

Item No. 13.	Classification: Open	Date: 19 March 2016	Meeting Name: Camberwell Community Council
Report title:		Pocket Places and Improvements to the Public Realm and Denmark Hill Road Safety Improvements	
Ward(s) or groups affected:		All	
From:		Director of Planning	

RECOMMENDATION

1. That the community council comment upon the following recommendation that is due to be made to the cabinet member for environment and the public realm regarding the Camberwell pocket places project and the Denmark Hill Road safety improvements. (Appendix 1 provides a summary of locations and proposed interventions)
 - That the Denmark Hill and Camberwell pocket places schemes proceed to detailed design and implementation subject to necessary statutory procedures.

BACKGROUND INFORMATION

2. In accordance with Part 3H paragraph 18 and 20 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 environment and the public realm supports the principle of the scheme subject to the outcome of this consultation.
5. The interventions proposed on Denmark Hill have been developed as part of the wider Camberwell town centre major scheme. It is recommended that a decision is taken separately on this element of the town centre scheme to expedite delivery of this element.
6. The council continues to work with Transport for London on developing improvements to the main junction.
7. There are five locations in and around Camberwell town centre included in the council's Pocket Places programme.
 - D'Eynsford Road and the Camberwell magistrates court plaza
 - Artichoke Place
 - Grove Lane
 - Wren Road
 - Selborne Road

8. The Pocket Places programme has been designed to compliment the wider regeneration in the town centre including improvements to Camberwell Green and the new library.
9. Public consultation on the wider programme, including the Pocket Places, was carried out in January 2013. A Pocket Spaces workshop was held on the 11 May 2013 and stakeholder engagement workshops were held on 16 May 2013. The public were consulted on D'Eynsford Road in March 2015. There was an online consultation in July and August 2015.
10. Subject to approval, the schemes will proceed through detailed design with implementation to be programmed between June and December 2016.

KEY ISSUES FOR CONSIDERATION

11. The pocket places are located off Camberwell Church Street and Denmark Hill and to the rear of the new library. They link residential areas to the town centre giving access to local shops, businesses and public transport. The small scale of the space suggested simple, uncluttered design with the use of good quality materials to create the necessary uplift in the quality of the space.
12. The on line consultation completed on 13 August 2015. We received just over 200 responses on line and via email. Plus comments from group representatives including SE5 forum, London Cycle Campaign and Living Streets. The pocket places and general arrangements periphery to the main junction were largely supported along with a few useful suggestions which we will be mostly able to accommodate. Regarding the main junction, some members of the London Cycle Campaign were disappointed that the proposals for the main junction were lacking in cycling improvements. In response, officers are working with FL to review proposals for the main junction, these will have a limited impact on the wider improvements and therefore the project will be taken forward in three phases:

- Main junction
- Surrounding strategic road network
- Pocket Places

Phases 2 and 3 were largely supported and the outline designs of these are being presented to take forward to delivery (see Appendix 1). This includes the new pedestrian crossings at Love Walk and the re-siting of signalised crossing currently adjacent to Orpheus Street.

13. A review of the parking environment has been carried out as part of the project and has resulted in some minor changes that will be subject to traffic management orders. The changes to Camberwell Green, the subject of a separate regeneration project included the removal of six parking bays. The pocket places project looked at providing mitigation for that. The two pocket areas where there will be change are Wren Road where the removal of one pay and display bay is proposed and D'Eynsford Road where additional parking bays have been proposed. Subject to the formal consultation there will be no net loss of parking in the area. Current parking bays in on Artichoke Place, Grove Lane and Selborne Road are to be retained.
14. The objectives for the pocket places project include:
 - Improve public realm to complements surrounding projects, improving the look, feel and connectivity of the space.
 - A clear function to support social and interactive uses.
 - Improvements for walking and cycling.

- Impact and provision of any vehicular parking.
 - Suitable public realm pallet.
 - Improvements to green infrastructure.
15. The proposals for Denmark Hill had the following strategic objectives:
- Improving road safety
 - Enabling regeneration by improving the town centre
 - Improving the reliability of bus services/Improving the bus service.
16. The materials proposed reflect those approved in the council's Street Scene Design Manual (SSDM)
17. Appendix 1 shows the proposed schemes for approval.

Recommendation to the Cabinet Member for Environment and Public Realm:

18. That the Denmark Hill and Camberwell Pocket Places schemes proceed to detailed design and implementation subject to necessary statutory procedures.

Policy implications

19. 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

20. 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.
21. The schemes are part of a wider programme and have 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.
22. These schemes are intended to improve conditions for pedestrians, local people, businesses and visitors to the area.

Resource implication

23. This report is for the purpose of consultation only and there is no resource implication associated with it.
24. It is however noted that this project is funded by Transport for London major Scheme programme with an overall budget for design and delivery of £1.4 million.

Consultation

25. Ward members have been consulted prior to consulting the community council
26. Public consultation was carried out in 2013, 2014 and July and August 2015.

27. This included letter sent to over 300 properties within and adjacent to the Pocket Places. The letter invited residents/businesses to attend a public workshop to discuss the schemes. The letter was also distributed to over 100 people that had previously registered interest in the Pocket Places project through the earlier consultation.
28. The public workshop was held in May 2013 and attended by 25 people. At the workshop the group were asked to identify aspirations for each space, thereby setting the 'design brief' for development of concept designs for each space.
29. In response to the public workshop, concept designs were prepared for each of the six spaces and these have been assessed in relation to cost, deliverability and dependency with other projects.
30. Coldharbour Place is wholly located within Lambeth and funding has been made available for Lambeth Council to make some improvements.
31. 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 member for regeneration, planning, and transport in March 2016.
32. If approved for detailed design and implementation this will be subject to any statutory consultation required in the making of any permanent traffic management orders including changes to the parking environment.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Strategic Director of Environment and Leisure

33. The Strategic Director of Environment and Leisure supports the scheme subject to finalisation of the detailed design and the outcome of any statutory procedures.

BACKGROUND PAPERS

Background Papers	Held At	Contact
Transport Plan 2011 www.southwark.gov.uk/transportplan	Southwark Council 160 Tooley Street London SE1 2QH	Pip Howson Tel: 0207 525 2592

APPENDICES

No.	Title
Appendix 1	Proposed scheme design

AUDIT TRAIL

Lead Officer	Simon Bevan, Director of Planning	
Report Author	Pip Howson, Team Leader Transport Policy	
Version	Final	
Dated	8 March 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
Strategic Director of Environment and Leisure	Yes	Yes
Cabinet Member for Regeneration, Planning, and Transport	Yes	No
Date final report sent to Constitutional Team		8 March 2016