

<b>Item No.</b> N/A	<b>Classification:</b> Open	<b>Date:</b> May 2017	<b>Decision Taker:</b> Cabinet Member for Environment and the Public Realm
<b>Report title:</b>		Camberwell Town Centre and Pocket Places improvements	
<b>Ward(s) or groups affected:</b>		Camberwell Green and Brunswick Park	
<b>From:</b>		Head of Highways	

## RECOMMENDATIONS

That the cabinet member for environment and the public realm:

1. Approves the implementation of the four Camberwell Pocket Places (Wren Road, Selborne Road, Artichoke Place, and Grove Lane) subject to the necessary statutory procedures.
2. Approves the implementation of the Camberwell Town Centre improvements on Denmark Hill, Orpheus Street, and Daneville Road subject to necessary statutory procedures.
3. Notes the resource implications for the improvements as per paragraphs 26 - 30 of this report.

## BACKGROUND INFORMATION

4. The Camberwell Community Council was asked in March 2016 to comment on the aforementioned recommendations. The Camberwell Community Council gave its support to the recommendations.
5. Public consultation on the wider programme, including the Pocket Places, was carried out in January 2013. A Pocket Places workshop was held on the 11 May 2013 and stakeholder engagement workshops were held on 16 May 2013. There was an online consultation in July and August 2015. The consultation for the town centre included Coldharbour Lane, and Camberwell New Road.
6. The objectives for the town centre and pocket places project include:
  - Improving public areas to complement 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
  - Increase greenery and where possible, sustainable drainage systems
  - Retain vehicular parking where possible.

7. On 28 May 2015, a cycle fatality occurred as a result of a HGV left turn hook at the junction of Denmark Hill and Orpheus Street. The town centre project has subsequently gone through further investigations and redesign to mitigate future fatalities. A Coroner's report to prevent future deaths was issued on the 20 February 2017 with the recommendation for the London Borough of Southwark (LBS), TfL and the Metropolitan Police to re-consider remedial improvements to the junction of Denmark Hill/Orpheus Street. The latest designs have subsequently included all agreed improvements by LBS, TfL and the Metropolitan Police. The latest designs will undergo a Stage 2 Road Safety Audit in June 2017.

## **KEY ISSUES FOR CONSIDERATION**

8. The online consultation completed on 13 August 2015. Approximately 200 responses were received online and via email. Comments were also received from key stakeholders including:
  - SE5 forum
  - London Cycle Campaign
  - Living Streets.
9. The pocket places and general arrangements periphery to the main junction were largely supported.
10. 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 only area where changes to parking spaces are proposed are:

- Wren Road – one pay and display bay would be lost to make way for a green area, new trees, seating and footway
  - Across all of the Pocket Places schemes, this represents a loss of one pay and display parking spaces (Wren Road)
  - Current parking spaces in Artichoke Place, Grove Lane, Selborne Road, Denmark Hill, Daneville Road and Orpheus Street are to be retained in both number and designation.
  - There is no loss of parking as part of the town centre project.
11. Grove Lane and Artichoke Place are roads affected by existing traffic signals on Camberwell Church Street (CCS). This signalised junction is part of the Transport for London (TfL) Camberwell New Road project and will, in the future, be removed and replaced by a single standalone pedestrian crossing.
  12. TfL hold concerns that the proposed increase in footway width at the junction of Grove Lane with CCS will cause excessive delays. As a result, the proposed layout of Grove Lane may change slightly from those shown in the attached plans, should TfL limit the width of the built-out footway on CCS. However, the changes would be entirely within TfL's highway boundary. No design or construction work will be undertaken on Grove Lane until this width has been clarified.

13. Artichoke Place can be designed and constructed without affecting, or being affected by, the traffic signals.
14. Improvements to the junction of Denmark Hill and Orpheus Street were informed by the coroner's inquest outcome.

### **Consultation**

15. Consultation for the town centre project has been ongoing for several years, with a consultation undertaken in January 2013. Various workshops have been held since.
16. An online consultation was held in July and August 2015.
17. Responses were received from the following stakeholder groups listed below:
  - SE5 forum
  - London Cycle Campaign
  - Living Streets
  - Southwark Cyclists.
18. Responses were largely in relation to the town centre project, rather than the Pocket Places.

### **Community Council consultation**

19. 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.
20. A workshop was held at the Community Council meeting on 29 January 2016. The following is a summary of the comments that were made:
  - A desire to maximise the sense of pedestrian priority at the southern end of Wren Road, including raising this area
  - Benches to be recognizable as benches. Signs to be user friendly and easy to use. Sensory trees and planting is desirable.
  - Tree species should be interesting with a variation of colours in each season, with good noise and pollution absorption.
  - Request for storm water to run into planters and trees
  - Detailing of tree pit material.
21. In response to all of the above points, the scheme will be constructed in line with Southwark Design Manual agreed materials. This will be balanced with the scheme budget, the Council's statutory duties and the requirement to maintain in the future.

22. Officers will investigate the raising of the southern end of Wren Road, and other measures to improve the sense of pedestrian priority. However, this may not be possible due to the existing levels of the footway, carriageway and adjacent buildings/land.
23. The design will incorporate all of the above where possible. However, it must be recognised that there are significant constraints when working on the public highway.
24. Colourful trees, for example, may shed fruits that could stain the paving or even present a hazard. The absorption factor may be negligible due to the tight spaces within the Pocket Places, meaning smaller trees.

### **Policy implications**

25. The recommendations are consistent with the policies of the Council's Transport Plan 2011, particularly:
  - Policy 2.3 – promote and encourage sustainable travel choices in the borough
  - Policy 3.3 – prioritise investment in our town centres
  - 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
  - Policy 6.1 – make our streets more accessible for pedestrians.

### **Community impact statement/equalities**

26. 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.
27. This scheme was identified as one which would help to deliver the council's aim of creating places that people can enjoy and feel safe.
28. The council believes the scheme will have a positive impact on the community by creating social spaces in low traffic environments, and using greenery to improve noise and pollution levels.
29. Further benefits would include better accessibility for pedestrians.

### **Resource implications**

30. The total budget available for both schemes is £2,358,249. £533,521 is available under the TfL LIP cost code R-2015-0050.01 for the 17-18 financial year. £1,565,000 available under the Revitalise Camberwell cost code R-2013-0090.09 for the 17-18 financial year. £259,728 is available under various agreed S106s consisting of £155,603 Strategic Transport, £89,125 Site specific, and £15,000 Camberwell Town Centre, all of which have been approved for release by IDM or planning committee.
31. The total cost of both projects will be approximately £2,500,000 which includes contingencies of approximately £300,000. The cost of the proposed Town Centre

project is estimated to cost approximately £1,700,000. The cost of the proposed Pocket Places is estimated to cost approximately £800,000. Whilst there is a shortfall of approximately £141,751, more accurate costs are to be determined for the Town Centre project following the completion of the detailed design phase. In addition, there is the potential to reduce the scope of the Town Centre project by removing low priority routes such as Daneville Road, and sections of Orpheus Street.

32. All costs arising from implementing the recommendations will be fully contained within the existing budgets, which are funded by TfL or through the release of s106 contributions.
33. Any future maintenance costs arising from this investment will be funded from existing Asset Management Business Unit revenue maintenance budgets.
34. Staffing and any other costs connected with this recommendation to be contained with existing business unit budgets.

### **Consultation**

35. The ward councillors are supportive of the Town centre and Pocket Places projects as shown in Appendices A, B, C, D, and E.
36. Parts of the scheme require Traffic Management Orders (TMO). The procedure for implementing a TMO involves a statutory consultation which will follow this decision being taken. If any objections to the consultation cannot be informally resolved, then consideration of those objections and a decision as to whether or not to proceed with that part of the scheme will be the subject of a further IDM report to the cabinet member for environment and the public realm.

### **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

#### **The Director of Law and Democracy (SH/05/17)**

37. The cabinet member for environment and the public realm is being asked to approve the implementation of the Camberwell Town Centre and Pocket Places projects.
38. Part of the scheme requires a traffic management order. The process for implementing a traffic management order involves a statutory consultation procedure pursuant to the Road Traffic Regulations 1984 and the Local Authorities Traffic Orders (Procedure) Regulations 1996. If any objections to the consultation cannot be informally resolved, then consideration of those objections and a decision as to whether or not to proceed with that part of the scheme will be the subject of a further IDM report to the cabinet member for environment and the public realm.
39. 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.
40. 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).

41. The proposals of the Camberwell Town Centre or Pocket Places improvements are not anticipated to have an adverse effect on the equalities and human rights of any individual or group.
42. The council's constitution gives the cabinet member the responsibility for, amongst other things, street scene, traffic management and parking enforcement. In accordance with Part 3D paragraph 6 of the Southwark constitution, individual cabinet members can agree statutory and other strategies for service planning and delivery in relation to their area of responsibility.
43. The cabinet member is also being asked to note the resource implications for the improvements which falls within paragraph 2 of Part 3D of the constitution where cabinet members have responsibility for agreeing the budget for significant programmes which affect their areas of responsibility
44. This decision therefore falls within the cabinet member's area of responsibility.

### **Strategic Director of Finance and Governance**

45. The report is requesting approval from the cabinet member for environment and the public realm to implement the town centre and Pocket Places projects.
46. It is noted that the total cost of the proposed scheme including fees and contingency is estimated to be £2.5M and funded from the allocation for 2015-16 Camberwell Town Centre budget (LIP) funded by Transport for London (TfL).
47. Officers should ensure that the scheme is completed within the time limit set by TfL for the grant funding.
48. It is also noted that any future maintenance costs arising from this investment will be funded from existing departmental revenue budgets.
49. Staffing and any other costs connected with this recommendation are to be contained within existing departmental revenue budgets.

### **BACKGROUND PAPERS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
Transport Plan 2011	Southwark Council Environment and Social Regeneration 160 Tooley Street London SE1 2QH	Matt Hill 020 7525 3541

### **APPENDICES**

<b>No.</b>	<b>Title</b>
Appendix A	Wren Road – Proposed Layout
Appendix B	Selborne Road – Proposed Layout
Appendix C	Artichoke Place – Proposed Layout

Appendix D	Grove Lane – Proposed Layout
Appendix E	Town centre, Denmark Hill, Orpheus St, and Daneville Rd – Proposed Layout

#### AUDIT TRAIL

<b>Lead Officer</b>	Matthew Hill, Head of Highways	
<b>Report Author</b>	Albert Ang, Highways	
<b>Version</b>	Final	
<b>Dated</b>	26 May 2017	
<b>Key Decision?</b>	Yes	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / EXECUTIVE MEMBER</b>		
<b>Officer Title</b>	<b>Comments sought</b>	<b>Comments included</b>
Director of Law and Democracy	Yes	Yes
Strategic Director of Finance and Governance	Yes	Yes
<b>Date final report sent to Constitutional Team</b>		23 May 2017