

Camberwell Community Council

Saturday 30 January 2016

1.00 pm

Institute of Psychiatry, 16 De Crespigny Park, London SE5 8AF

Theme: Walking and Cycling in Camberwell

Membership

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

Members of the committee are summoned to attend this meeting

Eleanor Kelly

Chief Executive

Date: Friday 22 January 2016



Order of Business

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

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

Item No.	Title	Time
4.	DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS	
	Members to declare any interests and dispensation in respect of any item of business to be considered at this meeting.	
5.	MINUTES (Pages 1 - 5)	
	To confirm as a correct record the minutes of the meeting held on 18 November 2015.	
6.	DEPUTATIONS/PETITIONS (IF ANY) (Pages 6 - 8)	1.05pm
	Members to consider the information contained in the report.	
7.	NEW SOUTHWARK PLAN	1.20pm
	Consultation on the second draft of the New Southwark Plan (NSP), presented by Tom Buttrick, Planning Policy.	
8.	WALKING AND CYCLING IN CAMBERWELL	1.40pm
	Camberwell Junction and Pocket Spaces – Pip Howson, Transport Policy	
9.	SECURE CYCLE PARKING (BIKE HANGARS) (Pages 9 - 23)	1.50pm
	Report presented by Chris Durban, Cycle Programme Manager	
	Members to comment on the recommendations contained in the report.	
10.	DISCUSSION ON THE THEME	2.00pm
	Break out / workshop session	
11.	COMMUNITY SAFETY UPDATE	2.30pm
	Local Police Team	
12.	COMMUNITY ANNOUNCEMENTS	2.40pm
	<ul style="list-style-type: none"> - Free Women's Bike Maintenance Project - Community Action Network 	

Item No.	Title	Time
13.	PUBLIC QUESTION TIME	2.50pm
	<p>There is an opportunity for public questions to be addressed to the chair.</p> <p>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.</p>	
14.	LOCAL TRAFFIC AND PARKING AMENDMENTS	3.00pm
	<p>Note: This is an executive function.</p> <p>Councillors to consider the recommendations contained in the report.</p>	
	<p>14.1. LOCAL TRAFFIC AND PARKING AMENDMENTS (Pages 24 - 29)</p>	
	<p>14.2. LOCAL TRAFFIC AND PARKING AMENDMENTS: INTRODUCTION OF PARKING MEASURES IN SOUTHWARK'S LEISURE CENTRE CAR PARKS (Pages 30 - 35)</p>	
15.	COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY	3.10pm
	<p>Each community council may submit one question to a council assembly meeting that has previously been considered and noted by the community council.</p> <p>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.</p> <p>The community council is invited to consider if it wishes to submit a question to the ordinary meeting of council assembly in March 2016.</p>	

Date: Friday 22 January 2016

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

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BABYSITTING/CARERS' ALLOWANCES

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

DEPUTATIONS

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

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please telephone 020 7525 7187.**



Camberwell Community Council

MINUTES of the Camberwell Community Council held on Wednesday 18 November 2015 at 7.00 pm at Employment Academy, 29 Peckham Road, London SE5 8UB

PRESENT: Councillor Kieron Williams (Chair)
Councillor Radha Burgess
Councillor Dora Dixon-Fyle MBE
Councillor Tom Flynn
Councillor Peter John
Councillor Sarah King
Councillor Octavia Lamb
Councillor Mark Williams
Councillor Ian Wingfield

OFFICER SUPPORT: John Best, Ecology Officer
Pip Howson, Transport Policy
Martin Kovats, Housing and Community Services
Fitzroy Lewis, Community Councils Development Officer
Tim Murtagh, Constitutional Officer

1. INTRODUCTION AND WELCOME

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

2. APOLOGIES

There were none.

3. ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT

There were none.

4. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

There were none.

5. MINUTES

RESOLVED:

That the minutes of the meeting held on 9 September 2015 be agreed as a correct record of that meeting.

6. DEPUTATIONS/PETITIONS (IF ANY)

There were none.

7. NEIGHBOURHOOD FUND 2016-17 LAUNCH

Fitzroy Lewis, community council development officer, explained that the neighbourhood fund 2016/17, had been launched on 2 November 2015 and would close at 12 noon on 6 January 2016. Southwark's community councils have a total of £630,000 to support activities run by local groups, for local people, across the borough.

The funding was ward-based and each ward had been allocated approximately £30,000 for community projects. Awards would generally be between £500 and £5,000. Residents were encouraged to apply if they had an idea for a community project that would enhance their local area or bring local people together.

Contact: fitzroy.lewis@southwark.gov.uk or Tel. 020 7525 3084.

8. COMMUNITY SAFETY UPDATE

Inspector Duncan Jackson, from the local police team gave a summary of recent activities.

9. COMMUNITY ANNOUNCEMENTS**Step Up Service**

Denise Vilanou, Thames Reach Employment Academy, explained that this new service had been set up to help people currently in low paid jobs to find new better paid positions. Step Up, the upwardly mobile network, is live and registering new members online through the Employment Academy website.

Camberwell Choir School

The school was celebrating 25 years of serving the local community. During those years the choir had worked with about 2,800 children and helped to improve their social and life skills through music.

Youth Service

A group of young people in attendance expressed their concerns about proposed cuts to youth services. Councillor Peter John explained that there were pressures on all services through an overall reduction in the budget of £96 million. He added that there would continue to be a youth service and it was vital that the resources available be used effectively across the borough.

RELEASE pilot projects for Camberwell

Martin Kovats, from housing and community services, explained that officers had carried out a consultation so as to identify the main problems in services delivered to tenants and leaseholders. The consultation had highlighted that residents would like to have more influence on local services. There was a proposal to set up a housing panel consisting of residents from housing forums along with housing staff. Each panel would receive training and support with the aim of improving delivery and accountability for the delivery of services. Further information would be circulated in due course. Contact: martin.kovats@southwark.gov.uk or Tel. 020 7525 1251.

SE5 Forum

Craig Stansfield, from the SE5 Forum, said that the group was putting together a draft vision of what it would like to see in the next local Southwark plan. Further information available at: www.se5forum.org.uk.

10. THEME ITEM - GREEN SPACES

Councillor Barrie Hargrove, cabinet member for public health, parks and leisure, emphasised the importance of parks for all people in the borough. In 2014, the cabinet had agreed to invest significant capital in the parks. In Camberwell, Greendale was being brought back into use. Burgess Park had been transformed in recent years. Camberwell Green was currently being worked on ahead of re-opening in March 2016. The voluntary friends groups were an essential part of the work undertaken on parks and green spaces. As a borough, Southwark had the second highest number of green flags in London.

John Best, Ecology Officer, gave an overview of biodiversity in Southwark. He explained that among Southwark's natural assets were the following:

- 516 hectares of natural green space
- Over 130 parks and open spaces
- 5 nature reserves
- 57,000+ trees in the public realm.

The five themes of the Biodiversity Action Plan (BAP) 2013 – 2019 were:

- Wildlife and ecosystem services
- The urban forest
- The built environment
- Climate change and sustainability
- Connecting with nature.

Several local "friends of" groups briefly outlined their work in the Camberwell area. The groups were keen to recruit volunteers to join in their activities. Among the groups in attendance were:

- Friends of Greendale
- Ben Hill Road Nature Garden
- London Wildlife Trust
- Caspian Street Allotments Association
- Friends of Lucas Gardens
- Friends of Camberwell Green.

The meeting broke out into 3 ward based workshop discussions on improving local green spaces.

11. SOUTHWARK QUIETWAY

Pip Howson, transport policy, explained that the Champion Hill consultation was starting up again soon. All residents who had taken part in the previous consultation would be contacted. Plans and further information would soon be available on the council website. It was hoped that this item would come to Camberwell Community Council in January 2016.

Two other stretches of the Quietway, either side of the Ben Hill junction, were still being consulted on. The results of that consultation would also come to the next community council in January 2016.

12. COUNCIL'S BUDGET CONSULTATION

Councillor Mark Williams, cabinet member for regeneration and new homes, explained that, as in previous years, the council was carrying out a consultation on its budget. The council was responsible for a range of services. He added that the council had been forced to make savings over the last five years of £156 million. Over the next three years, the expectation was for a further funding reduction of about £96 million.

This year's consultation exercise was interactive voting, in response to a series of eleven questions on future council funding priorities.

Residents in attendance were given voting pads and their responses were noted for analysis.

13. PUBLIC QUESTION TIME

There were no public questions asked under this item.

14. LOCAL TRAFFIC AND PARKING AMENDMENTS

Note: This is an executive function.

Councillors considered the recommendations contained in the report.

RESOLVED:

That the objections received against the following non-strategic traffic management matter be rejected and the traffic order be implemented:

- St Francis Road – install double yellow lines in the turning head.

15. ESTATE PARKING

15.1 ESTATE PARKING SCHEME - BRANDON 3 (GRIMSEL PATH, LAXLEY CLOSE, GLENFINLAS WAY, BETHWIN ROAD)

Note: This is an executive function.

Councillors considered the recommendations contained in the report.

RESOLVED:

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

- Brandon 3 Estate – to be included in the estate parking scheme.

15.2 ESTATE PARKING SCHEME - GLEBE ESTATE

Note: This is an executive function.

Councillors considered the recommendations contained in the report.

RESOLVED:

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

- Glebe Estate – to include motorcycle parking bays in the current traffic management order (TMO) for the estate.

16. COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY

There was no community council question to council assembly put forward.

Meeting ended at 9.40pm

CHAIR:

DATED:

Item No. 6.	Classification: Open	Date: 30 January 2016	Meeting Name: Camberwell Community Council
Report title:		Petition – Improving cycle safety on the junction of Denmark Hill and Orpheus Street Junction	
Ward(s) or groups affected:		Camberwell Green Ward	
From:		Constitutional Manager	

RECOMMENDATION

1. That the Camberwell Community Council consider a petition in respect of improving cycle safety on the junction of Denmark Hill and Orpheus Street Junction.

BACKGROUND INFORMATION

2. A petition containing 250 signatures or more maybe presented to the Camberwell Community Council. A petition can be submitted by a person of any age who lives, works or studies in Southwark. Petitions must relate to matters which the council has powers or duties or which affects Southwark.
3. At the meeting, the spokesperson for the petition will be invited to speak up to five minutes on the subject matter. The Camberwell Community Council members will debate the petition for a period of up to 15 minutes and may decide how to respond to the petition at the meeting.
4. Any relevant resource or community impact issues will be contained in the comments of the strategic director.

KEY ISSUES FOR CONSIDERATION

5. A petition containing 276 signatures has been received from members of the public in respect of this matter. The petition states:

“We the undersigned petition the council to improve the safety at the junction of Denmark Hill and Orpheus Street in Camberwell, either by the addition of a bicycle box at the nearby traffic lights, or with a road warning sign.

Whilst cycling through Camberwell to my office in King's College Hospital last November, I was hit by a lorry turning left at the junction of Denmark Hill and Orpheus Street, flattening my bike. I walked away from that junction with a foul temper and a bruised leg. I wish the same could be said for Esther Hartsilver.

Esther was tragically knocked off her bike and killed in a truck collision at the same junction in May this year. The left turning from the busy Denmark Hill onto Orpheus Street is fairly inconspicuous, but is frequently used by cars, buses and lorries (due to the traffic system in place, it is the only way to get on to Coldharbour Lane if you are travelling south along Denmark Hill).

Furthermore, a set of traffic lights just before the junction increases the likelihood of accident, as the lack of a cyclist box encourages cyclists to line up alongside larger vehicles (this was certainly the case for my collision).

This is why I feel that something needs to be done at the junction of Denmark Hill and Orpheus Street to promote cycle safety. Either a cyclist box at the nearby traffic lights or a road sign warning cyclists (and HGV drivers alike) to be mindful when using the Orpheus Street junction would be relatively easy and cheap to implement, and would no doubt go a long way to promoting cyclist safety in Camberwell.

Either option would only be a small change, one in a city that is desperately in need of a large-scale revision of its road infrastructure to better accommodate cyclists, but it would be a welcome start.”

6. The members of Camberwell Community Council should decide how to respond to the petition at this meeting. A decision could be made to:
 - Take the action the petition requests
 - Not to take the action requested for reasons put forward in the debate, or
 - To commission further investigation into the matter.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Chief Executive

7. To follow in a supplemental agenda.

Strategic Director of Environment and Leisure

8. To follow (if any) in a supplemental agenda.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Copy of ePetition	160 Tooley Street, London SE1 2QH	Beverley Olamijulo Tel. 020 7525 7234

AUDIT TRAIL

Lead Officer	Ian Millichap, Constitutional Manager	
Report Author	Tim Murtagh, Constitutional Officer	
Version	Final	
Dated	22 January 2016	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Chief Executive	Yes	No
Director of Law and Democracy	No	No
Strategic Director of Finance and Governance	No	No
Strategic Director of Environment and Leisure	Yes	No
Date final report sent to Constitutional Team		22 January 2016

Item No. 9.	Classification: Open	Date: 30 January 2016	Meeting Name: Camberwell Community Council
Report title:		Secure Cycle Parking (Bike Hangar)	
Ward(s) or groups affected:		Brunswick Park	
From:		Brunswick Park	

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:
 - 53% in Crofton Road; and
 - 81% in Cross Road
 it is recommended that the scheme proceeds to implementation 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 1 the 'consultation summary'.
5. The ward members were made aware of the scheme and the associated design in October 2015.

KEY ISSUES FOR CONSIDERATION

6. Informal public consultation took place with all residents and businesses within the consultation area from the 26 September 2015 until the 15 November 2015.
7. Full details of the consultation responses can be found in Appendix 1.
8. 53 % of respondents to the public consultation in Crofton Road were in favour of the scheme (a total of 19 responses).
9. 81 % of respondents to the public consultation in Cross Road were in favour of the scheme (out of a total of 21 responses).

10. 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.
11. 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 during the experimental traffic order. Any such objections will need to be formally considered by the cabinet member prior to implementation.

Policy implications

12. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly:
 - Policy 1.1 Pursue overall traffic reduction
 - Policy 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

13. 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

14. This report is for the purposes of consultation only and there are no resource implications associated with it.
15. It is, however, noted that this project is funded by the 2014/2015 LIP CGS programme.

Consultation

16. Ward members were consulted prior to commencement of the consultation.
17. Informal public consultation was carried out in October / November 2015, as detailed above.
18. 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.

19. If approved for implementation all sites will be subject to statutory consultation required in the making of an experimental traffic management order. The statutory consultation period will run for the experimental period and the order made permanent on the basis of the trial results.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

20. None.

BACKGROUND DOCUMENTS

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

APPENDICES

No.	Title
Appendix 1	Secure Cycle Parking (Bike Hangar) Consultation Report
Appendix 2	Cycle Hangar location plan

AUDIT TRAIL

Lead Officer	Matthew Hill, Head of Highways	
Report Author	Chris Durban, Cycle Programme Manager	
Version	Final	
Dated	15 January 2016	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Law and Democracy	No	No
Strategic Director of Finance and Governance	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team		20 January 2016

Crofton Road

REF	Resident	Business	Support	Opposed	No opinion	Comments	Address
1	1		1			IN PRINCIPLE A GOOD IDEA THOUGH PARKING IS ALREADY DIFFICULT. BUT 6 CYCLES IN ONE HANGAR SEEMS A GOOD USE OF SPACE.	X CROFTON ROAD
2	1		1			THE VERY REAL PROBLEM IN CROFTON ROAD IS THE FACT THAT CROFTON, SHENLEY AND BUSHY HILL ARE PARKING FREE ROADS, THEREFORE, COMMUTERS USING PR AND DENMARK HILL STATION PARK HERE FOR FREE ALL DAY! IT IS INTENSELY ANNOYING THAT RESIDENTS CANNOT PARK IN THEIR OWN ROAD. WHEN IS THE COUNCIL GOING TO INTRODUCE SOME SORT OF PARKING REGIME. EVEN TO CHARGE FOR PARKING BETWEEN 11-3PM WOULD DISCOURAGE PEOPLE FROM PARKING AND HELP THE RESIDENTS. HAPPY TO HAVE BIKE HANGARS, NOT HAPPY THAT THE COUNCIL IS DOING ANYTHING ABOUT THE SHOCKING TRAFFIC IN CROFTON ROAD.	X CROFTON ROAD
3	1		1			I FULLY SUPPORT FOR THE PROPOSAL FOR A CYCLE HANGAR	X CRTOFTON ROAD
4	1		1			X	X WELTON COURT
5	1		1			GREAT IDEA! CAN'T WAIT FOR IT TO BE IMPLEMENTED	1ST FLOOR FLAT
6	1		1				X CROFTON ROAD
7	1		1			I STRONGLY SUPPORT THIS PROPOSAL. AS A CYCLIST AND OCCUPAN6 OF A FLAT I KNOW HOW PROBLEMATIC SECURE BIKE STORAGE CAN BE. I RELY ON THE GOOD-WILL OF OTHERS IN THE BUILDING TO LEAVE MY BIKE IN THE HALL. IF THERE WERE OTHER CYCLING RESIDENTS THIS WOULD NOT BE PRACTICAL. WHEN BUILDING WORKS HAVE TAKEN PALCE I HAVE	UPPER FLAT, X CROFTON ROAD

RF#	Resident	Business	Support	Opposed	No opinion	Comments	Address
						HAD TO LEAVE MY BIKE OUTSIDE RISKING THEFT AN WEATHER DAMAGE. MORE GENERALLY IT IS NOT ENVIRONMENTALLY FRIENDLY FOR THERE TO BE A RELIANCE ON CARS IN THE CAPITAL. ALTHOUGH THIS AREA IS WELL PLACED FOR PUBLIC TRANSPORT CYCLING IS AFFORDABLE, FLEXIBLE AND OFFERS THE BENEFITS OF EXERCIE AND THIS AREA IS NEAR CYCLING ROUTES INTO CENTRAL LONDON AND QUIETWAYS. SO CYCLING SHOULD BE ENCOURGAE AND THE PROVISION OF CYCLE HANGARS WOULD BE ANOTHER ENABLING FACTOR, ESPECIALLY AS PROPERTIES IN THIS AREA DON'T HAVE GARAGES AND THERE IS RESTRICTED SPACE FOR BIKE PROVISION IN FRONT GARDENS, ESPECIALLY WITH 3 TYPES OF RUBBISH BINS (WHICH SHOULD NOT BE LEFT ON THE PAVEMENT) I VERY MUCH HOPE THAT A CYCLE HANGAR CAN BE PROVIDED ON CROFTON ROAD. I WOULD ALSO SUPPORT PROVISION OF A ZIP CAR (CAR SHARE) PLACE NEARBY.	
8	1		1				X CROFTON ROAD
9	1		1				X CROFTON ROAD
10	1		1			1. PRIORITY SHOULD BE GIVEN TO THOSE WITH NO EXISTING CYCLE STORAGE OPTIONS 2. COUNCIL MUST HAVE OBLIGATION TO MAINTAIN STRUCTURE 3. ANNUAL FEE SHOULD BE AFFORDABLE I.E £50	X CROFTON ROAD
11	1				1		X CROFTON ROAD

RF#	Resident	Business	Support	Opposed	No opinion	Comments	Address
12	1				1	<p>CYCLE PARKING IS A NON ISSUE!! RESOLVING THE ISSUE OF FREEHOLDER RESIDENTS PLACING THEIR WASTE BINS ON THE PAVEMENT CAUSING AN OBSTRUCTION IS MORE OF AN ISSUE.</p> <p>CROFTON RD & ADJOINING ROADS ARE PLAGUED BY THIS GROWING NUISANCE AND SOUTHWARK IS DOING NOTHING ABOUT IT!!! LOCAL COUNCILLORS ARE RUBBISH IN PROVIDING ANY ASSISSTANCE!!!</p> <p>THIS WILL BENEFIT A TINY PROPORTION OF PEOPLE - AND NOT NECESSARILY RESIDENTS. WE ALREADY HAVE A PARKING PROBLEM IN OUR STREET OWING TO COMMUTERS USING IT AS A FREE PARKING LOT. ALSO THE COUNCIL HAS RECENTLY TAKEN PARKING SPACES BY PUTTING LONG DOUBLE YELLOW LINES ON ALL THE CORNERS. SO NOW YOU WANT TO TAKE MORE. WHERE DO WE PUT CARS? YOU WANT US TO SELL THEM? IF SO, MAKE THAT CLEAR SO THAT WE CAN VOTE YOU OUT AT THE NEXT ELECTION. IN THE BROCHURE YOU SAY THAT THE BICYCLE HANGAR HAS BEEN REQUESTED BY ONE RESIDENT. ONE! WELL NOW YOU HAVE A RESIDENT WHOLLY AGAINST THEM.</p>	X CROFTON ROAD
13	1		1			<p>THE CYCLE HANGAR SHOULD NOT BE PUT THERE BECAUSE THE PARKING IS VERY BAD NOW, ALSO IT WILL AFFECT OUR ENTRANCE TO WELTON COURT, WE HAVE ALL SORTS OF VEHICLES EMERGENCY ETC IN AND OUT, IT WILL MAKE IT VERY DIFFICULT TO REVERSE IN AND OUT. PLEASE DO NOT PUT A CYCLE HANGAR THERE.</p> <p>THERE IS ALREADY MINIMUM SPACE FOR PARKING IN THE AREA. I'M NOT SURE WHY YOU WOULD PLACE A HANGAR IN CROSS ROAD. WHY NOT PLACE THE HANGAR IN THE REGISTRATION OFFICE GROUNDS AT THE FRONT OF THE GRASSED AREA? ON THE MAIN PECKHAM ROAD BUT OFF THE ROAD. I DO NOT SUPPORT THE PROPOSAL.</p>	X CROFTON ROAD
14	1			1		<p>THE CYCLE HANGAR SHOULD NOT BE PUT THERE BECAUSE THE PARKING IS VERY BAD NOW, ALSO IT WILL AFFECT OUR ENTRANCE TO WELTON COURT, WE HAVE ALL SORTS OF VEHICLES EMERGENCY ETC IN AND OUT, IT WILL MAKE IT VERY DIFFICULT TO REVERSE IN AND OUT. PLEASE DO NOT PUT A CYCLE HANGAR THERE.</p>	X WELTON COURT
15	1			1		<p>THERE IS ALREADY MINIMUM SPACE FOR PARKING IN THE AREA. I'M NOT SURE WHY YOU WOULD PLACE A HANGAR IN CROSS ROAD. WHY NOT PLACE THE HANGAR IN THE REGISTRATION OFFICE GROUNDS AT THE FRONT OF THE GRASSED AREA? ON THE MAIN PECKHAM ROAD BUT OFF THE ROAD. I DO NOT SUPPORT THE PROPOSAL.</p>	X CROFTON ROAD

RFF	Resident	Business	Support	Opposed	No opinion	Comments	Address
16	1			1		I AM OPPOSED TO THIS SITE AS I BELIEVE IT WOULD HAMPER EMERGENCY SERVICES GETTING INTO WELTON COURT.	X WELTON COURT
17	1			1		PLEASE SEE PAPER COPY FOR FULL DETAILS WHICH INCLUDES A LETTER AND A PLAN	X CROFTON ROAD
18	1			1		THESE ARE VERY UGLY SOLUTIONS! AND ONLY SERVE 6 BIKES. EVERY HOUSE HAS A FRONT GARDEN WITH SPACE TO STORE A BIKE.	X CROFTON ROAD
19	1			1		CONCERNED RE LOSS OF PARKING!	NOT GIVEN
	19	0	10	7	2		

Response to opposed comments:

1. THE CYCLE HANGAR SHOULD NOT BE PUT THERE BECAUSE THE PARKING IS VERY BAD NOW, ALSO IT WILL AFFECT OUR ENTRANCE TO WELTON COURT, WE HAVE ALL SORTS OF VEHICLES EMERGENCY ETC IN AND OUT, IT WILL MAKE IT VERY DIFFICULT TO REVERSE IN AND OUT.

Response:

The location of the hangar has been tracked to ensure that vehicles can pass safely in and out of Welton Court. The area identified is also usually occupied by a parked vehicle and no such concerns have been raised regarding this causing an obstruction.

2. WHY NOT PLACE THE HANGAR IN THE REGISTRATION OFFICE GROUNDS AT THE FRONT OF THE GRASSED AREA? ON THE MAIN PECKHAM ROAD BUT OFF THE ROAD.

Response:

The CGS funding is specifically for Crofton Road and a location has therefore been sought as close to here as possible. The alternative location proposed will be recorded as a future possible site.

Cross Road

REF	Resident	Business	Support	Opposed	No opinion	Comments	Address
1	1		1			I support this and nearly all other cycling friendly endeavours. I would add that in addition to such premiere security devices as this, that you would also consider how frequent and secure normal street parking for bikes is. It might be that you could rollout improvements/additions to this near to these hangars. 6 people will do well out of this hangar, many others will be on a long waiting list.	X Crofton Rd
2	1		1				X WELTON COURT
3	1		1			THINK A GREAT IDEA. I FULLY SUPPORT THE PROPOSAL FOR SEVERAL REASONS. SAFETY - MY BIKE HAS RECENTLY BEEN STOLEN, SMALL AMOUNT OF SPACE PROPOSED HANGAR USES	X CROFTON ROAD
4	1		1				TOP FLAT
5	1		1			THE VERY REAL PROBLEM IN CROFTON ROAD IS THE FACT THAT CROFTON, SHENLEY AND BUSHY HILL ARE PARKING FREE ROADS, THEREFORE, COMMUTERS USING PR AND DENMARK HILL STATION PARK HERE FOR FREE ALL DAY! IT IS INTENSELY ANNOYING THAT RESIDENTS CANNOT PARK IN THEIR OWN ROAD. WHEN IS THE COUNCIL GOING TO INTRODUCE SOME SORT OF PARKING REGIME. EVEN TO CHARGE FOR PARKING BETWEEN 11-3PM WOULD DISCOURAGE PEOPLE FROM PARKING AND HELP THE RESIDENTS. HAPPY TO HAVE BIKE HANGARS, NOT HAPPY THAT THE COUNCIL IS DOING ANYTHING ABOUT THE SHOCKING TRAFFIC IN CROFTON ROAD. FANTASTIC IDEA, WE FULLY SUPPORT IT AND HOPE TO SEE MORE BICYCLE FACILITIES AROUND CAMBERWELL.	X CROFTON ROAD
6	1		1				1ST FLOOR FLAT

REF	Resident	Business	Support	Opposed	No opinion	Comments	Address
7	1		1			EXCELLEN T IDEA	FLAT X
8	1		1				X PECKHAM ROAD
9	1		1			WOULD BE VERY USEFUL. WISH IT CAME SOONER	X CROFTON ROAD
10	1		1			I THINK THIS WOULD BE A VERY GOOD SITE	FLAT X
11	1		1			This is a great idea. My area (Varcoe Road SE16 3DQ) would benefit from similar. Currently there are no basic bike parking facilities (loops etc) let alone anything secure and under-cover so myself and other residents have to carry bikes up and down stairs in upper floor flats. Adding a cycle hangar would encourage many more in the area to cycle if they could keep their bike easily accessible and secure.	Flat X Waringham House, Varcoe Road
12	1		1			I'M NOT A CYCLIST BUT THINK IT'S A GREAT IDEA - WE SHOULD INSTALL MORE THAN ONE!	X CROFTON ROAD
13	1		1			I THINK YOU SHOULD BEAR IN MIND PEOPLE MAY TAMPER WITH THEM, AND THERE IS A HIGH CHANCE OF PEOPLE PUTTING GRAFFITI ALL OVER THEM. I WOULD ADVISE YOU TO DO THIS ON A TRIAL BASIS, IT SEEMS LIKE A GOOD IDEA ON THE WHOLE.	X CROFTON ROAD
14	1		1				X CROFTON ROAD

REF	Resident	Business	Support	Opposed	No opinion	Comments	Address
15	1		1			<p>I STRONGLY SUPPORT THIS PROPOSAL. AS A CYCLIST AND OCCUPANT OF A FLAT I KNOW HOW PROBLEMATIC SECURE BIKE STORAGE CAN BE. I RELY ON THE GOOD-WILL OF OTHERS IN BUILDING TO LEAVE MY BIKE IN THE HALL. IF THERE WERE OTHER CYCLING RESIDENTS THIS WOULD NOT BE PRACTICAL. WHEN BUILDING WORKS ETC. HAVE TAKEN PLACE I HAVE HAD TO LEAVE MY BIKE OUTSIDE, RISKING THEFT AND WEATHER DAMAGE.</p> <p>MORE GENERALLY IT IS NOT ENVIRONMENTALLY FRIENDLY FOR THERE TO BE A RELIANCE ON CARS IN THE CAPITAL. ALTHOUGH THIS AREA IS WELL PLACED FOR PUBLIC TRANSPORT, CYCLING IS AFFORDABLE, FLEXIBLE AND OFFERS THE BENEFITS OF EXERCISE SO SHOULD BE ENCOURAGED. THIS AREA IS NEAR CYCLING ROUTES INTO CENTRAL LONDON AND QUIETWAYS AND THE PROVISION OF HANGARS WOULD BE ANOTHER ENABLING FACTOR, ESPECIALLY AS PROPERTIES IN THIS AREA DON'T HAVE GARAGES AND THERE IS RESTRICTED SPACE FOR BIKE PROVISION IN FRONT GARDENS- ESPECIALLY WITH 3 TYPES OF RUBBISH BINS (WHICH SHOULD NOT BE LEFT ON PAVEMENTS)</p> <p>I VERY MUCH HOPE THAT A CYCLE HANGAR CAN BE PROVIDED ON CROSS ROAD.</p> <p>I WOULD ALSO SUPPORT PROVISION OF A ZIP CAR (CAR SHARE) PLACE NEARBY.</p>	UPPER FLAT, X CROFTON ROAD
16	1		1				X CROFTON ROAD
17	1		1				X CROFTON ROAD

REF	Resident	Business	Support	Opposed	No Opinion	Comments	Address
18	1		1			<p>Dear all/Chris</p> <p>I live in flat X Shenley Road which has its sole access point on Cross Road, in extremely close proximity to the proposed site of the cycle hangar. My entrance is through a side gate in the garden and then into the back of the property. Above me, the residents of X Shenley Road enter their flat via a side door in X Shenley Road, also located on Cross Road and similarly close to the proposed location of the cycle hangar.</p> <p>Whilst the proposal is to locate the hangar on the north side of Cross Road, alongside X5 Shenley Road, as there are two entrances to flats on this section of the road, I propose that the hangar would be better located on the south side of Cross Road, where there are no entrances to properties. Both properties with boundaries onto Cross Road are entered from Shenley and Crofton Roads via the front of the properties. Locating the hangar in the middle of Cross Road on the south side would minimise the impact on those with access points on Cross Road.</p> <p>I am in broad support of the cycle hangar initiative across London and I think that encouraging cycling around the city stands to bring numerous benefits to the area - not least fewer cars! I cycle frequently and would consider making use of the hangar myself.</p> <p>Thank you</p> <p>x</p>	X Shenley Road
19	1		1			<p>THIS WILL BENEFIT A TINY PROPORTION OF PEOPLE AND NOT NECESSARILY RESIDENTS. WE ALREADY HAVE A PARKING PROBLEM IN ALL NEIGHBOURING STREETS OWING TO COMMUTERS USING THEM AS A FREE PARKING LOT. ALSO THE COUNCIL HAS RECENTLY TAKEN PARKING SPACES BY PUTTING LONG DOUBLE YELLOW LINES ON ALL THE CORNERS, SO NO W YOU WANT TO TAKE MORE. WHERE DO WE</p>	X CROFTON ROAD

REF	Resident	Business	Support	Opposed	No Opinion	Comments	Address
20	1		1			PUT CARS? YOU WANT US TO SELL THEM? IF SO, MAKE THAT CLEAR SO THAT WE CAN VOTE YOU OUT AT THE NEXT ELECTION. IN THE BROCHURE YOU SAY THAT THE BICYCLE HANGAR HAS BEEN REQUESTED BY ONE RESIDENT. ONE! WELL NOW YOU HAVE A RESIDENT WHOLLY AGAINST THEM. THE AMOUNT OF PARKING SPACE FOR CARS HAS ALREADY BEEN REDUCED BY YOU ADDING A LOT MORE YELLOW LINES OVER A VERY RECENT PERIOD. THESE CYCLE HANGARS WILL JUST TAKE UP MORE SPACE, WHICH I DON'T AGREE WITH. THESE ARE VERY UGLY SOLUTIONS AND ONLY SERVE 6 BIKES! EVERY HOUSE (NEARLY) ON CROFTON AND SURROUNDING STREETS HAVE FRONT GARDENS TO STORE BIKES.	X FLAT X CROFTON ROAD
21	1		1				X CROFTON ROAD
	21	0	17	4	0		

Response to opposed comments:

1. Whilst the proposal is to locate the hangar on the north side of Cross Road, alongside X Shenley Road, as there are two entrances to flats on this section of the road, I propose that the hangar would be better located on the south side of Cross Road, where there are no entrances to properties. Both properties with boundaries onto Cross Road are entered from Shenley and Crofton Roads via the front of the properties. Locating the hangar in the middle of Cross Road on the south side would minimise the impact on those with access points on Cross Road.

Response:

The hangar will be relocated towards the centre of Cross Road on the north side so that the hangar is not adjacent to the entrance to properties on Cross Road. There are two gates on the south side which prevent the hangar from being located on the south side here.

LEGEND / NOTES.

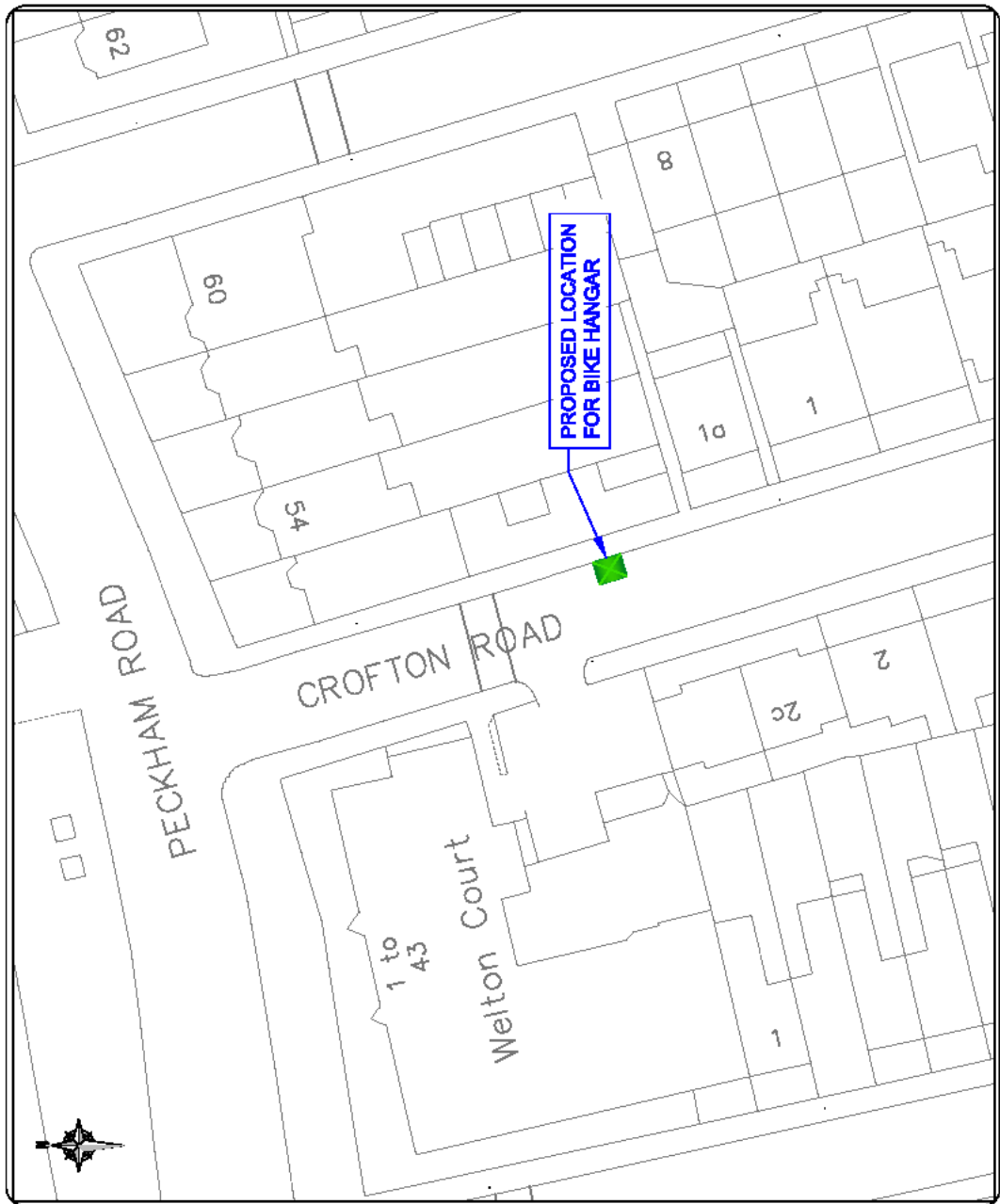
BIKE HANGAR -
DIMENSIONS:
LENGTH: 2550mm
WIDTH: 2050mm,
HEIGHT: 1950mm

- 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

GreenSpace Solutions
Planning & Environmental Consultants
1000 SHEPPARD AVENUE EAST, SUITE 100
SCARBOROUGH, ONTARIO M1S 1W7
TEL: (416) 291-1111

BIKE HANGAR	
No.	CROFTON ROAD
Project No.	
Date	15/09/2013
Drawing No.	2319-16-0103
Author	
Checked	
Scale	
Sheet No.	
Total Sheets	
Project Name	
Client Name	
Project Location	
Project Description	



LEGEND / NOTES:

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

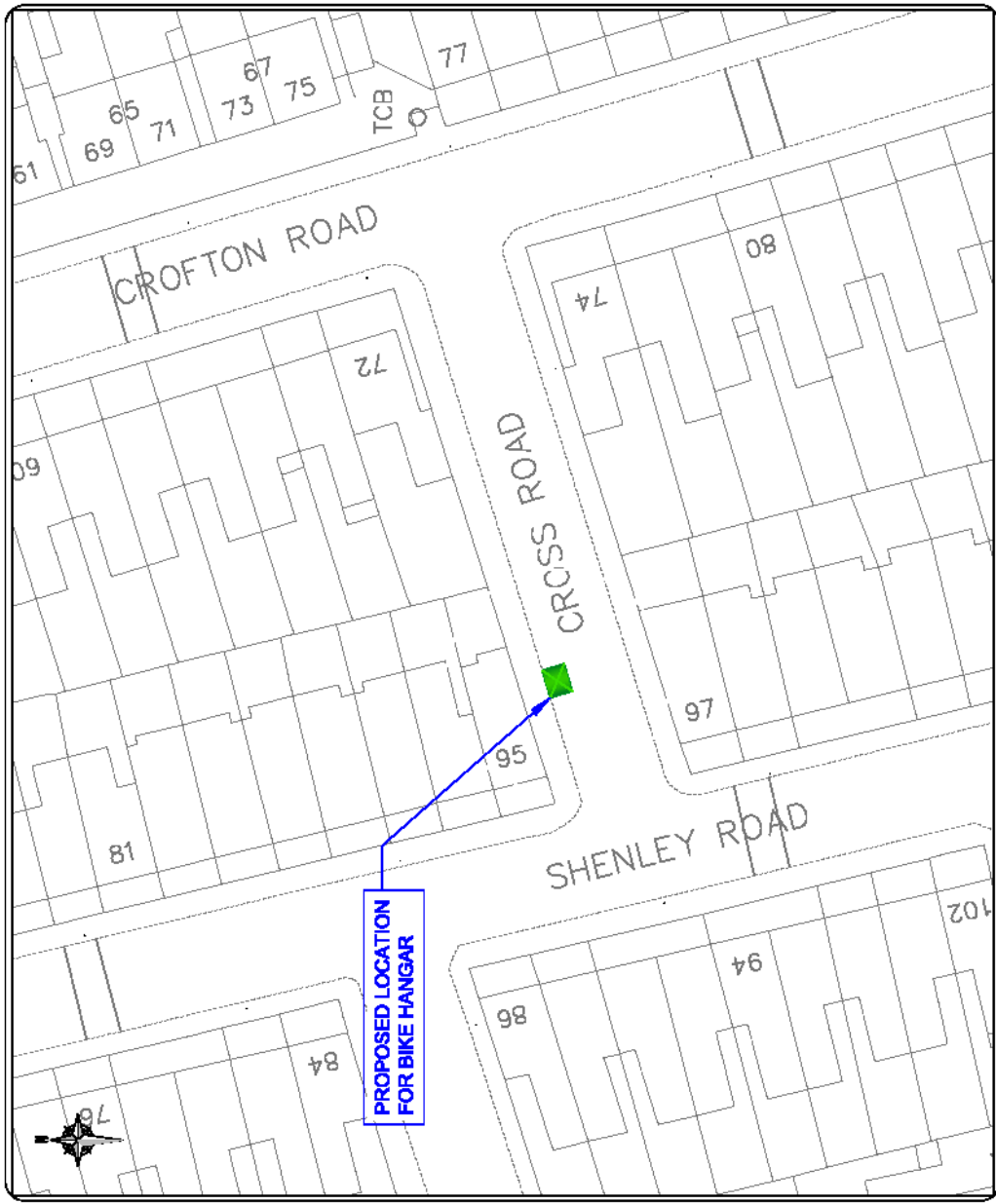
1. A SINGLE BIKE HANGAR PROVIDES PARKING FOR UP TO 6 BIKES
 2. OFFENS ONTO THE PAVEMENT
 3. IT IS LOCATED ON THE ROAD
 4. IT WILL RESULT IN LOSS OF A SINGLE PARKING SPACE

No.	Date	Revision



BIKE HANGAR

Project	CROSS ROAD JAY SHENLEY ROAD
Client	
Project No.	
Date	2018-10-09
Drawing No.	507-2018
Scale	1:100
Sheet No.	02/02



Item No. 14.1	Classification: Open	Date: 30 January 2016	Meeting Name: Camberwell Community Council
Report title:		Local traffic and parking amendments	
Ward(s) or groups affected:		South Camberwell	
From:		Head of Highways	

RECOMMENDATION

1. It is recommended that the following local traffic and parking amendment, detailed in the appendices to this report, are approved for implementation subject to the outcome of any necessary statutory consultation and procedures:
 - 1.1 Grove Lane – remove existing double yellow lines and extend existing permit holders (L) parking bay to improve parking availability for residents.

BACKGROUND INFORMATION

2. Paragraph 15 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
3. This report gives recommendations for a local traffic and parking amendment, involving traffic signs, waiting restrictions and road markings.
4. The origins and reasons for the recommendations are discussed within the key issues section of this report.
 - details of the background to the submission of the report
 - any previous decisions taken in relation to the subject matter.

KEY ISSUES FOR CONSIDERATION

5. A local parking amendment (LPA) is a small project to change an existing parking restriction or to introduce a new one.

6. These tend to be carried out in locations where we have had a request to look at dangerous or obstructive parking and where small lengths of restrictions could provide a solution.
7. Local parking amendments are batched together and carried through a quarterly programme. During the third quarter of 2015-16, the council is proposing one LPA as summarised in figure 1.
8. The rationale for the proposal is discussed in the associated appendix. A detailed design of the proposal is included.

Location	Proposal	Appendix
Grove Lane - outside No.155	To remove existing double yellow lines and extend existing permit holders (L) parking bay to improve parking availability for residents	1

Figure 1

Policy implications

9. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011,
 - 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

10. The policies within the transport plan are upheld within this report have been subject to an equality impact assessment
11. 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.
12. The recommendations are not considered to have a disproportionate effect on any other community or group.

Resource implications

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

Legal implications

14. Traffic management orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
15. 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).

16. 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.
17. Should any objections be received they must be properly considered in light of administrative law principles, human rights law and relevant statutory powers.
18. 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 provision of suitable and adequate parking facilities on and off the highway.
19. 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

20. Where public or stakeholder consultation has already been completed, this is described within the key issues section of the report.
21. 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.
22. Should the recommendations be approved the council must follow the procedures contained within Part II and III of the regulation which are supplemented by the council's own processes. This process is summarised as:
 - a) publication of a proposal notice in a local newspaper (Southwark News)
 - b) publication of a proposal notice in the London Gazette
 - c) display of notices in roads affected by the orders
 - d) consultation with statutory authorities
 - e) 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
 - f) a 21 day consultation period during which time any person may comment upon or object to the proposed order.
23. 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 to the address specified on the notice.
24. 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 proposal, accede to or reject the objection. The council will subsequently notify all objectors of the final decision.

Programme Timeline

25. If these items are approved by the community council they will be progressed in line with the below, approximate timeline:

- Traffic orders (statutory consultation) – March to April 2016
- Implementation – May to June 2016

BACKGROUND DOCUMENTS


Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment and Leisure Network development Highways 160 Tooley Street London SE1 2QH Online: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Leah Coburn 020 7525 4744

APPENDICES

No.	Title
Appendix 1	Grove Lane – extend existing permit holders only bay

AUDIT TRAIL

Lead Officer	Matthew Hill, Head of Highways	
Report Author	Paul Gellard, Senior Engineer	
Version	Final	
Dated	19 January 2016	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Law and Democracy	No	No
Strategic Director of Finance and Governance	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	19 January 2016	

		Local parking amendment	Appendix 1
Reference	15/16_Q1_009	Location overview	
Location	Grove Lane - outside No.155		
Proposal	To remove existing double yellow lines and extend existing permit holders (L) parking bay to improve parking availability for residents.		
Community council meeting	Camberwell		
Community council date	30 January 2016		
Ward(s) affected	South Camberwell		

Background

In April 2015, the parking design team was contacted by Councillor Barber (East Dulwich ward member) on behalf of a local resident who had enquired if a length of double yellow line could be removed and replaced with a permit holders (L) parking bay.

This item was previously presented to Camberwell community council on 15 July 2015. Members deferred a decision so that matters of how this item was requested could be clarified prior to consideration by councillors.

The initial request was received from Cllr Barber. The location is not in his ward but such requests if received from a Cllr for a different ward are considered by officers as if they are from a member of the public. Officers consider this to be a valid enquiry.

Officers investigation and recommendation

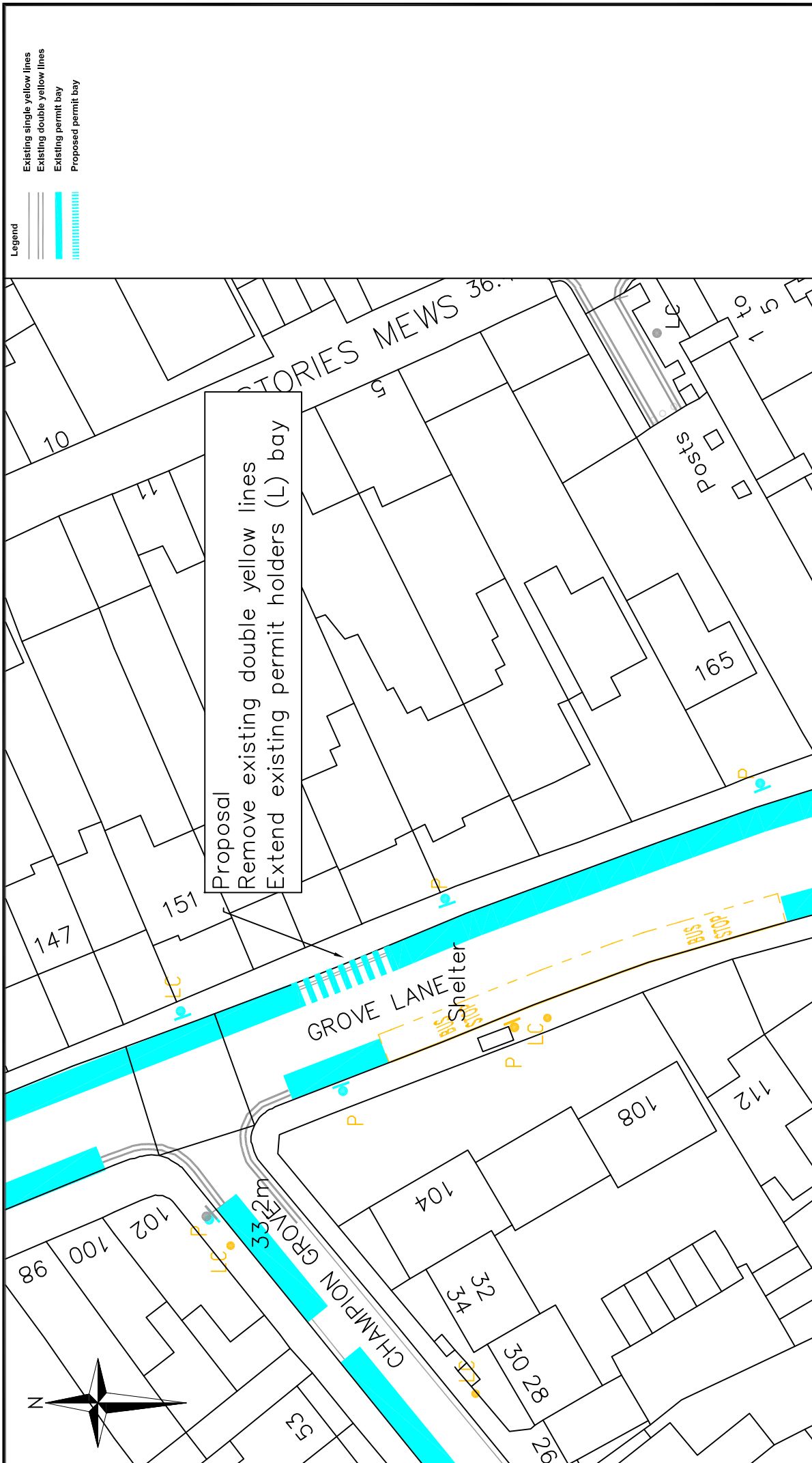
An officer carried out a site visit on the 8th May 2015 to assess the situation and to determine if the request could be met.

The existing 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" at the time of implementation, which was a historic design approach. This is no longer a standard design approach as loading and unloading is permitted in residential areas, particularly in existing parking bays and on yellow lines.

One assumption is that the double yellow lines may have been installed to assist with access to a building site adjacent to the yellow lines.

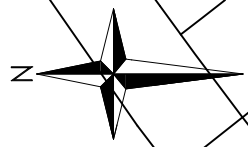
As the existing double yellow lines are serving no real purpose, It is recommended, as shown on the drawing overleaf, that double yellow lines are removed and the existing permit holders (L) bay is extended by 10 metres, to provide an additional 2 resident parking spaces.





Proposals
 Remove existing double yellow lines
 Extend existing permit holders (L) bay

- Legend
- 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 Drawing Title GROVE LANE PROPOSED PERMIT BAY EXTENSION		Community Council CAMBERWELL Ward(s) SOUTH CAMBERWELL		Date 08/06/15 Scale 1:500 @ A4 Dwg No. 1516Q1009		Chk TW MH A4		Drn TW MH A4		App TW MH A4		Rev TW MH A4		Description DETAILED DESIGN		Date Rev Description Drn Chk App	
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Item No. 14.2	Classification: Open	Date: 30 January 2016	Meeting Name Camberwell Community Council
Report Title		Local traffic and parking amendments: Introduction of parking measures in Southwark's leisure centre car parks	
Ward(s) or groups Affected		Brunswick Park Ward and Camberwell Green Ward	
From:		Head of Highways	

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:
 - 1.1 The introduction of a four hour maximum stay in Southwark's six leisure centre car parking areas to prevent all day commuter parking congestion and ensure there is turnover in parking spaces for genuine visitors to the leisure centres as well as measures to permit enforcement of obstructive parking or abuse of disabled parking bays. This recommendation relates to Camberwell Leisure Centre.

BACKGROUND INFORMATION

2. Paragraph 15 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.
3. This report gives recommendation for off-street local traffic and parking restrictions, involving traffic signs and road surface markings within the leisure centre car parking areas.
4. The origins and reasons for the recommendation are discussed within the key issues section of this report.
 - details of the background to the submission of the report
 - any previous decisions taken in relation to the subject matter.

KEY ISSUES FOR CONSIDERATION

5. The aim of proposal is to improve the parking facilities for members of the public who are visiting the leisure centres to use the facilities.

6. The council propose the introduction of a four hour maximum stay period in Southwark's six leisure centre car parking areas to prevent commuter parking and ensure there is turnover in parking space for genuine visitors to the leisure centres. The location and proposal is summarised in figure 1. A plan of the car park layout can be found in Appendix 1.
7. At present, the car parking areas are unregulated and therefore no enforcement is possible, even for parking in dangerous locations or in a disabled bay (without a blue badge). Surveys have also confirmed many people are parking at the centres for a period of time, potentially related to commuting, which takes up space for genuine leisure centre users.

Location	Proposal
Surrey Docks Watersports Centre Bermondsey & Rotherhithe Community Council	Implement off street traffic regulation via a four hour time limit for parking in the car parking areas to ensure turn-over of space and to prevent all-day parking by motorists not using the leisure facilities. These measures will also help to protect disabled parking by providing an enforcement provision.
Seven Islands Leisure Centre Bermondsey & Rotherhithe Community Council	
The Castle Centre Borough, Bankside & Walworth Community Council	
Dulwich Leisure Centre Dulwich Community Council	
Peckham Pulse Leisure Centre Peckham & Nunhead Community Council	
Camberwell Leisure Centre Camberwell Community Council	Parking will remain free. It is not proposed to introduce charges for parking in the leisure centre car parks.

Figure 1

8. The general principles proposed for the Camberwell Leisure Centre car park are:
- To introduce a four hour time limit for parking. This will reduce parking congestion and give visitors to the leisure centre greater opportunity to find a parking space. Time limiting will ensure turn-over of space and prevent all-day parking by motorists not using the leisure facilities.
 - Designate parking and non-parking areas including formal provision for the existing disabled bays.
 - Enable enforcement against vehicles that contravene the traffic management order that is proposed to be implemented (e.g. overstay the time limit or park in obstructive locations or in disabled bay when not permitted).
9. This project does not propose the introduction of charges for parking in the leisure centre car parks.

Policy implications

10. The recommendation contained within this report is consistent with the policies of the Transport Plan 2011,
- Policy 1.1 – Pursue overall traffic reduction
 - Policy 2.3 – Promote and encourage sustainable travel choices in the borough.
 - Policy 4.2 – Create places that people can enjoy.

- Policy 6.3 – Support independent travel for the whole community.
- Policy 7.5 – Enforce parking regulations firmly but fairly.
- Policy 8.1 – seek to reduce overall levels of private motor vehicle traffic on our streets

Community impact statement

11. The policies within the transport plan are upheld within this report have been subject to an equality impact assessment
12. The recommendations are area based and therefore will have greatest affect upon those people living working or travelling in the vicinity of the areas where the proposals are made.
13. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighbouring properties at that location. However, this cannot be entirely pre-empted until the recommendations have been implemented and observed.
14. With the exception of those benefits and risks identified above, the recommendation is not considered to have a disproportionate effect on any other community or group.
15. The recommendations support the council's equalities and human rights policies and promote social inclusion by ensuring the space is used by genuine users of the facilities.

Resource Implications

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

Legal implications

17. Traffic management orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
18. 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.
19. 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.
20. Should any objections be received they must be properly considered in light of administrative law principles, human rights law and relevant statutory powers.
21. 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 provision of suitable and adequate parking facilities on and off the highway.

22. 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

23. Informal public consultation has been carried out at the leisure centres, with notices displayed within the leisure centre from the middle of November 2015, until 18 December 2015. During the period, no representations were made against the proposals.
24. 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.
25. Should the recommendations be approved the council must follow the procedures contained within parts II and III of the regulation which are supplemented by the council's own processes. This process is summarised as:
- a. Publication of a proposal notice in a local newspaper (Southwark News).
 - b. Publication of a proposal notice in the London Gazette.
 - c. Display of notices in leisure centre car parks affected by the orders.
 - d. Consultation with statutory authorities.
 - e. Making available for public inspection any associated documents e.g. plans, draft orders, statement of reasons) via the council's website or by appointment at 160 Tooley Street, SE1.
 - f. A 21 day consultation period during which time any person may comment upon or object to the proposed order.
26. 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 to the address specified on the notice.
27. 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 proposal, accede to or reject the objection. The council will subsequently notify all objectors of the final decision.

Programme Timeline

28. If these items are approved by the community council they will be progressed in line with the below, approximate timeline:
- Traffic orders (statutory consultation) – February to March 2016

- Implementation – Spring 2016 (subject to outcome of consultation)

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	Paul Gellard 0207525 7764

APPENDICES

No.	Title
Appendix 1	Leisure car park layout plan

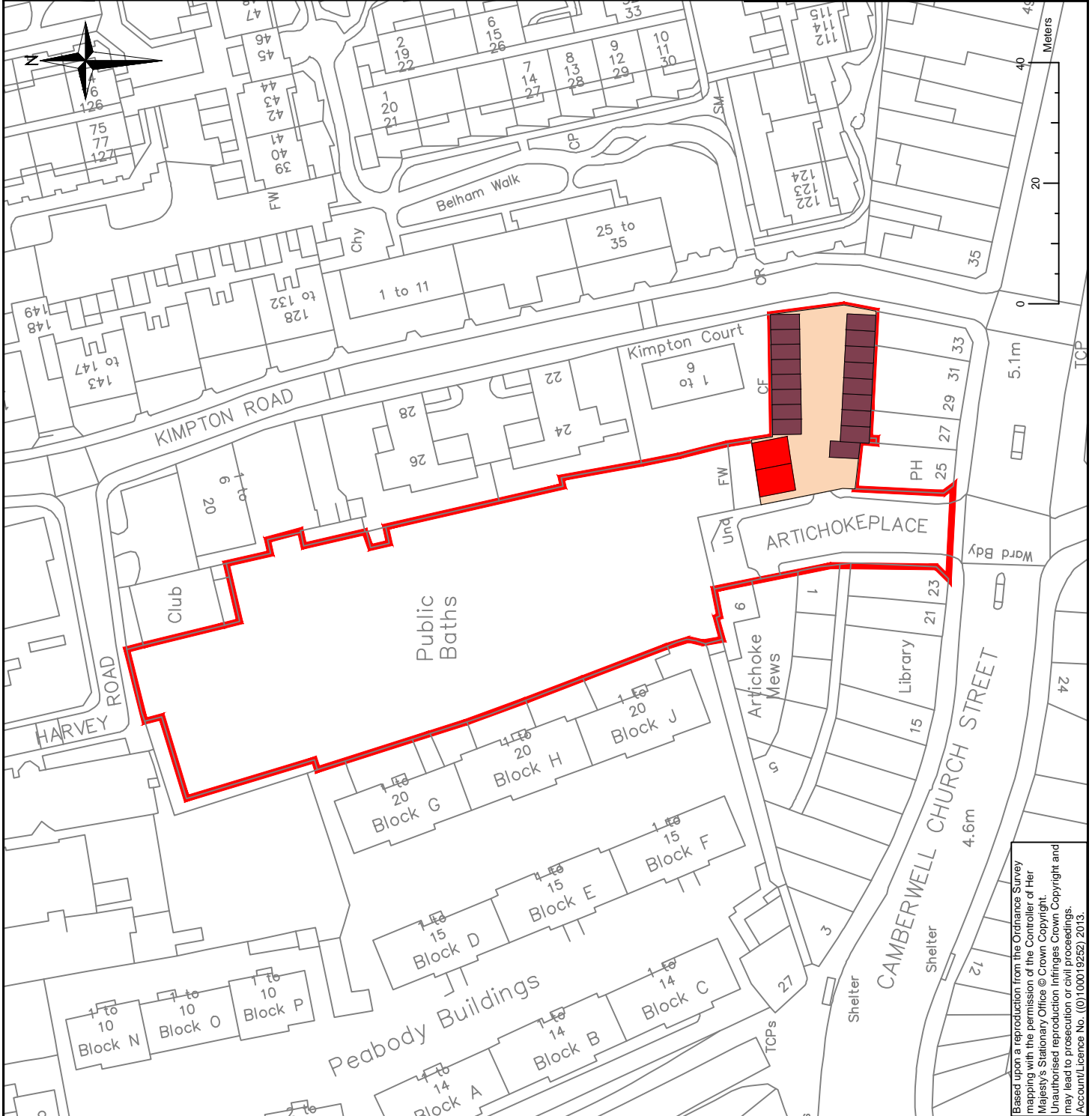
AUDIT TRAIL

Lead Officer	Matthew Hill, Head of Highways	
Report Author	Paul Gellard, Senior Engineer	
Version	Final	
Dated	14 January 2016	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Law and Democracy	No	No
Strategic Director of Finance and Governance	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	14 January 2016	

Schedule:
Item: Camberwell Leisure Centre

LEGEND

- Leisure Centre boundary
- Permit Scheme No. - No Permit Scheme Present
- Parking Places / Bays (Areas cross hatched are on-road)
 - Permit Parking
 - General Parking
 - Disabled Parking
 - Motorcycle Parking
 - Time Limited (Visitor) Parking Maximum 4hr stay
 - Ambulance Parking
- Restricted Area / at any time Waiting Restriction
 - No Waiting at any time



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MUNICIPAL YEAR 2015-16**

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Councillor Dora Dixon-Fyle	1	London SE1 1JL	
Councillor Tom Flynn	1		
Councillor Peter John	1		
Councillor Sarah King	1	Others	
Councillor Mark Williams	1	Elizabeth Olive, Audit Commission	1
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Press			
		Dated: 22 December 2015	
Southwark News	1		
South London Press	1		
Officers			
Constitutional Officer (Community Councils) 2 nd Floor Hub 4, 160 Tooley St.	10		