

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

## RECOMMENDATION

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

## BACKGROUND INFORMATION

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

## KEY ISSUES FOR CONSIDERATION

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

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

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

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

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

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

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

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

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

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

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

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

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

## **Summary**

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

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

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

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

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

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

### **Recommendations to the Cabinet Member for Regeneration, Planning and Transport**

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

### **Policy Implications**

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

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

Policy 4.2 – Create places that people can enjoy

Policy 4.4 – Make our streets greener

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

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

Policy 6.1 – Make our streets more accessible for pedestrians

### **Community impact statement**

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

**Resource implications**

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

**Consultation**

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

**BACKGROUND DOCUMENTS**

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

	<a href="http://www.southwark.gov.uk/info/27/transport_policy/1947/southwark_sport_plan_2011">http://www.southwark.gov.uk/info/27/transport_policy/1947/southwark_sport_plan_2011</a>	
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## APPENDICES

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

## AUDIT TRAIL

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

