionnaire as indicated by the dotted line, using the self adhesive strip and return to the address above. There is no need to use a stamp.

Item No. 14.4	Classification: Open	Date: 4 February 2015	Meeting Name: Camberwell Community Council
Report title:		Wells Way Walking and Cycling Improvements	
Ward(s) or groups affected:		Brunswick Park	
From:		Head of Public Realm	

RECOMMENDATION

1. That Camberwell Community Council support the recommendation to be made to the cabinet member for regeneration, planning and transport, as per paragraph 19, to implement the Wells Way Improvement project as detailed in Appendix A of the report.

BACKGROUND INFORMATION

2. In accordance with Part 3H paragraph 19 of the Southwark constitution, community councils are to be consulted on the detail of strategic parking / traffic / safety schemes. In practice this is carried out following public consultation.
3. The community council is now being given opportunity to make final representation to the cabinet member for regeneration, planning and transport as part of the consultation process.
4. The objectives of the scheme are to:
 - Improve walking environment for pedestrians;
 - Discourage speeding on Wells Way and through the one-way system;
 - Encourage cycling in the area; and
 - Improve the general public realm and introduce greenery
5. The Wells Way improvements scheme was originally part of the Coleman Road neighbourhood scheme which was identified in the local implementation plan (LIP).
6. Due to the complexity of the Coleman Road scheme and the required timeframe to incorporate the parking zone proposal. It was decided to progress Wells Way as an individual scheme for implementation in the 2014/15 financial year.

KEY ISSUES FOR CONSIDERATION

7. Local residents were engaged throughout the scheme development process, officers have identified key concerns raised by residents:
 - Feasibility of removing the one-way system on Wells Way and Cottage Green
 - Traffic speed along Wells Way
 - Safety concern at the Wells Way / Parkhouse Street junction

8. After initial investigations, it has been decided that removing the one-way system on Wells Way and Cottage Green would not be feasible due to insufficient road widths to convert these roads to two-way operation with the current level of traffic. A decision was made to focus on improving the walking and cycling environment instead.
9. Project officers met in September 2014 with stakeholders to discuss the proposed options, which take into consideration concerns raised during previous stakeholder liaison meeting. Representatives of Wells Way Triangle Residents Associations (WWTRA) attended this meeting. Two feasibility options (Figure 1 and Figure 2 in Appendix B of the report) were developed showing a different layout at the Wells Way / Cottage Green junction and the operation at the Wells Way / Southampton Way junction.
10. The pros and cons of the two options were discussed. Having carefully reviewed the comments from the meeting, it was decided that a combination of option 1 and 2 will be developed for preliminary design. Option 1 layout for the Wells Way / Cottage Green junction is preferred as it is felt that a mini-roundabout at this location would not provide sufficient protection for northbound cyclists.

For the Wells Way / Southampton Way junction, option 2 was preferred as it retained existing movements.

In the same meeting, stakeholders commented on the insufficient width of the Southampton Way footway which was further narrowed by the refuse bins along the frontage of the properties.

11. A preliminary design was then developed, incorporating the comments from the stakeholder meeting and also fine-tuning the design to ensure the proposed layout is feasible for implementation. See Appendix A for layout. The key elements of the scheme are:
 - Northbound contra-flow cycle lane on Wells Way between Southampton Way and Cottage Green. The contra-flow cycle lane to be partially segregated by planters;
 - Reconfiguration of the Wells Way / Southampton Way junction to incorporate a right turn bay for cyclists turning into Wells Way;
 - Raised table on Wells Way on the approach to the Southampton Way junction to reduce vehicle speed and improve public realm;
 - Widening of Southampton Way footway to improve pedestrian accessibility;
 - Raised junction table at Wells Way / Cottage Green as part of the proposed traffic calming measure;
 - Give way control for the Cottage Green traffic to provide priority for the northbound cyclists;
 - Widening the pedestrian island off Coleman Road to improve pedestrian safety;
 - Right turn pocket for cyclists exiting Coleman road heading in the northbound direction;
 - Tightening of the Parkhouse Street junction bell-mouth to reduce vehicle speed and pedestrian crossing distance;
 - Replace existing speed cushions with speed tables and sinusoidal speed humps.
 - Existing parking bays on Southampton Way will be relocated to Cottage Green. Two loading bays will be introduced on Southampton Way instead.
 - Three parking spaces in total will be lost on Wells Way due to insufficient widths after the introduction of the contra-flow cycle lane.

12. A public consultation was held in November 2014.
13. Out of the 442 consultation leaflets delivered in the November consultation, a total of 49 responses were received during the consultation period, equating to an 11% response rate.
14. A number of questions were put forward to gauge the support from the general public. Full detail of the response can be found in Appendix C.
15. 80% of respondents are in favour of the proposals in general. Broadly most respondents felt that proposals are improvements on existing situation.

All other specific schemes except footway widening on Southampton Way received overwhelming support from the responses. From the comments received, the reason for the lower level of support on the footway widening of Southampton way is due to the loss/relocation of parking. The footway widening itself is welcomed.

16. Southwark Living Streets and Southwark Cyclists have provided official responses to the consultation. WWTRA has not submitted an official response and has left individual members to respond.

Broadly, Southwark Living Streets is very supportive of the proposal; while Southwark Cyclists are in general support but with a few comments.

Southwark Cyclists commented on the Wells Way / Cottage Green junction where they do not believe that the priority cycle lane will be sufficiently visible and highlighted. They suggested the use of additional measures to improve the visibility of the cycle route and reinforce cycle priority.

Southwark Cyclists also commented on the opportunity to provide a high quality north-south cycle link utilising the dis-used cycle track along the western footway.

17. Stage 1 road safety audit has been carried out for the scheme. One of the issues raised is that cyclists right turning into Wells Way contra-flow cycle lane might be vulnerable due to the oncoming traffic on Southampton Way. This concern can be address by introducing an island to protect cyclists or using road markings to deviate motorists from any conflict and accentuating the presence of cyclists. An exception report will be prepared to respond to this concern. Other issues raised can be resolve by minor amendments.
18. Officers response to comments made by respondents can be seen at Appendix C

Recommendations to the Cabinet Member for Regeneration, Planning and Transport

19. On the basis of the results of the public consultation the cabinet member is recommended to:
 - Approve the implementation of the non-statutory elements of Wells Way improvement proposal as shown in consultation document in Appendix A of the report, subject to minor amendments from safety audit.

- a) Footway widening
- b) Kerb realignment
- c) Pedestrian refuge islands
- d) Junction operation amendment

- Approve the implementation of the statutory features of the proposal subject to the outcome of statutory consultation and minor amendments from road safety audit which is programmed to commence in spring 2015.

- a) Raised tables
- b) Contra-flow cycle lane
- c) Proposed relocation of parking bays and new loading bays

20. If any objections are received during the statutory period a further report will be presented to the cabinet member to determine those objections.

Policy Implications

21. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly:

Policy 1.1 – Pursue overall traffic reduction

Policy 1.8 – Improve the walking environment and ensure that people have the information and confidence to use it

Policy 1.10 – Improve the cycling environment and ensure that people have the information and confidence to use it

Policy 2.3 – Promote and encourage sustainable travel choices in the borough

Policy 4.2 – Create places that people can enjoy

Policy 4.4 – Make our streets greener

Policy 5.1 – Improve safety on our roads and to help make all modes of transport safer

Policy 5.4 – Seek to reduce vehicle speeds and educate and enforce against those who break speed limits

Policy 6.1 – Make our streets more accessible for pedestrians

Community impact statement

22. The implementation of any transport project creates a range of community impacts. All transport schemes aim to improve the safety and security of vulnerable groups and support economic development by improving the overall transport system and access to it.
23. This scheme was identified as one which would help to deliver Southwark's aim of increasing walking and cycling levels in the borough by improving safe access without any noticeable adverse impact on the vulnerable road users
24. The scheme will result in a loss of three parking spaces and gain two loading spaces in total.
25. This scheme is intended to encourage the use of sustainable modes of transport.

Resource implications

26. The project is wholly funded by Transport for London local implementation programme funding. The project is within the scope of permitted uses of the funding. The total allocated budget is £170,000 for 2014/15.
27. Works will be implemented by the council's highways term contractor, CONWAY AECOM, and are expected to be carried out in spring 2015.

Consultation

28. Prior to developing proposal for consultation several meetings were held with local stakeholders.
- Meeting Wells Wall Triangle Resident Association (WWTRA) in September 2014 at Trinity College Centre.
 - Meeting at the residence of the Secretary of WWTRA in September 2014.
 - Meeting at the Council offices with Dr Joe Parker (Southwark Cyclists representative) in December 2014
 - Meeting with local councillors prior to consultation
29. Ward members were consulted prior to commencement of the public consultation.
30. The scheme has been developed in partnership with residents and stakeholders to ensure proposals have the clear support of the local community.
31. The report provides an opportunity for the final comment to be made by the community council prior to a non-key decisions scheduled to be made by the cabinet member for regeneration, planning and transport in February 2015.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council 160 Tooley Street London SE1 2QH Online: http://www.southwark.gov.uk/info/20010/transport_policy/1947/southwark_transport_n_2011	Clement Agyei-Frempong Tel: 020 7525 2305

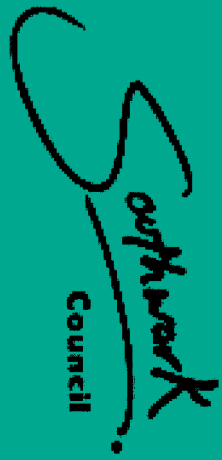
APPENDICES

No.	Title
Appendix A	Wells Way Improvements - Consultation plan
Appendix B	Feasibility Options

Appendix C	Consultation response and comments
Appendix D	Consultation area

AUDIT TRAIL

Lead Officer	Matthew Hill, Public Realm Programme Manager	
Report Author	Clement Agyei-Frempong, Senior Engineer	
Version	Final	
Dated	21 January 2015	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	21 January 2015	

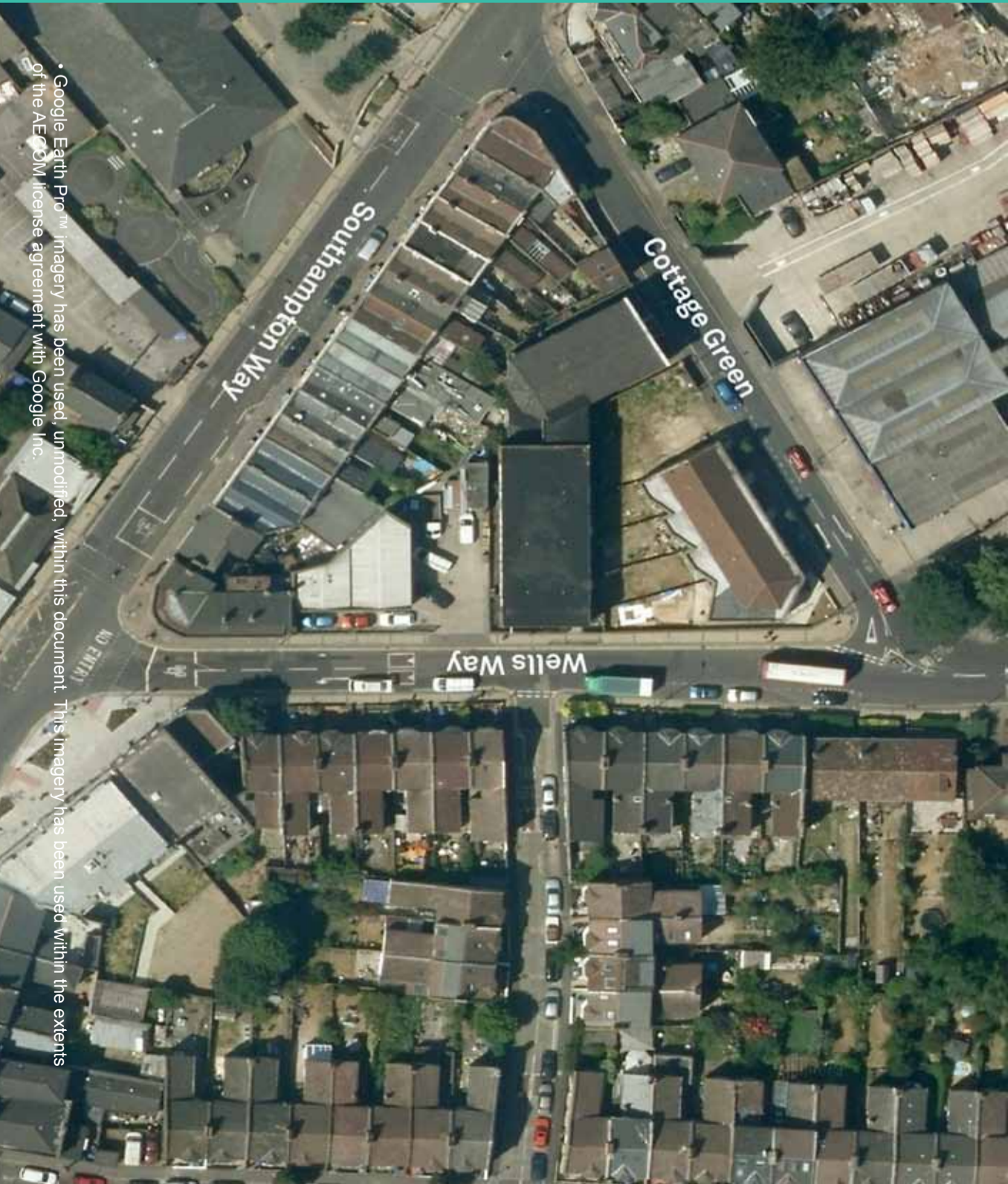


Wells Way, walking and cycling improvements

Public consultation

November 2014

www.southwark.gov.uk



This document contains information about street improvement works in Southwark. If you require help with translation or other formats such as audio or large print, please visit the address below

FREEPOST SE1919/14

LONDON BOROUGH OF SOUTHWARK
Environment and Leisure Department
Public Realm Projects: (Wells Way)
Clement A-Frempong (Hub 1 - 3rd Floor)
London
SE1P 5LX

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Chinese

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For more information contact: Clement A-Frempong
Or
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Return by 21 November 2014

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Wells Way: walking and cycling improvements

Aims of Proposal

- Discourage speeding on Wells Way and through the gyratory system
- To improve walking environment for pedestrians
- Encourage cycling in the area
- Improve the general public realm and introduce greenery

What are the main proposals and benefits?

- Allocate right turn lane at Wells Way, near junction with Southampton Way, to contra-flow cycling and a wider footway. Left and right turns on Wells Way, approaching Southampton Way, will merge to one lane.
- Cycle contra-flow on Wells Way to improve access for northbound cyclists
- Introduce right turn cycle movement at the Southampton Way / Wells Way junction.
- Greenery opportunities on Wells Way to improve public realm
- Raised tables on Wells Way as part of the traffic calming measures and provide level access for pedestrians
- Footway widening on Southampton Way north side to improve walking environment
- Changes to parking and loading arrangement within the gyratory by relocating some parking bays to Cottage Green. Overall net loss of 3 parking spaces on Wells Way and Southampton Way. This will improve safety conditions for all road users. Two new loading bays proposed on Southampton Way.
- Footway widening around Parkhouse Street junction to improve safety and reduce vehicle speed
- Widen existing pedestrian island on Wells Way, near Coleman Road, to improve safety for pedestrians
- Protection for cyclists turning right from Coleman Road onto Wells Way
- Replace existing speed cushions with more effective traffic calming measures

Have your say about walking and cycling improvements

Please let us know what you think by completing the section on the next page

To complete online follow link: <http://www.southwark.gov.uk/consultations>

For more information contact: Clement A-Frempong

Tel: 020 7525 2305

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Have your say

Complete the boxes below, then tear off this page, fold and post to the FREEPOST address by 21 November 2014

Q1 Please state your name

Q2 Please provide your address

Q3 Postcode

The numbering below corresponds to that on the appended plan.

	Yes	No
Q4 Generally do you support the proposal?		
Q5 Do you support the proposal to introduce cycle contra-flow on Wells Way?		
Q6 Do you support footway widening on Southampton Way?		
Q7 Do you support amendments to parking / loading arrangement on Wells Way, Cottage Green and Southampton Way?		
Q8 Do you support tightening of junction bell mouth at Parkhouse Street?		
Q9 Do you support the traffic calming features on Wells Way?		

Please write any comment that you may have on the proposals in the box below:

Appendix B Feasibility Options

Figure 1 Proposed Feasibility Option 1

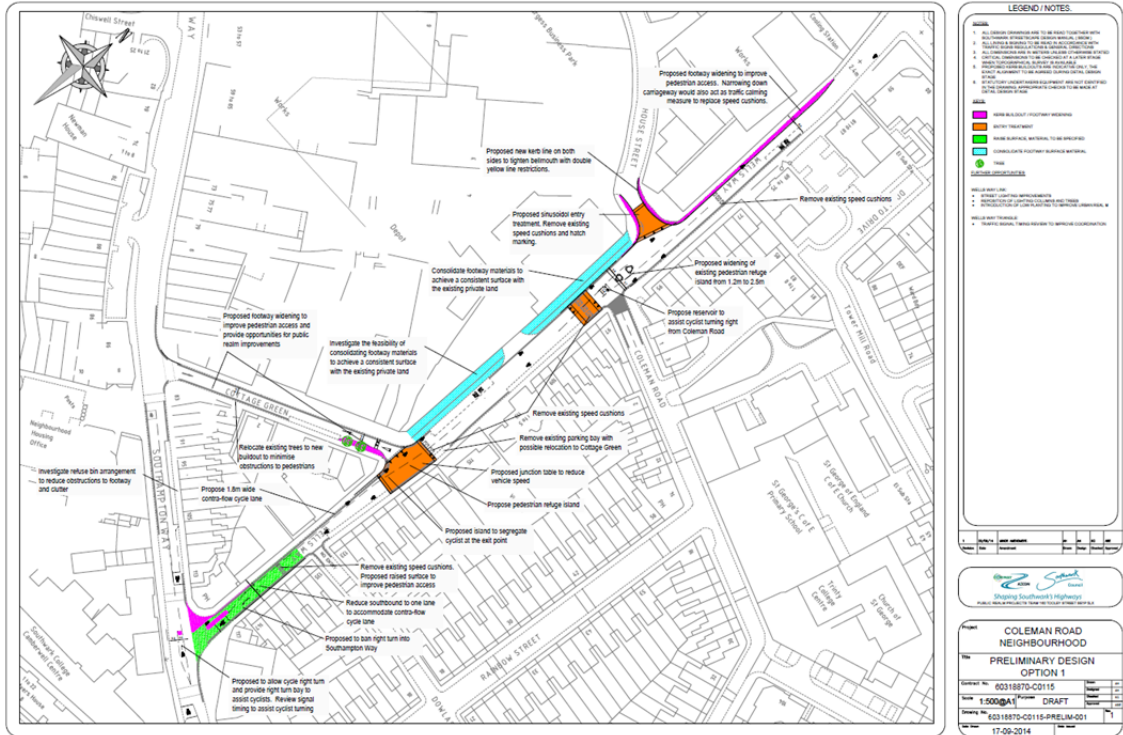
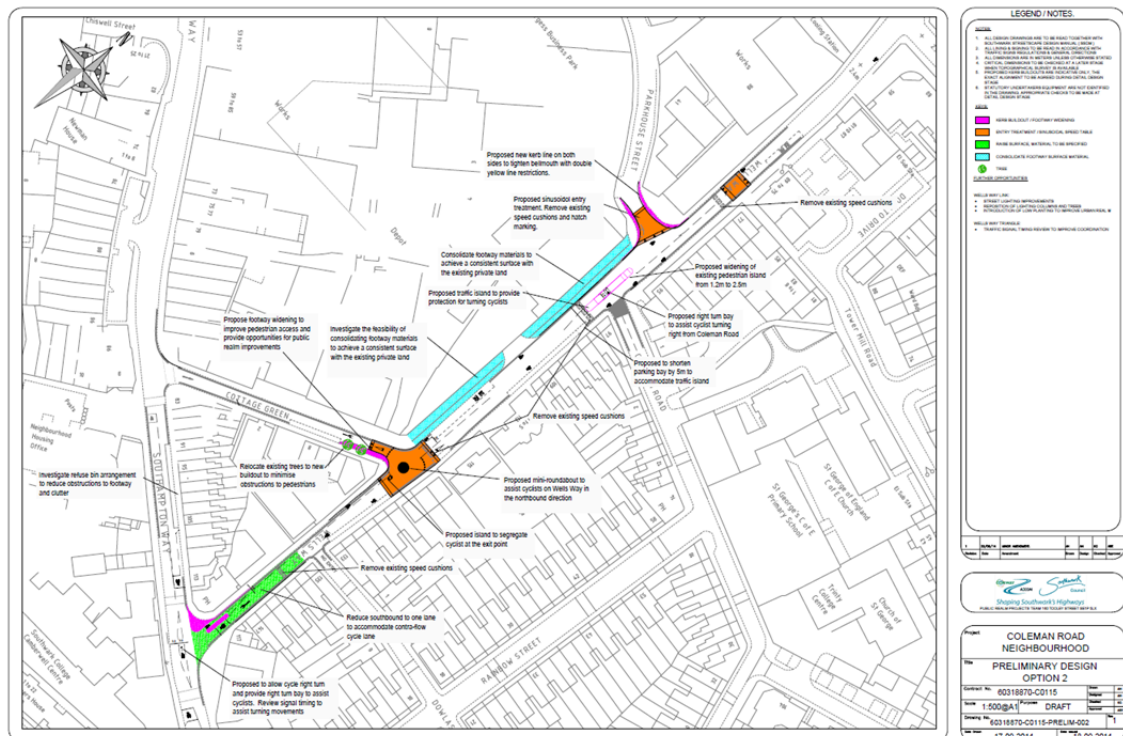


Figure 2 Proposed Feasibility Option 2



Wells Way – Walking and Cycling improvements:
Summary of the consultation responses

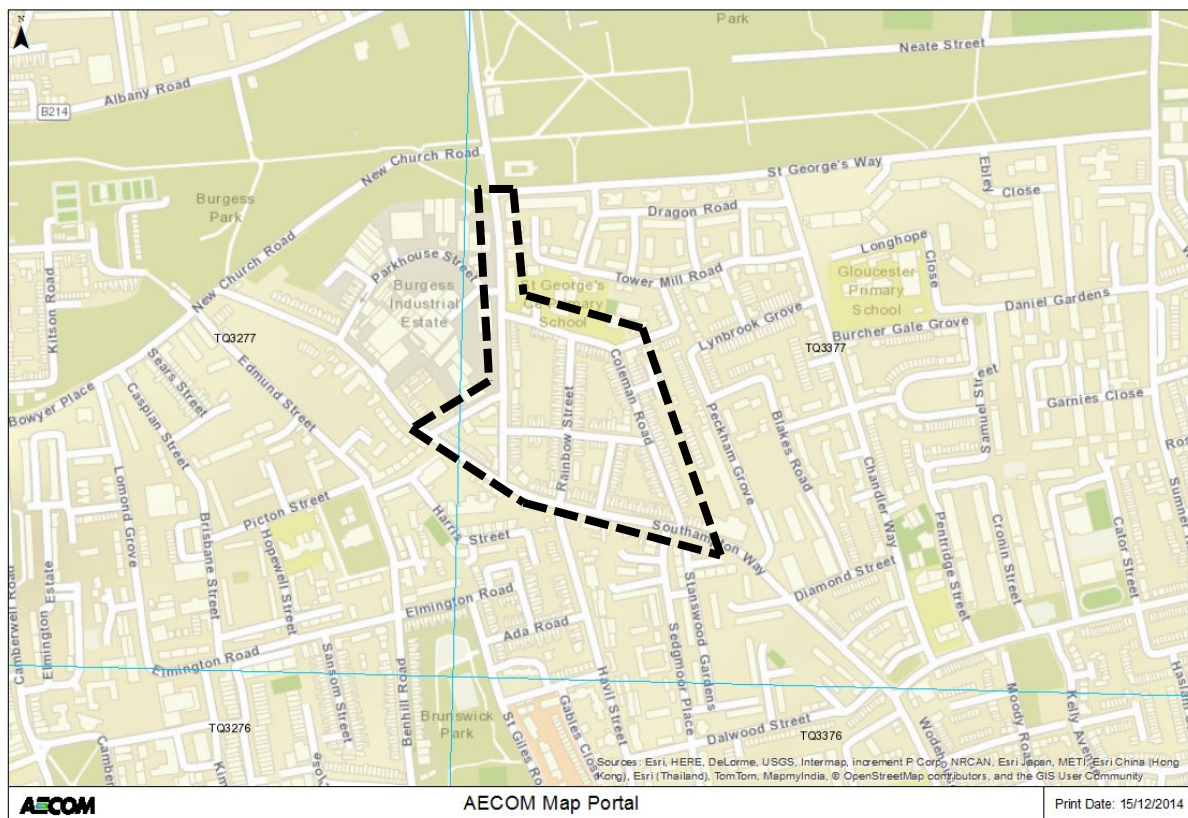
1 Introduction

1.1 Background

The Wells Way scheme was originally part of the Coleman Road Neighbourhood scheme but due to the complexity and timescale requirement of the Coleman Road scheme; it was decided to progress as an individual scheme.

A proposed layout was developed after a scoping stage and initial liaison with local residents. Public consultation was then carried in November 2014 to gauge the level of support for the scheme. Consultation leaflet and questionnaire were distributed on 1 November 2014. The consultation period lasted 3 weeks and was completed on 21 November 2014.

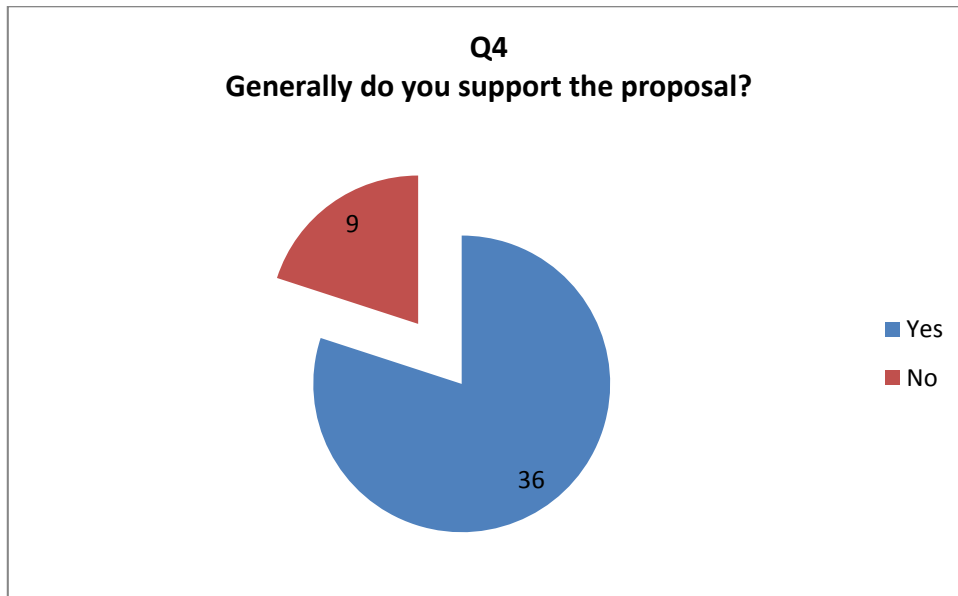
Leaflet distribution area bounded by the dashed line below.



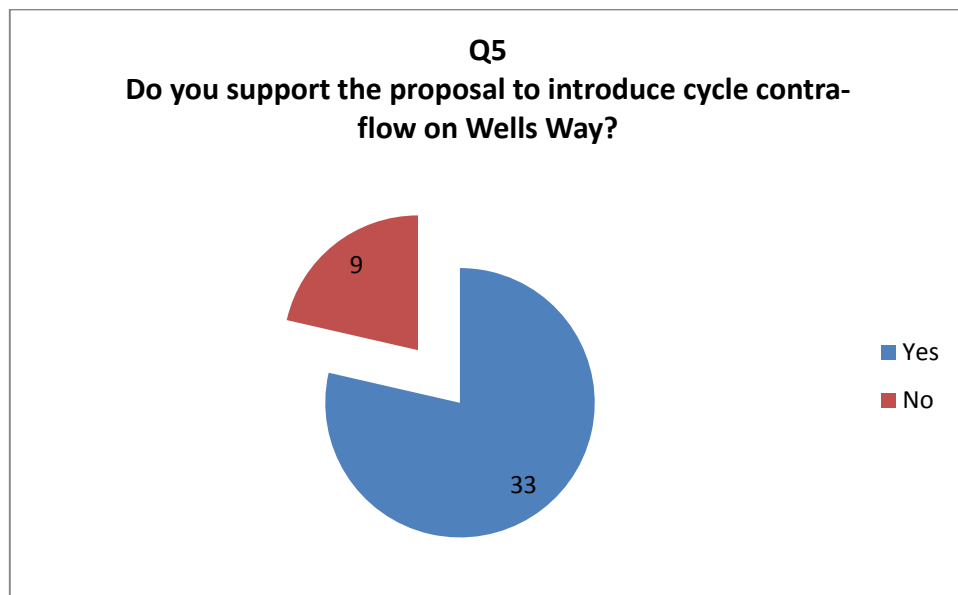
2 Key issues for consideration

Out of the 442 consultation leaflets delivered in the November consultation, a total of 49 responses were received during the consultation period, equating to an 11% response rate. The responses are summarised in this section with the repeated comments summarised. All responses received are collated and can be found in Appendix A.

Summary of the consultation responses

2.1 Consultation Responses

This question aims to gauge the level of support for the overall scheme. The response to this question shows 80% are in support of the proposed scheme in general.



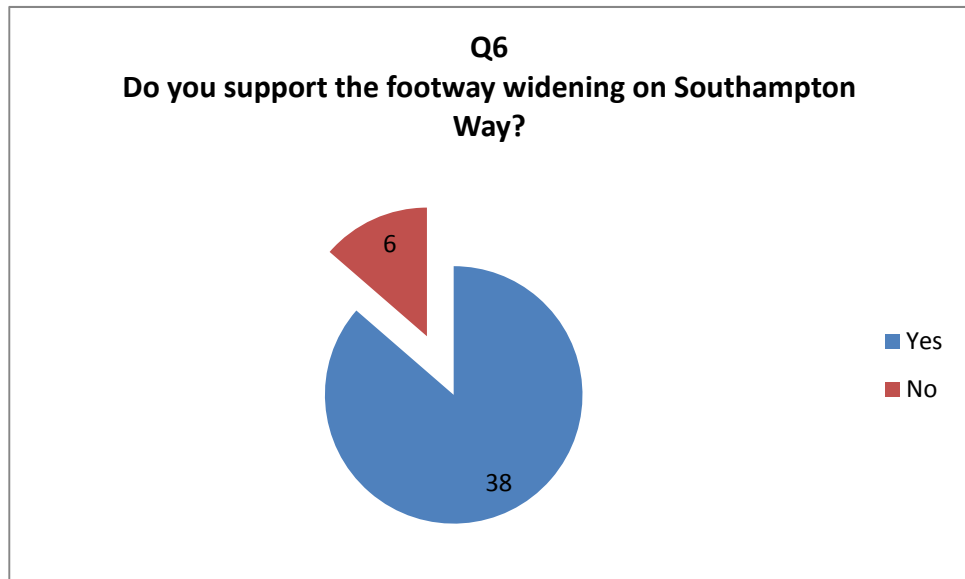
This question aimed specifically at the proposed contra-flow cycle lane on Wells Way between Southampton Way and Cottage Green. The response to this question shows 79% are in support for this proposal.

The majority of those consulted are overwhelmingly in favour of additional cycling measures. However, there are a few suggestions made that may require consideration:

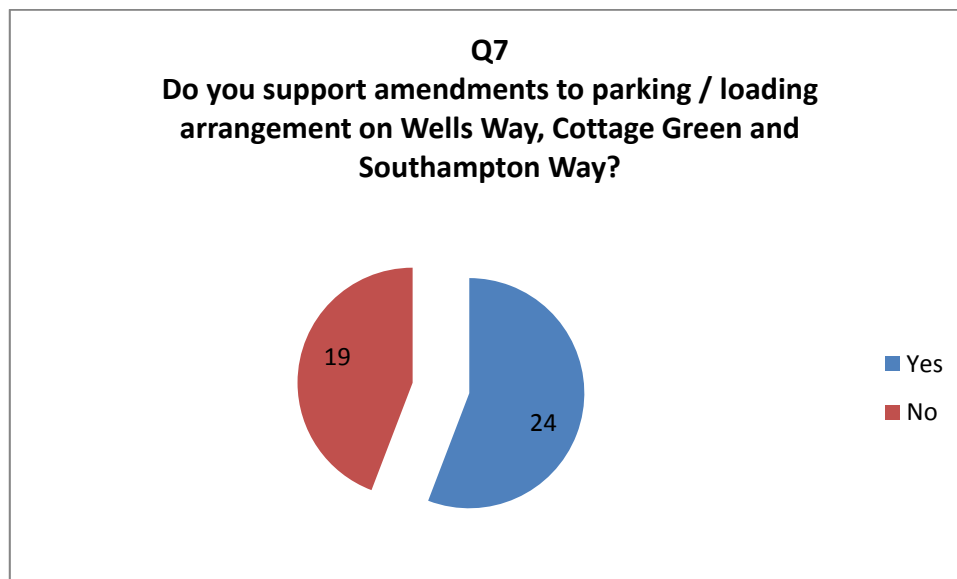
- One of the most frequent comments regards to the continuation of the cycle link north to Burgess Park possibly by utilising the western footway.
- There are suggestions on the introduction of a southbound contra flow cycle lane on Cottage Green.
- Regarding safety issues, concerns have been made regarding the danger of vehicles turning right from Southampton Way into the proposed contra-flow on Wells Way.

Summary of the consultation responses

- There were also comments on issues with regards to safe cycle access onto Cottage Green from the existing LCN+.



Under the proposal, the eastern footway of Southampton Way will be widened to improve pedestrian access along the section between Wells Way and Cottage Green. The response to this question shows 86% are in support for this proposal.

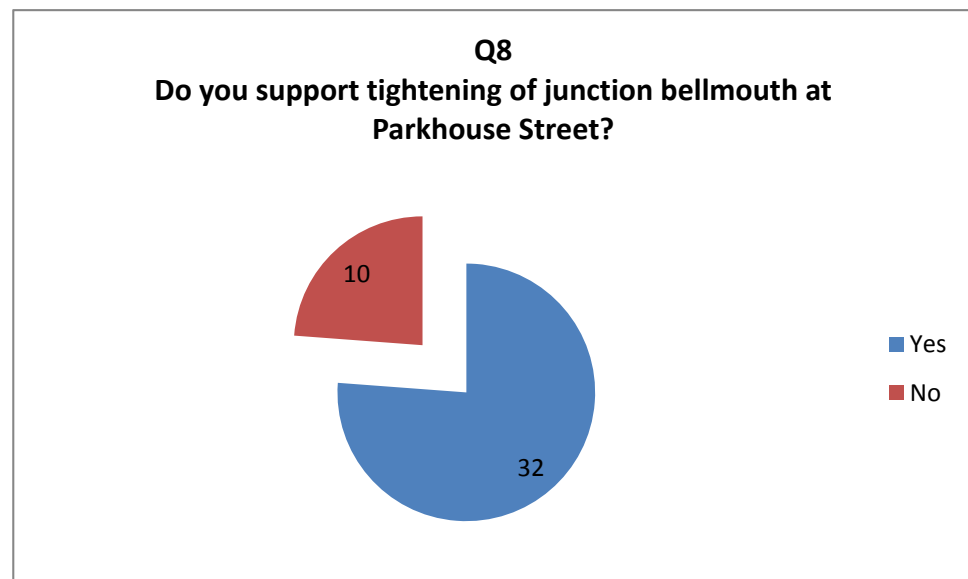


The response to this question shows 56% are in support for this proposal which is a majority but at a much lower level than the other proposed measures.

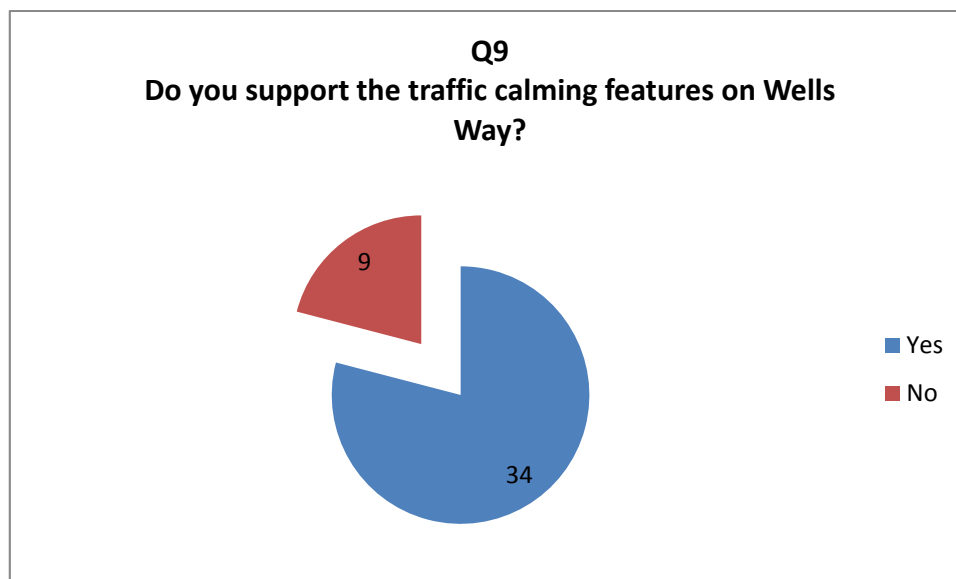
The parking / loading issues also attracted a number of comments:

- The area already does not have enough parking spaces, further loss would make it difficult for residents to park in the vicinity of their homes
- Regarding the local businesses, the public house on Wells Way will not be able to load on Wells Way due to the narrowing of carriageway which will be a major problem for the business. There is also need for spaces where taxis can wait which serve the customers especially during the busy night time shift.

Summary of the consultation responses



This proposal involves tightening the junction bell mouth at Parkhouse Street by widening the footway. There is a high level of support at 76% for this proposal. Most comments received are in support of this proposal.



The response to this question shows 79% are in support for this proposal. Comments were generally in support of this proposal.

2.2 Other comments

There are other comments made that are not included within these questions, the repeated comments are summarised below:

- Walking and cycling improvement at the Wells Way / St George's Way junction needed;
- Road surface on Southampton Way is in poor condition;
- There are concerns regarding cycle safety at the junctions with high volume of traffic.

Wells Way – Walking and Cycling improvements:
Summary of the consultation responses

3 Stakeholders

This section focuses on the official response from the key stakeholders.

Q4 Generally do you support the proposal	Yes	No
Southwark Cyclists	✓	
Southwark Living Streets	✓	

Q5 Do you support the proposal to introduce cycle contra-flow on Wells Way	Yes	No
Southwark Cyclists	✓	
Southwark Living Streets	✓	

Q6 Do you support the footway widening on Southampton Way	Yes	No
Southwark Cyclists	✓	
Southwark Living Streets	✓	

Q7 Do you support amendments to parking/loading arrangements on Wells Way, Cottage Green, and Southampton Way	Yes	No
Southwark Cyclists	✓	
Southwark Living Streets	✓	

Q8 Do you support tightening of junction bell mouth at Parkhouse Street	Yes	No
Southwark Cyclists	✓	
Southwark Living Streets	✓	

Q9 Do you support the traffic calming features on Wells Way	Yes	No
Southwark Cyclists	✓	
Southwark Living Streets	✓	

In summary, both Southwark Living Streets and Southwark Cyclists are in support of the proposed scheme in general. There are specific comments which are summarised below. The full responses are included in Appendix B.

Southwark Living Streets:

- Support the proposed scheme in general.
- Specific comment was made on the potential problem in maintaining the planters with bad experience on Royal College Street.
- They would support the continuation of the protected cycle lane to at least as far as Coleman Road, potentially off-carriageway.
- They are concerned that vehicle speeds on Cottage Green and Wells Way will not be reduced to 20mph.

Summary of the consultation responses

Southwark Cyclists:

- Support scheme in general but felt there are a few omissions / opportunities missed;
- Wells Way / Cottage Green might become a significant hazard to cyclists as they do not believe vehicles from Cottage Green have sufficient visual indication that cycle traffic are expected in the northbound direction;
- Footway widening measures are welcome but the narrow carriageway must be resurfaced;
- Support contra-flow cycle lane. Suggested to use robust planters;
- Question why Parkhouse Street junction cannot be tightened further;
- Concern that the widening of refuge island on Wells Way will create a pinch point;
- ASLs at Wells Way / St George's Way is welcome;
- Suggestion to introduce bus stop bypass on Wells Way;
- They would like to see cycle improvement extend to Albany Road along Wells Way to achieve a major north-south link of high quality.

Officers response to consultation comments

1. The responses from the public consultation show overwhelming support (80%) for the scheme in general. All other measures received over 70% of support except the proposal to amend parking / loading arrangement on Wells Way, Cottage Green and Southampton Way which has 56% of response in favour. The main reason for the lower level of support is residents find it difficult to find parking spaces outside of their homes. However, the parking amendments is vital to the safe operation of the proposals. The loss of 3 parking spaces on Wells Way is required to accommodate new cycle facilities safely.

The arrangement on Southampton Way and Cottage Green is also essential if the footway widening on Southampton Way is to be implemented.

Concern has been raised by the operator of the Flying Dutchman Pub which will not be able to load on Wells Way. It is proposed to move the proposed loading bay on Southampton Way closer to Wells Way to accommodate the needs of the pub.

2. Southwark Living Streets expressed concerns about speeding on Cottage Green. This is a one-way road with redundant carriageway space which tends to encourage speeding. The proposed relocation of parking onto this road and the junction narrowing near Wells Way will reduce available road width and encourage speed reduction. The new raised table Cottage Green / Wells way junction will encourage speed reduction.

An off carriageway cycle track is out of scope for this scheme. However, officers will flag this as part of the Burgess park master plan review and the wider cycle strategy, for consideration.

3. Southwark Cyclists commented that the proposed cycle lane might not be sufficiently visible - in particular across the Cottage Green junction with Wells Way. Sufficient signage and road markings will be provided to highlight the presence of the proposed contra-flow cycle lane. The proposed raised table will encourage motorists to slow down at this junction

Wells Way, between Southampton Way and Cottage Green, would be resurfaced. Localised resurfacing can be considered along Wells Way. Resurfacing on Southampton Way is out of scope for this project and could be considered as part of future non-principal road maintenance programme

Any planters or other feature to segregate the contra-flow lane will need to be robust in nature but also sustainable for the plants. This will be reviewed carefully during the detailed design stage.

Summary of the consultation responses

The overtaking of cyclists at the refuge island near Parkhouse Street will be discouraged by maintaining a road width that prevents cyclists from being squeezed.

Any further tighten of Parkhouse street junction will affect access for Lorries / HGVs using the industrial estate

Floating bus stop will not be necessary at this location due to the low bus frequency on this route. Only two buses use this stop. There is concern about possible conflict with pedestrians due to inadequate footway width. Cyclists will have to re-join the carriageway if a floating bus stop is introduced and this could create conflict with motorists.

Existing traffic calming measures on Wells Way, between Southampton Way and St Georges Way will be amended to improve speed reduction (speed cushion replaced with tables)

In terms of the suggestion of a north-south cycle track that connects Southampton Way to Burgess Park this is out of scope for this project. However, officers have passed these comments to the teams managing the Burgess park master plan review and the wider cycle strategy, for future consideration.

Summary

There are overwhelming supports for each of the measures except a slightly lower support rate with regard to the parking / loading arrangement in the area.

4 Recommendations

On the basis of the results of the public consultation it is recommended to implement the proposals for Wells Way – Walking and Cycling improvements subject to required statutory processes and to resolving any issues raised at Road Safety Audit.

Summary of the consultation responses

Southwark Cyclists
Response to consultation: “Wells Way, walking and cycling improvements”

1. **Details of consultation**
2. **Overall remarks**
3. **Detailed remarks on the content of the proposal**
4. **Recommendations**

1. Details of consultation

Due date: 21st November 2014

Area affected: Wells Way, Southampton Way, College Green, Park house Street, St. George’s Way

Lead author: Dr. Joe Parker

Co-authors (Southwark Cyclists): Angus Hewlett, Sally Eva, Roger Stocker, Kristian Gregory, Francis Bancroft

Additional input: Donnachadh McCarthy (Stop Killing Cyclists), Sarah Coleman, Jane Davis (Lewisham Cyclists)

2. Overall Remarks

Support the overall proposal: Yes

Overall remarks:

- We are supporting these changes as proposed.
- However there are several glaring omissions, and several opportunities for ‘easy wins’ have been missed.
- **The scheme introduces one new junction hazard.**

We have therefore some specific recommendations we are keen to discuss with the Council. We believe our input earlier in the planning stage (prior to the proposal being finalised) as daily users of this route would have been very useful to the scheme designers.

3. Detailed remarks on consultation

The scheme as proposed is an improvement on the current situation. Taken together, these measures will improve walking and cycling safety for most residents and commuters. This response is specifically focused on cycling safety measures, though SC recognise the importance of a good and safe walking environment for pedestrians and users of mobility devices.

However the scheme is extremely limited in extent, and a number of opportunities to significantly improve safety at low cost have been missed. In addition a new collision hazard has been introduced at Cottage Green. This section deals with those aspects of the consultation proposed in detail, while the final section of this response document deals with the wider issues and makes summary recommendations.

A significant hazard is introduced by the scheme at College Green / Wells Way. We do not believe that the priority cycle lane (northbound contraflow on Wells Way) will be sufficiently visible and highlighted. At present, vehicles released from the lights at College Green / Southampton Way are able to speed round this corner onto Wells Way because there is no traffic approaching from the southern arm of the College Green / Wells Way junction (this road

Summary of the consultation responses

being one-way southbound). The proposal will allow northbound contra-flow cycle traffic, with cycles taking priority. We do not believe that motor traffic emerging from College Green will have sufficient visual indication that cycle traffic will be expected from their right, or visibility to detect them, given the junction angle. Collisions will occur as a result. **We strongly urge you to consider additional measures to improve the visibility of the cycle route, and reinforce cycle priority.**

Footway widening measures are welcome and will improve pedestrian safety. However for cyclist safety to be maintained on the narrowed carriageway, the road must be resurfaced, and motor traffic calmed effectively so that average speeds fall below 20mph. To this end **we call for complete resurfacing**, and for all speed cushions (which on this road alter motorists' lateral behaviour - swerving - but not their speed) to be replaced with **cycle-friendly sinusoidal speed humps**.

The **contra-flow cycling lane** on the southern end of Wells Way is a welcome improvement. We suggest that robust planters be used, as some of the steel ones in use on Royal College St have been dented in collisions.

The **kerb build-out at Parkhouse Street** is welcome and should decrease traffic speeds and risk for pedestrians crossing this road; however we question why the radii cannot be further narrowed - closer to the nearly 90-degree ones found at the Coleman Road junction.

Widening the **southern traffic island on Wells Way (Q9)** will necessarily create a **pinch-point**. These are recognised as a source of collision risk for cycles and motor traffic, of particular concern given the high bus volumes on this route. Please consider measures to either **warn vehicles to expect cycles in the middle of the lane, and wait to pass safely**, or else consider **segregated cycle track provision** at these pinch points.

Provision of **ASLs at Wells Way / St George's Way** is welcome and overdue, although we question whether cyclists will be able to access them safely at peak times.

The bus stop on Wells Way northbound could easily be converted to a **bus stop bypass - Southwark's first**. This would greatly improve safety for cyclists and pedestrians, including bus passengers.

4. Recommendations

We make the following observations:

1. The scheme that has been proposed could easily, with modifications, be extended to provide a safe route for cyclists between Southampton Way and Albany Road along Wells Way. This would achieve a major north-south link of high quality.
2. The key issue is the provision of segregation along Wells Way, and how to achieve it. There is ample space for segregation at the extreme northern and southern ends of Wells Way (existing track adjacent to BMX tracks / contraflow proposed in this scheme), and in the middle of Wells Way between Cottage Green nearly up to the junction with St. George's Way.
3. The narrowest, and so most problematic, section of this route would be the junction of Wells Way and St. George's Way. In particular, there is 2m width on each footway and

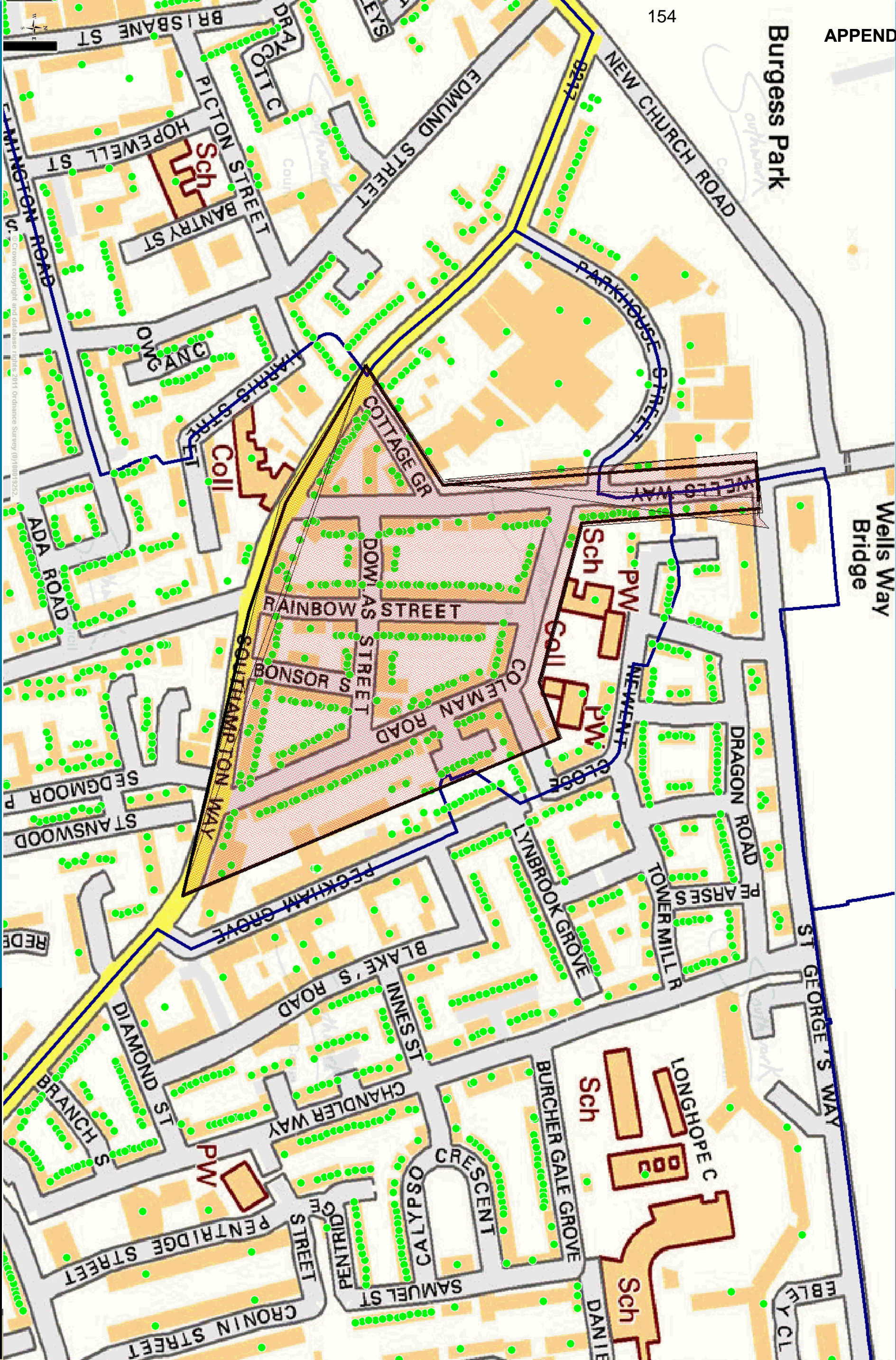
Summary of the consultation responses

6m on the carriageway, insufficient for two footways, and segregated cycle tracks, and two traffic lanes.

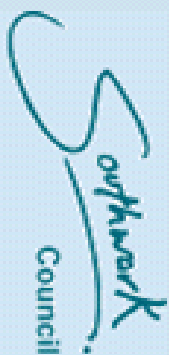
4. Significant width is wasted, however, by the National Grid access layby adjacent to the electricity substation cooling unit. Approximately 5m is available, and a cycle track need not obstruct access for service/emergency vehicles.

Based on these observations we recommend that this scheme be modified to take advantage of the opportunity to provide a high-quality north-south cycling link. Assuming the available space at the northern and southern ends of Wells Way is converted to bidirectional segregated or semi-segregated cycle tracks (southbound cycles after Dowlas St. could be routed through Dowlas St. / Rainbow St. to Southampton Way), the most difficult section of the route on which to segregate or semi-segregate cycle traffic is the junction with Wells Way / St. George's Way. We propose three alternative ways to achieve this (in no particular order of preference):

1. **Bidirectional segregated tracks achieved by filtered permeability on southern arm of junction:** Bus traffic would be retained by rising bollards, but other motor traffic except emergency vehicles and motorcycles would be prohibited. This would increase the available space for cycle traffic by 3.0m, sufficient for two 1.5m cycle tracks (in practice slightly wider). **Alternatively all of Wells Way below St. George's Way** could be converted to one way operation, including busses (though we accept routing the busses elsewhere would be extremely unattractive).
2. **Bidirectional segregated tracks achieved by signal-controlled single lane at the junction.** On Camberwell Grove, traffic from three directions flows through a single-carriageway junction at McNeil Rd - controlled by three-way signals. This would provide an additional 3.0m for cycle tracks, as in (1) above.
3. **Two-way cycle track on the west of Wells Way by using National Grid layby.** In this option approx. 4m of space could be reclaimed from the layby currently assigned to National Grid (though hardly ever used). Removable bollards could easily prevent its use by motor traffic, and ample space would be recovered for a two-way cycle track to the west of the junction, bypassing it altogether. This would provide very good safety for cycle traffic and pedestrians, with zero impact on motor traffic using the junction.
4. **Two-way traffic operation along the whole length of Wells Way,** with permeability filtering for 'cycles only' on Cottage Green (access for residents/garage retained.) Two-way, off-carriageway cycle track facility along west side of Wells Way from Parkhouse St to Burgess Park, bypassing St. George's Way junction using current National Grid parking/access bay.



Date 2/10/2014



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