

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

RECOMMENDATION

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

BACKGROUND INFORMATION

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

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

KEY ISSUES FOR CONSIDERATION

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

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

Policy implications

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

Community impact statement

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

Resource implications

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

Consultation

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

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Legal Services

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

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

Strategic Director of Finance and Corporate Services

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

BACKGROUND DOCUMENTS

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

APPENDICES

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

AUDIT TRAIL

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