

Camberwell Community Council

Wednesday 15 July 2015

7.00 pm

Employment Academy, 29 Peckham Road, London SE5 8UA

Theme – New Homes in Camberwell

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 7 July 2015



Order of Business

- | Item No. | Title |
|----------|---|
| 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. | NEW HOMES IN CAMBERWELL | 7.05pm |
| | Introduction from Councillor Mark Williams, Cabinet member for Regeneration and New Homes | |
| | Presentation from CE, Major Works and Regeneration Teams | |
| | <ul style="list-style-type: none"> - Overview of 11,000 homes programme - New council homes in Camberwell – Phase 1 and 2 - Regeneration in partnerships schemes - Housing association schemes - Public consultation | |
| | Break out sessions | |
| | <ul style="list-style-type: none"> - Three ward tables with maps, new homes sites and opportunity for residents to suggest other sites - Officers and councillors at each table. | |
| | BREAK - Opportunity for residents to chat to councillors and officers | 7.55pm |
| 6. | MINUTES (Pages 1 - 7) | |
| | To confirm as a correct record the minutes of the meeting held on 21 March 2015. | |
| 7. | DEPUTATIONS/PETITIONS (IF ANY) | 8.15pm |
| | The chair to advise on any deputations or petitions received. | |
| 8. | COMMUNITY ANNOUNCEMENTS | 8.10pm |
| | <ul style="list-style-type: none"> - GP services in Southwark update - Community Infrastructure Project List update - Free Swim and Gym - Burgess Park southern entrance project - Cycling Quietways consultation on Champion Hill/ Grove Hill. - Camberwell Fair / Youth service summer programme / any other events taking place during the summer locally | |

| Item No. | Title | Time |
|-----------------|--|-------------|
| 9. | COMMUNITY SAFETY UPDATE Local Police Team – Inspector Duncan Jackson to present | 8.20pm |
| 10. | CAMBERWELL GREEN UPDATE Camberwell Green Refurbishment update Pocket Places Programme – presented by Pip Howson, Transport Policy Bakerloo Line extension update | 8.30pm |
| 11. | CLEANER GREENER SAFER UPDATE Michelle Normanly, Senior Project Manager in Public Realm | 8.45pm |
| 12. | PUBLIC QUESTION TIME (Page 8) 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. Responses may be supplied in writing following the meeting. | 8.50pm |
| 13. | IMPLEMENTATION OF CYCLE HANGARS (Pages 9 - 30) Councillors to consider the information contained in the report. | 9.00pm |
| 14. | LOCAL TRAFFIC AND PARKING AMENDMENTS Note: This is an executive function. Councillors to consider the recommendations contained in the reports. | 9.05pm |
| | 14.1. CAMBERWELL GREEN TRAFFIC MANAGEMENT AND PARKING CHANGES (Pages 31 - 36) | |
| | 14.2. LOCAL TRAFFIC AND PARKING AMENDMENTS (Pages 37 - 45) | |
| 15. | EAST CAMBERWELL PARKING ZONE REVIEW (Pages 46 - 50) Councillors to comment on the recommendations contained in the report. | 9.10pm |

| Item No. | Title | Time |
|----------|---|--------|
| 16. | NEIGHBOURHOOD FUND (Pages 51 - 56) | 9.15pm |
| | Note: This is an executive function | |
| | Councillors to consider the recommendations contained in the report. | |
| 17. | 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 November 2015. | |

Date: Tuesday 7 July 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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Camberwell Community Council

MINUTES of the OPEN section of the Camberwell Community Council held on Saturday 21 March 2015 at 12.00 pm at Employment Academy, 29 Peckham Road, London SE5 8UA

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

OFFICER SUPPORT: Leah Coburn, Group Manager, Network Development
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 Tom Flynn.

3. ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT

The chair advised that a late report: North Dulwich parking consultation had been circulated as part of Supplementary Agenda No. 1.

4. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

There were none.

5. MINUTES

RESOLVED:

That the minutes of the meeting held on 4 February 2015 be agreed as a correct record of that meeting.

6. DEPUTATIONS/PETITIONS (IF ANY)

There were none.

7. COMMUNITY ANNOUNCEMENTS

The chair announced that the youth matters event would follow the conclusion of formal council business.

At the youth matters event there would be a number of stalls offering advice and information on careers, education, arts, health and wellbeing, and services for young people.

List of stalls included:

Southwark Apprenticeships
Post 16 options
Lewisham and Southwark College
Kings College London
Blue Elephant Theatre
Camberwell Arts Festival
Camberwell Library
National Citizenship Service
Camberwell Leisure Centre
Millwall Community Trust
Southside Leaders Academy

Additionally, there were performances from Theatre Peckham and some individual artists from the local area.

A number of certificates were awarded to members of the youth community council.

8. PUBLIC QUESTION TIME

The following public questions were raised at the meeting:

- Q1. In response to a question about various parking problems for residents living in the Sceaux Gardens area, Councillor Mark Williams responded that officers were looking at density and possible solutions ahead of the next residents' meeting.
- Q2. A resident asked what joined up services were available to combat nuisance neighbours. The resident had contacted the council's noise team about their problem

in the South Camberwell area, that had led to them getting reduced sleep most nights. Councillor Peter John responded, that the council could take action against council tenants but tackling private tenants was a bit of a grey area. He added that he would discuss it with Jonathon Toy, head of community safety and enforcement, to tackle the problem moving forward.

9. NEIGHBOURHOOD FUND 2015/16

Note: This is an executive function.

Councillors considered the information contained in the report.

RESOLVED:

That the following list of neighbourhood fund projects be approved :

BRUNSWICK PARK WARD

- Making Music Matter - £3,500
- Brunswick Park summer fete - £1,500
- Sceaux Gardens after school club - £5,000
- Stanswood Garden Project workshops - £600
- Stanswood Garden Project newsletter - £400
- Wells Way Triangle capoeira - £5,000
- Citizens Advice Bureaux refugee event - £600
- Brunswick Park TRA play area - £2,816
- Camberwell Arts Festival (Feast) - £2,500
- Camberwell Free Film Festival - £1,000
- Pempeople Bike Club London to Brighton - £500

CAMBERWELL GREEN WARD

- EFA London Espacio Mam - £3,911
- Grosvenor Estate community cinema - £980
- Southside Young Leaders wooden planters - £5,000
- Wyndham and Comber TRA jewellery making - £2,000

- The Welcome Singers weekly choral singing - £1,080
- Camberwell Arts Festival (Feast) - £2,450
- Camberwell Free Film Festival - £1,000
- Southwark Explorers Club pensioners club - £1,500
- Southwark Pensioners Centre sheltered & safe - £2,000
- Faces in Focus solution based counselling - £1,214

SOUTH CAMBERWELL

- Bessemer Belles Cheerleader classes - £2,465
- Dulwich Hamlet Supporters Trust community football - £514
- East Dulwich Estate TRA Albrighton youth - £5,000
- East Dulwich Estate youth zone - £5,000
- London Wildlife Trust growing out goes wild - £2,000
- Southwark Dominoes competition - £1,500
- Mother Goose Nursery community garden - £3,000
- Dog Kennel Hill empowering young women through creativity – £2,000
- Bessemer Grange TRA improvement to children's park – £5,000
- Sandra Joseph fence painting programme - £3,550
- Camberwell Free Film Festival - £1,000
- St Faith Community Youth Association summer play scheme – £2,251.

10. LOCAL TRAFFIC AND PARKING AMENDMENTS

10. ELMINGTON ESTATE PARKING SCHEME

Note: This is an executive function.

Councillors 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:

All to be included in an Elmington Estate parking scheme.

- Drayton House
- Hood House
- Herrick House
- Shirley House
- Dekker House
- Cunningham House
- Bridges House
- Drinkwater House
- Proctor House
- Flatman House
- Langland House
- 1 - 47 Caspian Street
- Draycott Close
- Jago Walk
- 29 - 49 Brisbane Street
- 61 - 91 Brisbane Street
- Durfey Place.

10. CHAMPION HILL PARKING CONSULTATION

Note: This is an executive function.

Councillors considered the information contained in the report.

RESOLVED:

That the boundary for parking consultation, detailed in the appendices to the report, be approved for implementation, along with the consultation methods detailed in the report.

10. NORTH DULWICH PARKING CONSULTATION

Note: This is an executive function.

Councillors considered the information contained in the report.

RESOLVED:

1. That the consultation methods detailed in the report be approved for implementation.
2. That the consultation boundary, detailed in the appendices to the report be amended to include either option A or option B below, depending on feedback from the Dulwich Community Council, so as to ensure a logical extent along boundary roads.
 - A. Casino Avenue (all), Red Post Hill (all) and Sunray Avenue (south of Casino Avenue) then those properties within Camberwell Community Council in Sunray Avenue (south of Casino Avenue) and Red Post Hill should be added to the consultation; or
 - B. Casino Avenue (all), Red Post Hill (all) and Sunray Avenue (all) then all properties within Camberwell Community Council west of Green Dale and up to the Community Council boundary should be added to the consultation.

11. COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY

Following up on an issue discussed at several recent meetings, the community council considered whether to submit a question to the next council assembly meeting.

RESOLVED:

Can the council advise as to progress on the extension of the Bakerloo Line to Camberwell.

Meeting ended at 12.30pm

CHAIR:

DATED:

Camberwell Community Council

Public Question form



Your name:

Your mailing address:

What is your question?

Please give this form to Tim Murtagh, Constitutional Officer

| | | | |
|------------------------------------|--------------------------------|--|--|
| Item No. 13. | Classification: Open | Date: 15 July 2015 | Meeting Name: Camberwell Community Council |
| Report title: | | Secure Cycle Parking (Bike Hangar) | |
| Ward(s) or groups affected: | | Camberwell Green, Faraday, Brunswick Park and The Lane | |
| From: | | Head of Public Realm | |

RECOMMENDATION

1. That the Camberwell Community Council comment upon the following recommendations that are due to be made to the cabinet member for environment and the public realm:
 - Due to a majority of respondents supporting the introduction of a cycle hangar:
 - 88% in St. Glies Road;
 - 75% in Sears Street;
 it is recommended that the scheme proceeds to implementation subject to necessary statutory procedures, noting the revised location in Sutherland Square.
 - Due to split opinion on the introduction of a cycle hangar:
 - 44% support in Bushey Hill Road;
 and Southwark's on-going commitment to improve and promote cycling and safety in the borough, it is recommended that in this road the scheme proceed to implementation at a revised location within the same road, subject to necessary statutory procedures.

BACKGROUND INFORMATION

2. In accordance with Part 3H paragraph 19 and 21 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 representations to the cabinet member following public consultation.
4. Full details of all results associated with the study can be found in Appendix A the 'Consultation Summary'.
5. The ward members were made aware of the scheme and the associated design in February 2015.

KEY ISSUES FOR CONSIDERATION

6. Informal public consultation took place with all residents and businesses within the consultation area from the 30 March 2015 until 24 April 2015.
7. Full details of the consultation responses can be found in Appendix A.

8. 88 % of respondents to the public consultation in St. Giles Road were in favour of the scheme (a total of 8 responses).
9. 75 % of respondents to the public consultation in Sears Street were in favour of the scheme (out of a total of 16 responses).
10. 44 % of respondents to the public consultation in Bushey Hill Road were in favour of the scheme (out of a total of 9 responses). There are concerns over the need and location where parking is at a premium. An alternative location is proposed at the Peckham Road (northern) end which is not directly outside a frontage and is situated outside the garages.
11. The uptake of spaces in each cycle hangar will be monitored and should it be proven in any location that there is not sufficient use of the hangar then it will be relocated.
12. Any residents who are not aware of the proposal in the identified location still have a further opportunity to object during the statutory consultation stage which precedes implementation. Any such objections will need to be formally considered by the cabinet member prior to implementation.

RECOMENDATIONS TO THE CABINET MEMBER FOR ENVIRONMENT AND THE PUBLIC REALM

13. On the basis of the results of the public consultation, the cabinet member is recommended to:
 - a. Approve the implementation of the proposed bike hangars on St. Georges Street and Sears Street in the location consulted.
 - b. Approve the implementation of the proposed bike hangar on Bushey Hill Road in amended location based on consultation responses.
Subject to completion of statutory procedures.

Policy implications

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

| | |
|-------------|---|
| Policy 1.1 | Pursue overall traffic reduction |
| Policy 1.7 | Reduce the need to travel by public transport by encouraging more people to walk and cycle |
| Policy 1.12 | Ensure that cycle parking is provided in areas of high demand and in areas where convenient |
| Policy 2.3 | Promote and encourage sustainable travel choices in the borough |
| Policy 4.1 | Promote active lifestyles |
| Policy 5.8 | Improve perceptions of safety in the public realm |
| Policy 6.3 | Support independent travel for the whole community |

Community impact statement

15. 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. Cycling infrastructure proposals also have the added advantage of improving the environment through reduction in carbon emissions and social health and fitness benefits. No group has been identified as being disproportionately adversely affected as a result of these proposals. Cyclists will benefit.

Resource implications

16. This report is for the purposes of consultation only and there are no resource implications associated with it.
17. It is, however, noted that this project is funded by the 2014/2015 LIP programme which has an allocated budget of £50,000 for the current financial year.

Consultation

18. Ward members were consulted prior to commencement of the consultation.
19. Informal public consultation was carried out in March / April 2015, as detailed above.
20. This report provides an opportunity for final comment to be made by the community council prior to a non-key decision scheduled to be taken by the cabinet member for environment and the public realm following this community council meeting.
21. If approved for implementation all sites will be subject to statutory consultation required in the making of the relevant traffic management orders. This gives further opportunity to comment and object given the amended proposals.

BACKGROUND DOCUMENTS

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

APPENDICES

| No. | Title |
|------------|--|
| Appendix A | Secure Cycle Parking (Bike Hangar) Consultation Report |
| Appendix B | Cycle Hangar location plan |

AUDIT TRAIL

| | | |
|---|--|--------------------------|
| Lead Officer | Des Waters, Head of Public Realm | |
| Report Author | Matthew Hill, Public Realm Programme Manager | |
| Version | Final | |
| Dated | 26 June 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 | | 3 July 2015 |

| ST GILES ROAD - CYCLE HANGARS | | | | | | | |
|-------------------------------|---------------------------------|----------|------------------------------------|---------|------------|--|-----------------|
| RF# | Are you a resident or business? | | What do you think of the proposal? | | | Comments | Address |
| | Resident | Business | Support | Opposed | No opinion | | |
| 1 | 1 | | 1 | | | Excellent idea. The more cycle hangars and Barclays bikes around London the better | |
| 2 | 1 | | 1 | | | This will be extremely useful for everyone. If permission is granted we would all apply for a space. the residents of St Giles Road would put the hangar to good use. | X St Giles Road |
| 3 | 1 | | 1 | | | A great idea. These bike lock-ups are really needed and won't be intrusive at all. St Giles Road seems a good location. I would be very interested in signing up/applying for one of the spaces. I've been a resident on Ada Road for three years and cycle to work - my hallway is too narrow to accommodate my bike easily, so secure external space would be fantastic,. I will go to the cycle hoop website. Thanks. | X Ada Road |
| 4 | 1 | | 1 | | | I have no objections | X St Giles Road |
| 5 | 1 | | 1 | | | I fully support the installation of a cycle hangar in St Giles Road | X St Giles Road |
| 6 | 1 | | | 1 | | The reason I am opposed to this is not that I think it is a good idea I think for cycles it is, I am just opposed to the chosen site. I think the current location will cause clutter to the street. It will also take up a valuable parking space and delivery space for the nearby houses and flats of St Giles Road. I think there are more suitable | X St Giles Road |

| ST GILES ROAD - CYCLE HANGARS | | | | | | | |
|-------------------------------|---------------------------------|----------|------------------------------------|---------|------------|---|-----------------|
| RF# | Are you a resident or business? | | What do you think of the proposal? | | | Comments | Address |
| | Resident | Business | Support | Opposed | No opinion | | |
| 7 | 1 | | 1 | | | spaces available on the corner of Ada Road and Brunswick Villas from St Giles Rd. The parking areas on these corners do not spoil directly any residents parking and houses not affect parking or delivery outside any of the residents on these roads. I would, therefore, support his idea if it was located on the street corners. I welcome a local cycle hangar. I cycle every day around London and it's my main means of transport. But I am now in my sixties and lugging my bike up my front steps into the house is becoming increasingly difficult. | X St Giles Road |
| 8 | 1 | | 1 | | | I requested the cycle hangar for St Giles Road so I am very happy that at last it feels close to arriving! | X St Giles Road |
| | 7 | 0 | 7 | 1 | 0 | | |

Response to opposed comments:

1. The reason I am opposed to this is not that I think it is a good idea I think for cycles it is, I am just opposed to the chosen site. I think the current location will cause clutter to the street. It will also take up a valuable parking space and delivery space for the nearby houses and flats of St Giles Road. I think there are more suitable spaces available on the corner of Ada Road and Brunswick Villas from St Giles Rd. The parking areas on these corners do not spoil directly any residents parking and houses

not affect parking or delivery outside any of the residents on these roads. I would, therefore, support his idea if it was located on the street corners.

Response:

The proposed location is as a result of consultation with the requestor and there are no engineering concerns. Should the scheme be progressed to implementation then the location will be monitored and any concerns regarding access and deliveries listened to.

| SEARS STREET - CYCLE HANGARS | | | | | | | |
|------------------------------|---------------------------------|----------|------------------------------------|---------|------------|---|-------------------|
| RF# | Are you a resident or business? | | What do you think of the proposal? | | | Comments | Address |
| | Resident | Business | Support | Opposed | No opinion | | |
| 1 | 1 | | 1 | | | Very good idea | X NEW CHURCH ROAD |
| 2 | 1 | | 1 | | | Think this is a very good idea. May be best to get 2 of these? | X SEARS STREET |
| 3 | 1 | | 1 | | | There is a huge problem with bikes being stolen from the street railings which means our hallway is full of them! as a household of 5 there's no room, yes definitely please. | X SEARS STREET |
| 4 | 1 | | 1 | | | We think it is a great idea for us and our neighbours alike who also have bikes | |

| SEARS STREET - CYCLE HANGARS | | | | | | | |
|------------------------------|---------------------------------|----------|------------------------------------|---------|------------|--|-------------------|
| RF# | Are you a resident or business? | | What do you think of the proposal? | | | Comments | Address |
| | Resident | Business | Support | Opposed | No opinion | | |
| 5 | 1 | | 1 | | | | X NEW CHURCH ROAD |
| 6 | 1 | | 1 | | | I think it would be excellent to have a cycle hangar in Sears Street and will be booking a place. | X SEARS STREET |
| 7 | 1 | | 1 | | | | X NEW CHURCH ROAD |
| 8 | 1 | | 1 | | | I don't have a bike but I may consider one in the near future for health reasons. My question is how much is the fees? | X NEW CHURCH RD |
| 9 | 1 | | | 1 | | I cycle to work every day in London. My wife and I share the car which we keep on Sears Street. Sometimes it is very difficult to get a parking space and they are very limited. I can see this would be useful in places where these are not so limited car parking spaces. I keep my bike on the wall in my house. Some people chain them outside, THERE ARE OTHER OPTIONS, there are no car parking options. There is a large amount of off road, council owned 'dead' space where cycle racks could be placed across the road from Sears Street on New Church Road adjacent to park. This would be accessible to all residents, not reduce car parking space on Sears Street and make the area | |

| SEARS STREET - CYCLE HANGARS | | | | | | | |
|------------------------------|---------------------------------|----------|------------------------------------|---------|------------|--|-------------------|
| REF | Are you a resident or business? | | What do you think of the proposal? | | | Comments | Address |
| | Resident | Business | Support | Opposed | No opinion | | |
| | | | | | | busier, decreasing crime. | |
| 10 | 1 | | 1 | | | | |
| 11 | 1 | | 1 | | | I think it's a great idea. As we have to park half on the pavement, I hope you will site the bike hangar in such a way that it blocks neither the road nor the pavement. | X SEARS STREET |
| 12 | 1 | | | 1 | | Bikes can be stores in homes. Not enough parking spaces for cars/vehicles | X NEW CHURCH ROAD |
| 13 | 1 | | 1 | | | | |
| 14 | 1 | | | | 1 | there seems to be a general feeling that perhaps relocating the hangar to the opposite end of the street would provide a feasible solution to the issues raised. | |
| 15 | 1 | | | 1 | | As you may or may not be aware, this is a particularly narrow street. With cars regularly parked on either side, it is a challenge for courier vans and more importantly emergency service vehicles i.e. Fire engines and Ambulances to drive through as it is! There is a real danger and possibility that a vehicle could be illegally parked opposite the proposed hangar which (god forbid) would Hamper the way for emergency services to get through and | Camberwell London |

SEARS STREET - CYCLE HANGARS

| REF | Are you a resident or business? | | What do you think of the proposal? | | | Comments | Address |
|-----|---------------------------------|----------|------------------------------------|---------|------------|---|---------|
| | Resident | Business | Support | Opposed | No opinion | | |
| | | | | | | <p>deal with a potentially life threatening situation, please remember that this is A narrow, dead end street, one way in and the same way out. You just cannot take that risk of a blocked entrance/exit! Again, regarding the width of the street, turning a vehicle around is impossible if the street is full, as already stated, this is a dead end Street and unless reversed into (which is dangerous with oncoming traffic) reversing is the only option to get out. This proves quite tricky if a vehicle is parked on the corner of New church road and Sears Street at the best of times but placing the hangar where you have proposed would only add to an already dangerous blind spot.</p> <p>These Hangars are incredibly ugly to put it mildly, an absolute eyesore! Who in their right mind would like to have something looking like a football dugout or oversized breadbin in their street, let alone at the entrance of an old, original, and distinguished looking street like this one?</p> <p>However, After discussion with residents about this matter, If the council are adamant in putting one of these Hangars in Sears Street, there seems to be a general feeling that perhaps relocating the hangar to the opposite end of the street would</p> | |

SEARS STREET - CYCLE HANGARS

| REF | Are you a resident or business? | | What do you think of the proposal? | | | Comments | Address |
|-----|---------------------------------|----------|------------------------------------|---------|------------|---|------------------|
| | Resident | Business | Support | Opposed | No opinion | | |
| 16 | 1 | 0 | 1 | | | provide a feasible solution to the issues raised. numerous residents have read and agree with these issues and possible solution, which we trust will be given your utmost attention and consideration. I regularly cycle to work and a cycle hanger would be beneficial to me as i would not have to carry my bike up and down flight of stairs from my flat. Also the bike wouldn't take up space in My hallway. | X newchurch road |
| | 15 | 0 | 12 | 3 | 1 | | |

Response to opposed comments:

1. there seems to be a general feeling that perhaps relocating the hangar to the opposite end of the street would provide a feasible solution to the issues raised.

Response:

The proposed location is as a result of consultation with the requestor and there have been no other comments received about relocating it elsewhere. Should the scheme be progressed to implementation then the location will be monitored and any concerns listened to.

BUSHEY HILL ROAD - CYCLE HANGARS

| REF | Are you a resident or business? | | What do you think of the proposal? | | | Comments | Address |
|-----|---------------------------------|----------|------------------------------------|---------|------------|--|---------------------|
| | Resident | Business | Support | Opposed | No opinion | | |
| 1 | 1 | | 1 | | | Good idea and can we be also consulted on resident parking permit as parking for residents has become a nightmare! | XX Bushey Hill Road |
| 2 | 1 | | 1 | | | When I had a bike I had to carry it up and down the steps to and from my flat. It would have meant that when I became less strong I would have to have given up cycling completely as there would have been nowhere safe to leave it. I've never had access to the garden and cycles need to be protected from rust. Another idea would be for the council to install a hangar that doesn't interfere with cars needing to park. I would have liked a hangar or the right to have one in the front garden or on the pavement in the main road (Peckham Rd or Camberwell Church Street) On the other hand I've never owned a car so I should have had the right to park somewhere as opposed to nowhere at all. | XX Bushey Hill Road |
| 3 | 1 | | 1 | | | | XX Bushey Hill Road |
| 4 | 1 | | | 1 | | I am opposed to this cycle hangar being located outside my house. Whoever has requested this hangar should have it located outside their property - or locate it at the bottom of Bushey Hill Road opposite No 1 by the garages. I would not object to this. | XX Bushey Hill Road |

BUSHEY HILL ROAD - CYCLE HANGARS

| REF | Are you a resident or business? | | What do you think of the proposal? | | | Comments | Address |
|-----|---------------------------------|----------|------------------------------------|---------|------------|--|---------------------|
| | Resident | Business | Support | Opposed | No opinion | | |
| 5 | 1 | | 1 | | | Great idea to support alternative transport and to protect vulnerable bikes from theft and weather | XX Bushey Hill Road |
| 6 | 1 | | | 1 | | <p>Apart from the said item being obtrusive and ugly the hangar will be subject to vandalism (local evidence confirms this) and this is going here simply because only ONE person asked for it. That is not reason enough. We already have a shortage of parking spaces on this street as they are taken up by commuters - this will reduce it even further. The pavements here are very narrow and when two feet of this hangar are on the pavement there will not be enough room to comply with DDA regulations.</p> <p>Furthermore if the hangar goes in it is not sensibly placed. It should be further down the road opposite No 3 where less residents overlook it directly and where there is a blank wall on one side. This street has a great deal of flats towards Peckham Road and as such, the turnover of residents is high. Therefore this is not going to be used to its full potential. Why cant a tree be grown adjacent to it to screen it as much as possible. This is simply an income generator for Southwark which is being funded by local residents which is outrageous. Why should some residents have to over look this carbuncle because someone else wants it. Where is your compassion.</p> | XX Bushey Hill Road |

BUSHEY HILL ROAD - CYCLE HANGARS

| REF | Are you a resident or business? | | What do you think of the proposal? | | | Comments | Address |
|-----|---------------------------------|----------|------------------------------------|---------|------------|---|---------------------|
| | Resident | Business | Support | Opposed | No opinion | | |
| 7 | 1 | | | 1 | | <p>The road has narrow pavements and the proposal would render passage along the pavement impossible when cycles are being moved in and out, presenting a safety risk and a barrier for people with disabilities. The hangar itself is unsightly, would be a target for graffiti and vandalism and is not in keeping with the road itself.</p> <p>The proposed location is not sensible. If there were to be a hangar it should be further down the road near to Peckham Road where it is not placed directly outside housing. In fact, why put it in Bushey Hill Road at all when there are wide pavements and areas outside shops on Peckham Road more suitable. No evidence has been submitted in the consultation of demand by residents in the road. All properties on the road have front and back gardens in which to secure bicycles so there is no need for a hangar.</p> <p>There has been inadequate consultation on this matter (see below). There has been inadequate consultation. Flyers were delivered to random houses and I am not aware of any residents who actually received it. In addition the consultation was not listed on the Southwark website until a complaint was lodged. I therefore believe Southwark has failed to undertake meaningful consultation on this proposal.</p> | XX Bushey Hill Road |

BUSHEY HILL ROAD - CYCLE HANGARS

| REF | Are you a resident or business? | | What do you think of the proposal? | | | Comments | Address |
|-----|---------------------------------|----------|------------------------------------|---------|------------|---|---------------------|
| | Resident | Business | Support | Opposed | No opinion | | |
| 8 | 1 | | | 1 | | This hanger would be unsightly and like all street furniture would attract dirt and rubbish. It is unnecessary as this is a residential street and all building have front gardens in which to keep bicycles. My address is Peckham Road but the entrance is in Bushey Hill Road and this is my street which we are trying to keep an attractive place in which to live. | XX Peckham Road |
| 9 | 1 | | | 1 | | I very strongly oppose the proposal. The proposed cycle hanger will be located directly outside my house at X Bushey Hill Road. I am a single 69 year old pensioner living on my own and I need direct access to my car to ensure I can access the shops and visit my family who do not live locally. The idea of people congregating outside my house will cause me great anxiety as well as disturbance. I simply cannot understand why the proposed location is where it is. This suggests to me very little thought has been given to this proposal. Given the lay out of the street and the fact that at the bottom end of the road (right hand side as you are looking up the hill) there is at least 20 meters of road (before X Bushey Hill) which does not run in front of residential homes - why is this hanger not being located there where it will not upset or disturb anyone? It also makes far more sense for the hanger to be located closer to the main road. To repeat I am very strongly opposed to this proposal and will seek advice if this proposal is put into action as it currently stands. | XX Bushey Hill Road |

| BUSHEY HILL ROAD - CYCLE HANGARS | | | | | | |
|----------------------------------|---------------------------------|----------|------------------------------------|---------|------------|---|
| REF | Are you a resident or business? | | What do you think of the proposal? | | | Address |
| | Resident | Business | Support | Opposed | No opinion | |
| | | | | | | The hangar should be located at the bottom of the road where it is close to the main road and not disturbing any residential homes. |
| | 9 | 0 | 4 | 5 | 0 | |

Response to opposed comments:

1. I am opposed to this cycle hangar being located outside my house. Whoever has requested this hangar should have it located outside their property - or locate it at the bottom of Bushey Hill Road opposite No 1 by the garages. I would not object to this.
 Response:
 It is proposed to relocate the proposed bike hangar at the Peckham Road (northern) end of Bushey Hill Road which is not directly outside a frontage and is situated outside the garages.
2. Apart from the said item being obtrusive and ugly the hangar will be subject to vandalism (local evidence confirms this) and this is going here simply because only ONE person asked for it. That is not reason enough. We already have a shortage of parking spaces on this street as they are taken up by commuters - this will reduce it even further.
 Response:

The bike hangar will be maintained under agreement and it will allow for the gain of six bicycle spaces for the loss of half a car parking space. There will be six available spaces and should it be the case that the hangar is not well used then we will look to re-allocate it to a different street.

3. The road has narrow pavements and the proposal would render passage along the pavement impossible when cycles are being moved in and out, presenting a safety risk and a barrier for people with disabilities.

Response:

A site assessment has been conducted and there are no issues with regards to pavement width as a result of the installation of the hangar. The securing and removal of a bike from the hangar is a relatively quick operation and in keeping with the character of the street, we fully expect that due consideration will be given to fellow road users when this is the case.

4. All properties on the road have front and back gardens in which to secure bicycles so there is no need for a hangar.

Response:

The proposal is in direct response to a request for secure cycle parking and it is acknowledged that theft from front gardens is an issue which cycle hangars are proposed to address.

5. There has been inadequate consultation. Flyers were delivered to random houses and I am not aware of any residents who actually received it. In addition the consultation was not listed on the Southwark website until a complaint was lodged. I therefore believe Southwark has failed to undertake meaningful consultation on this proposal.

Response:

Consultation has been carried out with local ward members and with frontagers within 50 metres of the proposed location, with details being provided on the Southwark website. It is acknowledged that the consultation was not on the website until a week later that the commencement of the consultation and the consultation period was extended accordingly. The next phase of the process would be a statutory consultation which will address any concerns regarding this. In addition to these requirements we will reconsult with frontagers in the alternate proposed location.

6. I very strongly oppose the proposal. The proposed cycle hanger will be located directly outside my house at XBushey Hill Road. I am a single 69 year old pensioner living on my own and I need direct access to my car to ensure I can access the shops and visit my family who do not live locally. The idea of people congregating outside my house will cause me great

anxiety as well as disturbance. I simply cannot understand why the proposed location is where it is. This suggests to me very little thought has been given to this proposal. Given the lay out of the street and the fact that at the bottom end of the road (right hand side as you are looking up the hill) there is at least 20 meters of road (before X Bushey Hill) which does not run in front of residential homes - why is this hangar not being located there where it will not upset or disturb anyone?

Response:

The location consulted on was after consultation with the requestor of the bike hangar. It is proposed to relocate the proposed bike hangar at the Peckham Road (northern) end of Bushey Hill Road which is not directly outside a frontage and is situated outside the garages.

LEGEND / NOTES:

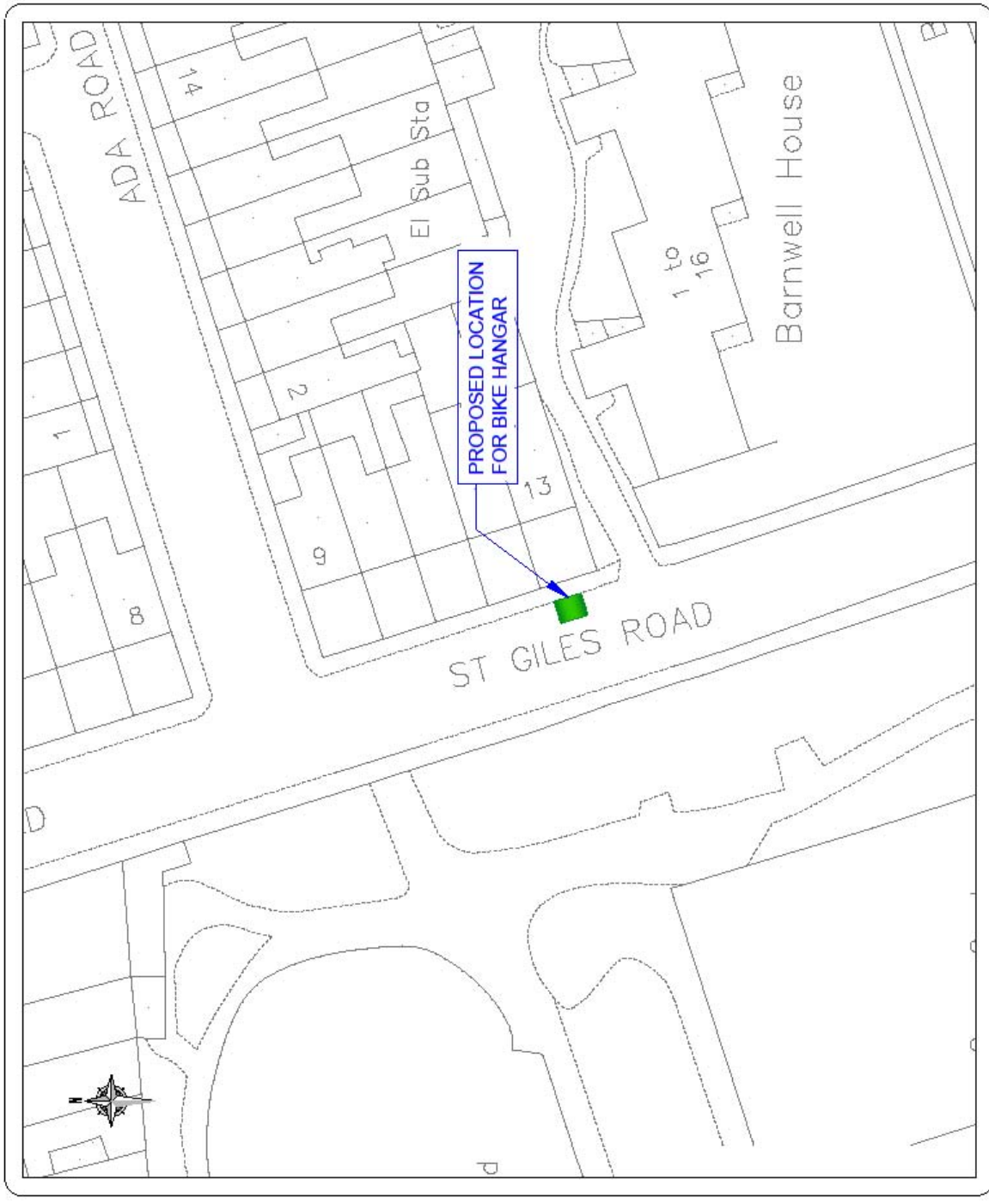
BIKE HANGAR -
DIMENSIONS:
 LENGTH 2550mm
 WIDTH 2050mm,
 HEIGHT 1350mm

1. A SINGLE BIKE HANGAR PROVIDES PARKING FOR UP TO 6 BIKES
2. OPENS ONTO THE PAVEMENT
3. IT IS LOCATED ON THE ROAD
4. IT WILL RESULT IN LOSS OF A SINGLE PARKING SPACE

| No. | Date | Revision |
|-----|------|----------|
| | | |

PROJECT: BIKE HANGARS
 SITE: ST GILES ROAD

Project No. _____
 Date: 15/02/15
 Drawing No. 2014-15-SR-15
 Scale: 1:100
 Date: 13/02/2015



LEGEND / NOTES:

BIKE HANGAR - DIMENSIONS:
 LENGTH 2550mm
 WIDTH 2050mm,
 HEIGHT 1350mm

1. A SINGLE BIKE HANGAR PROVIDES PARKING FOR UP TO 6 BIKES

2. OPENS ONTO THE PAVEMENT

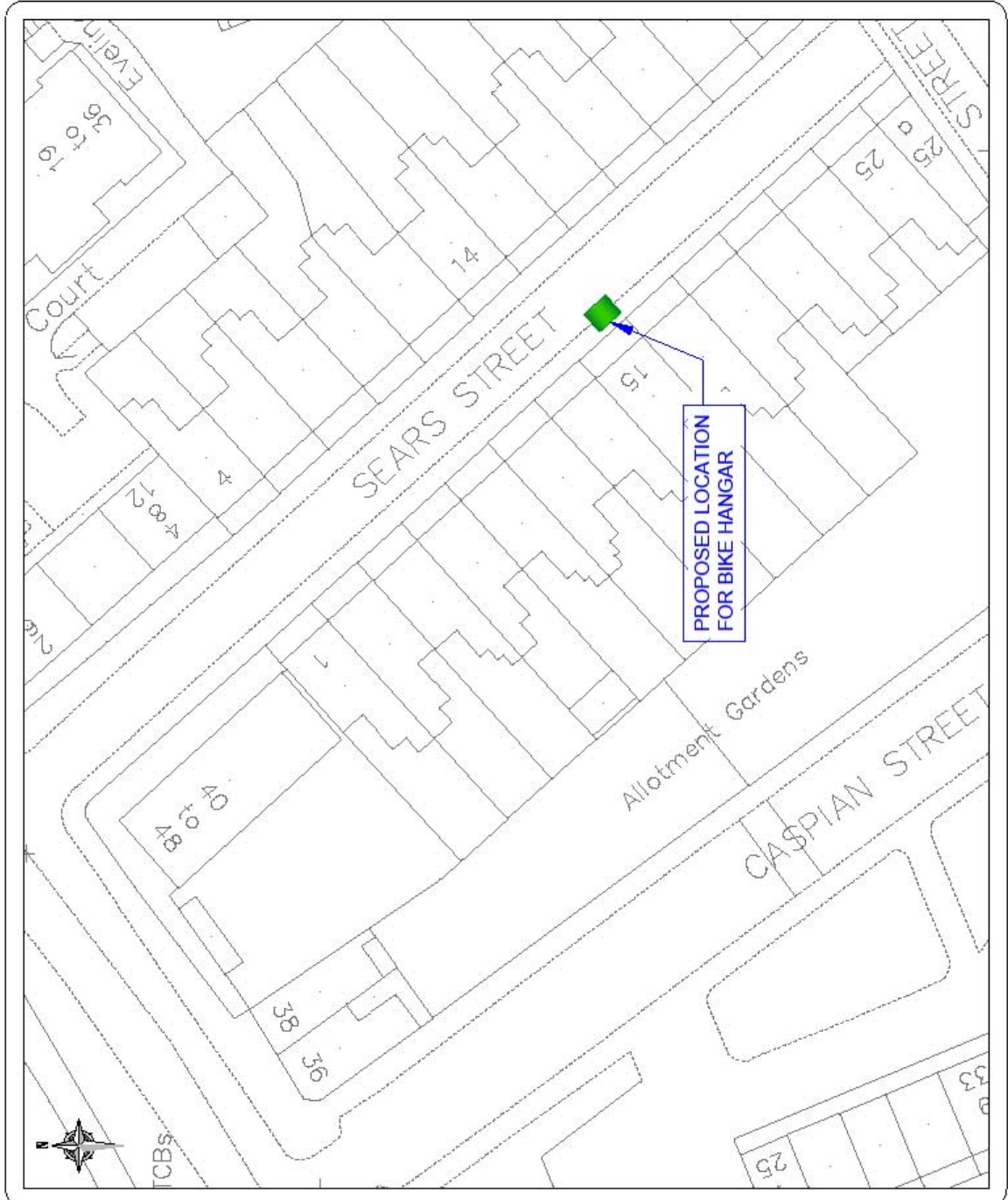
3. IT IS LOCATED ON THE ROAD

4. IT WILL RESULT IN LOSS OF A SINGLE PARKING SPACE

| No. | Date | Revision |
|-----|------|----------|
| | | |

PROJECT: BIKE HANGARS
 SITE: SEARS STREET

PROJECT NO. 15000/A3
 DATE: 2014-15-SP05
 FEB 2015 13/02/2015



LEGEND / NOTES.

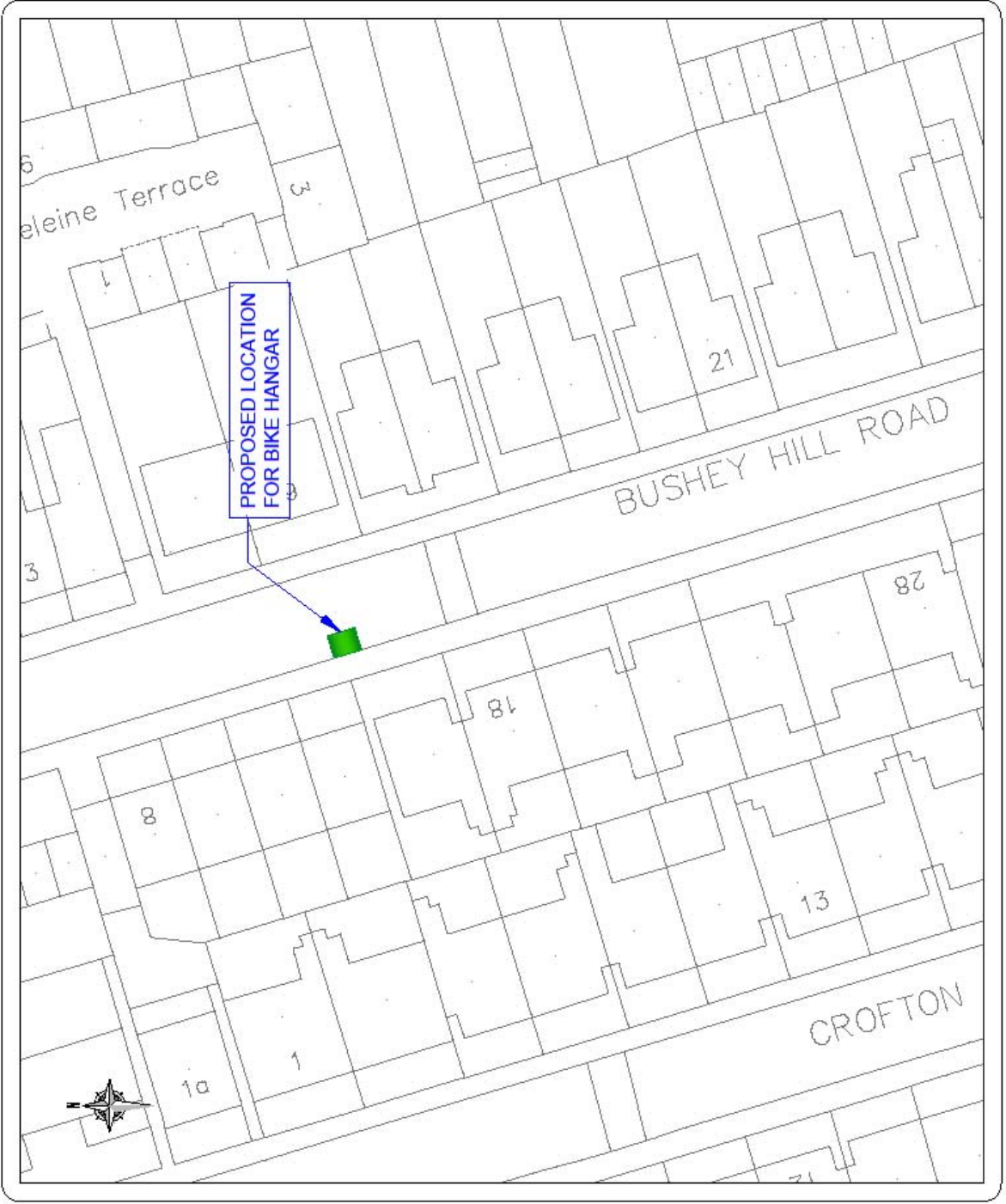
BIKE HANGAR -
DIMENSIONS:
 LENGTH 2550mm
 WIDTH 2050mm,
 HEIGHT 1350mm

1. A SINGLE BIKE HANGAR PROVIDES PARKING FOR UP TO 6 BIKES
2. OPENS ONTO THE PAVEMENT
3. IT IS LOCATED ON THE ROAD
4. IT WILL RESULT IN LOSS OF A SINGLE PARKING SPACE

| No. | Date | Revision |
|-----|------|----------|
| | | |

PUBLIC WORKS PROJECTS TIME AND MATERIAL FEE SHEET

| | |
|--------------------------------|--|
| Project: BIKE HANGARS | |
| Title: BUSHEY HILL ROAD | |
| Version No.: | |
| Date: 15/02/2015 | |
| Drawing No.: | |
| Scale: | |
| Author: | |
| Checked: | |
| Drawn: | |
| Date: 13/02/2015 | |



| | | | |
|------------------------------------|--------------------------------|---|--|
| Item No 14.1 | Classification: Open | Date: 15 July 2015 | Meeting Name: Camberwell Community Council |
| Report title: | | Camberwell Green traffic management and parking changes | |
| Ward(s) or groups affected: | | Camberwell Green Ward | |
| From: | | Parks and Open Spaces Manager | |

RECOMMENDATIONS

1. That Camberwell Community Council agrees the proposal to partially close Camberwell Green road to motor traffic, beyond the vehicular entrance to the Peabody Estate, subject to the completion of statutory procedures.
2. That Camberwell Community Council notes the removal of 9 parking bays in total (6 permit bays, 2 disabled parking bays and 1 parking bay with 5 motorcycle spaces).
3. That Camberwell Community Council agrees the re-provision of 2 disabled parking bays within Camberwell Green road, subject to the completion of statutory procedures.
4. That Camberwell Community Council agrees the re-provision of 1 “solo motorcycles only” parking bay within Camberwell Green road, subject to the completion of statutory procedures.

BACKGROUND INFORMATION

5. Part 3H of the Southwark Constitution delegates decision making for non-strategic traffic management matters to the community council.
6. 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 introduction of disabled parking bays
 - the setting of consultation boundaries for consultation on traffic schemes.
7. This report gives recommendations for a number of non-strategic parking and traffic management matters.
8. The origins and reasons for the recommendations are discussed within the key issues section of this report.

KEY ISSUES FOR CONSIDERATION

9. This proposal is part of the revitalisation of Camberwell Green, plans for which

include creation of a formal market square on this section of highway.

10. The formal market square includes closing the area to motor traffic except for authorised vehicles using drop bollards, planting trees, and seating opportunities and necessitates the removal of the existing parking.
11. A parking survey was undertaken at Camberwell Green road in February 2015; the results of which show that existing parking demand would be able to be accommodated within the design proposals.
12. Three public consultations have been held, two of which included the proposal to close this area to motor traffic and no objections were received. Support for the market square was received, particularly from local community groups the SE5 Forum and the Friends of Camberwell Green. Reports on the results of the consultations can be viewed at www.southwark.gov.uk/camberwellgreen
13. No specific consultation on car parking loss has been undertaken however the necessary statutory process will give a further formal opportunity to consider any objections.

Policy implications

14. 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

15. These recommendations are in compliance with the transport plan and have therefore been subject to an equality impact assessment.
16. The recommendations are unlikely to affect residents of the adjacent Peabody Estate who have their own private parking within their grounds.
17. The proposals include re-provision and maintaining of blue badge parking to ensure disabled motorists are not disadvantaged by the proposals.
18. 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 although it is believed that the amount of parking lost can be accommodated elsewhere in the vicinity.
19. 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.

Resource implications

20. All costs arising from implementing the recommendations will be fully contained

within the budget for Revitalise⁵ Camberwell and the landscaping project at Camberwell Green.

Legal implications

21. Traffic management orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984 (“the 1984 Act”).
22. 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.
23. Within 21 days following the publication of the draft traffic management order, the council is required to consider any representations received as a result of its publication. .
24. If there are any objections to the draft traffic management order, the council must consider them in the light of administrative law principles, Human Rights law and the relevant statutory powers.
25. Under section 122 of the 1984 Act, the council must exercise its powers so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:
 - a) the desirability of securing and maintaining reasonable access to premises
 - b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity;
 - c) the national air quality strategy;
 - d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers;
 - e) any other matters appearing to the council to be relevant.
26. By virtue of section 32 of the 1984 Act, the council:
 - a. may provide off street parking places (whether above or below ground and whether or not consisting of or including buildings) together with means of entrance to and egress from them, or
 - b. may by order authorise the use as a parking place of any part of a road within their area, not being a road the whole or part of the width of which is within Greater London.
 where for the purpose of relieving or preventing congestion of traffic it appears to a local authority to be necessary.

Consultation

27. Details of public consultation already completed are contained in paragraphs 9 to 13 above.
28. Should the community council approve, statutory consultation as defined by national regulations is required before the implementation of the traffic management order. The council will place a proposal notice in proximity to the site location and also publish the notice in the Southwark News and the London

Gazette. The notice and any associated documents and plans will also be made available for inspection on the council's website or by appointment at its Tooley Street office.

29. Any person wishing to comment upon or object to the proposed order will have 21 days in which to do so. Should an objection be made that officers are unable to informally resolve, this objection will be reported to the community council for formal determination at a future meeting, in accordance with the Southwark Constitution.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Legal Services

30. See "Legal Implications"

Strategic Director of Finance and Corporate Services

31. The report is requesting Camberwell Community Council to agree a number of parking amendments, involving a prescribed route order, removal of parking bays and relocation of parking bays as detailed in the recommendations.
32. The strategic director of finance and corporate services notes that costs of the proposed recommendations will be fully contained within the council's capital budget allocation of £836,755 for Revitalise Camberwell and the landscaping project at Camberwell Green.
33. It is also noted that any future maintenance costs together with the staffing and any other costs connected with these recommendations will need to be contained within existing departmental revenue budgets.

BACKGROUND DOCUMENTS

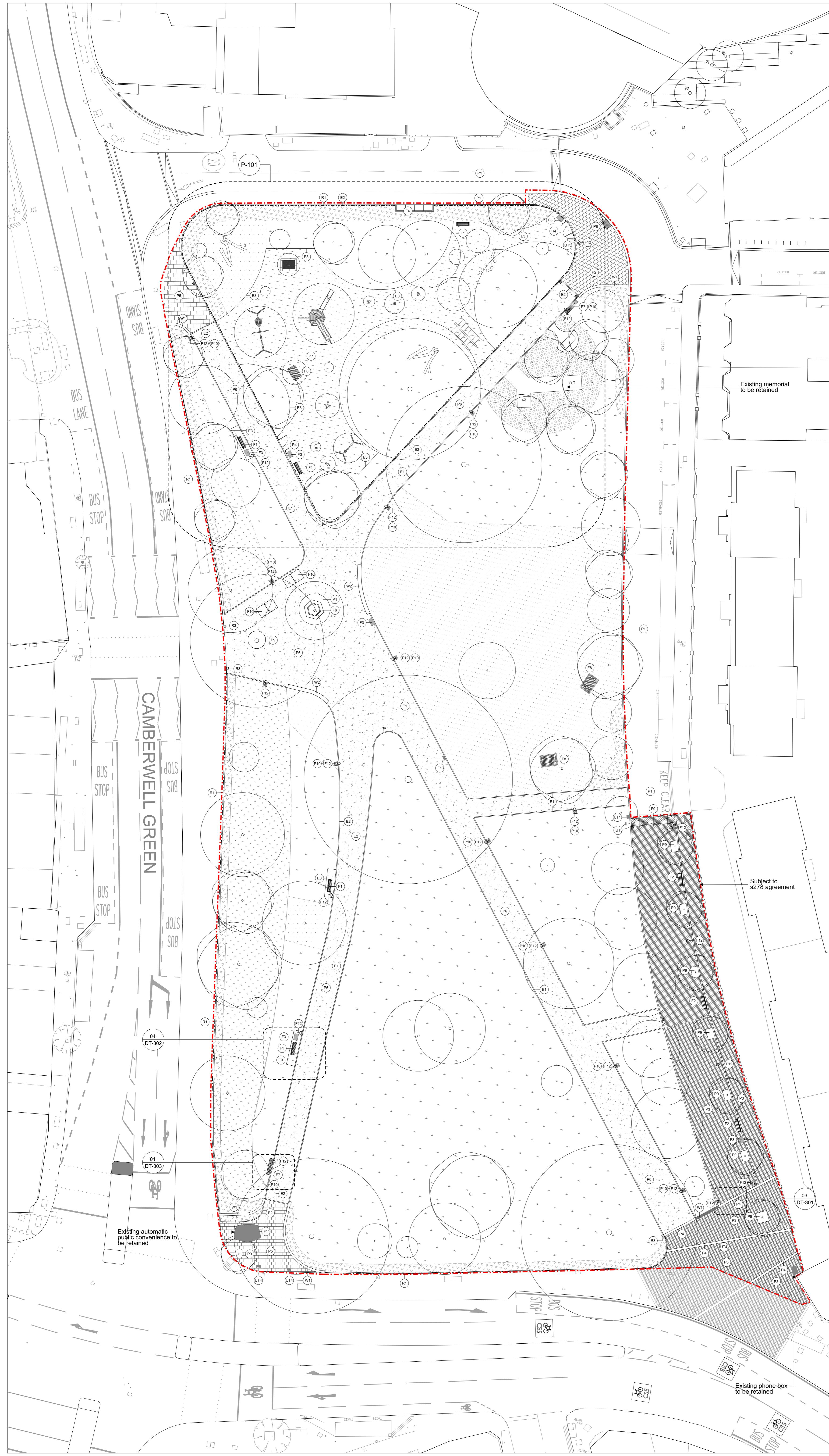
| Background Papers | Held At | Contact |
|---|---|-------------------------------------|
| Transport Plan 2011 Online: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011 | Southwark Council Environment and Leisure Public Realm projects Parking design 160 Tooley Street London SE1 2QH | Pippa Krishnan 020 7525 5133 |
| Southwark Council Camberwell Green Constitution results | http://www.southwark.gov.uk/camberwellgreen | |

APPENDICES

| No. | Title |
|------------|---|
| Appendix 1 | Camberwell Green Improvements General Arrangement plan Drawing No: 1464-G710-P-00-003 Rev T0 |
| Appendix 2 | Camberwell Green Improvements parking study report 09-03-2015 (circulated separately) |

AUDIT TRAIL

| | | |
|---|---|--------------------------|
| Lead Officer | Rebecca Towers, Parks & Open Spaces Manager | |
| Report Author | Pippa Krishnan, Parks & Open Spaces Officer | |
| Version | Final | |
| Dated | 25 June 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 | Yes | Yes |
| Cabinet Member | No | No |
| Date final report sent to Constitutional Team | 2 July 2015 | |



Project Logo

Scalebar 0 5 10 15m

Notes

- DO NOT SCALE FROM DRAWINGS.
- ALL DIMENSIONS TO BE CHECKED ON SITE.
- ERRORS TO BE REPORTED IMMEDIATELY TO THE PROJECT MANAGER & LOCAL ARCHITECT.
- FOR STRUCTURAL DIMENSIONS SEE STRUCTURAL ENGINEER'S DRAWINGS.
- FOR DETAILS OF REPAIR / RESTORATION WORKS PLEASE REFER TO REPAIR SCHEDULE (PASCALL & WICKHAM 2000).
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH SPECIFICATION DOCUMENT (PASCALL & WICKHAM 2000).
- ALL INFORMATION RELATING TO THE EXISTING BUILDING IS TAKEN FROM MTC SURVEY INFORMATION AS ISSUED TO JOHN MCASLAN + PARTNERS.
- PROFILE AND DEPTH OF ALL FOUNDATIONS IS INDICATIVE ONLY AND SUBJECT TO SITE SURVEY.

| PATTERN / SYMBOL | CODE | DESCRIPTION | DETAIL |
|-----------------------|------|--|--|
| - - - - - | | Site boundary | |
| SURFACES | | | |
| | P1 | Existing surface to be retained and made good as necessary | 1485-G710-DT-00-301 |
| | P2 | Granite paving, 600x450x75mm, colour: silver grey | 1485-G710-DT-00-301 |
| | P3 | Block paving, 150x200x100mm colour: mid grey, silver grey and graphite | 1485-G710-DT-00-301 |
| | P4 | Block paving, 150x300x100mm, colour: charcoal | 1485-G710-DT-00-301 |
| | P5 | Concrete flags, 900x600x65mm | 1485-G710-DT-00-302 |
| | P6 | Tar spray and chip | 1485-G710-DT-00-302 |
| | P7 | Soft mulch rubber surfacing | 1485-G710-DT-00-302 |
| | P8 | Granite tactile paving, 400x400x75mm, colour: mid grey | 1485-G710-DT-00-301 |
| | P9 | Addstone tree pit by octagrip or equal and approved | 1485-G710-DT-00-313 1485-G710-DT-00-314 |
| | P10 | Granite setts reclaimed from site | |
| EDGES | | | |
| | E1 | Existing kerb to be retained / made good as necessary | 1485-G710-DT-00-301 |
| | E2 | Proposed kerbs to match existing kerbs | 1485-G710-DT-00-301 |
| | E3 | Recycled plastic edge | 1485-G710-DT-00-302 |
| FURNITURE | | | |
| | F1 | Proposed bench type 1 | 1485-G710-DT-00-304 |
| | F2 | Proposed bench type 2 | 1485-G710-DT-00-304 |
| | F3 | Proposed litter bin with recycling unit | 1485-G710-DT-00-303 |
| | F4 | Proposed recycling storage enclosure | 1485-G710-DT-00-312 |
| | F5 | Existing Coöfen Arts Bench and surface to be relocated and made good as necessary | |
| | F6 | Existing Sidney Bates memorial bench and surface to be retained and made good as necessary | |
| | F7 | Proposed information board | 1485-G710-DT-00-303 |
| | F8 | Proposed picnic table | 1485-G710-DT-00-304 |
| | F9 | Removable bollards | 1485-G710-DT-00-303 |
| | F10 | Existing table tennis table to be relocated | |
| | F11 | Existing automatic public convenience to be retained | |
| | F12 | Proposed lighting by others | 1485-G710-DT-00-303 |
| UTILITIES | | | |
| | UT1 | Existing water point to be retained | |
| | UT2 | New electricity point to be integrated within feature wall to contractor's design | |
| | UT3 | Existing utility boxes to be retained, made good as necessary and painted, colour: RAL 9005 Black Jet | |
| | UT4 | Existing utility boxes to be relocated, made good as necessary and painted, colour: RAL 9005 Black Jet. New location to be agreed with CA/agent. | |
| WALLS | | | |
| | W1 | Feature wall | 1485-G710-DT-00-306 to 310 |
| | W2 | Seating wall | 1485-G710-DT-00-305 |
| RAILINGS | | | |
| | R1 | Existing railings to be retained / made good as necessary and re-painted, colour: RAL 9005 Black Jet | |
| | R2 | Proposed railings to match existing railings. Re-use existing railings when possible | 1485-G710-DT-00-311 |
| | R3 | Existing gate posts A/B/C to be relocated, restored and repainted in black | 1485-G710-DT-00-311 |
| | R4 | Existing play area butterfly gates and posts to be relocated/retained. Gate posts to be repainted in black | 1485-G710-DT-00-311 |
| SOFT LANDSCAPE | | | |
| | | Existing trees to be retained | 1485-G710-P-00-009 1485-G710-DT-00-314 |
| | | Proposed trees | 1485-G710-P-00-010 1485-G710-DT-00-313 1485-G710-DT-00-314 |
| | | Existing grass to be retained and made good as necessary | 1485-G710-P-00-010 |
| | | Turf | 1485-G710-P-00-010 |
| | | Wildlife friendly planting / wildflower meadow | 1485-G710-P-00-010 |
| | | Low to medium height shrub planting & groundcovers | 1485-G710-P-00-010 |
| | | Bulbs mix | 1485-G710-P-00-010 |

Notes:

- Refer to drawing 1485-G710-P-00-006 for levels.
- Refer to drawing 1485-G710-P-00-009 and 010 for soft landscape plan.
- Refer to eHRW consultants drawings for drainage strategy.
- All works within existing trees root protection area to be in accordance with BS 5837:2012 and recommendations in Connick Tree Care Arboricultural Report.
- Contractor to notify arboricultural consultant prior to commencing any works within tree root protection area.
- Drawings to be read together with specification document.
- Contractor to install any protection measures around existing Sidney Bates memorial bench to avoid any damage during construction.

| T0 | 24/04/2015 | HO | CG | AH |
|---|------------|--|------|------|
| FOR TENDER | | | | |
| F7 | 01/04/2015 | HO | CG | AH |
| F6 | 09/03/2015 | RH | CG | AH |
| F0 | 02/12/2014 | CG | CG | AH |
| DRAFT STAGE F | | | | |
| ISSUE | DATE | BY | CHKD | APPD |
| Client | | | | |
| | | Parks & Open Spaces Southwark Council PO BOX 54528 London SE1P 5LX | | |
| Lead Consultant JOHN MCASLAN + PARTNERS | | John McAslan + Partners 7-9 William Road London NW1 3ER United Kingdom | | |
| Engineering Consultant eHRW | | engineers Haskins Robinson Waters Unit 2, Bluelion Place 237, Long Lane London SE1 4PU United Kingdom | | |
| Quantity Surveyor Consultant appleyard & trew | | appleyard & trew 36 Long Acre, London WC2E 9SZ United Kingdom | | |

CAMBERWELL GREEN IMPROVEMENTS PROJECT
GENERAL ARRANGEMENT PLAN

Scale At A1: 1:250 Discipline: LAND ARCH
 Date: 05/12/2014 Package: -
 Drawing Status: FOR TENDER
 Drawing Number: 1485-G710-P-00-003 Revision: T0

| | | | |
|------------------------------------|--------------------------------|--------------------------------------|--|
| Item No. 14.2 | Classification: Open | Date: 15 July 2015 | Meeting Name: Camberwell Community Council |
| Report title: | | Local traffic and parking amendments | |
| Ward(s) or groups affected: | | South Camberwell | |
| From: | | Public Realm Programme Manager | |

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 consultation and procedures:
 - St Francis Road – install double yellow lines adjacent to existing vehicle crossovers and two turning heads to improve access.
 - Grove Lane adjacent to 153 and 155 – remove existing double yellow lines and extend existing permit holders (L) parking bay to improve permit parking availability for residents.
 - Grove Lane adjacent to 201 – remove existing permit holders (L) parking bay to accommodate new trees.

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 three 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

St Francis Road

6. The parking design team was contacted by a local resident with concerns that vehicles are parking in locations that obstruct access to off-street parking and within the turning head at the south-western end of St Francis Road.
7. St Francis Road is situated off Dog Kennel Hill / Grove Vale (A2216). It is not located within a parking zone but has short lengths of double yellow lines, a disabled parking bay and a 30 minute short stay bay near the junction with Dog Kennel Hill.
8. The road is a cul-de-sac and has a purpose-built turning head at its south-western extremity which has been designed to allow vehicles to turn around and exit the street in a forward direction.
9. The road is predominantly residential but has retail units at the junction with Dog Kennel Hill. It is located close to East Dulwich rail station and five bus routes pass along Dog Kennel Hill.
10. An officer carried out a site visit, 6 May 2015, to assess the concerns raised and to consider if adjustments to parking were necessary. It was noted that vehicles were parked opposite the off-street parking areas and within the turning heads.
11. The parking occupancy was high in the street and vehicles were parked on both sides of the carriageway. A continuous line of parking means that making a three-point turn is difficult and most vehicles, especially larger (eg. delivery / refuse) will need to make use of the turning head. If parking occurs within the turning head then it cannot operate as designed and vehicles may be forced to reverse for an unsafe distance and possibly back out into Grove Vale.
12. During the visit it was also noted that a vehicle parked off-street, adjacent to No.53, was parked at an angle taking up two spaces. The officer felt this was as a result of the vehicles parking on the carriageway.
13. It is recommended, as shown in Appendix 1, that double yellow lines are installed to prevent parking in the turning heads and to improve access to the off-street parking spaces.

Grove Lane adjacent to 153 and 155

14. The parking design team was contacted by Councillor Barber on behalf of a resident and enquired if a length of double yellow line could be removed and replaced by a permit holders (L) parking bay.
15. An officer carried out a site visit on the 8th May 2015 to assess the situation and to determine if the request could be met.
16. The restrictions have been in place for over six years and the council does not hold a record of the reason for the existing yellow lines. It is assumed that they were provided as a "loading gap" which was a historic design approach that has now been superseded by this and most authorities, particularly in residential areas where loading is allowed in a parking bay.

17. It is recommended, as shown in Appendix 2, that double yellow lines are removed and the existing permit holders (L) bay is extended by 10 metres, approximately 2 car spaces, to provide additional resident parking availability.

Grove Lane adjacent to 201

18. The property 201 Grove Lane is the subject of an insurance claim that has been going on for nearly 2 years caused by two London plane trees located to the front of the property. As a result of the damage to 201 Grove Lane it has been determined that the trees must be removed. The trees form an integral part of the street scene and therefore there is a desire to replace them to maintain the Victorian Avenue feel. This is at the request of local residents who have been displeased about the removal of the mature trees. .
19. It will not be acceptable to plant small replacement trees and as such large semi mature specimens have been sourced. Recognising the current issue of damage to 201 Grove Lane and to ensure the risk of this reoccurring is minimised the trees will need to be relocated further from the property. It therefore proposed to replant these trees in buildouts within the carriageway (currently parking bays) with a sufficient pit size. The proposal is to delete 6 six bays to provide a planting area to accommodate two new semi mature trees.
20. Officers understand from residents during a site meeting attended by Cllr Peter John, that the general opinion (certainly of those who have fought to retain trees and the home owner of 201 Grove Lane) is that the loss of parking is acceptable to ensure the longevity of planting of the Victorian Avenue for Grove Lane.
21. In addition to the damage caused to the property, the trees also restrict the access along the footpath down to a minimum 0.5m. It had been previously proposed that the loss of parking would be required to provide a build out for the safe passage of the public along the footway at this location as this is far below required minimum accessibility standards.
22. In view of the above, it is recommended that, as shown in appendix 3, the permit (L) parking bay south-east of the boundary of 199 and 201 Grove Lane is revoked to enable the above footway and tree works and replaced with no waiting at any time restrictions (double yellow lines) alongside the new 'build-out'.

Policy implications

23. 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

24. The policies within the transport plan are upheld within this report have been subject to an equality impact assessment.

25. 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.
26. 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.
27. 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.
28. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
 - Providing improved access for key services such as emergency and refuge vehicles.
 - Improving road safety, in particular for vulnerable road users, on the public highway.

Resource implications

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

Legal implications

30. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
31. 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.
32. 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.
33. 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.
34. 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.
35. These powers must be exercised so far as practicable having regard to the following matters
 - a) the desirability of securing and maintaining reasonable access to premises
 - b) the effect on the amenities of any locality affected including the regulation

and restriction of heavy commercial traffic so as to preserve or improve amenity

- c) the national air quality strategy
- d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers
- e) any other matters appearing to the Council to be relevant.

Consultation

- 36. Where public or stakeholder consultation has already been completed, this is described within the key issues section of the report.
- 37. The implementation of changes to parking requires the making of a traffic order. The procedures for making a traffic order are defined by national Regulations which include statutory consultation and the consideration of any arising objections.
- 38. 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
- 39. 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.
- 40. 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

- 41. If these items are approved by the community council they will progressed in line with the below, approximate timeframe:
 - Traffic orders (statutory consultation) – July to August 2015
 - Implementation – September to October 2015

Background Documents

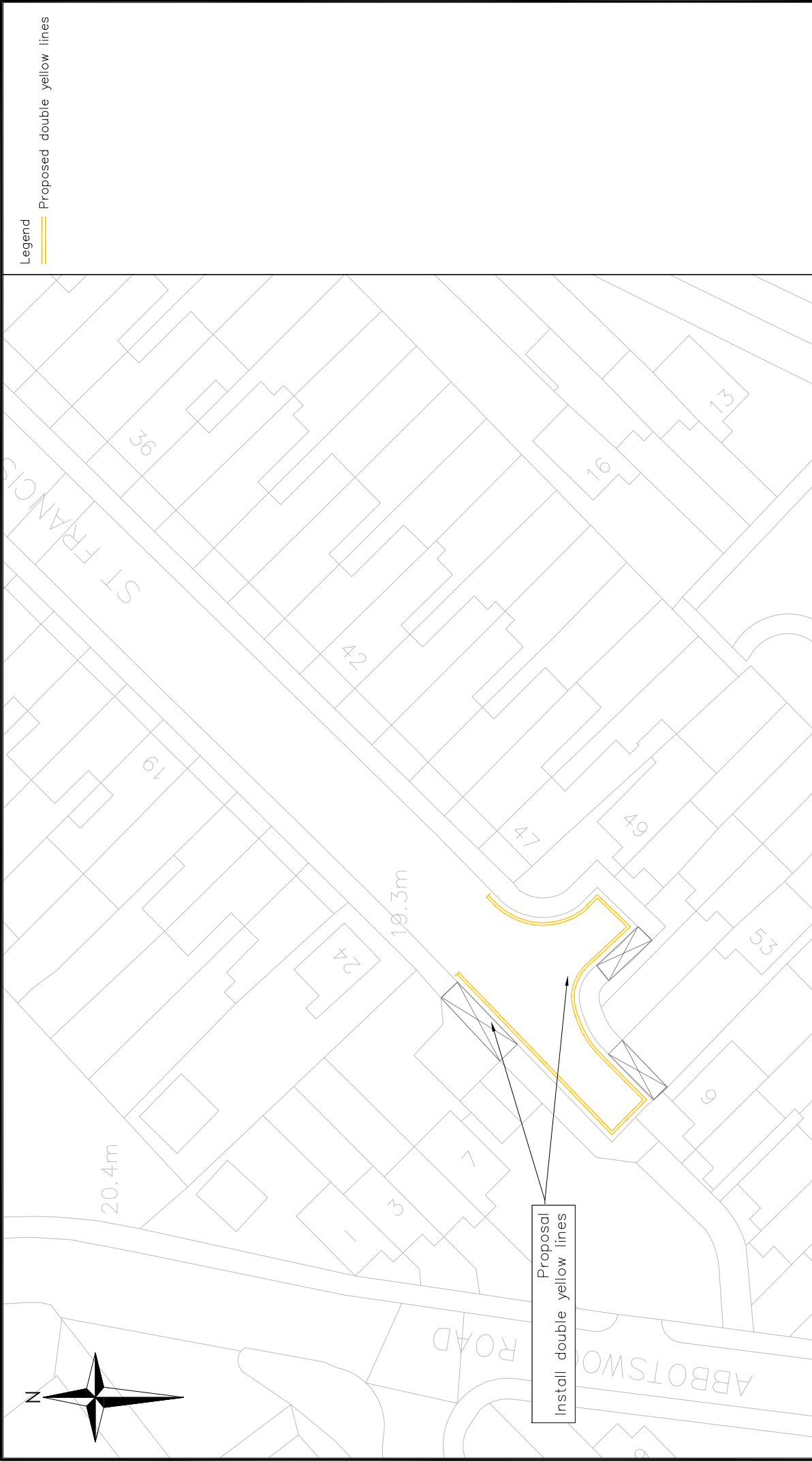
| Background Papers | Held At | Contact |
|---|---|-----------------------------|
| Transport Plan 2011 Online: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011 | Southwark Council Environment and Leisure Public Realm projects Parking design 160 Tooley Street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

APPENDICES


| No. | Title |
|------------|---|
| Appendix 1 | St Francis Road – install double yellow lines |
| Appendix 2 | Grove Lane – extend existing permit holders only bay nr 153 155 |
| Appendix 3 | Grove Lane – remove existing permit holders only spaces nr 201 |

AUDIT TRAIL

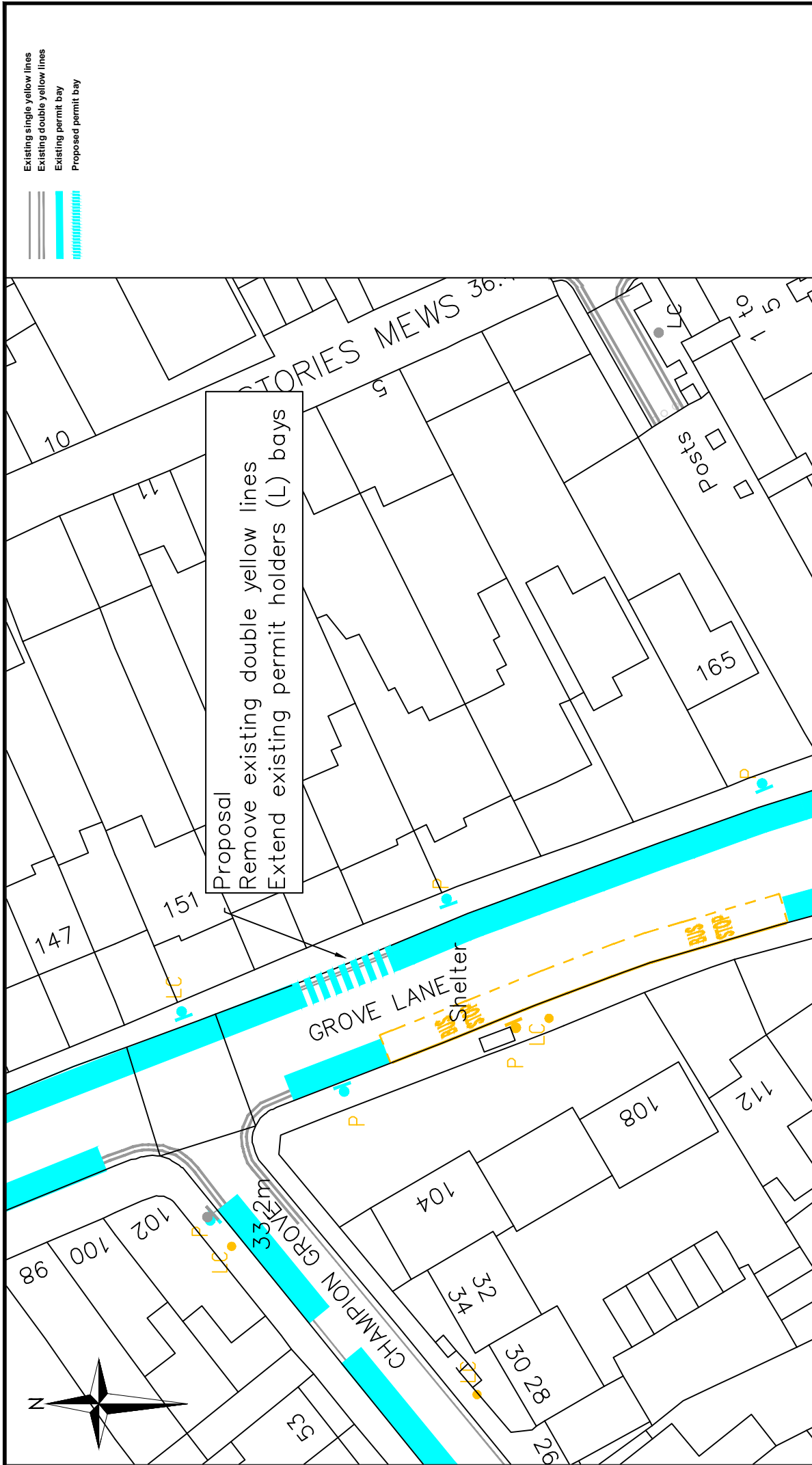
| | | |
|---|--|--------------------------|
| Lead Officer | Matthew Hill, Public Realm Programme Manager | |
| Report Author | Tim Walker, Senior Project Engineer | |
| Version | Final | |
| Dated | 2 July 2015 | |
| Key Decision? | No | |
| CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET 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 | 2 July 2015 | |



Legend
 Proposed 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 1516 LOCAL PARKING AMENDMENT | Community Council CAMBERWELL | Rev Description Date Dm Chk App | | |
| | | Drawing Title ST FRANCIS ROAD PROPOSED DOUBLE YELLOW LINES | Ward(s) SOUTH CAMBERWELL | Date 05/05/15 | Scale 1:500@04 | Dm MH TW |
| | | Dwg No. 1516Q1020 | Status APPENDIX 1 | Rev A | Description Date Dm Chk App | Description Date Dm Chk App |

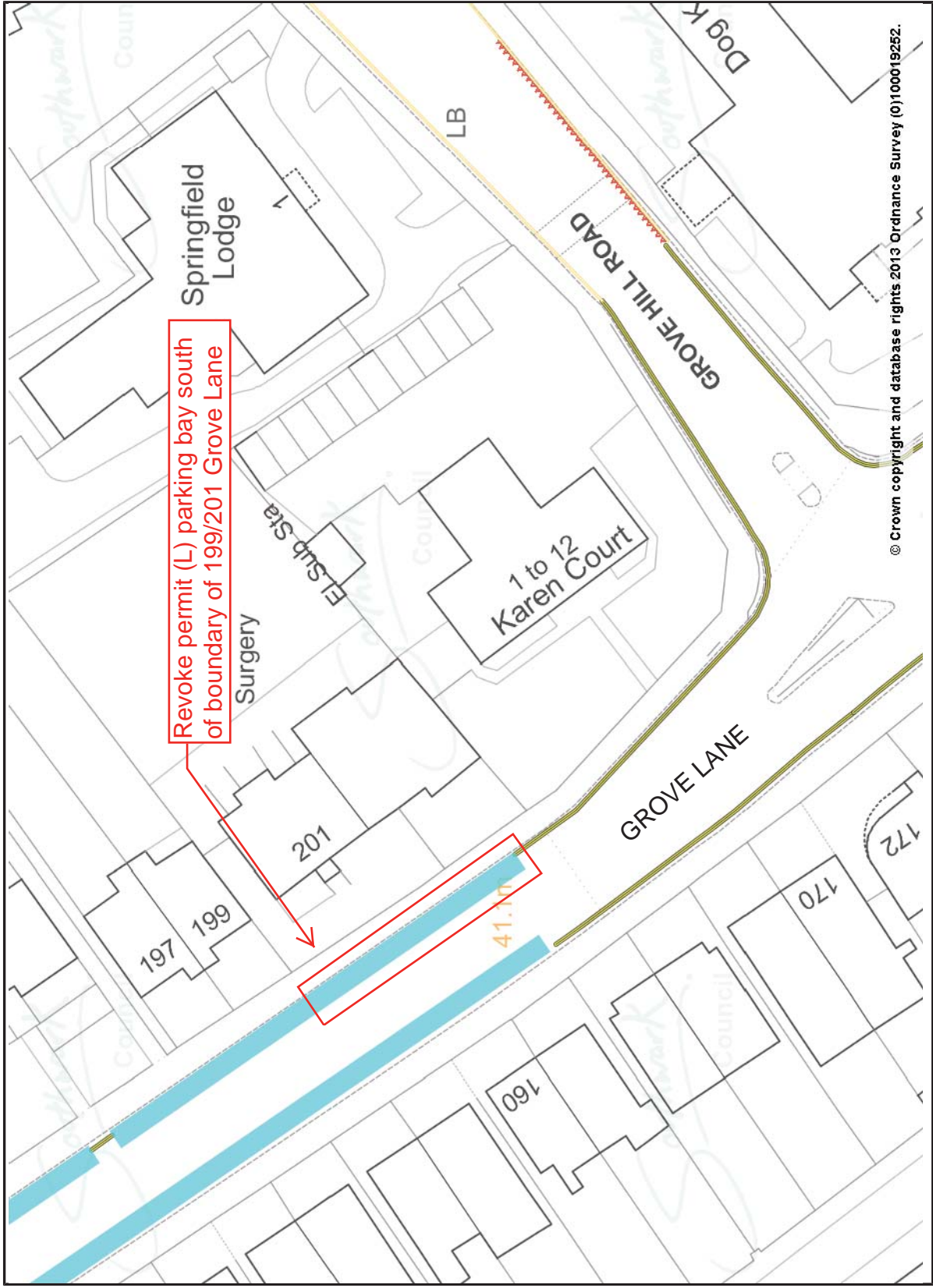
\\beish-cbr-nst\1516\NET_DEV\01_PROJECTS\2015_16\1516 - Local Parking Amendments\01\1_LIVE_ITEMS\15-16_01_LPA_020L_St Francis R1516Q1020L_St Francis Road_0.1.dwg



Proposal
 Remove existing double yellow lines
 Extend existing permit holders (L) bays

- Existing single yellow lines
- Existing double yellow lines
- Existing permit bay
- Proposed permit bay

| | | | | | | | | | |
|--|--|--|---------------------------------|----------------------|----------------------|-----------|------------------|------------------|-----------|
| 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 1516 LOCAL PARKING AMENDMENT | Community Council CAMBERWELL | Date 08/06/15 | Scale 1:500 @ A4 | Drn MH | Chk MH | App MH | |
| | | Drawing Title GROVE LANE PROPOSED PERMIT BAY EXTENSION | Ward(s) SOUTH CAMBERWELL | Dwg No. 1516Q1009 | Status APPENDIX 2 | Rev A | Description A | Date 08/06/15 | Drm MH |



| Show more on the map | |
|--|--|
| Parking bays | |
| Ind. Value with Type | |
| Ambulance | |
| Car club | |
| Coach (short stay) | |
| Coach paid (phone or cash) | |
| Cycle hire | |
| Disabled | |
| Disabled (short stay) | |
| Doctor | |
| Electric vehicle recharging | |
| Loading only | |
| Loading only (goods vehicles) | |
| Motorcycle | |
| Paid (meter) | |
| Paid (phone or cash) | |
| Paid (phone or paypoint) | |
| Paid (phone) | |
| Permit holders only | |
| Permit holders or paid (phone or cash) | |
| Permit holders or paid (phone or paypoint) | |
| Permit holders or paid (phone) | |
| Permit holders or short stay | |
| Short stay | |
| Taxi | |
| Unrestricted parking | |
| Waiting Loading Stopping | |
| Ind. Value with Road_marking | |
| Bus stop | |
| Double kerb stripe | |
| Double yellow line | |
| Single kerb stripe | |
| Single yellow line | |
| Yellow kerb stripe | |
| Zig zag | |
| EXCD_OutsideOfSouthwak_mask | |
| EXCD_OutsideOfSouthwak_mask | |



| | | | |
|------------------------------------|--------------------------------|--|--|
| Item No. 15. | Classification: Open | Date: 15 July 2015 | Meeting Name: Camberwell Community Council |
| Report title: | | East Camberwell (EC) parking zone review | |
| Ward(s) or groups affected: | | Brunswick Park, Camberwell Green and Faraday | |
| From: | | Head of Public Realm | |

RECOMMENDATION

1. It is recommended that Camberwell Community Council comment upon the following recommendations that are due to be made to the cabinet member for environment and public realm:
 - a. Make no changes to the operational hours or days of the existing East Camberwell (EC) parking zone.
 - b. Approve design changes to the type and position of existing parking bays as detailed in Appendix G of the consultation report subject to the outcome of the necessary statutory procedures.

BACKGROUND INFORMATION

2. In accordance with Part 3H paragraph 19 and 21 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. In accordance with Part 3D paragraph 21 of the council's constitution the decision to implement a new or amended strategic transport scheme lies with the individual cabinet member for environment and public realm.
4. The community council is now being given opportunity to make final representations to the cabinet member following public consultation.

KEY ISSUES FOR CONSIDERATION

5. The strategic parking project programme was approved by the head of public realm in conjunction with the cabinet member in September 2014. Pertinently this included a review of EC parking zone (Monday – Friday; 8.30am – 6.30pm) to assess the times of operation of the zone.
6. Following approval of the programme but in advance of public consultation, a report was presented to Camberwell Community Council on 4 February 2015 and Borough Bankside and Walworth Community Council on 7 February 2012. This report set out the proposed consultation methods and boundaries.

7. Full detail of the consultation strategy, results, options and analysis can be found in the “East Camberwell (EC) parking zone review consultation report” (Appendix 1) but the key issues are summarised in the following paragraphs.
8. Informal public consultation took place with all residents and businesses within the EC parking zone from 11 May 2015 until 5 June 2015.
9. The informal public consultation yielded 204 returned questionnaires from within the consultation area, representing a 6% response rate.
10. Figure 1 details the overall response to the headline questions.

| Area | Response rate | During what <u>hours</u> would you like the EC parking zone to operate? | During what <u>Days</u> would you like the EC parking zone to operate? |
|-----------------------------------|---------------|--|---|
| East Camberwell (EC) parking zone | 6% | 50% - Remain the same 23% - 10am-12noon 15% - 10am-2pm 9% - Specified other hours | 78% - Remain the same 13% - Monday to Saturday 6% - Specified other days |

Figure 1

Conclusions

11. There was no widespread support to change the hours of operation in the EC parking zone.
12. There was no widespread support to change the days of operation in the EC parking zone.
13. The review identified some locations within the zone where modifications are considered necessary to improve parking layouts.

Recommendation to the cabinet member for environment and public realm

14. On the basis of the results of the public consultation the cabinet member is recommended to approve the recommendations detailed in paragraph 1.

Policy implications

15. 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

16. 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.

17. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
18. 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.
19. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate affect on any other community group.
20. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
 - Providing improved access for key services such as emergency and refuge vehicles.
 - Improving road safety, in particular for vulnerable road users, on the public highway.

Resource implications

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

Legal implications

22. Traffic management orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
23. 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.
24. 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.
25. 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.
26. 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.
27. These powers must be exercised so far as practicable having regard to the following matters:
 - a) the desirability of securing and maintaining reasonable access to premises
 - b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity

- c) the national air quality strategy
- d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers
- e) any other matters appearing to the council to be relevant.

Consultation

- 28. The community council was consulted prior to commencement of the study.
- 29. Informal public consultation was carried out in May and June 2015, as detailed above.
- 30. This report provides an opportunity for final comment to be made by the community council prior to a decision scheduled to be taken by the cabinet member for environment and public realm in August 2015.
- 31. If approved for implementation, any parking modifications will be subject to statutory consultation required in the making of any permanent traffic management orders.

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 | East Camberwell parking zone review consultation report (circulated separately) |

AUDIT TRAIL

| | | |
|---|---|--------------------------|
| Lead Officer | Matthew Hill, Public Realm Programme Manager | |
| Report Author | Paul Gellard, Project engineer /Tim Walker, Senior Engineer | |
| Version | Final | |
| Dated | 22 June 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 Community Council Team | 3 July 2015 | |

| | | | |
|------------------------------------|--------------------------------|---|--|
| Item No. 16. | Classification: Open | Date: 15 July 2015 | Meeting Name: Camberwell Community Council |
| Report title: | | Allocation of Neighbourhoods Fund 2015/16 | |
| Ward(s) or groups affected: | | Brunswick Park ward | |
| From: | | Head of Community Engagement | |

RECOMMENDATION

1. That the Camberwell Community Council approves a further £2,500 of neighbourhoods funding from an unallocated amount of £18,790. The application is listed in Appendix 1.

BACKGROUND INFORMATION

2. Camberwell Community Council had a total budget of £96,620 to allocate at the 21 March 2015 meeting and this consisted of £90k available for 2015/16 plus an unallocated amount of £6,620 from the previous cleaner, greener, safer revenue (CGS Revenue) and community council fund (CCF).
3. The neighbourhoods fund is a new funding programme, which was created by the merger of two former revenue programmes known as CGS Revenue and CCF.
4. The CGS Revenue fund was established in February 2012, initially consisting of £210k borough-wide funding budget with an allocation of £10k per ward. In February 2013, council assembly agreed to increase the funding programme to £420k, each ward receiving £20k.
5. The purpose of introducing the CGS Revenue fund in 2012 was to give community councils decision making powers over significant amounts of revenue funding, that they could allocate to meet locally determined priorities, and also to enhance and complement the effectiveness of the CGS Capital funding programme.
6. Community councils also took decisions on the CCF and awarded revenue grants of between £100 and £1k for community projects. The total fund available borough-wide for projects in 2014/15 amounted to £122k.
7. Both the CGS Revenue and CCF ceased on 31 March 2015 as separate funding programmes and was replaced by a single Neighbourhoods Fund. During the 2015/16 budget setting process, a further £88,000 was allocated to the Neighbourhoods fund, bringing the allocation per ward to £30,000. The criteria for the new fund will, in the main, remain the same as previous programmes but have been streamlined to reflect the new brand.

KEY ISSUES FOR CONSIDERATION

8. The then cabinet member for communities, employment and business authorised the amalgamation the CGS Revenue fund and CCF, into a single funding programme to create a new Neighbourhoods Fund for the 2015/16 round and onwards. This decision (IDM) was taken on 12 December 2014.
9. Each ward will have £30K of revenue grants to allocate. It is proposed that any unallocated funds from both CGS revenue and CCF are to be carried forward from previous rounds (years) and added to the financial year commencing 1 April 2015.
10. The community councils will use the criteria set out below for the allocation of this funding.
 - a. Creating opportunities for people from different backgrounds to get on well together; (e.g. community cohesion)
 - b. Establishing projects which treat each other with respect and consideration (e.g. being a good neighbour, inter-generational contacts)
 - c. Encouraging residents to be responsible for their own neighbourhood (e.g. community clean-ups; volunteering initiatives)
 - d. Specific measures to enhance a neighbourhood's environment (e.g. increased cleaning).
11. A community council may choose to allocate some of their neighbourhoods fund resources to their CGS capital allocations.
12. Subject to the availability of resources, the neighbourhoods fund may be used to 'buy' services from the council.
13. As with any executive decision taken by community councils this is subject to the council's existing scrutiny arrangements.
14. From the 2015/16 round, Brunswick Park ward had a total budget of £32,980 of which they had already allocated £23,416 at the 21 March 2015 meeting.

Community impact statement

15. 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.
16. An explicit objective within community council 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 mutual interest. The merger of CGS Revenue and CCF will not adversely affect groups who normally apply for these funding streams.
17. The allocation of the Camberwell Neighbourhoods Fund will, in the main, affects the people living in the Camberwell Community Council area. However, in making the area a better place to live and improving life chances for local people, Camberwell Neighbourhoods Fund activities will have an impact on the whole of Southwark.
18. The Neighbourhoods Fund is an important tool in achieving community participation and cohesion.
19. 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 decisions 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 characteristic 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.
20. Of particular regard are issues of age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation. In this process there are no issues that contravene the Equality Act 2010.
21. 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:
- Remove or minimise disadvantages connected with a relevant protected characteristic.
 - Take steps to meet the different needs of persons who share a relevant protected characteristic.
 - Encourage persons who share a relevant protected characteristic participate in public life or any other activity in which they are under- represented.
 - Due consideration was given to equalities impact assessment during the design of this awards process and no adverse impact was evident.
22. Due consideration was given to equalities impact assessment during the design of this awards process and no adverse impact was evident.

Resource implications

23. No resource implications

Consultation

24. Neighbourhoods Fund projects may require consultation with stakeholders, including the project applicant, local residents and tenants and residents associations where applicable.

Financial implications

25. The Camberwell Neighbourhoods Fund had been allocated a total of £96,620 for 2015/16. £18,790 remains unallocated from this year's allocations and is thus available to allocate.
26. It is recommended that community councils set aside some of the unallocated funds from previous years in order to prevent an over allocation of funds, as well as act as a contingency from which urgent or incidental requests can be funded throughout the year. It must also be noted that the unallocated figures reported in the previous paragraph represent current best estimates as the 2015/16 funding round is only finally over on 31 March 2015.
27. Projects that are unlikely to be completed within the year will be reported to the community council and available funding may be allocated to other projects or carried over to the following financial year.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Legal Services

28. The Local Government Act 2000 ('the 2000 Act') gives the Leader the power to delegate any executive function to whoever lawfully can undertake the function. The allocation of the Neighbourhoods Fund is an executive function.
29. Community councils are 'area committees' within the meaning of the 2000 Act and executive functions can be delegated to them by the Leader.
30. The Localism Act 2011 gives councils a general power of competence whereby they have power to do anything that individuals generally may do. This power can be used even if legislation already exists that allows a local authority to do the same thing. However the general power of competence does not enable a local authority to do anything which is was restricted or prevented from doing under the previous legislation.
31. The general power of competence includes the power to:
 - (a) incur expenditure
 - (b) give financial assistance to any person
 - (c) enter into arrangements or agreements with any person
 - (d) co-operate with or facilitate or co-ordinate the activities of any person
 - (e) exercise on behalf of any person any functions of that person; and
 - (f) provide staff, goods, services or accommodation to any person.
32. The provision of funding under the Neighbourhoods Fund falls within the scope of the kind of activities the council can undertake under the general power of competence as this includes the power to give financial assistance to any person.
33. In allocating funding under the Neighbourhoods Fund community councils must have regard to the council's equality duties set out in section 149 of the Equality Act 2010. The report author has demonstrated how those duties have been considered in the body of the report at paragraphs 19, 20 and 21 of the report.

Strategic Director of Finance and Corporate Services

34. The 2015/16 Neighbourhoods fund for Camberwell has sufficient remaining funds to pay for this additional £2,500 allocation.

BACKGROUND DOCUMENTS

| Background Papers | Held At | Contact |
|--|---|--------------------------------|
| Policy and Resources Strategy 2012/13-2014/15 - Revenue budget | http://modern.gov.southwark.gov.uk/documents/s35022/Report%20Policy%20and%20Resources%20Strategy%20201314%20-%20201516.pdf | Fitzroy Lewis 020 7525 3084 |
| Camberwell Community Council Draft Meeting Minutes 21/3/2015 | http://modern.gov.southwark.gov.uk/ieListDocuments.aspx?CId=175&MId=4848&Ver=4 | |

APPENDICES

| No. | Title |
|------------|--|
| Appendix 1 | Camberwell Community Council Neighbourhoods Fund Application |

AUDIT TRAIL

| | | |
|---|--|--------------------------|
| Lead Officer | Forid Ahmed, Community Council Coordinator | |
| Report Author | Fitzroy Lewis, Community Council Development Officer | |
| Version | Final | |
| Dated | 1 July 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 | Yes | Yes |
| Cabinet Member | No | No |
| Date final report sent to Community Council Team | 2 July 2015 | |

Camberwell Community Council Neighbourhoods Funds 2015/16 Applications

Brunswick Park ward applications:

| Name of Group: | Name of Project: | Project Description | Funding applied for [£]: | Proposed Award |
|---|--------------------------------|--|--------------------------|----------------|
| 21 st Camberwell Scout Troop | Summer projects and activities | Summer camp and outward bound activities programme | £2,500 | |

**CAMBERWELL COMMUNITY COUNCIL AGENDA DISTRIBUTION LIST (OPEN)
MUNICIPAL YEAR 2015-16**

NOTE: Original held by Constitutional Team (Community Councils) all amendments/queries to Tim Murtagh Tel: 020 7525 7187

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| To all Members of the Community Council | | | |
| Councillor Kieron Williams (Chair) | 1 | Borough Commander | 1 |
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| Councillor Radha Burgess | 1 | 323 Borough High Street | |
| Councillor Dora Dixon-Fyle | 1 | London SE1 1JL | |
| Councillor Tom Flynn | 1 | | |
| Councillor Peter John | 1 | | |
| Councillor Sarah King | 1 | | |
| Councillor Mark Williams | 1 | Others | |
| Councillor Ian Wingfield | 1 | Elizabeth Olive, Audit Commission | 1 |
| | | 160 Tooley St. | |
| External | | | |
| | | Total: | 34 |
| Press | | | |
| | | Dated: 1 July 2015 | |
| Southwark News | 1 | | |
| South London Press | 1 | | |
| Members of Parliament | | | |
| Harriet Harman, MP | 1 | | |
| Officers | | | |
| Constitutional Officer (Community Councils) 2 nd Floor Hub 4, 160 Tooley St. | 20 | | |