

Camberwell Community Council

Wednesday 10 September 2014

7.00 pm

Walworth Methodist Church, 54 Camberwell Road, London SE5 0EW

Supplemental Agenda No. 1

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Item No.	Title	Page No.
14.	Local Parking Amendments	1 - 41

Note: This is an executive function.

Councillors to consider the recommendations set out in the report. This report replaces the incorrect version that is contained in the main agenda.

Item No. 14.	Classification: Open	Date: 10 September 2014	Meeting Name: Camberwell Community Council
Report title:		Local traffic and parking amendments	
Ward(s) or groups affected:		All wards within Camberwell Community Council	
From:		Head of Public Realm	

RECOMMENDATIONS

1. It is recommended that the following local traffic and parking amendments, detailed in the appendices to this report, are approved for implementation subject to the outcome of any necessary statutory procedures:
 - Dylways – install double yellow lines adjacent to a planned vehicle crossover that will provide access to No. 23.
 - Green Dale – make a permanent traffic order for the existing double yellow lines located at the junction of Wanley Road which were introduced under temporary traffic order.
2. It is further recommended that 12 objections, made in relation to proposed waiting restrictions in Crossthwaite Avenue, Woodfarrs and Dylways, are considered and rejected and that the proposals are implemented.

BACKGROUND INFORMATION

3. Part 3H of the Southwark constitution delegates decision making for non-strategic traffic management matters to the community council.
4. 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 setting of consultation boundaries for consultation on traffic schemes
 - the introduction of destination disabled parking bays
 - statutory objections to origin disabled parking bays.
5. Paragraph 17 states that the community council will determine objections to traffic management orders that do not relate to a strategic or borough wide issue.
6. This report gives recommendations for two local traffic and parking amendments involving traffic signs, waiting restrictions and road markings. It also makes recommendations to determine a number of objections made to a non-strategic traffic management order.

7. The origins and reasons for the recommendations are discussed within the key issues section of this report.

KEY ISSUES FOR CONSIDERATION

Dylways

8. The council's asset management team have received, considered and approved in principle (subject to this decision and statutory consultation) the construction of a dropped kerb and vehicle crossover leading to No.23 Dylways.
9. Double yellow lines prohibit waiting (generally referred to as parking) 'at any time' however loading and unloading is permitted.
10. It is noted that double yellow lines are now the council's standard restriction for crossovers. This is part of a wider objective to reduce sign clutter and to improve comprehension of restrictions at the point of parking.
11. At present there is a blue badge disabled bay outside No.23 Dylways, this bay was installed for a previous occupant who is no longer living there. As the bay is no longer required it will be removed by the end of September 2014.
12. It is recommended, as shown in Appendix 1, that 7 metres of double yellow line is installed outside No.23 Dylways.

Green Dale

13. A representative from Mother Goose Nursery contacted the council to highlight obstructive parking that was regularly taking place on Green Dale, south of Wanley Road, preventing access to the nursery at the southern end of the carriageway.
14. At the time of complaint, the street had no parking restrictions and vehicles were parking on both sides, reducing the effective carriageway width to approximately 2.2 metres which is insufficient for emergency or refuse vehicles to pass. This was having the immediate effect of preventing deliveries from being made to and refuse collected from the Nursery.
15. Concern was also raised by St Saviors and St. Olaves School who use the street to access their playing fields. The Head Groundsman reported that parking was preventing access into the footpath and cycle track section of Green Dale which provides the only access point to their Sports Ground and the only access point to the small field used by The Charter School. Both schools require daily access for emergency service vehicles, deliveries and access for the Groundsman.
16. In the absence of parking restrictions (yellow lines) the council does not have the power to enforce against such parking behavior. The offence occurring is known as 'obstruction of the highway' which has not been decriminalised (unlike most parking offences) and therefore enforcement rests with the police. However, the police can rarely allocate sufficient resource to enforce such matters and (as in this case) will usually ask the council to introduce yellow lines to deter parking and, if necessary, enforce the restrictions by the council's civil enforcement officers.

17. In June 2014 and in view of the urgency of this access problem, the road network and parking team agreed to make a temporary traffic order under Section 14 of the Road Traffic Regulation Act for new double yellow lines. Section 14 provides the council with the power to introduce temporary restrictions without statutory consultation where it is considered that there is a likelihood of danger to the public. Approval for such orders is also delegated to officers (and not the community council) and therefore the restriction could be introduced relatively quickly.
18. The effect of the order was to introduce yellow lines at the junction of Green Dale and Wanley Road and extending (on one side only) down to the cycle track. This objective was to prevent obstructive parking and keep one side of the road clear so as to allow access for larger vehicles to Mother Goose Nursery and onto the playing fields.
19. This approach was an unusual step to be taken by the council. It is usually only applied where work is taking place on or adjacent to the highway and it reflects our concerns about ensuring access. We also considered it appropriate due to the fact that a representative from the Mother Goose Nursery has taken the correct approach in first asking the police to enforce the offence of obstruction of the highway (which has not been decriminalised and cannot be enforced by the council) and that they, reportedly, have been unable to deal with this and deferred the matter to the council.
20. Observations show that the new, temporary restrictions are having the desired effect and that access is now being maintained to the nursery and into the cycle track / footpath. No complaints have been received in relation to the temporary restrictions.
21. Section 14 only allows orders to remain in effect for a limited period of time after which they must be removed. However officers consider that these restrictions should be made permanent so as to ensure continued access throughout Green Dale.
22. It is therefore recommended that the temporary double yellow lines, as shown on Appendix 2, are made permanent.

Crossthaite Avenue – determination of statutory objections

23. This item was originally presented to Camberwell Community Council on 1 April 2014. At that meeting members approved the decision to progress to statutory consultation. The statutory consultation resulted in a number of objections which are presented here for determination.
24. It is noted that the following objection report and recommendations was presented to Camberwell Community Council on 23 July 2014. At that meeting members deferred their decision so they could consult further with residents and officers.
25. In response to the deferred decision, officers sent details to South Camberwell ward members and asked if they would like to discuss any aspects of the item with officers. No replies were received by 21 August 2014.

Background to the proposals

26. The parking design team was contacted by three Woodfarrs residents and London Fire Brigade (LFB) who all raised concerns about obstructive parking occurring in Crossthwaite Avenue and Woodfarrs. It was reported that the absence of parking restrictions was encouraging motorists to park in locations that are too narrow for larger vehicles to pass safely eg. refuse, delivery and emergency service vehicles .
27. Officers have carried out two site assessments on 27 January and 24 February. The latter took place with the Watch Manager and crew from London Fire Brigade (LFB) Brixton Green Watch. LFB attended the site in order to test and demonstrate access requirements.
28. In general, access problems for LFB will occur where vehicles park:
 - within 7.5m of a junction; and/or
 - in locations that reduce the effective carriageway width to less than 3.1 metres (ie where cars are parked on one or both sides of the road leaving less than 3.1 metres to pass).
29. Measurements made during the site assessments identified that parking was occurring on Crossthwaite Avenue and Woodfarrs that reduced the effective carriageway to 2.3 metres in some locations. Such a width would allow a car to pass but not a fire appliance.
30. During the site assessments a number of locations were identified where fire appliances, refuse or delivery vehicles would be obstructed:
 - Crossthwaite Avenue – parking on both sides reduces the width to 2.3m
 - Woodfarrs (between Crossthwaite and Nairne Grove) – parking on both sides reduces the width to 2.4m
 - Dylways – parking at its junction with Crossthwaite Avenue prevents LFB turning (Dylways into Crossthwaite Avenue)
 - Nairne Grove – parking adjacent to the traffic island at the junctions with Dylways and Woodfarrs prevents access for refuse and delivery vehicles
31. It is noted that Dylways is considerably narrower (5.3m kerb to kerb) than Woodfarrs and Crossthwaite Avenue. However it is of such a width that it is very clear that parking can only be accommodated on one side. Doing otherwise would completely obstruct the carriageway and therefore motorists will generally avoid parking here. In view of this, yellow lines are not considered necessary in Dylways except at the junction with Crossthwaite Avenue, to facilitate turning.
32. Comment has been sought from Bessemer Grange Primary School on the proposals. The Head has responded that the double yellow lines throughout Woodfarrs and down to the triangle traffic island are most welcome.

Consultation

33. The traffic management order was advertised in accordance with legislation . Statutory consultation commence on 5 June 2014 and ended 26 June 2014.

34. During that period, the council received 16 objections. Four objections were subsequently withdrawn (when the proposal was further explained) but 12 objectors asked to maintain their objection. The objections are provided in Appendix 3. They can be summarised as:
- Parking is already difficult, additional restrictions will make it worse
 - Parking pressure is caused by commuters (going to Kings College Hospital or onto trains and buses) and from displacement as a result of a new parking zone on the Lambeth side of Herne Hill
 - A controlled parking zone should be introduced
 - There is no problem, fire appliances and large vehicles can get round.

Reason for report recommendations

35. The original recommendations to install double yellow lines were made so as to meet the duty placed upon the authority to secure the expeditious, convenient and safe movement of vehicular and other traffic.
36. It is clear from the observations made and the support by the London Fire Brigade that restrictions are, unfortunately, necessary so as to discharge that duty. This may result in parking being prevented in locations that motorists previously selected to park.
37. The consultation has, however, generated objections and therefore officers have looked carefully at each objection and at the design to see if those objections can be resolved. Unfortunately this does not seem possible and officers consider that the original proposal should be maintained as the locations cannot accommodate parking without impacting upon access or safety (with particular regard to fire brigade).

Recommendation

38. In view of the above reasons, it is recommended that the community council
- consider the twelve objections
 - reject those objections and
 - agree to the original design shown in Appendix 4

Policy implications

39. 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

40. The policies within the Transport Plan are upheld within this report have been subject to an equality impact assessment.
41. The recommendations are area based and therefore will have greatest affect

upon those people living, working or traveling in the vicinity of the areas where the proposals are made.

42. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
43. 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.
44. 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.
45. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
 - Providing improved access for key services such as emergency and refuge vehicles
 - Improving road safety, in particular for vulnerable road users, on the public highway.

Resource implications

46. All costs arising from implementing the recommendations will be fully contained within existing public realm budgets.

Legal implications

47. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
48. 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.
49. These regulations also require the council to consider any representations received as a result of publishing the draft order for a period of 21 days following publication of the draft order.
50. Should any objections be received they must be properly considered in the light of administrative law principles, human rights law and the relevant statutory powers.
51. By virtue of section 122, the council must exercise its powers under the RTRA 1984 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.
52. 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.

Consultation

53. Where public or stakeholder consultation has already been completed, this is described within the key issues section of the report.
54. The implementation of changes to parking requires the making of a traffic order. The procedures for making a traffic order are defined by national Regulations which include statutory consultation and the consideration of any arising objections.
55. Should the recommendations be approved the council must follow the procedures contained within Part II and III of the Regulations which are supplemented by the council's own processes. This process is summarised as:
- publication of a proposal notice in a local newspaper (Southwark News)
 - publication of a proposal notice in the London Gazette
 - display of notices in roads affected by the orders
 - consultation with statutory authorities
 - making available for public inspection any associated documents (eg. plans, draft orders, statement of reasons) via the council's website or by appointment at 160 Tooley Street, SE1
 - a 21 day consultation period during which time any person may comment upon or object to the proposed order.
56. Following publication of the proposal notice, any person wanting to object must make their objection in writing, state the grounds on which it is made and send it to the address specified on the notice.
57. Should an objection be made that officers are unable to resolve so that it is withdrawn, it will be reported to the community council for determination. the community council will then consider whether to modify the proposals, accede to or reject the objection. The council will subsequently notify all objectors of the final decision.

Programme timeline

58. If these items are approved by the community council they will progressed in line with the following approximate timeframe:
- Traffic orders (statutory consultation) – October to November 2014
 - Implementation – December 2014 to January 2015.

Reasons for urgency

59. The parking amendments in the report were sent to the Camberwell Community Council for consideration in April 2014 and July 2014. A timeframe for consultation has been agreed for October to November 2014. Further delay would push the consultation back further.

Reasons for lateness

60. The published agenda contains an incorrect version of this report, therefore this is being published outside of the five clear days required for agendas.

Background Documents

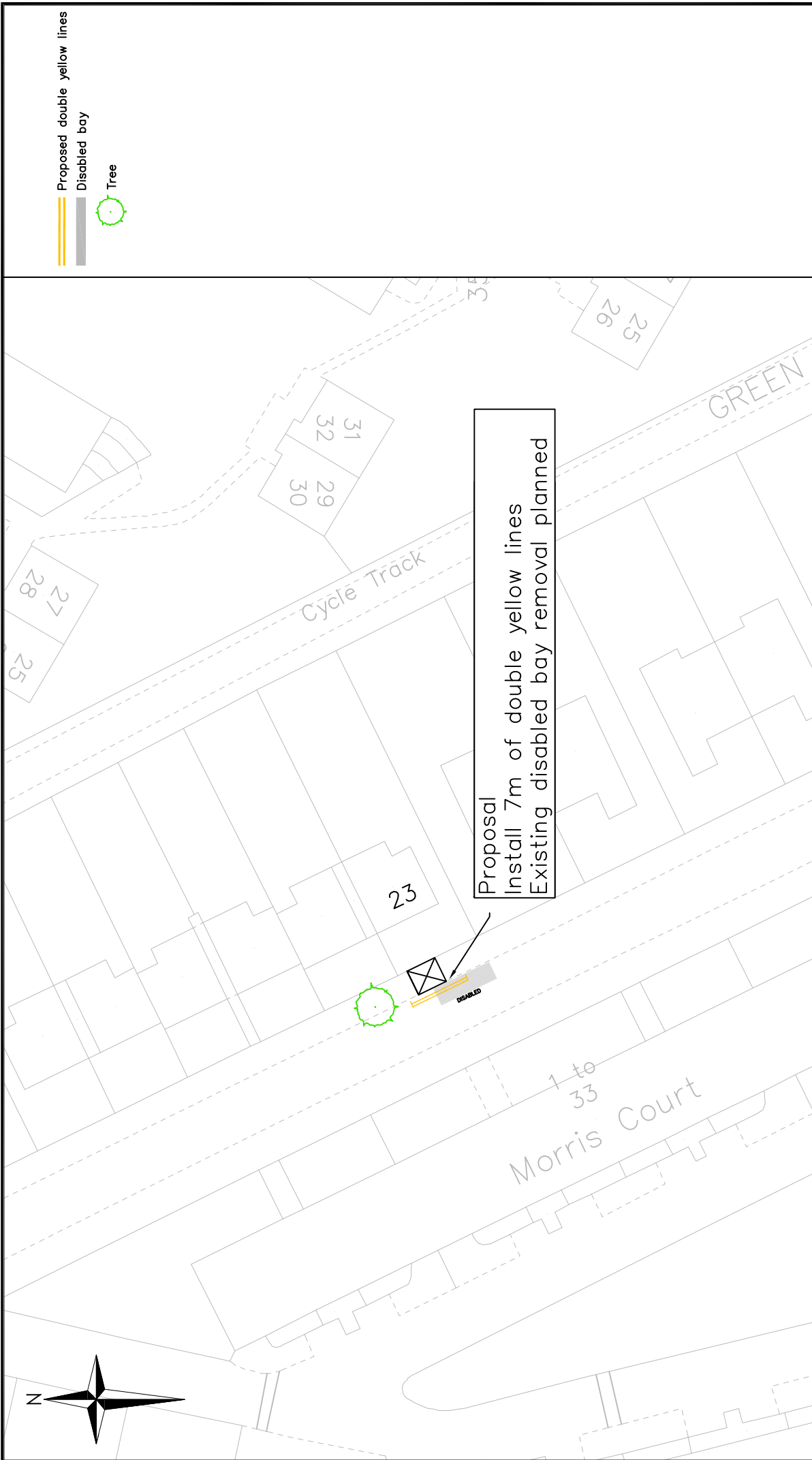
Background Papers	Held At	Contact
Transport Plan 2011 Online: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Southwark Council Environment and Leisure Public Realm projects Parking design 160 Tooley Street London SE1 2QH	Tim Walker 020 7525 2021


APPENDICES

No.	Title
Appendix 1	Dylways – install double yellow lines
Appendix 2	Green Dale – make temporary double yellow lines permanent
Appendix 3	Crossthwaite Avenue / Woodfarrs / Dylways – objections
Appendix 4	Crossthwaite Avenue / Woodfarrs / Dylways – install double yellow lines

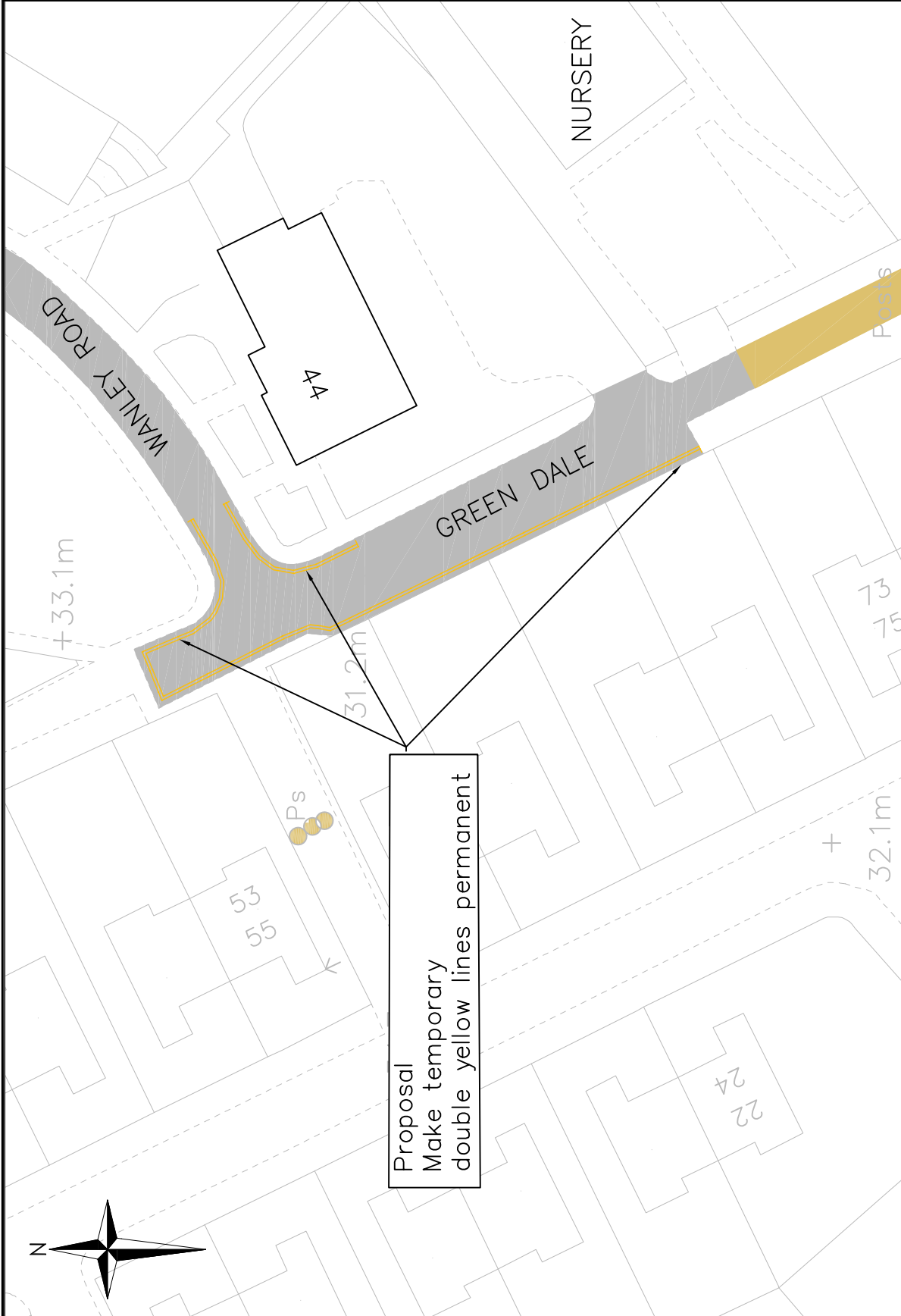
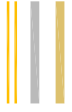
AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Tim Walker, Senior Project Engineer	
Version	Final	
Dated	1 September 2014	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	1 September 2014	



Public Realm Projects Parking Design Environment and Leisure Floor 3, hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX www.southwark.gov.uk/parkingprojects		Project 141502 LOCAL PARKING AMENDMENTS	Community Council CAMBERWELL	Rev A
		Drawing Title PROPOSED DOUBLE YELLOW LINES DYLWAYS	Ward(s) SOUTH CAMBERWELL	Description © Crown copyright and database right 2014 Ordnance Survey (07100019262)
		Date 06/08/14	Scale 1:500 @ A4	Date 06/08/14
		DWG No. 1415Q2014	Status APPENDIX 1	Date 06/08/14
				App CJ
				Drm MH
				Chk MH
				Rev CJ

Proposed double yellow lines
 Carriageway
 Footpath / cycle track



Proposal
 Make temporary
 double yellow lines permanent

Public Realm Projects Parking Design Environment and Leisure Floor 3, hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX www.southwark.gov.uk/parkingprojects		Project 1415 LOCAL PARKING AMENDMENTS		Community Council CAMBERWELL		Ward(s) SOUTH CAMBERWELL		Date 15/08/2014		Scale 1:500 @ A4		Dwg No. 1415Q2008		Status APPENDIX 2		Rev A	Date TW	Description MH	Dmn MH	Chk MH	App TW
		Drawing Title GREEN DALE MAKE TEMPORARY DOUBLE YELLOW LINES PERMANENT		Date 15/08/2014		Scale 1:500 @ A4		Dwg No. 1415Q2008		Status APPENDIX 2		Rev A	Date TW	Description MH	Dmn MH	Chk MH	App TW	Rev A	Date TW	Description MH	Dmn MH

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APPENDIX 3

Herd, Michael

From: [REDACTED]
Sent: 13 June 2014 11:11
To: [REDACTED]; Herd, Michael
Cc: [REDACTED]
Subject: RE: [REDACTED] Dylways - objection to proposed waiting restrictions

Dear Mr Herd,

Thank you for replying to me. I would also still like to maintain my objection to the proposed double yellow lines in our area.

I enclose the email my husband sent you which I agree with entirely.

Kind regards,

[REDACTED]

Date: Wed, 11 Jun 2014 20:28:34 +0100
Subject: Re: [REDACTED] Dylways - objection to proposed waiting restrictions
From: [REDACTED]
To: Michael.Herd@southwark.gov.uk
CC: [REDACTED]

Dear Mr Herd

Thank you for taking the time to reply to my objections. I would still like to maintain my objection to double yellow lines alone being implemented in this scheme.

I do understand that with the current situation it is not possible for large vehicles to easily access all the roads on the estate and that something has to be done. However, by not implementing some kind of CPZ (maybe weekday 12-2pm restrictions) and only introducing double yellow lines you are only increasing problems for local Southwark residents caused by drivers from other boroughs parking outside their homes. Currently during normal working hours in the week it is virtually impossible to park on the road we live on and quite frequently my wife is forced to park as far away as Nairne Grove and then walk back with our two small children, with the new parking restrictions there will not be any available spaces on the estate and I cannot imagine how far away she will have to go to find a space. These restrictions will cause problems for all residents on the estate as delivery vehicles will be forced to park illegally and ironically block access for emergency vehicles. Are double yellow lines also being introduced in Nairne Grove, at the junction with Dylways, as large vehicles cannot turn here with vehicles parked on both side of the road either?

As you state in your email that the council does not have a specific duty to provide on street parking, do they not have a duty of care in addressing residents concerns with other issues caused by parking. I understand that a consultation into residents parking is being or has been carried out to the adjacent estate, Arnould Avenue, Wanley Road, etc. Can you please confirm whether this is true? If this is the case then it seems logical that a similar consultation should be carried out to this estate as any schemes implemented here will have a direct effect. Simply adding more double yellow lines is not a solution to the whole problem and something more needs to be done.

04/07/2014

I would be extremely grateful if you could keep me up to date with any developments regarding parking in this area.

Thanks again for you time.

Regards

██████████

On Wed, Jun 11, 2014 at 1:04 PM, Herd, Michael <Michael.Herd@southwark.gov.uk> wrote:

Dear ██████████,

Thank you for your objection to the proposed double yellow lines for Dylways. I also note your suggestion that a controlled parking zone should be introduced in this area.

Yellow line proposals

As background to our proposals, the council was contacted by local residents and London Fire Brigade (LFB) who all raised concern about obstructive parking occurring in your local network of streets, particularly where the road was narrow and at junctions.

Officers have carried out two site assessments to evaluate the concerns that have been raised. These assessments took place on 27 January and 24 February 2014, the latter took place with the Watch Manager and crew from London Fire Brigade (LFB) Brixton Green Watch.

During the site assessments a number of locations were identified where fire appliances would be obstructed and delayed from proceeding along the public highway in the event of a real emergency. One of those locations is Dylways at it's junction with Crossthwaite Avenue which I understand is adjacent to your property. During the assessment LFB made clear new restrictions were needed at this particular location to enable a fire appliance to be able to turn (from Dylways into Crossthwaite Avenue).

Following the assessments, we have subsequently carried out a "swept path analysis" to track the the movement of an Fire Appliance, please see attached. This drawing clearly shows that a Fire Appliance needs the full road width to turn left. With parking occurring at the junction, appliances are forced to mount the kerb and over-run the footway, which is unacceptable to the highway authority.

Whilst I understand your concern about increased parking pressure from these proposals, the authority has an explicit duty to secure the expeditious movement of traffic (known as the [network management duty](#)). Our proposals are made to discharge that duty. There is not specific duty for us to provide on-street parking, which is not a given right.

I hope that the above explains why we have made these proposals which are, in short, to ensure access and to avoid delay to emergency service vehicles which could otherwise cost lives.

In view of the above explanation, please could you confirm to me if you wish to withdraw your objection or if you would prefer to maintain your objection.

If you do maintain your objection, a report detailing any un-withdrawn objections will be sent to Camberwell Community Council for a final decision. Should this occur, we will write to advise

you of the decision.

Parking Zone

At present we do not have plans to consult on a resident permit system for your area. However, we are aware of the pressure in this area. Following local elections, the council is currently preparing its 2014/15 strategic parking project. We will consider your support for a zone when preparing that programme which will be approved by the Cabinet Member in the next 4 to 6 weeks.

Regards

Michael Herd

Network development officer

Public realm projects (Parking design)

-----Original Message-----

From: information.administrator@southwark.gov.uk
[mailto:information.administrator@southwark.gov.uk]

Sent: 05 June 2014 20:34

To: traffic orders

Subject: Consultation response

[Title]

Mr

[Firstname]

██████████

[Lastname]

██████████

[Telephone number]

████████████████████

[Email address]

██

[Areyou]

A resident

[Whichconsultation]

Order 201 - The addition of double yellow lines to Denmark Hill Estate.

[overallresponse]

5. I wholly object to

[response]

We are residents at █████ Dylways where you propose to install double yellow lines outside our property, as well as to surrounding streets. The problem with parking on this estate is that during the week a lot of people that work in the area, mainly at King's College Hospital, park here leaving no room for residents who try to park during the day. This combined with new parking restrictions nearer the hospital mean that the problem has got increasingly worse and people have been forced to park where people didn't used to park a few years ago, such as on both sides of Woodfarrs and other roads. The double yellow lines that you propose to install outside our property, █████ Dylways, are

unnecessary if you install the ones proposed to Crossthwaite Avenue as lorries managed to turn down Dylways before the parking situation got this bad. Implementing these new double yellow lines will only increase the problem of parking for residents and the only real way to resolve the situation is to introduce a CPZ. This will eliminate the need to extra double yellow lines as the problems only occur during normal working hours and not when it is only residents parking, as can be seen during the evening and at weekends. I do agree that something has to be done but more double yellow lines are not the answer.

The email you received and any files transmitted with it are confidential, may be covered by legal and/or professional privilege and are intended solely for the use of the individual or entity to whom they are addressed. If you have received this in error please notify us immediately. If you are not the intended recipient of the email or the person responsible for delivering it to them you may not copy it, forward it or otherwise use it for any purpose or disclose its contents to any other person. To do so may be unlawful. Where opinions are expressed in the email they are not necessarily those of Southwark Council and Southwark Council is not responsible for any changes made to the message after it has been sent.

Herd, Michael

From: [REDACTED]
Sent: 11 June 2014 20:29
To: Herd, Michael
Cc: [REDACTED]
Subject: Re: [REDACTED] - Dylways - objection to proposed waiting restrictions

Dear Mr Herd

Thank you for taking the time to reply to my objections. I would still like to maintain my objection to double yellow lines alone being implemented in this scheme.

I do understand that with the current situation it is not possible for large vehicles to easily access all the roads on the estate and that something has to be done. However, by not implementing some kind of CPZ (maybe weekday 12-2pm restrictions) and only introducing double yellow lines you are only increasing problems for local Southwark residents caused by drivers from other boroughs parking outside their homes. Currently during normal working hours in the week it is virtually impossible to park on the road we live on and quite frequently my wife is forced to park as far away as Nairne Grove and then walk back with our two small children, with the new parking restrictions there will not be any available spaces on the estate and I cannot imagine how far away she will have to go to find a space. These restrictions will cause problems for all residents on the estate as delivery vehicles will be forced to park illegally and ironically block access for emergency vehicles. Are double yellow lines also being introduced in Nairne Grove, at the junction with Dylways, as large vehicles cannot turn here with vehicles parked on both side of the road either?

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I would be extremely grateful if you could keep me up to date with any developments regarding parking in this area.

Thanks again for you time.

Regards

[REDACTED]

On Wed, Jun 11, 2014 at 1:04 PM, Herd, Michael <Michael.Herd@southwark.gov.uk> wrote:

Dear [REDACTED],

Thank you for your objection to the proposed double yellow lines for Dylways. I also note your suggestion that a controlled parking zone should be introduced in this area.

Yellow line proposals

As background to our proposals, the council was contacted by local residents and London Fire Brigade (LFB) who all raised concern about obstructive parking occurring in your local network of streets, particularly where the road was narrow and at junctions.

Officers have carried out two site assessments to evaluate the concerns that have been raised. These assessments took place on 27 January and 24 February 2014, the latter took place with the Watch Manager and crew from London Fire Brigade (LFB) Brixton Green Watch.

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Whilst I understand your concern about increased parking pressure from these proposals, the authority has an explicit duty to secure the expeditious movement of traffic (known as the network management duty). Our proposals are made to discharge that duty. There is not specific duty for us to provide on-street parking, which is not a given right.

I hope that the above explains why we have made these proposals which are, in short, to ensure access and to avoid delay to emergency service vehicles which could otherwise cost lives.

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If you do maintain your objection, a report detailing any un-withdrawn objections will be sent to Camberwell Community Council for a final decision. Should this occur, we will write to advise you of the decision.

Parking Zone

At present we do not have plans to consult on a resident permit system for your area. However, we are aware of the pressure in this area. Following local elections, the council is currently preparing its 2014/15 strategic parking project. We will consider your support for a zone when preparing that programme which will be approved by the Cabinet Member in the next 4 to 6 weeks.

Regards

Michael Herd
Network development officer
Public realm projects (Parking design)

-----Original Message-----

From: information.administrator@southwark.gov.uk
[<mailto:information.administrator@southwark.gov.uk>]

Sent: 05 June 2014 20:34

To: traffic orders

Subject: Consultation response

[Title]



[Firstname]



[Lastname]

[Redacted]
[Telephone number]
[Redacted]

[Email address]
[Redacted]

[Are you]
A resident

[Which consultation]
Order 201 - The addition of double yellow lines to Denmark Hill Estate.

[Overall response]
5. I wholly object to

[response]
We are residents at [Redacted] Dylways where you propose to install double yellow lines outside our property, as well as to surrounding streets. The problem with parking on this estate is that during the week a lot of people that work in the area, mainly at King's College Hospital, park here leaving no room for residents who try to park during the day. This combined with new parking restrictions nearer the hospital mean that the problem has got increasingly worse and people have been forced to park where people didn't used to park a few years ago, such as on both sides of Woodfarrs and other roads. The double yellow lines that you propose to install outside our property, [Redacted] Dylways, are unnecessary if you install the ones proposed to Crossthwaite Avenue as lorries managed to turn down Dylways before the parking situation got this bad. Implementing these new double yellow lines will only increase the problem of parking for residents and the only real way to resolve the situation is to introduce a CPZ. This will eliminate the need to extra double yellow lines as the problems only occur during normal working hours and not when it is only residents parking, as can be seen during the evening and at weekends. I do agree that something has to be done but more double yellow lines are not the answer.

The email you received and any files transmitted with it are confidential, may be covered by legal and/or professional privilege and are intended solely for the use of the individual or entity to whom they are addressed. If you have received this in error please notify us immediately. If you are not the intended recipient of the email or the person responsible for delivering it to them you may not copy it, forward it or otherwise use it for any purpose or disclose its contents to any other person. To do so may be unlawful. Where opinions are expressed in the email they are not necessarily those of Southwark Council and Southwark Council is not responsible for any changes made to the message after it has been sent.

Herd, Michael

From: Herd, Michael
Sent: 11 June 2014 14:29
To: [REDACTED]
Subject: RE: [REDACTED] - Crossthwaite Avenue - objection to proposed waiting restrictions
Attachments: 1314Q4 Crossthwaite Avenue_1.0.pdf

Dear M [REDACTED]

Thank you for your objection to the proposed double yellow lines for Dylways.

Yellow line proposals

As background to our proposals, the council was contacted by local residents and London Fire Brigade (LFB) who all raised concern about obstructive parking occurring in your local network of streets, particularly where the road was narrow and at junctions.

Officers have carried out two site assessments to evaluate the concerns that have been raised. These assessments took place on 27 January and 24 February 2014, the latter took place with the Watch Manager and crew from London Fire Brigade (LFB) Brixton Green Watch.

During the site assessments a number of locations were identified where fire appliances would be obstructed and delayed from proceeding along the public highway in the event of a real emergency. see attached drawing

Whilst I understand your concern about increased parking pressure from these proposals, the authority has an explicit duty to secure the expeditious movement of traffic (known as the network management duty). Our proposals are made to discharge that duty. There is not specific duty for us to provide on-street parking, which is not a given right.

I hope that the above explains why we have made these proposals which are, in short, to ensure access and to avoid delay to emergency service vehicles which could otherwise cost lives.

In view of the above explanation, please could you confirm to me if you wish to withdraw your objection or if you would prefer to maintain your objection.

If you do maintain your objection, a report detailing any un-withdrawn objections will be sent to Camberwell Community Council for a final decision. Should this occur, we will write to advise you of the decision.

Regards

Michael Herd
Network development officer
Public realm projects (Parking design)

-----Original Message-----

From: information.administrator@southwark.gov.uk [<mailto:information.administrator@southwark.gov.uk>]
Sent: 10 June 2014 20:54
To: traffic orders
Subject: Consultation response

[Title]
[REDACTED]

[Firstname]
[REDACTED]

[Lastname]
[REDACTED]

[Telephone number]
[REDACTED]

[Email address]
[REDACTED]

[Are you]
A resident

[Which consultation]
Crossthwaite Avenue/Woodfarrs/Dylways Traffic Orders local parking issues dated 5th June

[overall response]
5. I wholly object to

[response]
Having lived at [REDACTED] Crossthwaite since 2007 I have enjoyed parking outside my house with children aged 2 and 5. We need residents only parking or just a restriction outside the shops and bt phone box, not everywhere or else we will have to park further away from home in other people's roads carrying shopping and children hundreds of yards. Residents should not be penalized for strangers parking on our estate.

Herd, Michael

From: [REDACTED]
Sent: 11 June 2014 14:36
To: Herd, Michael
Subject: Re: FW: [REDACTED] - Dylways, Woodfarrs and Crossthwaite Avenue - objection to proposed waiting restrictions

Thanks for replying Michael

Do me a favour please...

Ask the following official how many times in the last 20 years they've had to drive down these "narrow" streets:

"the latter took place with the Watch Manager and crew from London Fire Brigade (LFB) Brixton Green Watch."

I've lived here for over 20 years and can remember a fire engine on my street no more than 5' ish times.

Lets even double it and say 10 times (or 10 days)

365 days x 20 years = 7300 days.

In 7300 days I can remember a fire engine on my street for an inflated number of 10 lonely days.

You do the math Michael.

Now, you want to disturb the lives of people who need to park here for another 20... 40... 60 years.

You want to do this while you may be not even be in the office in 2015 as you move on to bigger and better things.

Look, I understand the importance of saving lives but c,mon fire engine drivers are trained extremely well and I'd be amazed to hear an experienced engine driver say these roads are too narrow for him to drive on for 10 days out of every 7300 days.

Honestly... survey them, the drivers.

What's more, if "narrow" roads are the real problem why have you just spent millions on making "Blanchedowne," which leads to Dylways and Woodfars so narrow that you have to crawl through it? (Take a look at your before and after.)

With all due respect there's really no logic here.

There's must be another way to help emergency vehicles take a sharp corner without affecting the lives of people who need to park there day in and day out.

There must be a better solution that costs less, can be implemented quicker and will not add even more pressure to householders. After all, we put man on the moon.

But even if the alternative costs more... you will be doing what is right for both sides, which I'm sure is the premise of your job.

Shockingly, you said " There is not specific duty for us to provide on-street parking, which is not a given right."

That's really is a low blow Michael, and I don't know the law, but if I did, I'm pretty sure I could take you to the cleaners with such a fickle defence.

Honestly, we need rights to have a spot to park a car? Seriously.

Does the British car industry know this? What's your favourite car Michael?

Think about your statement when you next...

...Driving along the road with your family for a weekend shop. Think about that when you need to take care of your aged parents who live 100 miles away. Think of that when you take your wife out on your next anniversary. Think of that when you invite all your mates home to watch England get slaughtered in the world cup (hope not)

In the meantime, remember this, human-human...

You may say we have no rights to have on street parking but I'm so pleased to see the BBC is carrying the flag... at least debating the rights of [THIS](#)

And because I would never label a fire engine driver as "butterfingered" and "inept" on the wheel

I still object to the plans **you are going to push on with anyway.**

Best

On 11 June 2014 13:37, Herd, Michael <Michael.Herd@southwark.gov.uk> wrote:

Dear [REDACTED]

Thank you for your objection to the proposed double yellow lines for Dylways.

Yellow line proposals

As background to our proposals, the council was contacted by local residents and London Fire Brigade (LFB) who all raised concern about obstructive parking occurring in your local network of streets, particularly where the road was narrow and at junctions.

Officers have carried out two site assessments to evaluate the concerns that have been raised. These assessments took place on 27 January and 24 February 2014, the latter took place with the Watch Manager and crew from London Fire Brigade (LFB) Brixton Green Watch.

During the site assessments a number of locations were identified where fire appliances would be obstructed and delayed from proceeding along the public highway in the event of a real emergency. See attached drawing.

Whilst I understand your concern about increased parking pressure from these proposals, the authority has an explicit duty to secure the expeditious movement of traffic (known as the [network management duty](#)). Our proposals are made to discharge that duty. There is not specific duty for us to provide on-street parking, which is not a given right.

I hope that the above explains why we have made these proposals which are, in short, to ensure access and to avoid delay to emergency service vehicles which could otherwise cost lives.

In view of the above explanation, please could you confirm to me if you wish to withdraw your objection or if you would prefer to maintain your objection.

If you do maintain your objection, a report detailing any un-withdrawn objections will be sent to Camberwell Community Council for a final decision. Should this occur, we will write to advise you of the decision.

I note in your objection that you say that you are registered disabled, if you are in-receipt of the either the

disability living allowance (higher rate) or the personal independence payment - enhanced rate mobility, you may qualify for a blue badge disabled bay, if this is the case let me know and I can send an application form to you.

Regards

Michael Herd
Network development officer
Public realm projects (Parking design)

-----Original Message-----

From: information.administrator@southwark.gov.uk
[<mailto:information.administrator@southwark.gov.uk>]

Sent: 10 June 2014 12:15

To: traffic orders

Subject: Consultation response

[Title]
[REDACTED]

[Firstname]
[REDACTED]

[Lastname]
[REDACTED]

[Telephone_number]
[REDACTED]

[Email address]
[REDACTED]

[Areyou]
A resident

[Whichconsultation]
Dylways, Woodfarrs and Crossthaite Avenue.

PRP/ND/TMO1415-001

[overallresponse]
5. I wholly object to

[response]
Hospital workers and Denmark Hill Station commuters already steal our parking without restrictions. I am registered disabled but struggle continuously to get a parking outside my home. Can you not see the difficulties already? Why not ask the residents before you waste money and make our lives more uncomfortable. With all due reasons, your reason to add these restrictions is laughable. Any more restrictions and residents will suffer.. like they already are on Blancedowne with your waste of funds pavement job. People have already lost carparking up there. Even they now have to park on Dylways. This is so basic, I am at a loss to understand how you cannot see this.

The email you received and any files transmitted with it are confidential, may be covered by legal

and/or professional privilege and are intended solely for the use of the individual or entity to whom they are addressed. If you have received this in error please notify us immediately. If you are not the intended recipient of the email or the person responsible for delivering it to them you may not copy it, forward it or otherwise use it for any purpose or disclose its contents to any other person. To do so may be unlawful. Where opinions are expressed in the email they are not necessarily those of Southwark Council and Southwark Council is not responsible for any changes made to the message after it has been sent.

Herd, Michael

From: Herd, Michael
Sent: 30 June 2014 13:43
To: [REDACTED]
Subject: RE: [REDACTED] - Crossthwaite Avenue - objection to proposed waiting restrictions
Dear M [REDACTED],

Thank you for your objection to the proposed double yellow lines for Crossthwaite Avenue, Woodfarrs and Dylways.

Yellow line proposals

As background to our proposals, the council was contacted by local residents and London Fire Brigade (LFB) who all raised concern about obstructive parking occurring in your local network of streets, particularly where the road was narrow and at junctions.

Officers have carried out two site assessments to evaluate the concerns that have been raised. These assessments took place on 27 January and 24 February 2014, the latter took place with the Watch Manager and crew from London Fire Brigade (LFB) Brixton Green Watch.

During the site assessments a number of locations were identified where fire appliances would be obstructed and delayed from proceeding along the public highway in the event of a real emergency.

Whilst I understand your concern about increased parking pressure from these proposals, the authority has an explicit duty to secure the expeditious movement of traffic (known as the network management duty). Our proposals are made to discharge that duty. There is not specific duty for us to provide on-street parking, which is not a given right.

I hope that the above explains why we have made these proposals which are, in short, to ensure access and to avoid delay to emergency service vehicles which could otherwise cost lives.

Parking Zone

At present we do not have plans to consult on a resident permit system for your area. However, we are aware of the pressure in this area. Following local elections, the council is currently preparing its 2014/15 strategic parking project. We will consider your support for a zone when preparing that programme which will be approved by the Cabinet Member in the next 4 to 6 weeks.

As we have recieved a number of objections a report detailing the objections, including yours will be sent to Camberwell Community Council for a final decision in July.

Regards

Michael Herd
Network development officer
Public realm projects (Parking design)

-----Original Message-----

From: information.administrator@southwark.gov.uk [<mailto:information.administrator@southwark.gov.uk>]
Sent: 29 June 2014 15:52
To: traffic orders
Subject: Consultation response

[Title]
[REDACTED]

[Firstname]
[REDACTED]

[Lastname]

04/07/2014

[Redacted]
[Telephone number]
[Redacted]

[Email address]
[Redacted]

[Areyou]
A resident

[Whichconsultation]
1081 (double yellow lines on Crosswaithe Avenue, Woodfarrs and some of Dylways)

[overallresponse]
5. I wholly object to

[response]
We are already struggling with parking on Dylways. If council puts double yellow lines, the situation is going to get even worse! Where are we supposed to park our cars?

Herd, Michael

From: Herd, Michael
Sent: 12 June 2014 11:26
To: [REDACTED]
Subject: RE: [REDACTED] - Dylways - objection to proposed waiting restrictions
Dear Mrs [REDACTED],

Thank you for your objection to the proposed double yellow lines for Dylways. I also note your suggestion that a controlled parking zone should be introduced in this area.

Yellow line proposals

As background to our proposals, the council was contacted by local residents and London Fire Brigade (LFB) who all raised concern about obstructive parking occurring in your local network of streets, particularly where the road was narrow and at junctions.

Officers have carried out two site assessments to evaluate the concerns that have been raised. These assessments took place on 27 January and 24 February 2014, the latter took place with the Watch Manager and crew from London Fire Brigade (LFB) Brixton Green Watch.

During the site assessments a number of locations were identified where fire appliances would be obstructed and delayed from proceeding along the public highway in the event of a real emergency.

Whilst I understand your concern about increased parking pressure from these proposals, the authority has an explicit duty to secure the expeditious movement of traffic (known as the network management duty). Our proposals are made to discharge that duty. There is not specific duty for us to provide on-street parking, which is not a given right.

I hope that the above explains why we have made these proposals which are, in short, to ensure access and to avoid delay to emergency service vehicles which could otherwise cost lives.

A report detailing your objection will be sent to Camberwell Community Council for a final decision in July.

Regards

Michael Herd
Network development officer

-----Original Message-----

From: information.administrator@southwark.gov.uk [<mailto:information.administrator@southwark.gov.uk>]
Sent: 11 June 2014 19:30
To: traffic orders
Subject: Consultation response

[Title]
[REDACTED]

[Firstname]
[REDACTED]

[Lastname]
[REDACTED]

[Telephone number]
[REDACTED]

[Email address]
[REDACTED]

[Areyou]
A resident

04/07/2014

[Whichconsultation]

The cuncil want to put double yellow line.
8 Dylways

[overallresponse]

5. I wholly object to

[response]

NO PLACE TO PARK MY CAR !!

Herd, Michael

From: Herd, Michael
Sent: 17 June 2014 11:13
To: [REDACTED]
Subject: RE: [REDACTED] - Dylways - objection to proposed waiting restrictions
Dear [REDACTED],

Thank you for your objection to the proposed double yellow lines for Dylways.

Yellow line proposals

As background to our proposals, the council was contacted by local residents and London Fire Brigade (LFB) who all raised concern about obstructive parking occurring in your local network of streets, particularly where the road was narrow and at junctions.

Officers have carried out two site assessments to evaluate the concerns that have been raised. These assessments took place on 27 January and 24 February 2014, the latter took place with the Watch Manager and crew from London Fire Brigade (LFB) Brixton Green Watch.

During the site assessments a number of locations were identified where fire appliances would be obstructed and delayed from proceeding along the public highway in the event of a real emergency.

Whilst I understand your concern about increased parking pressure from these proposals, the authority has an explicit duty to secure the expeditious movement of traffic (known as the network management duty). Our proposals are made to discharge that duty. There is not specific duty for us to provide on-street parking, which is not a given right.

I hope that the above explains why we have made these proposals which are, in short, to ensure access and to avoid delay to emergency service vehicles which could otherwise cost lives.

As we have recieved a number of objections a report detailing the objections, including yours will be sent to Camberwell Community Council for a final decision in July.

Regards

Michael Herd
 Network development officer

-----Original Message-----

From: Herbert, Richard On Behalf Of traffic orders
Sent: 17 June 2014 10:46
To: Herd, Michael
Subject: [REDACTED] - Dylways - objection to proposed waiting restrictions

-----Original Message-----

From: information.administrator@southwark.gov.uk [<mailto:information.administrator@southwark.gov.uk>]
Sent: 15 June 2014 12:19
To: traffic orders
Subject: Consultation response

[Title]

Dr

[Firstname]
 [REDACTED]

[Lastname]
 [REDACTED]

[Telephone number]
 [REDACTED]

[Email address]

[REDACTED]

[Are you]

A resident

[Which consultation]

Dylways

[overall response]

4. I object to part

[response]

I think that adding double yellow line on Dylways will add additional problems for residence parking. This need to be agreed with local community.

Herd, Michael

From: Herd, Michael
Sent: 12 June 2014 11:37
To: [REDACTED]
Subject: RE: [REDACTED] - Crossthwaite Avenue - objection to proposed waiting restrictions
Dear Miss [REDACTED],

Thank you for your objection to the proposed double yellow lines for Crossthwaite Avenue, I also note your suggestion that a controlled parking zone should be introduced in this area.

Yellow line proposals

As background to our proposals, the council was contacted by local residents and London Fire Brigade (LFB) who all raised concern about obstructive parking occurring in your local network of streets, particularly where the road was narrow and at junctions.

Officers have carried out two site assessments to evaluate the concerns that have been raised. These assessments took place on 27 January and 24 February 2014, the latter took place with the Watch Manager and crew from London Fire Brigade (LFB) Brixton Green Watch.

During the site assessments a number of locations were identified where fire appliances would be obstructed and delayed from proceeding along the public highway in the event of a real emergency.

Whilst I understand your concern about increased parking pressure from these proposals, the authority has an explicit duty to secure the expeditious movement of traffic (known as the network management duty). Our proposals are made to discharge that duty. There is not specific duty for us to provide on-street parking, which is not a given right.

I hope that the above explains why we have made these proposals which are, in short, to ensure access and to avoid delay to emergency service vehicles which could otherwise cost lives.

A report detailing your objection will be sent to Camberwell Community Council for a final decision in July.

I note in your objection that you say that your father is disabled, if he are in-receipt of the either the disability living allowance (higher rate) or the personal independence payment - enhanced rate mobility, he may qualify for a blue badge disabled bay, if this is the case let me know and I can send an application form to you.

Regards

Michael Herd
Network development officer

-----Original Message-----

From: information.administrator@southwark.gov.uk [<mailto:information.administrator@southwark.gov.uk>]
Sent: 11 June 2014 20:48
To: traffic orders
Subject: Consultation response

[Title]
Miss

[Firstname]
[REDACTED]

[Lastname]
[REDACTED]

[Telephone number]
[REDACTED]

[Email address]
[REDACTED]

[Are you]
A resident

[Which consultation]
Double yellow lines in SE5 [REDACTED]

[overall response]
5. I wholly object to

[response]
I object to this proposal, my father lives in no [REDACTED] he is disabled and cannot walk long distances we need the car close by when he wants to go out it is unfair as we have been home owners for over 15yrs and we have a right to park our cars close to our homes, recently parking on the streets of this neighbourhood has become ridiculous due to some homes have been rented out and tenants have not been parking the cars inappropriately for vans and lorries to be able to drive through and the hairdressers clients across the road park inappropriately. I don't believe it is fair that actually residents should have to suffer and park further away from their homes. Maybe the council should consider residents parking?? And a disabled by for my father?? I look forward to your reply thank you

Herd, Michael

From: Herd, Michael
Sent: 12 June 2014 11:29
To: [REDACTED]
Subject: RE: [REDACTED] - Crossthwaite Avenue - objection to proposed waiting restrictions
Dear [REDACTED]

Thank you for your objection to the proposed double yellow lines for Crossthwaite Avenue.

Yellow line proposals

As background to our proposals, the council was contacted by local residents and London Fire Brigade (LFB) who all raised concern about obstructive parking occurring in your local network of streets, particularly where the road was narrow and at junctions.

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Whilst I understand your concern about increased parking pressure from these proposals, the authority has an explicit duty to secure the expeditious movement of traffic (known as the network management duty). Our proposals are made to discharge that duty. There is not specific duty for us to provide on-street parking, which is not a given right.

I hope that the above explains why we have made these proposals which are, in short, to ensure access and to avoid delay to emergency service vehicles which could otherwise cost lives.

A report detailing your objection will be sent to Camberwell Community Council for a final decision in July.

Regards

Michael Herd
Network development officer

-----Original Message-----

From: information.administrator@southwark.gov.uk [<mailto:information.administrator@southwark.gov.uk>]
Sent: 11 June 2014 20:37
To: traffic orders
Subject: Consultation response

[Title]

Mr

[Lastname]

[Telephone number]

[Email address]

[Areyou]

A resident

[Whichconsultation]

Double yellow lines in Crossthwaite Ave SE5 [REDACTED]

[overallresponse]

5. I wholly object to

[response]

I object as this will affect my access to my car as I am disabled and I live in [REDACTED] Crossthwaite Ave, I cannot walk long distances without getting out of breath and it is already difficult on occasions when non-residents abuse parking and my family have to drop me off and then find parking, I wouldn't mind if the council decide to in force residents parking on one side of the street or if they could give me a disabled parking section (please advise) but overall I object to this proposal!

Herd, Michael

From: Herd, Michael
Sent: 17 June 2014 11:23
To: [REDACTED]
Subject: RE: [REDACTED] - Dylways - objection to proposed waiting restrictions
Dear Mr [REDACTED]

Thank you for your objection to the proposed double yellow lines for Crossthwaite Avenue and Dylways. I also note your suggestion that a controlled parking zone should be introduced in this area.

Yellow line proposals

As background to our proposals, the council was contacted by local residents and London Fire Brigade (LFB) who all raised concern about obstructive parking occurring in your local network of streets, particularly where the road was narrow and at junctions.

Officers have carried out two site assessments to evaluate the concerns that have been raised. These assessments took place on 27 January and 24 February 2014, the latter took place with the Watch Manager and crew from London Fire Brigade (LFB) Brixton Green Watch.

During the site assessments a number of locations were identified where fire appliances would be obstructed and delayed from proceeding along the public highway in the event of a real emergency.

Whilst I understand your concern about increased parking pressure from these proposals, the authority has an explicit duty to secure the expeditious movement of traffic (known as the network management duty). Our proposals are made to discharge that duty. There is not specific duty for us to provide on-street parking, which is not a given right.

I hope that the above explains why we have made these proposals which are, in short, to ensure access and to avoid delay to emergency service vehicles which could otherwise cost lives.

Parking Zone

At present we do not have plans to consult on a resident permit system for your area. However, we are aware of the pressure in this area. Following local elections, the council is currently preparing its 2014/15 strategic parking project. We will consider your support for a zone when preparing that programme which will be approved by the Cabinet Member in the next 4 to 6 weeks.

As we have received a number of objections a report detailing the objections, including yours will be sent to Camberwell Community Council for a final decision in July.

Regards

Michael Herd
Network development officer
Public realm projects (Parking design)

-----Original Message-----

From: information.administrator@southwark.gov.uk [<mailto:information.administrator@southwark.gov.uk>]
Sent: 15 June 2014 20:24
To: traffic orders
Subject: Consultation response

[Title]
Mr

[Firstname]
[REDACTED]

[Lastname]
[REDACTED]

[Telephone number]

[REDACTED]

[Email address]

[REDACTED]

[Are you]

A resident

[Which consultation]

Dylways, Crossthwaite Avenue double yellow lines proposal.

[overall response]

5. I wholly object to

[response]

The above roads and all nearby ones are targeted by non residents as free parking space for their cars.

As it is already it's difficult for us residents find a convenient space to park our car near our house, (we are a family with baby). Although we understand the need for some of those roads to be given double yellow lines, without a proper residents parking scheme in operation it will only increase parking congestion and lead to possible arguing with non residents looking to park on our streets.

Please run a consultation on residents parking only.

Herd, Michael

From: Herd, Michael
Sent: 16 June 2014 14:51
To: [REDACTED]
Subject: RE: [REDACTED] - Crossthwaite Avenue - objection to proposed waiting restrictions
Dear [REDACTED],

My apologies if my response has given you the impression that a decision has already been made, it has not. The email detailed the reasons for proposing the double yellow lines.

A report detailing all objections, including yours will be presented to the Dulwich community council for ward members to make a determination on whether to up hold or reject objections. This not a power held by officers.

Regards

Michael Herd

From: [REDACTED]
Sent: 16 June 2014 14:39
To: Herd, Michael
Subject: Re: [REDACTED] - Crossthwaite Avenue - objection to proposed waiting restrictions

Dear Mr Michael Herd,

From your response it is clear that this is not a consultation with residents of the area. This decision appears to have already been cast in stone, no matter what the impact of those of us that live here.

It is no wonder that there is little trust with the council.

Your sincerely

[REDACTED]

On Thu, Jun 12, 2014 at 11:32 AM, Herd, Michael <Michael.Herd@southwark.gov.uk> wrote:

Dear [REDACTED],

Thank you for your objection to the proposed double yellow lines for Crossthwaite Avenue.

Yellow line proposals

As background to our proposals, the council was contacted by local residents and London Fire Brigade (LFB) who all raised concern about obstructive parking occurring in your local network of streets, particularly where the road was narrow and at junctions.

Officers have carried out two site assessments to evaluate the concerns that have been raised. These assessments took place on 27 January and 24 February 2014, the latter took place with the Watch Manager and crew from London Fire Brigade (LFB) Brixton Green Watch.

During the site assessments a number of locations were identified where fire appliances would be obstructed and delayed from proceeding along the public highway in the event of a real emergency.

Whilst I understand your concern about increased parking pressure from these proposals, the authority has an explicit duty to secure the expeditious movement of traffic (known as the network management duty). Our proposals are made to discharge that duty. There is not specific duty for us to provide on-street parking, which is not a given right.

I hope that the above explains why we have made these proposals which are, in short, to ensure access and to avoid delay to emergency service vehicles which could otherwise cost lives.

A report detailing your objection will be sent to Camberwell Community Council for a final decision in July.

Regards

Michael Herd
Network development officer

-----Original Message-----

From: information.administrator@southwark.gov.uk
[<mailto:information.administrator@southwark.gov.uk>]

Sent: 11 June 2014 20:42

To: traffic orders

Subject: Consultation response

[Title]

Mrs

[Firstname]
[REDACTED]

[Lastname]
[REDACTED]

[Telephone number]
[REDACTED]

[Email address]
[REDACTED]

[Areyou]

A resident

[Whichconsultation]

CROSTHWAITE AVENUE, to introduce 'at any time' waiting restrictions on the northwest side: [i] outside Nos. 2-4 Crossthwaite Avenue, [ii] outside Turner Court, [iii] outside Hunter Court, and [iv] on the south-east side outside Nos. 21-27 Crossthwaite Avenue; DYLWAYS, to introduce 'at any time' waiting restrictions on the north-east side opposite its junction with Crossthwaite Avenue; WOODFARRS, to introduce 'at any time' waiting restrictions throughout the south-west side, and on all sides of the island site located at its junction with Dylways/Nairne Grove;

[overallresponse]

5. I wholly object to

[response]

I am an elderly person and there isn't sufficient parking in order for resident cars, visitor or even being able to use taxi service. Removing parking will make life very difficult.

The email you received and any files transmitted with it are confidential, may be covered by legal and/or professional privilege and are intended solely for the use of the individual or entity to whom they are addressed. If you have received this in error please notify us immediately. If you are not the intended recipient of the email or the person responsible for delivering it to them you may not copy it, forward it or otherwise use it for any purpose or disclose its contents to any other

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Herd, Michael

From: Herd, Michael
Sent: 17 June 2014 11:18
To: [REDACTED]
Subject: RE: [REDACTED] - Crossthwaite Avenue - objection/representation re proposed waiting restrictions
Dear [REDACTED],

Thank you for your objection to the proposed double yellow lines for Crossthwaite Avenue. I also note your suggestion that a controlled parking zone should be introduced in this area.

Yellow line proposals

As background to our proposals, the council was contacted by local residents and London Fire Brigade (LFB) who all raised concern about obstructive parking occurring in your local network of streets, particularly where the road was narrow and at junctions.

Officers have carried out two site assessments to evaluate the concerns that have been raised. These assessments took place on 27 January and 24 February 2014, the latter took place with the Watch Manager and crew from London Fire Brigade (LFB) Brixton Green Watch.

During the site assessments a number of locations were identified where fire appliances would be obstructed and delayed from proceeding along the public highway in the event of a real emergency.

Whilst I understand your concern about increased parking pressure from these proposals, the authority has an explicit duty to secure the expeditious movement of traffic (known as the network management duty). Our proposals are made to discharge that duty. There is not specific duty for us to provide on-street parking, which is not a given right.

I hope that the above explains why we have made these proposals which are, in short, to ensure access and to avoid delay to emergency service vehicles which could otherwise cost lives.

Parking Zone

At present we do not have plans to consult on a resident permit system for your area. However, we are aware of the pressure in this area. Following local elections, the council is currently preparing its 2014/15 strategic parking project. We will consider your support for a zone when preparing that programme which will be approved by the Cabinet Member in the next 4 to 6 weeks.

As we have received a number of objections a report detailing the objections, including yours will be sent to Camberwell Community Council for a final decision in July.

Regards
Michael Herd
Network development officer
Public realm projects (Parking design)

From: Herbert, Richard **On Behalf Of** traffic orders
Sent: 17 June 2014 10:47
To: Herd, Michael
Subject: [REDACTED] - Crossthwaite Avenue - objection/representation re proposed waiting restrictions

From: [REDACTED]
Sent: 15 June 2014 16:53
To: traffic orders
Subject: ref prp/nd/tmo1415-001

Dear Sir, As a resident and car owner,I am writing regarding the proposed double yellow lines on Crossthwaite Avenue.


Having lived on the estate for 64 years,when my Father's car was the only car on the street! I have seen the increase in

cars ,especially in the last 6 years since the closure of roads for parking around kings College Hospital and surrounding

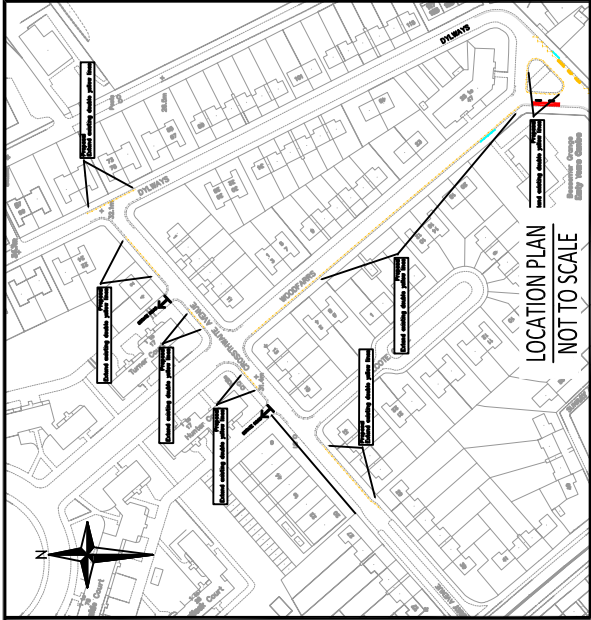
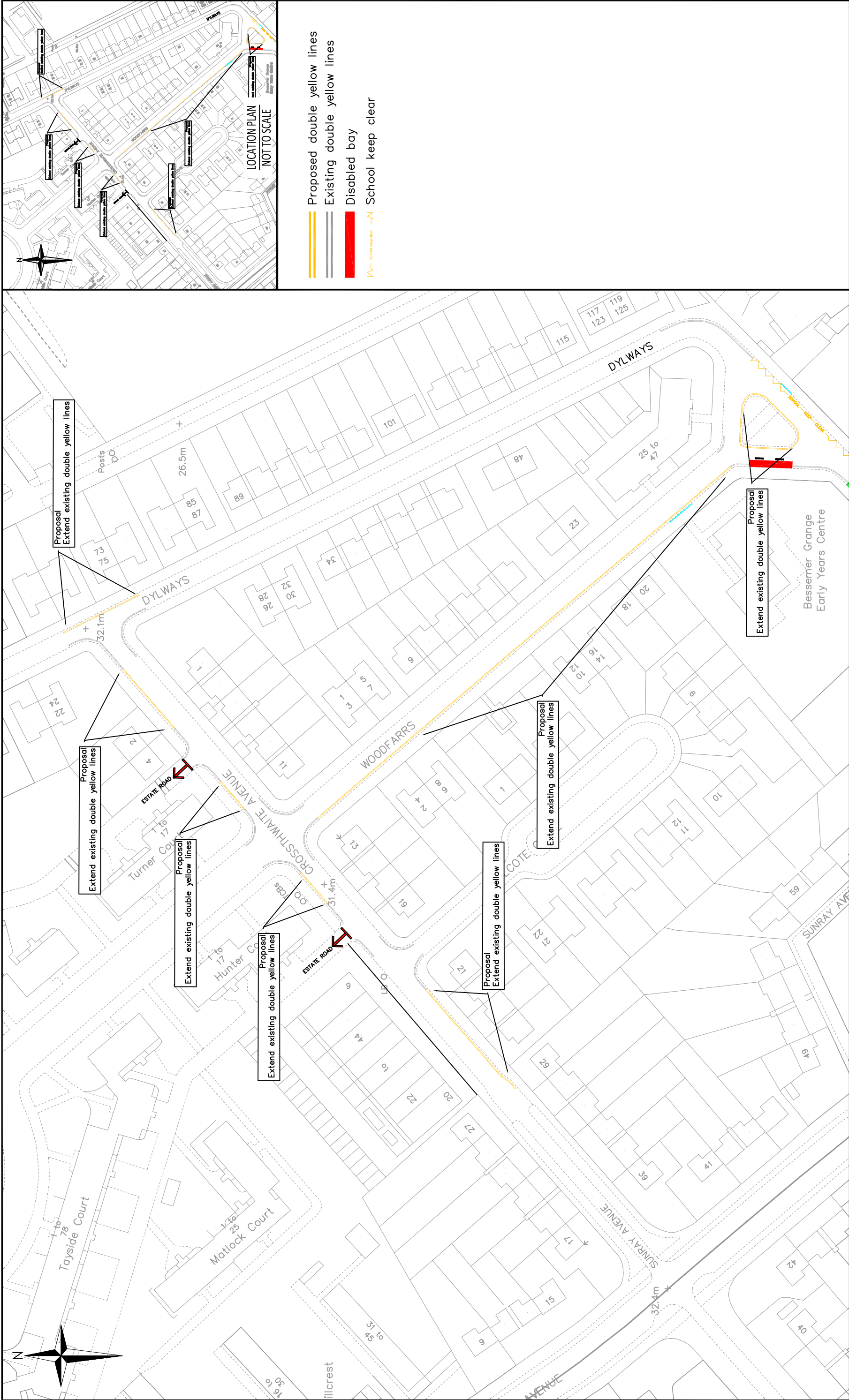
area.People come and park their cars and go off to catch trains and buses then return in the evening,leaving our housing

estate a glorified car park ! .I agree something needs to be done for the reasons of safety ,but why penalise the residents?

Give us some form of parking permit and the yellow lines so we can get rid of the day trippers!.

yours sincerely 

ps please direct to Nicky Costin



Public Realm Projects Parking Design Environment and Leisure Floor 3, hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX www.southwark.gov.uk/parkingprojects		Project 1314 Local parking amendments Drawing Title CROSTHWAITHE AVENUE / WOODFARRS PROPOSED DOUBLE YELLOW LINES	Community Council CAMBERWELL Ward(s) South Camberwell	Date 03/03/14 Scale 1:100 @ A3 Dwg No 1314Q4_002	App TW Rev A	Dm MH TW Rev A	Description Appendix 4	Rev Date Description Dm Chk App
		Status Appendix 4	© Crown copyright and database right 2013 Ordnance Survey 10003971					

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