

Item No. 9.1	Classification: Open	Date: 10 November 2014	Meeting Name: Peckham and Nunhead Community Council
Report title:		Choumert Grove Car Park and Bournemouth Close Pocket Places Schemes	
Ward(s) or groups affected:		The Lane Ward	
From:		Director of Planning	

RECOMMENDATION

That Peckham and Nunhead Community Council;

1. Comment upon the following recommendations that are due to be made to the Cabinet Member for Regeneration, Planning, and Transport regarding the Pocket Places Peckham scheme.
 - Due to the support shown by local stakeholders and the wider local community, 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.
3. The community council is now being given opportunity to make final representations to the cabinet member following public engagement.
4. The cabinet member for Regeneration, Planning, and Transport supports the principle of the scheme subject to the outcome of this consultation.
5. Choumert Grove Car Park and Bournemouth Close are two of four locations in and around Peckham town centre included in the council's Pocket Places programme.
6. The Pocket Places programme is part of a wider programme of improvements planned for the town centre, including improvements to the Peckham Rye Station area.
7. The Pocket Places project has been community led with initial ideas developed through a launch event on 23 March 2013 and four co-design workshops on 11 May, 8 June, 22 June and 28 July 2013. This was supported by numerous one to one meetings with community stakeholders between January and August 2013.
8. First draft concept designs were consulted on through a community walkabout event and presentation to the Rye Lane Traders Association. Second draft concept designs were consulted on through a public workshop, a community fun day and further presentation to the Rye Lane Traders Association. Trials of proposed interventions were demonstrated through a large community event on

7 June 2014.

9. The feedback from the trials was overwhelmingly positive throughout with 67 postcards returned with comments on Bournemouth Close, 56 of those were positive and 7 postcards returned for Choumert Grove car park all of them positive. 57 questionnaires were carried out regarding interventions in Bournemouth Close with 60 questionnaires carried out for Choumert Grove car park. Appendix A shows these results in detail.
10. Regarding Choumert Grove car park concerns were raised with respect to the welfare of stray cats living in the area and also around tackling anti-social behavior. A planting solution was agreed by attendees. In Bournemouth Close, while it was agreed by attendees the designs would improve the area and reduce anti-social behaviour, concerns about an increase in noise levels were raised. These concerns will be addressed in the detailed designs.
11. Subject to approval, the scheme will proceed to detailed design with implementation in Spring 2015.
12. Further Pocket Places are being developed and will be delivered in 2015/16.

KEY ISSUES FOR CONSIDERATION

13. Choumert Grove car park is located off Rye Lane and includes a continuously used pedestrian route also used informally by cyclists. The design of the space should accommodate these movements safely, improving visibility while also improving the attractiveness of this route to Rye Lane.
 - a. Bournemouth Close forms a continuously used pedestrian thoroughfare from two access points while suffering from high levels of anti-social behaviour, illegal parking and speeding motorised traffic. The design of the space should support improved safety for pedestrians at day and night, with reduced motorised traffic speeds with provision only for those vehicles needing to access garages or the rear of businesses on Rye Lane.
 - b. The design objectives for the project are as follows:

Choumert Grove Car Park

- Improve pedestrian and cycle access and amenity.
- Discourage anti-social behaviour.
- Create a more inviting route between Choumert Grove and Rye Lane.

Bournemouth Close

- Improve pedestrian access and amenity.
- Create community planting/gardening opportunities
- Use parking restrictions and enforcement to support controlled parking and vehicle movement.

- Create positive 'eyes on the street' effect to prevent anti-social behaviour
- Improve lighting to benefit wayfinding at night
- Create 'Community square' feel with trees for shade and areas for play.
- Resurfacing of Bournemouth Close is proposed along with artistic interventions to highlight the route for pedestrians and cycles through Choumert car park.
- Appendix B shows the proposed schemes for approval.

Recommendation to the Cabinet Member for Environment, Transport and Recycling:

14. On the basis of feedback received during public consultation the cabinet member is recommended to approve for implementation these first two Pocket Places Peckham schemes.

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 2.3 – promote and encourage sustainable travel choices in the borough

Policy 4.2 – create places that people can enjoy

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 scheme is part of a wider programme and has been developed in consultation with the local community to ensure their aspirations are met. The vision for this scheme was developed on principles established during workshops with local residents and local businesses have also been closely involved.
18. This scheme is intended to improve conditions for pedestrians, local people, businesses and visitors to the area.

Resource implications

19. This report is for the purpose of consultation only and there is no resource implication associated with it.
20. It is however noted that this project is funded by 2013/14, 2014/15, and 2015/16 Transport for London LIP Corridors and Neighbourhoods Programme with an allocated budget of £400K.

21. The Pocket Places project is jointly supported by Southwark Council and The People's Health Trust.

Consultation

22. Ward members have been consulted prior to consulting the community council.
23. Public consultation was carried out in 2013 and 2014.
24. 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 for Regeneration, Planning, and Transport in November 2014.
25. If approved for implementation this will be subject to statutory consultation required in the making of any permanent Traffic Management Orders.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Strategic Director of Environment and Leisure

26. The Director of Environment and Leisure supports the scheme subject to finalisation of the detailed design.

Reason for lateness

27. This report is being submitted late due to additional consultation that was carried out on 5 November 2014. A small group of residents representing the Tenants and Residents Association requested a workshop to discuss the designs in detail. Due to their availability and in order to include their comments in this report, submission has been delayed.

Reason for urgency

28. In order for the scheme to be implemented, subject to approval, within this financial year it is imperative that it should be assessed by this Community Council on 10 November. If it were postponed until February it would not be possible to follow due process and commit the funds before the end of March 2015.

BACKGROUND PAPERS

Background Papers	Held At	Contact
Transport Plan 2011	www.southwark.gov.uk/transportplan	Simon Phillips Tel: 0207 525 5542

APPENDICES

Background papers	Title
Appendix A	Trial Intervention Community Feedback Report
Appendix B	Proposed scheme design

AUDIT TRAIL

Lead Officer	Simon Bevan, Director of Planning		
Report Author	Christian Loveday, Senior Transport Officer and Hannah Padgett, Project Officer		
Version	Final		
Dated	6 November 2014		
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
Strategic Director of Housing and Communities Services		Yes	No
Strategic Director of Environment and Leisure		Yes	Yes
Cabinet Member for Regeneration, Planning and Transport		Yes	No
Date final report sent to Constitutional Team			6 November 2014

APPENDIX A

Trial Intervention Community Feedback Report

Overall, the response to the trial installations was overwhelmingly positive. The table below summarizes percentages of the respondents that approved of the trial interventions;

- 90% and above:

Bournemouth Close	Community gardens, Artwork (Gourmandizing artwork)
Chourmert Car Park	Artist in residence, Buskers bandstand
Moncrieff Place	Street art wall
Holly Grove	Turfed over turning space

- 80% and above:

Bournemouth Close	Plant locks, Greening (Cherry tree/toilet block green roof), Space for pedestrians
Chourmert Car Park	Cultural events
Moncrieff Place	Rye Lane orchard, Mirror installation
Holly Grove	Tables and chairs

- 70% and above:

Moncrieff Place	Lighting installation
Rye Lane	Rye Lane road painting

- 60% and above:

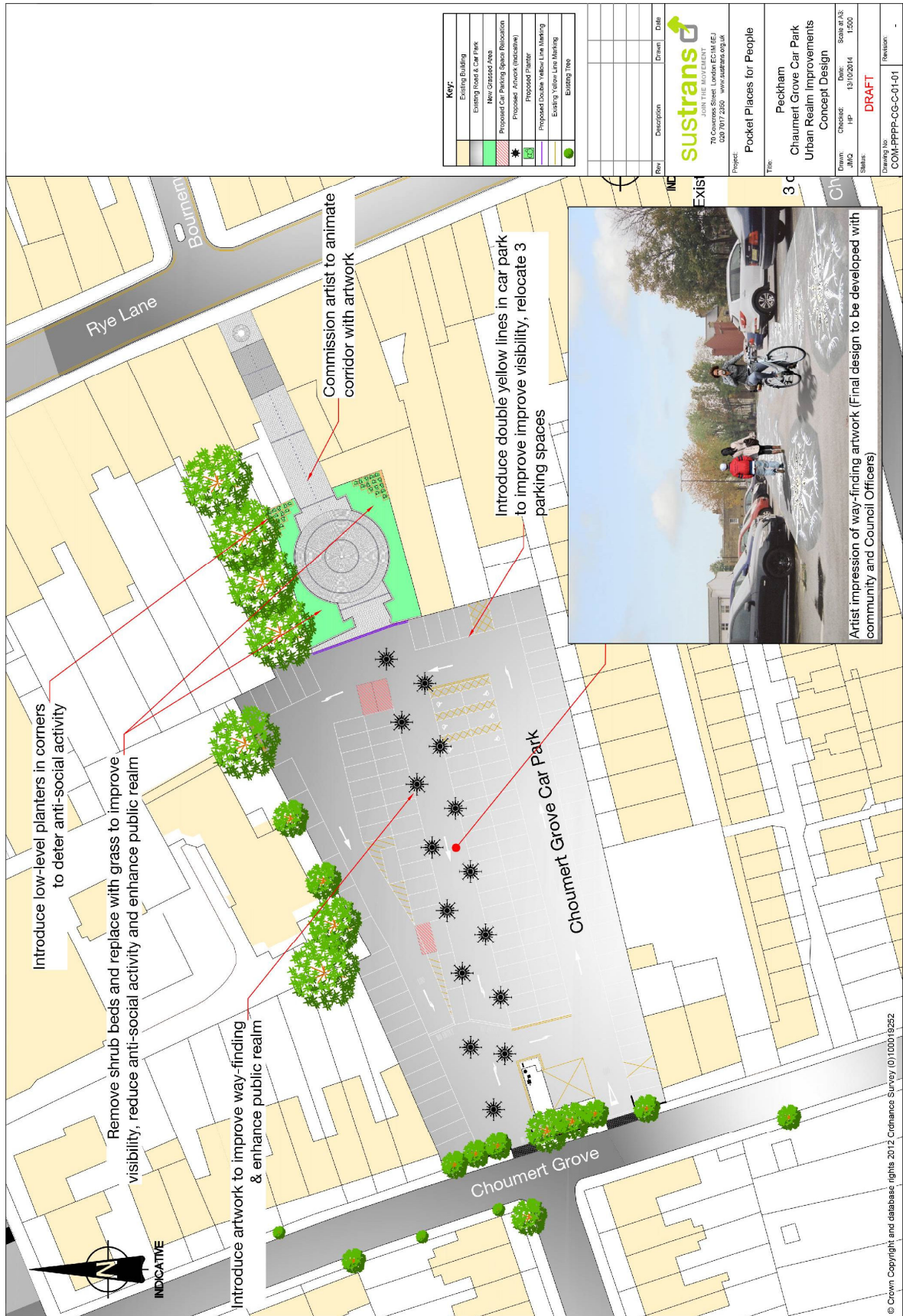
Chourmert Car Park	Walking and cycling path through car park
Moncrieff Place	Wall of fame, Blackboards
Rye Lane	Rye Lane painting
Holly Grove	Gravel path surface

- Below 60%:

Rye Lane	Matching market trader canopies
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APPENDIX B

Choumert Grove Car Park - Proposed scheme designs



Bournemouth Close

