

Item No.	Classification: Open	Date: 17 August 2023	Decision Taker: Cabinet Member for Climate Emergency, Clean Air & Streets
Report title:		Camberwell Station Road Traffic Management Order("TMO")	
Ward(s) or groups affected:		Camberwell Green	
From:		Director of Planning and Growth	

RECOMMENDATION

1. That the Cabinet Member for Climate Emergency, Clean Air & Streets:
 - 1.1 Approve the proposed changes in two key areas along Camberwell Station Road. These will support key objectives as set out in the GLA Good Growth Fund bid which are to:
 - to support active travel
 - improve air quality
 - support links to nearby centre and green spaces
 - promote local identity, history and culture through the public realm.
 - 1.2 Instructs officers to proceed with the making of a permanent Traffic Management Orders ("TMO") to implement the proposals which fully support the council's Streets for People aspirations, and will be subject to the necessary statutory procedures and minor changes resulting from the detailed design process. Outline design drawings of the proposal are contained in Appendix 1.
 - 1.3 Notes that a further report will be brought to the cabinet member should there be any unresolved objections to the proposed improvements at the end of the statutory period.

BACKGROUND INFORMATION

2. This project was identified following extensive local engagement during the production of the Camberwell Area Plan, a strategic a high-level framework to guide future growth in Camberwell produced in 2019. The Camberwell Area Plan underpinned the GLA Good Growth Fund bid, which is the primary source of funding for this project.
3. Designs have been developed with significant input from local stakeholders, including residents and businesses and brings together views of local people alongside balancing the needs for traffic calming with the operational requirements of GoAhead Bus Garage, Royal Mail, ArchCo and other key

stakeholders. Initial meetings took place with all key stakeholders, including knocking on every door on the street and hosting a public consultation in 2021. A number of walkabouts and meetings have taken place since and all the stakeholders mentioned above have been kept up to date with the plans, most recently during June and July 2023 in advance of the planning application being submitted.

4. This project will transform two key areas on Camberwell Station Road into a welcoming environment with its own identity. At least two characterful beacons will draw people into the road which will have wider footways and easier crossing points with better access, especially for those with impaired mobility. It will connect to the Low Line, support active travel and complementing plans to activate dead frontage. The project will help to raise the profile of and support plans to reopen Camberwell Station, including a community led art project. It will deliver maintenance-friendly greening on both sides of the road, including rain gardens and new trees. Electric vehicle charging points will be introduced under the bridge on Knatchbull Road, far enough away from residential properties to avoid issues with noise.
5. The total cost for works has been estimated at £1.25m.
6. This report draws upon the detailed analysis of Camberwell Station Road as set out in the RIBA Stage 2 and RIBA Stage 3 reports along with legislative and financial considerations.
7. RIBA Stage 3 designs were presented to the Cabinet Members for Parks, Streets and Clean Air, and Climate Emergency and Sustainable Development on 14 July 2022. Ward members have been regularly briefed via email and provided supportive feedback during a presentation on 23 June 2023.
8. The council's emerging plans for the improvement of station road and associated funding commitment have already lead to investment of over £1m from ArchCo into refurbishing and bringing back into active use 5 arches at the northern end of station road that have been vacant for a decade. Plans for station road have been developed with this in mind. The council continues to be in discussion with ArchCo regarding refurbishing further vacant units in station road.

KEY ISSUES FOR CONSIDERATION

Proposed highways measures implemented that will be included in the TMO

9. The TMO will be required to adjust the waiting and loading restrictions that enable the proposed public realm enhancements. Any changes to the existing highway restrictions will be revoked by TMO.
10. The northern end of the street (~23m from Camberwell New Road) is part of the Transport for London Road Network (TLRN) and therefore TfL will consult on those changes separately. The design team has agreed the proposals with TfL.

11. North of Knatchbull Road on the section of the street which the council is the highway authority, it is proposed that two pay-by-phone bays and two free parking bays are removed. This creates space for footway widening and large planting areas.
12. On Knatchbull Road itself it is proposed that four resident bays are relocated from the southern side of the street (under the railway viaduct) to the northern side to allow for footway buildouts and a realignment of the mouth of the junction to calm traffic. It is also proposed that two of these bays are converted to EV bays.
13. In the area around the old station and bus depot, it is proposed that eight pay-by-phone bays and three resident bays are to be removed (net). These changes allow for a large public space with planting alongside traffic calming measures with priority for cyclists.
14. Overall the impact on the parking bays is a gain of two EV bays and the reduction of two free parking bays, ten pay-by-phone bays, and five resident bays. Approximately 25m of double yellow lining is to be restricted further with double tick markings (no waiting and no loading) to ensure that vehicles do not block the path of cyclists and other vehicles in sensitive locations where the carriageway is narrowed.

Summary of consultation process and findings

15. Public consultation has been at the heart of the process of developing the designs. This project was identified during the production of the Camberwell Area Plan, mentioned in point 2. The following engagement was undertaken during the production of the Camberwell Area Plan during 2018-2019:
 - 15.1 over 400 people registered at three public engagement events who participated in workshops, spoke to us and completed feedback forms;
 - 15.2 presenting ideas and documenting feedback from local groups including multi-ward forums, Pensioners Centre, Youth Council, Wells Way Church, numerous tenants and residents meetings;
 - 15.3 a web page was established and kept up to date;
 - 15.4 a dedicated email address was set up for to provide project updates and to receive enquiries.
16. The high levels of engagement described above intensified during the development of designs for Camberwell Station Road during 2020-21 which included:
 - 16.1 meetings and walkabouts with local stakeholders including SE5 Forum, Camberwell Society, Camberwell Identity Group, TfL, Go-Ahead Bus Garage, Royal Mail, ArchCo;
 - 16.2 follow-up walkabouts focusing on issues raised during including night time walkabout focusing on women and girls safety and late night walkabout with Environmental Protection

- 16.3 knocking on every door, including homes and businesses on Camberwell Station Road;
 - 16.4 co-design workshops with Southwark Young Advisors and students from Sacred Hearts School who led public walkabout with over 60 people during an engagement event;
 - 16.5 a web page was established for Camberwell Station Road showing background to project and latest progress / designs;
 - 16.6 a dedicated email address was set up to provide projects updates to receive enquiries to a list of over 250 local stakeholders built up during engagement process.
17. The engagement set out above fed into the strategic ambitions for the road as follows:
- 17.1 a street for all – how we can look at making everyone welcome and for the street to be accessible, including recommendations from the women and girls safety walkabout
 - 17.2 connecting Camberwell – as a centre to wider areas
 - 17.3 making good impressions – how we can establish a feel for CSR that is reflective of the types of activity that take place on the road

The feedback received show that the overwhelming majority of those who responded are in favour of the implementation of the designs which are closely aligned with the Streets for People strategy, mentioned below.

Policy framework implications

18. The recommendations contained within this report are consistent with the missions of the Movement Plan 2019, in particular:
- M2 Action 2 – create simple and clear streets
 - M3 Action 4 – deliver infrastructure to support active travel
 - M4 Action 7 – reduce the number of cars owned in the borough
 - M4 Action 8 – use kerbside efficient and promote less pollutin vehicles
 - M4 Action 9 – manage traffic to reduce the demand on our streets
 - M7 Action 15 – reduced exposure to air pollution
 - M7 Action 16 – zero people killed of injured on our streets by 2041
19. The recommendations fully support and align with the council’s Streets for People strategy, which outlines the council’s ongoing commitment to, and ambition for, healthier neighbourhoods, cleaner air, thriving town centres and safer roads. Respective officers are working closely together to ensure the designs of each respective scheme are dovetailed.
20. The recommendations contained within this report are consistent with the missions of the Climate Change Strategy 2021, supporting the following two areas out of the five areas identified in the strategy:
- active and sustainable travel
 - thriving natural environment
21. The recommendations contained within this report are consistent with the

following objectives and policies set out in the Southwark Plan 2022:

21.1 SP2 Southwark Together (point 8)

Ensuring that our existing residents and neighbourhoods prosper from good growth by giving people from every community the opportunity to collaborate throughout the regeneration process. Good growth includes supporting and diversifying our strong local economy, providing new jobs including new green jobs, championing existing and new business growth and supporting small shops and businesses through regeneration including building new, affordable workspaces to continue trading or grow their businesses;

21.2 SP5 Thriving neighbourhoods and tackling health inequalities (point 10)

Reducing health inequalities by improving the economic wellbeing, physical and mental health of our communities including providing healthy food options, improving air quality, improving green spaces and creating healthy streets and low traffic neighbourhoods to enable our residents to get to everywhere they need to go without using a car.

21.3 SP6 – Climate Emergency (points 1-4)

- Making Southwark a place where walking, cycling and public transport are the first choice of travel as they are convenient, safe and attractive; and
- Protecting and improving our network of open spaces, waterways, trees and biodiverse habitats and green corridors that make places open and attractive and provide important sport, leisure and food growing opportunities; and
- Improving our natural environment through the use of urban greening to reduce food risk and improve air quality; and
- Working with local people to deliver the very best so that the borough is clean, green and safe.

Community, equalities (including socio-economic) and health impacts

22. The improved spaces will be greener and more inclusive and inviting, drawing people together, promoting enhanced commercial activity and social integration, creating a healthier, better connected area. This will be done by:

22.1 creating wider, more accessible pavements and crossing points

22.2 slowing traffic and supporting safer cycling

22.3 greening and providing rain gardens to create a sense of calm

22.4 providing opportunities to dwell by introducing a less hostile environment

22.5 working with landlords such as ArchCo and Wandle to open commercial space

22.6 harnessing the character and identity via arts led wayfinding measures at key points in the road and at the station building

Community impact statement

23. Developing detailed public realm designs has presented an opportunity to integrate a place making public art projects into the public realm to reflect the distinct identity of Camberwell. This has given local people the opportunity to connect their individual stories and collective narratives with arts, culture and the

area's heritage. This has been achieved through young person co-design and in collaboration of local community groups, the output of which is being translated into the station art commission, a series of beacons and characterful details.

24. Local groups, the SE5 Forum, Camberwell Society and Camberwell Identity Group are actively engaged in the project. They have worked alongside key stakeholders on the tender panel to appoint designers and on the project steering group.

Equalities (including socio-economic) impact statement

25. This project has proactively reached out to local people reflecting the diverse demographics in the area, as evidenced during the December public engagement event. At the event, students from Sacred Hearts School developed walking tours and led over 60 residents to key points along the road. This resulted in empowering younger, primarily BME students to tell their stories and share their vision for the future of the road by leading tours for local residents many of whom were older, middle class and white.
26. The approach of and designs developed by this project are aimed at improving social cohesion by promoting positive relationships to support a sense of community and belonging. People of all ages, abilities & from all walks of life have been involved and heard which has engendered a stronger sense of pride and will produce a lasting legacy for the area.
27. The improved spaces will be more welcoming with slower traffic and a wider, greener and more accessible street with better sightlines along the street identified during the womens and girls safety walkabout. These spaces will help to bring people together, encourage physical and cultural activity, recreation and attract businesses and jobs.
28. The proposals are not considered to have any adverse effects including socio-economic or health impacts on those with protected characteristics. Safety for pedestrians and in particular those with protected characteristics such as children, the elderly and disabled persons will be greatly assisted by a reduction of vehicular traffic in the area.

Health impact statement

29. This project has been assessed using the TfL Healthy Street Indicators as set out below:

The Healthy Streets Approach is a system of policies and strategies to help Londoners use cars less and walk, cycle and use public transport more. The following table captures the Healthy Street Indicators and how the project will address each.

Healthy Street Indicators (TfL):	CSR Good Growth Project
Pedestrians from all walks of life	Improving the look, feel and function of CSR to be more welcoming and accommodating. Focusing workshops on specific experiences (such as women and girls). Engaging with local young people.
People choose to walk, cycle and use public transport	Improving footway conditions to encourage walking. Reducing traffic speeds and instating dedicated cycle infrastructure.
Clean air	Retaining and protecting mature trees. Instating new trees. Reducing traffic speeds.
People feel safe	Improving footway conditions and introducing additional public realm. Encouraging more people to use the street. Undertaking site specific research to address women and girls safety.
Not too noisy	Reducing traffic speeds.
Easy to cross	Improving crossing quality and reducing crossing distance.
Places to stop and rest	Introducing perches and informal resting points. Encouraging dwelling with beacons/art commissions.
Shade and shelter	Retaining and protecting existing mature trees. Instating new trees.
People feel relaxed	Introducing planting and greenery to improve the pedestrian experience. Calmer traffic and more active travel.
Things to see and do	Introducing beacons and art commissions that reflect local character and identity. Providing public realm that can facilitate future events, gatherings etc.

Climate change implications

30. The report has considered how the proposed measures impact on climate change. The measures support the aims of the council's Climate Change strategy as set out in point 19. Key aims of this strategy include to "reduce car journeys to a minimum by 2030" and "be a borough where walking and cycling becomes the default way to get around". Part of meeting the borough's ambition of net zero emissions by 2030 includes a reduction in vehicle kms travelled and a shift to active travel and public transport. Road transport currently accounts for 15% of the borough's emissions. The proposed measures support that ambition by creating a more welcoming and safer environment for people who walk and cycle including wider footways, better crossing points, introducing speed tables, providing a segregated cycle land, and extending the low line.
31. The introduction of rapid electric vehicle charging points supports the action contained within the updated 2022 Climate Action Plan to 'Deliver 1,000 more electric vehicle charging points by 2026, so there are more in every neighbourhood' alongside the delivery of projects that discourage the ownership and use of polluting private cars. The project further supports the action to campaign for the re-opening of Camberwell Station.
32. The road will also benefit from additional planting and rain gardens which supports the Climate Change strategy's actions to 'create greener streets with more planting' and the specific action to 'Make Southwark the first inner London council to have over 100,000 trees and endeavour to increase tree canopy to cover 24% of public land'. These measures will play a key role in alleviating the pressure on the sewers in Camberwell and reducing the risk of flooding, work that will support the development of the council's Climate Adaption Strategy, planned for late 2022.

33. A just and inclusive transition is at the heart of the council's emerging climate policy. These proposals prioritise the movement of people first and foremost while retaining vehicle access for those who require it. In delivering a safer and more equitable highway network, the measures are in accordance with the council's proposals to addressing the climate emergency.

Resource implications

34. Resource implications will be contained within the existing Planning and Growth Structure, with Highway resource provided by the staff within the Highways Division, for which a budget is available.

Legal implications

35. Should the cabinet member approve the recommendations set out at paragraph 1 of the report, one or more TMOs under the powers contained within the Road Traffic Regulation Act 1984 will need to be made.
36. Should the recommendations in this report be approved, officers will proceed with statutory consultation as per the requirements set out in regulation 8 of the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 ("1996 Regulations").
37. Any objections the council receives must be properly considered in light of administrative law principles, Human Rights law and relevant statutory powers. A further report will be brought to the cabinet member should objections be received.
38. The council shall, within 14 days of making the TMO(s), publish in the London Gazette and a newspaper circulating in the area in which any road or place to which the order relates is situated, a notice:
- i. Stating that the order has been made; and
 - ii. Containing the particulars specified in Parts I and III of Schedule 1 of the 1996 Regulations
39. A TMO(s) shall only come into force once the council has published the notice, which confirms the notice has been made.
40. After TMO(s) are made the council must ensure proper signage is implemented in the vicinity in accordance with Regulation 18 of the 1996 Regulations.

Financial implications

41. There are no direct financial implications arising from this report.
42. The current estimated cost of the works i.e. implementing the changes to Camberwell Station Road, is estimated at £1.25m which delivered by FM Conway under Southwark Council's term contract, the Southwark Highway Works Contract (SHWC). For this reason no Gateway reports are required, however the appropriate task order will be issued and the works will be managed in

accordance with the NEC4 terms and conditions.

43. The funding for this element of the project is a combination of the GLA Good Growth Fund and Southwark Council Capital which totals £2m for this element on 1 April 2023. This budget is contained in capital project R-4020-0071.01. These financial budgets are consistent with the recently published Departmental Capital Monitor.
44. Based on the current estimate the proposed works are affordable within the overall remaining budget envelope.
45. Staffing costs associated with this project will be contained within existing approved revenue budgets and capitalised, where appropriate.

Consultation

46. Consultation has been carried out as outlined in paragraphs 14-16 in this report.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Assistant Chief Executive – Governance & Assurance (AGG 07/23)

47. The cabinet member is asked to approve, subject to the outcome of statutory consultation, the implementation of traffic and highway improvements by way of TMOs at Camberwell Station Road. The TMO process is set out at paragraphs 34-39.
48. The recommendations in this report are appropriate for determination by the Cabinet Member in accordance with paragraph 22 of Part 3D of the council's Constitution.
49. The Human Rights Act 1998 imposes 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 highway and planning purposes are Article 8 (respect for homes); Article 6 (natural justice) and Article 1 of the First Protocol (peaceful enjoyment of property). The implementation of the proposals is not anticipated to engage or breach the provisions of the Human Rights Act 1998.
50. The Council has a duty, pursuant to section 149 of the Equality Act 2010, to have due regard in the exercise of its functions to eliminate discrimination, advance equality of opportunity and foster good relations between persons who share a relevant protected characteristic and persons who do not share it. Protected characteristics include age, sex, disability, pregnancy and faith. Officers have considered the public sector equality duty as set out in paragraphs 24-27 of this report and have concluded that at this time the proposals will have no detrimental impacts on a particular protected group or on the equality of opportunity under the Equality Act 2010. Officers will continue to monitor the effect of the proposals in the event detrimental impacts to a protected group come to light at a later date.

51. Council Assembly on 14 July 2021 approved a change to the Council's constitution to confirm that all decisions made by the Council will consider the climate and equality (including socio-economic disadvantage and health inequality) consequences of taking that decision. This has been considered in the report at paragraphs 29-32 above.

Strategic Director of Finance (CE22/029)

52. This report is requesting the Cabinet Member Climate Emergency, Clean Air & Streets to approve the proposed changes in two key areas along Camberwell Station Road and to note that a further report will be brought to the cabinet member should there be any unresolved objections to the proposed improvements at the end of the statutory period.
53. The strategic director of finance and governance notes that there are no financial implications arising from this report.
54. Staffing and any other costs connected with this report to be contained within existing departmental revenue budgets.

Timescales

55. TMO approved November 2023, start on site February 2024, Practical Completion July 2024.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Title of document(s) New Southwark Plan	Planning Policy Planning and Growth 160 Tooley Street	Laura Hills Team Leader, Planning Policy and Digital Transformation 020 7525 0043
Title of document(s) Southwark Council's Climate Change Strategy	Environment and Leisure 160 Tooley Street	Chris Page Climate Change Director 020 7525 7259
Title of document(s) RIBA Stage 2 report	Sustainable Growth South Planning and Growth 160 Tooley Street	Magda Bartosch 020 7525 3606
Title of document(s) RIBA Stage 3 report and appendices	Sustainable Growth South Planning and Growth 160 Tooley Street	Magda Bartosch 020 7525 2606

APPENDICES

No.	Title
Appendix 1	Detailed Design General Arrangement
Appendix 2	Detailed Design General Arrangement Vehicle Tracking

AUDIT TRAIL

Lead Officer	Matt Derry, Programme Manager, Sustainable Growth	
Report Author	Magda Bartosch, Sustainable Growth Manager	
Version	FINAL	
Dated	31 July 2023	
Key Decision?	Yes	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Assistant Chief Executive – Governance and Assurance	Yes	Yes
Strategic Director of Finance	Yes	Yes
Head of Highways	Yes	Yes
Climate Change Programme Manager	Yes	Yes
Cabinet Member	Yes	Yes
Date final report sent to Constitutional Team	16 August 2023	