

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

RECOMMENDATIONS

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

BACKGROUND INFORMATION

5. Part 3H of the Southwark Constitution delegates decision making for non-strategic traffic management matters to the community council.
6. Paragraph 16 of Part 3H of the Southwark Constitution sets out that the Community Council will take decisions on the following local non-strategic matters:
 - the introduction of single traffic signs
 - the introduction of short lengths of waiting and loading restrictions
 - the introduction of road markings
 - the introduction of disabled parking bays
 - the setting of consultation boundaries for consultation on traffic schemes.
7. This report gives recommendations for a number of non-strategic parking and traffic management matters.
8. The origins and reasons for the recommendations are discussed within the key issues section of this report.

KEY ISSUES FOR CONSIDERATION

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

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

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

Policy implications

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

Policy 1.1 – pursue overall traffic reduction

Policy 4.2 – create places that people can enjoy.

Policy 8.1 – seek to reduce overall levels of private motor vehicle traffic on our streets

Community impact statement

15. These recommendations are in compliance with the transport plan and have therefore been subject to an equality impact assessment.
16. The recommendations are unlikely to affect residents of the adjacent Peabody Estate who have their own private parking within their grounds.
17. The proposals include re-provision and maintaining of blue badge parking to ensure disabled motorists are not disadvantaged by the proposals.
18. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighboring properties at that location. However this cannot be entirely preempted until the recommendations have been implemented and observed although it is believed that the amount of parking lost can be accommodated elsewhere in the vicinity.
19. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate affect on any other community or group.

Resource implications

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

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

Legal implications

21. Traffic management orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984 ("the 1984 Act").
22. Should the recommendations be approved, the council will give notice of its intention to make a traffic order in accordance with the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996.
23. Within 21 days following the publication of the draft traffic management order, the council is required to consider any representations received as a result of its publication. .
24. If there are any objections to the draft traffic management order, the council must consider them in the light of administrative law principles, Human Rights law and the relevant statutory powers.
25. Under section 122 of the 1984 Act, the council must exercise its powers so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:
 - a) the desirability of securing and maintaining reasonable access to premises
 - b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity;
 - c) the national air quality strategy;
 - d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers;
 - e) any other matters appearing to the council to be relevant.
26. By virtue of section 32 of the 1984 Act, the council:
 - a. may provide off street parking places (whether above or below ground and whether or not consisting of or including buildings) together with means of entrance to and egress from them, or
 - b. may by order authorise the use as a parking place of any part of a road within their area, not being a road the whole or part of the width of which is within Greater London.where for the purpose of relieving or preventing congestion of traffic it appears to a local authority to be necessary.

Consultation

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

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

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

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Legal Services

30. See "Legal Implications"

Strategic Director of Finance and Corporate Services

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

BACKGROUND DOCUMENTS

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

APPENDICES

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

AUDIT TRAIL

Lead Officer	Rebecca Towers, Parks & Open Spaces Manager		
Report Author	Pippa Krishnan, Parks & Open Spaces Officer		
Version	Final		
Dated	25 June 2015		
Key Decision?	No		
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER			
Officer Title		Comments Sought	Comments included
Director of Legal Services		Yes	Yes
Strategic Director of Finance and Corporate Services		Yes	Yes
Cabinet Member		No	No
Date final report sent to Constitutional Team			2 July 2015