

**COUNCIL MEETING – DEPUTATION/PETITION REQUEST FORM**

NAME OF DEPUTATION/PETITION LEADER: BILLY BYATT (SECRETARY – SECRA)	
ADDRESS: [REDACTED]	NW3 2RF
TEL: [REDACTED]	E-MAIL: [REDACTED]
Name and contact details of other proposed attendees (maximum of 6 plus deputation leader):  South End Close Residents Association (SECRA) committee: ELLA SMALLCOMBE – CHAIR JIM WATTS – VICE CHAIR MARJAN BRAZIER – DEPUTY DMC REP	
<b>Does any member of the deputation have access requirements? If so, please tell us what they are: BILLY BYATT IS REGISTERED AS BLIND AND IS ACCOMPANIED BY HIS WIFE/GUIDE.</b>	
<b>Have you submitted a deputation request to the Council before? If so, please give details: NO</b>	

Please summarise below the key points you wish to make at the Council meeting (continue on a separate sheet if necessary):

**POOR CONSULTATION IS FAILING THE RESIDENTS OF SOUTH END CLOSE AND PUTTING THEM AT RISK OVER DANGEROUS PROPOSED TRAFFIC CHANGES AND BUS REPOSITIONING.**

**A STREATARY HAS BEEN PROPOSED FOR SOUTH END GREEN ADDING c.8-16 MORE TABLES TO THE EXISTING RESTAURANTS. THIS IS DESPITE A 'DE FACTO' STREATARY EXISTING EVERY SUMMER WHERE RESTAURANTS CROWD THE PAVEMENT WITH TABLES, WITH A GRUDGING ACCEPTANCE BY RESIDENTS AS A PRICE OF HAVING CAFES AND THE HEATH NEARBY. THIS ANNUAL 'DE FACTO' STREATARY IS ACCEPTED AND CONTROLLED WITHOUT OUTSIDE INTERVENTION.**

**THIS WILL ADDITIONALLY BENEFIT c.10 APARTMENTS (15-20 RESIDENTS) ON SOUTH END ROAD AND SIGNIFICANTLY IMPACT NEGATIVELY THE 140 APARTMENTS AND c.270+ RESIDENTS OF SOUTH END CLOSE.**

**THIS CHANGE HAS BEEN SUCCESSFULLY LOBBIED AGAINST BASED UPON RISK AND LIKELY TRAFFIC IMPACTS FOR c. 10 YEARS ON SEVERAL PRIOR CONSULTATIONS.**

**THE CHANGE REQUIRES A COMPLETE TRANSFORMATION OF THE TRAFFIC MANAGEMENT OF SOUTH END GREEN SERVICING POND STREET (ROYAL FREE HOSPITAL), FLEET ROAD (CRECY RD AMBULANCE STN), CONSTANTINE ROAD/AGINCOURT ROAD AND SOUTH END ROAD (HAMPSTEAD HEATH STATION & PARK ACCESS).**

**THIS WILL ALSO REQUIRE RE-POSITIONING OF BUSES AND REMOVAL OF A KEY PEDESTRIAN SAFETY ISLAND USED FOR CROSSING SAFELY (WHICH ALSO REGULATES TRAFFIC).**

**THESE ARE NOT SMALL CHANGES BUT PRESENT A PRACTICAL RISK TO LIFE AND HARM BY THE REMOVAL OF THE CROSSING AND MOVEMENT OF THE NEWLY POSITIONING BUSES.**

**CENTRAL TO THIS RISK IS ANY REMOVAL OF THE PEDESTRIAN CROSSING ISLAND ON THE JUNCTION OF FLEET ROAD AND AGINCOURT/CONSTANTINE ROAD. THIS CRUCIAL CROSSING PROVIDES TIME FOR VULNERABLE, ELDERLY, DISABLED OR YOUNG FAMILIES TO CROSS AT THEIR OWN PACE WITHOUT DISRUPTING TRAFFIC ON THE OTHER SIDE OF THE CROSSING. INDEED, MANY TAKE A MOMENTS REST ON THE ISLAND TO ALLOW TRAFFIC TO CLEAR BEFORE CONTINUING ACROSS.**

**REMOVAL OF THIS CROSSING, AND REPLACEMENT BY TWO ZEBRA CROSSINGS ,WILL REMOVE THIS EASE OF USE AND TURN THIS INTO A FAST PACED CROSSING SUBJECT TO THE IMPATIENCE OF DRIVERS WHO SEEK TO ACCESS THE HOSPITAL OR SHORT CUT THROUGH TO OTHER LOCATIONS.**

**REMOVAL AND REPLACEMENT OF THIS PEDESTRIAN ISLAND WILL LEAD INEVITABLY TO A PEDESTRIAN DEATH OR INJURY BY SUCH AN IMPATIENT DRIVER. INDEED, A ZEBRA CROSSING HIGHER UP POND STREET (NEXT TO A SCHOOL AND HOSPITAL) HAS FREQUENT NEAR MISSES AS CARS AND VANS SEEK TO MAKE IT ACROSS BEFORE THE VULNERABLE PEDESTRIANS.**

**WITH THIS REMOVAL AND REPLACEMENT THE c.270 RESIDENTS, AND OTHERS SEEKING ACCESS TO THE ROYAL FREE AND SURROUNDING PREMISES, WILL BE PUT AT GREATER RISK OF HARM AND INJURY IN A SIMILAR WAY.**

**IN A FURTHER COMPLICATION THE JUNCTION WILL BE SUBJECT TO 2 'GIVE WAY' JUNCTIONS NOW RELYING UPON THE FUTURE GOOD WILL AND BETTER DRIVING NATURES OF THE CARS & VANS WHICH SPEED THROUGH THE AREA.**

**ALL THIS WILL BE SET AGAINST A REPOSITIONED NUMBER 1 BUS WHICH WILL REPLACE THE NUMBER 24 AT THE CURRENT BUS STAND BY SOUTH END CLOSE ESTATE. BUS DRIVERS WILL NOW BE REQUIRED TO MAKE A 'MAD DASH' FROM POND STREET ACROSS THIS DIFFICULT JUNCTION AND INTO THE BUS STAND. YET SOUTHBOUND DRIVERS MAY NOT KNOW OF THIS TERMINATION AND MISJUDGE THEIR NEED FOR ROOM CAUSING MORE RISK OF HARM.**

**THIS MIRRORS A BIZARRE NEW REQUIREMENT FOR BUSES TO EXIT THE STAND BESIDE THE GARDEN GATE PUB – A KNOWN TRAFFIC 'BLIND SPOT'. UNABLE TO SEE TO THEIR RIGHT (BY THE ANGLE OF THE PUB) EACH DEPARTING BUS WILL NOW HAVE TO 'RUN THE GAUNTLET' AND LAUNCH THEMSELVES ONTO SOUTH END ROAD. THIS WILL NOT BE ONLY AT THEIR OWN RISK BUT ALSO TO THOSE ONCOMING SOUTHBOUND DRIVERS OR PEDESTRIANS FROM THE STATION HEADING TO THE ROYAL FREE HOSPITAL AND ITS VARIOUS DAY CLINICS.**

**WHILE THE CURRENT PEDESTRIAN ISLAND EFFECTIVELY REGULATES TRAFFIC (EVEN IN RUSH HOUR) THE COMBINATION OF NEW ZEBRA CROSSINGS, GIVE WAY JUNCTIONS, BUS MANOEUVRES AND EVEN 3 NEW PARKING SPACES BIZARRELY PLACED UPON THE JUNCTION OF FLEET ROAD ITSELF (!) WILL GUARANTEE CONGESTION.**

**THE NEW PLAN WILL 'LOCK IN' CONGESTION AT A CRUCIAL JUNCTION IN NORTH LONDON. DELAYS AT THIS SPOT DIRECTLY IMPACT ROYAL FREE HOSPITAL ARRIVAL TIMES FOR A&E CASES AND DEPARTURE TIMES FOR AMBULANCES SETTING OFF TO ACCESS CRITICAL PATIENTS FOR RETURN TO THE RFH. ANY POST IMPLEMENTATION STUDY WILL NEED TO WATCH FOR A DOWNTICK IN A&E SURVIVAL RATES THROUGH DELAYED AMBULANCE ARRIVAL TIMES.**

**THIS SERIES OF DELAYS WILL SPREAD RAPIDLY UP POND STREET, FLEET ROAD AND SOUTH END ROAD. THIS CRUCIAL JUNCTION WILL THEN SPAWN A KNOCK-ON EFFECT ONTO HAMPSTEAD HIGH STREET, WEST KENTISH TOWN, CHALK FARM ROAD AND ACROSS FITZJOHNS AVENUE ONTO THE FINCHLEY ROAD. POND STREET IS ONE OF THE FEW ROADS IN NORTH LONDON WHICH IF BLOCKED HAS A RAPID KNOCK-ON EFFECT TO OTHER AREAS (ANOTHER IS CAMDEN ROAD BESIDE THE STATION).**

**THIS IS ACCOMPANIED BY AN EQUIVALENT DENIAL OF ACCESS FOR RESIDENTS OF SOUTH END CLOSE ONTO THEIR OWN ESTATE BY CAR OR FOR DROP OFF OR DELIVERY SERVICES. USING A NOW BLOCKED OFF GATE, RESIDENTS WILL HAVE TO WAIT BEHIND WAITING BUSES SEEKING TO ACCESS THE STAND, THOSE MANOEUVRING ON THE STAND AND THOSE SEEKING TO NEGOTIATE THE BLIND SPOT ONTO SOUTH END ROAD. THIS WILL SEVERELY IMPACT TRAFFIC FLOWS ON A COMPLEX JUNCTION WHILE DISCOURAGING DELIVERIES OR ACCESS TO THE ESTATE FOR RESIDENT SERVICES.**

**THE ABOVE ADDRESSES THE VERY REAL RISK OF HARM TO RESIDENTS BY THE PROPOSED CHANGE. A FURTHER SIGNIFICANT IMPACT WILL BE THE INCREASE**

**IN CO2 PLUTION BY THE IDLING ENGINES OF VEHICLES TRAPPED BY THE COMPLEX GIVE WAY JUNCTIONS, CROSSINGS AND BUS ACCESS RIVALRIES. THE c.270+ RESIDENTS OF SOUTH END CLOSE ESTATE WILL BE IN THE FORE FRONT OF THIS INCREASE IN DANGEROUS GASES AND POLLUTANTS. SECRA HAS FOUGHT A DECADES LONG BATTLE WITH TFL TO KEEP BUS ENGINE IDLING TO A MINIMUM AND TO RESTRICT BUS NUMBERS ON THE STAND. THEY HAVE ADDITONALLY BEEN AT THE ROREFRONT OF CAMDEN'S CAMPAIGN TO KEEP NON-RESDIENT VENHICLES OFF ITS ESTATES. HOWEVER, ALL THIS WILL BE SWAMPED BY THE MANY CARS & VANS STUCK IN THIS NEW TRAFFIC 'BLACK SPOT' GENERATED BY THE PROPOSED CHANGES.**

**THE JUNCTION AND PEDESTRIAN ISLAND AT SOUTH END GREEN SERVES MORE THAN ONLY ITS RESIDENTS. THIS AREA IS A UNIQUE ZONE FAMOUS FOR ITS CAFES, ENTRY TO THE HEATH, PROXIMITY TO HAMPSTEAD HEATH STATION AND ACCESS TO THE ROYAL FREE HOSPITAL AND OUTPATIENT CLINICS. THIS IS THE DELICATELY BALANCED 'STATUS QUO' WHICH WILL BE DISRUPTED NEGATIVELY BY THESE CHANGES.**

**IF ANY ONE OF THESE DIFFERING STAKEHOLDERS WERE ASSESSED FOR IMPACT THE PROPOSED CHANGES WOULD SUFFER A LACK OF JUSTIFICATION VS. SEVERITY OF IMPACT AND FAIL.**

**ADDING THE VERY REAL RISK OF INJURY AND WORSE TO RESDIENTS OF SOUTH END CLOSE (& THE IMMEDIATE AREA) AND THIS CHANGE BECOMES AN AUTO-CAD PLANING EXERCISE WHICH ACHIEVES NOTHING BUT HARM FOR THE 'REAL WORLD' RESIDENTS.**

**SECRA AND ITS TRA REPRESENTATIVES & ESTATE RESIDENTS ARE HAPPY TO ATTEND AND MEET WITH CABINET AND COUNCILLORS TO DISCUSS THE VARIOUS PROPOSED CHANGES IN DETAIL. HOWEVER, WE SEE ONLY RISK OF INJURY AND HARM TO RESIDENTS AND OTHER USES OF THIS AREA IF THESE CHANGES ARE ENACTED.**

**WE SEEK TO MAKE THE PROCESS OF CONCULTATION EFFECTIVE AND REFLECTIVE OF ACTUAL RESIDENT OPINION AND FEEDBACK. THIS HAS BEEN SUCCESSFUL OVER THE PRIOR 20 YEARS OF FIGHTING SUCH CHANGES IN SOUTH END GREEN BUT MEANS WE MUST GIRD OURSELVES FOR YET ANOTHER ASSAULT ON COMMON SENSE AS DESCRIBED IN THIS PROPOSAL.**

(see guidance notes overleaf)

**GUIDANCE FROM THE COUNCIL'S [CONSTITUTION](#) \***

**Deputations and petitions**

Anyone likely to be affected by a matter in which the authority has functions, or which affects that area of the authority, or some of it, or the inhabitants of that area, or some of them may ask that a deputation or a petition should be received by a meeting of the Council.

A deputation request should be made in writing to the Chief Executive (via the contact listed below) setting out the reason why the deputation should be received, by no later than 12noon, three working days before the meeting to which it relates.

The person making the deputation request shall indicate what the deputation is about, the number (no more than 7), names and addresses of the persons who will form the deputation, and the member of the deputation who will address the Council.

Requests to present petitions to Council will be considered in line with the Council's Petition Scheme (Part 5 of the Constitution).

The Mayor will decide whether the deputation or the petition is to be received or not, or whether the deputation or the petition should be heard by another body. In deciding whether or not to redirect a deputation or the petition to another body the Mayor will amongst other things consider whether the matter could benefit from an in-depth analysis which could not be provided at Council, whether it is of wide interest to the Borough and whether the deputation or the petition has already been aired recently at another Council body. A maximum of three deputations or petitions will be taken at each Council meeting with the Mayor deciding which to accept with an overall maximum time allocated to deputations and petitions of 30 minutes.

#### **At the meeting**

When called, the spokesperson or Petition Organiser may speak for three minutes. The Mayor will ensure that the remarks are relevant and that the speaker refrains from personal attacks.

Members may then ask questions of the deputation. Six minutes per deputation or petition is allowed for this, to include responses from the depute(s)/petitioner(s).

After the deputation or petition has been heard the appropriate Cabinet Member or committee chair may respond in a speech no longer than three minutes.

No deputation or petition may appear before the Council again within the next three months on the same or a similar subject.

#### **Data Protection - What will we do with the information that you have provided to us?**

The Council has a legal duty to allow public access to its formal meetings (except in limited circumstances where the press and public may be excluded) and we are processing the data that you have provided in order to deal with your request to make a submission to one of those meetings. We will only process the information provided to us for the purpose for which you have provided it.

Your name and address may appear in the papers of the council, committee or sub-committee meeting that you have requested a submission to. These papers are freely available on the Council's website and in hard copy from the Council's offices.

We will not transfer your personal data outside of the EU/EEA.

Full the full privacy notice, please visit <https://www.camden.gov.uk/deputations>

Please return this form by email to [vicky.wemyss-cooke@camden.gov.uk](mailto:vicky.wemyss-cooke@camden.gov.uk) / [donna.alexander-morrison@camden.gov.uk](mailto:donna.alexander-morrison@camden.gov.uk) or by post to:-

**Vicky Wemyss-Cooke/Donna Alexander-Morrison**  
**Committee Services**  
**London Borough of Camden**  
**Town Hall**  
**Judd Street**  
**London, WC1H 9JE**  
**Enquires: 020 7974 5726/5319**

\* Part 4 of Camden's Constitution, 'Procedure Rules and Standing Orders'