

# Peckham and Nunhead Community Council

Monday 21 March 2016

7.00 pm

Harris Academy Peckham, 112 Peckham Road, London SE15 5DZ

## Supplemental Agenda No. 3

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Members are asked to consider the recommendations detailed in the report.

**Note:**

It will be for the chair of the community council to accept the report as late and urgent business at the meeting.

**Contact**

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Date: 18 March 2016

<b>Item No.</b> 15.	<b>Classification:</b> Open	<b>Date:</b> 21 March 2016	<b>Meeting Name:</b> Peckham and Nunhead Community Council
<b>Report title:</b>		Ivydale Traffic Calming Review	
<b>Ward(s) or groups affected:</b>		Nunhead	
<b>From:</b>		Head of Highways	

## RECOMMENDATIONS

1. That Peckham and Nunhead Community Council consider and reject the seven objections received to the proposals due to the essential nature of the additional waiting restrictions to ensure the proposals operate safely and effectively.
2. That the community council instruct officers to make the traffic order, notify the objectors and implement the scheme.

## BACKGROUND INFORMATION

3. Part 3H of the Southwark Constitution delegates decision making for the cleaner, greener, safer (CGS) capital programme to community councils.
4. Part 3H of the Southwark Constitution sets out that the community council will take decisions on non-strategic matters relating to traffic management
5. Funding has been secured through the council's cleaner, greener, safer (CGS) programme to review existing traffic calming on Ivydale Road, between Linden Grove and Lanbury Road. This is due to complaints by residents living close to the speed tables. Concerns were raised about the environmental nuisance caused by the humps when used by motorists, noise, vibration and perceived structural disturbance to their properties.
6. This report details the results of a statutory consultation undertaken as part of revised proposals to replace the raised tables with a priority working system.
7. The objectives of the scheme are to:
  - Provide less environmentally intrusive traffic calming, by replacing existing vertical traffic calming (raised tables) on Ivydale Road, between Linden Grove and Lanbury Road, with horizontal traffic calming (road narrowing) and priority system.
  - Provide more effective vertical traffic calming between the raised tables.
  - Allow large vehicles to safely pass one another.
  - Improve safety at junctions along Ivydale Road.
8. The elements of the scheme are to:
  - Provide widened footway buildouts to narrow the road where raised tables are being removed to compensate for the potential loss in vertical traffic calming.

- Introduce a give-way / priority system to replace raised tables and provide the associated signing.
  - Extend existing waiting restrictions as required to accommodate vehicle swept paths.
  - Remove a number of speed cushions and replace them with sinusoidal road humps.
  - Extend waiting restrictions at specific junctions.
9. Ivydale Road is a local residential street which is busy with buses, local and through traffic accessing local amenities along the road eg Nunhead Station, schools, churches etc.
10. The existing traffic calming scheme on Ivydale Road was introduced as part of Nunhead 20mph zone scheme in 2010. Traffic calming measures for the section of Ivydale Road, between Linden Grove and Athenlay Road, are a combination of speed cushions and road narrowing's (footway buildouts) incorporating raised tables. The southern section of Ivydale Road, towards Cheltenham Road, currently has road narrowings with give-way/priority system to restrain traffic speeds but without raised features.
11. The CGS funding was provided to specifically review the road narrowings incorporating raised tables on the section between Linden Grove and Lanbury Road, but not the section south of Lanbury Road. Over the last few years some residents of Ivydale Road, particularly those living close to these raised tables have complained about the impact of the humps on the quality of their life, with noise, vibration, environmental nuisance and perceived structural damage to their property quoted, particularly when the speed tables are traversed by lorries and buses.
12. A site visit between council officers, residents and a ward councillor was held in September 2014. The aim was to inform project officers of residents' aspiration for the impending traffic calming review. This would then inform the scheme development. It was clear from residents who attended that they would like to see the speed tables removed. Officers were asked to explore similar traffic calming measures to those operating at the southern end of Ivydale Road i.e. road narrowing with alternating priority but no raised features.
13. Based on the feedback from the site visit, officers proposed the following changes to address residents' concerns:
- Remove existing speed tables at locations shown on the plan in Appendix B.
  - Narrow the carriageway at locations where the raised tables are to be removed from the current 4.0m to 3.2m to compensate for the traffic calming impact lost by the removal of raised features.
  - Introduce a give-way / priority system as a form of traffic calming and regulate traffic flows. Priority will alternate along the road.
  - Extend existing double yellow lines at some locations to allow adequate waiting and passing gaps and to ensure adequate visibility for pedestrians at side road junctions
14. The proposed changes will not address existing concerns about traffic congestion on this northern section of Ivydale Road, which is generally narrower, compared to Cheltenham Road, south of Ivydale Road. The existing road layout and kerbside parking at the northern section of Ivydale Road leaves an effective road width of 5.0-

5.5 metres for two-way traffic. This is not wide enough for two buses to pass each other at any time, hence the need for waiting gaps. However, this can be achieved by increasing the length of the double yellow lines.

#### KEY ISSUES FOR CONSIDERATION

15. In order to maintain the traffic calming effect once the raised tables are removed at these locations, the width of the buildouts will be narrowed from 4m to 3.2m. This dimension is critical as it discourages traffic from overtaking cyclists (and vice versa) and also a sufficient width to accommodate buses and refuse vehicles.
16. Ivydale Road forms part of bus route P12 with 6 services an hour in each direction at peak times.
17. For the proposed give-way/ priority system to work safely and effectively, adequate waiting areas are required as the effective carriageway width is not enough for two buses to pass each other at any time. Therefore, the proposed extension of the double yellow lines will need to be of sufficient length to allow two opposing buses (or a bus and a refuse vehicle) to pass each other in the vicinity of the buildouts. Refer to Appendix B for details of proposed layout.
18. It is proposed that the existing double yellow lines at the sections where traffic will give-way at the priority system be extended to a total length of 25m from the edge of buildout, and the existing double yellow lines where traffic has priority are retained between 7 to 10 metres.
19. Five sinusoidal profile road humps will be installed to replace speed cushions to make the route more cycle friendly while restraining traffic speeds.
20. Following the completion of the detailed design, a statutory consultation was undertaken on Ivydale Road between 18 February and 10 March 2016.
21. A total of ten responses were received during the statutory consultation period. Three responses were in support and seven objections were received to the proposed scheme (see Appendix A). The objections were mainly concerned with the resulting loss of parking spaces due to the extension of the double yellow lines at the buildouts. The objections and the Officer response are summarised in the table below.

Objections	Officers Response
<ul style="list-style-type: none"> <li>• Objecting on the grounds of excessive parking loss.</li> <li>• If the give way direction was reversed at our part of Ivydale Road then the longer yellow line section would run outside the Church to no 145. There is already a driveway with a white h-bar in this zone, so you could save at least one parking space.</li> </ul>	<ul style="list-style-type: none"> <li>• The double yellow lines at the buildouts are required in order for the priority system to work safely and effectively. As Ivydale Road forms part of a bus route there will need to be a sufficient passing space to allow two opposing buses, or a bus and a refuse vehicle to safely pass each other.</li> <li>• For the priority system to work effectively along the length of the scheme, the priority system would</li> </ul>

Objections	Officers Response
	<p>have to be reversed at each buildout to establish priority for opposing traffic, which would impact other properties. However, in determining the direction of priority, consideration is given to a number of factors including traffic speeds, accident statistics and traffic volume</p>
<ul style="list-style-type: none"> <li>• We are concerned that the double yellow lines have been extended further than they are currently. We do not see any justification for this. The main issue is the major issue caused by the reduced residents parking.</li> <li>• Residents would like to see controlled hours rather than a double yellow at pinch points - we believe restricted parking between hours of 8am - 7pm would be sufficient as the rest of the time the road is quiet and two buses can pass each other easily. This allows residents to park outside these their houses overnight, whilst ensuring the traffic calming measures are effective when needed.</li> <li>• We would also like restricted parking to be considered for residents only, to help with the issue of parking.</li> <li>• We would also like to see average speed cameras for the whole area to ensure that people comply with the 20mph zone.</li> </ul>	<ul style="list-style-type: none"> <li>• The double yellow lines have only been extended at the give-way side of the buildouts in order to have an adequate waiting area to allow two opposing buses to safely pass each other. No changes are proposed on the side where approaching vehicles have priority.</li> <li>• The P12 service runs six to seven services an hour during peak times (in both directions) and operates between 6.50am and 00.28. The priority system needs to be operational at all times hence a 24hour restriction is being proposed.</li> <li>• This is not in the current forward programme for Parking Zones however can be logged for future investigation.</li> <li>• There are strict criteria to be met to justify the installation of speed cameras in order to maintain their effectiveness. Ivydale Road will need to be assessed to see if it qualifies for the installation of speed cameras</li> </ul>

Objections	Officers Response
<ul style="list-style-type: none"> <li>• I object to this proposal on two key grounds. First, it is certain to reduce the amount of parking available on Ivydale Road, where there are already serious problems.</li> <li>• Second, there is a very low probability that the scheme will actually deliver traffic calming so you are trading a certain dis-benefit for an uncertain benefit.</li> </ul>	<ul style="list-style-type: none"> <li>• The proposed parking loss is to ensure larger vehicles can safely pass each other and also provide waiting gaps for traffic giving way.</li> <li>• The give way system will establish a clear priority and regulate traffic flow along Ivydale Road. The current layout does not have any formal provision to encourage traffic to give way on the approach to the pinch points and may encourage aggressive driving especially during peak times.</li> </ul>
<ul style="list-style-type: none"> <li>• The proposed double yellow lines will result in many residents and visitors (particularly the congregation of the Seventh Day Adventist Church) being forced to park on the double yellow lines, as many already do, thus increasing the problem of congestion.</li> </ul>	<ul style="list-style-type: none"> <li>• The double yellow lines indicate a prohibition of waiting at any time even if there are no upright signs. The proposed double yellow line restrictions at the buildouts will be enforceable everyday including Sundays and Bank holidays</li> </ul>
<ul style="list-style-type: none"> <li>• We are further concerned with the removal of the raised pinch points, as these provide a safer place for residents and children to cross giving them better visibility in each direction. The residents would like to see the raised pinch points remaining, albeit narrowed.</li> </ul>	<ul style="list-style-type: none"> <li>• The buildouts have been widened, therefore reducing the crossing distance for pedestrians making it relatively quicker and safer to cross the road. The extension of the double yellow lines will maintain adequate site lines for approaching traffic to improve conditions for pedestrians.</li> </ul>

### Consultation

22. A public consultation was undertaken in Ivydale Road between 1-19 December 2014 where 365 leaflets were delivered and a total of 44 responses were received during the period. 79.5% of respondents were in favour of removing the tables, 56.8% supported narrowing of the pinch points, while 50% did not favour the priority system with double yellow lines.

### Policy implications

23. The recommendation to implement the proposals contained within this report is consistent with the policies of the Council's Transport Plan 2011, particularly:
- Policy 1.1 - pursue overall traffic reduction.
  - Policy 2.3 - promote and encourage sustainable travel choices in the borough.
  - Policy 4.2 - create places that people can enjoy.

Policy 5.1 - Improve safety on our roads and to help make all modes of transport safer.

### Community impact statement

24. The proposal is intended to maintain the existing level of traffic calming whilst ensuring local residents do not suffer the perceived side-effects of the present scheme.
25. The scheme will not have a significant impact on walking and cycling levels but will help cyclists with the installation of cycle friendly sinusoidal humps. It should also improve bus services by avoiding occurrences of buses having difficulty in negotiating the pinch points or coming into conflict with larger vehicles especially during peak times. The measures are also expected to regulate traffic flow without the need for the raised features at the pinch points.

### Resource implications

26. The project is funded by CGS for £6,750. S106 funding of £7,000 is also earmarked. The estimated cost of works is £50,000. The development cost is £15,000. The scheme cost is therefore intended to be contained with budget allocated.
27. The cost of the proposed traffic management order scheme is £3,312 and will be contained within the £6,750 allocated budget funded by CGS.

### Consultation

28. A statutory consultation was undertaken in March 2016 to make the changes in Section 5 permanent. Seven representations were received – see Appendix A.

### REASON FOR URGENCY

29. The cleaner greener safer funding is time-limited to two years, not reporting until the next community council meeting would put the overall programme and funding at risk and undermine confidence by some residents. The project has already been pushed back a year and this is already causing concerns among some residents.

### REASON FOR LATENESS

30. The objection period for the statutory consultation ended 10 March 2016, which was a day before deadline for agenda despatch.

### BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH	Clement A- Frempong 020 7525 2305

**APPENDICES**

No	Title
Appendix A	Representation from statutory consultation
Appendix B	Proposed layout
Appendix C	Location plan

**AUDIT TRAIL**

<b>Lead Officer</b>	Matthew Hill, Head of Highways	
<b>Report Author</b>	Clement Agyei-Frempong, Project Manager	
<b>Version</b>	Final	
<b>Dated</b>	17 March 2016	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Director of Law and Democracy	No	No
Strategic Director of Finance and Governance	No	No
Strategic Director of Environment and Leisure	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to the Constitutional Team</b>	18 March 2016	



**Appendix A-**

<b><u>Representation No.</u></b>	<b><u>Comment</u></b>
001	<p>I am saddened and frustrated to see Southwark Council waste yet more of their limited funds on so called traffic calming measures that fail to appropriately recognise that Ivydale Road is a residential road, with many multiple dwellings, and many, many car owners who require parking. These continued additions of pinch points and parking restrictions simply exacerbate the matter with most evenings and weekends seeing all the double yellow lines parked on, and the continual problem of buses being unable to pass each other and other large vehicles.</p> <p>The proposed double yellow lines will result in many residents and visitors (particularly the congregation of the Seventh Day Adventist Church) being forced to park on the double yellow lines, as many already do, thus increasing the problem of congestion.</p> <p>The majority of speed on Ivydale Road takes place after 7pm when there is reduced traffic, as rest of the day there are so many buses, delivery vehicles, pinch points and dust carts that there is rarely an opportunity to speed. These errant speeders should be dealt with by safety enforcement cameras. There are speed cameras located locally on Benchley Gardens and Linden Grove and they would be equally as effective on Ivydale Road.</p> <p>Without doubt the most cost effective way of dealing with speeding is the instalment of speed cameras, along with the current bumps. There is also evidence that tree planting on residential roads increases drivers awareness that they are in a residential area and encourages divers to reduce their speed. Speed cameras and tree planting would be more cost effective options.</p> <p>The constant addition of pinch points, and double yellow lines has not calmed traffic on Ivydale Road at all. In fact it has increased as cars and delivery vehicles fight for ever decreasing parking space and buses hold up the road continually, unable to pass one another. It really has made the P12 route unusable by anyone who has to be somewhere on time. I suggest a meeting with residents, TFL and the council to determine a policy that benefits all and not just greases the palms of Southwark's contractors, as another traffic calming idea is replaced at tax payers expense.</p>
002	<p>Objection to element of proposed changes to scheme H/ND/TMO1516-025.</p> <p>Whilst we agree with the full width humps and the introduction of double yellows for the junctions of Harlescourt Road, Bellowod road with Ivydale road etc we have a concern regarding the extending of the double yellows at the narrowed pinch points.</p> <ol style="list-style-type: none"> <li>1. (a) IVYDALE ROAD, [i] at and on the approach to re-profiled 'pinch point' traffic calming measures (with new traffic signs giving priority to north-westbound vehicles) on the north-east</li> </ol>

	<p>side outside Nos. 31-37, 83-85, 149-159 and 215- 227, and on the south-west side outside Nos. 50-62,108-114, 170-182 and 224- 230.</p> <p>As a representative of the residents residing by 170-182 and 148-159 we are concerned that the double yellow lines have been extended further than they are currently. We do not see any justification for this.</p> <p>We are further concerned with the removal of the raised pinch points, as these provide a safer place for residents and children to cross giving them better visibility in each direction. The residents would like to see the raised pinch points remaining, albeit narrowed.</p> <p>But the main issue is the major issue caused by the reduced residents parking.</p> <p>Residents would like to see controlled hours rather than a double yellow at pinch points – we believe restricted parking between hours of 8am - 7pm would be sufficient as the rest of the time the road is quiet and two buses can pass each other easily. This allows residents to park outside these their houses overnight, whilst ensuring the traffic calming measures are effective when needed.</p> <p>We would also like restricted parking to be considered for residents only, to help with the issue of parking.</p> <p>We would also like to see average speed cameras for the whole area to ensure that people comply with the 20mph zone.</p>
003	<p>Objecting on the grounds of excessive parking disruption.</p> <p>We are a family with 3 young children resident at *** Ivydale Road and are very concerned at the loss of parking due to the yellow lines proposed outside nos 174-182.</p> <p>Getting a parking space in close proximity to our house is already difficult enough without reducing the number of available parking spaces even further.</p> <p>When determining the give way direction at each 'road narrowing section', and the resulting location of double-yellow lines, did the designers consider a solution that minimises the loss of parking spaces?</p> <p>If the give way direction was reversed at our part of Ivydale Road then the longer yellow line section would run outside the Church to no 145. There is already a driveway with a white h-bar in this zone, so you could save at least one parking space.</p> <p>Has the design considered the minimum loss of parking across the whole scheme at every 'road narrowing section'? We have recently lost a lot of car parking space when the new houses were built further towards the train station.</p> <p>There are a significant number of families with young children in this part of Ivydale Road who need parking within close proximity of their houses. I would urge that the whole design is revisited to minimise loss of parking at every possible opportunity. As a young family we rely on</p>

	<p>being able to pick up and drop off outside of our property.</p> <p>We firmly object to the idea of putting double yellow outside of our house.</p>
004	<p>Objecting on the grounds of excessive parking disruption.</p> <p>We are a family with young children resident at *** Ivydale Road and are very concerned at the loss of parking due to the yellow lines proposed outside nos 174-182. Getting a parking space in close proximity to our house is already difficult enough without reducing the number of available parking spaces even further.</p> <p>When determining the give way direction at each 'road narrowing section', and the resulting location of double-yellow lines, did the designers consider a solution that minimises the loss of parking spaces?</p> <p>If the give way direction was reversed at our part of Ivydale Road then the longer yellow line section would run outside the Church to no 145. There is already a driveway with a white h-bar in this zone, so you could save at least one parking space.</p> <p>Has the design considered the minimum loss of parking across the whole scheme at every 'road narrowing section'?</p> <p>The majority of speed on Ivydale Road takes place after 7pm when there is reduced traffic, as rest of the day there are so many buses, delivery vehicles, pinch points and dust carts that there is rarely an opportunity to speed. These errant speeders should be dealt with by safety enforcement cameras. There are speed cameras located locally on Benchley Gardens and Linden Grove and they would be equally as effective on Ivydale Road.</p> <p>Without doubt the most cost effective way of dealing with speeding is the instalment of speed cameras, along with the current bumps. There is also evidence that tree planting on residential roads increases drivers awareness that they are in a residential area and encourages divers to reduce their speed. Speed cameras and tree planting would be more cost effective options.</p> <p>There are a significant number of families with young children in this part of Ivydale Road who need parking within close proximity of their houses. I would urge that the whole design is revisited to minimise loss of parking at every possible opportunity.</p>
005	<p>I write in relation to the proposed traffic calming measures on Ivydale Road. Firstly - may say how delighted I am that you are addressing this issue and clearly trying your best to please all the various affected parties.</p> <p>Although the above changes to not directly affect me - (I live opposite Ivydale School) I concur with many of the relevant residents that there is</p>

	<p>much urgency in removing the current speed bumps and introducing alternative traffic controls such as you outline in your proposal.</p> <p>I understand from your proposal that the current bumps on Ivydale Road will be removed and replaced with others. I can only ask (for the sake of the relevant residents) that there is sufficient reinforcement around the bumps to deal with the weight of heavy vehicles as they cross the bumps.</p> <p>If this particular project is given the go-ahead - I do hope that you will also turn your attention to the traffic calming situation around Ivydale School, where residents such as my family and I are also suffering the intolerable vibrations from the hump caused by buses, lorries and speeding vehicles.</p> <p>When I first approached the council a couple of years ago re: the vibrations - i was asked to show signs of physical damage to my property to prove the need to remove or amend the bump. The reality is that the physical damage (and there is some) is not the only problem - it is the mental exhaustion of having your house shaken every few minutes and being awoken several times a night by speeding vehicles that is immeasurable.</p>
006	<p>Objection to element of proposed changes to scheme H/ND/TMO1516-025</p> <p>Whilst we agree with the full width humps and the introduction of double yellows for the junctions of Harlescourt Road, Bellowod road with Ivydale road etc we have a concern regarding the extending of the double yellows at the narrowed pinch points.</p> <p>1. (a) IVYDALE ROAD, [i] at and on the approach to re-profiled 'pinch point' traffic calming measures (with new traffic signs giving priority to north-westbound vehicles) on the north-east side outside Nos. 31-37, 83-85, 149-159 and 215- 227, and on the south-west side outside Nos. 50-62, 108-114, 170-182 and 224-230.</p> <p>1. As a representative of the residents residing by 170-182 and 148-159 we are concerned that the double yellow lines have been extended further than they are currently. We do not see any justification for this.</p> <p>We are further concerned with the removal of the raised pinch points, as these provide a safer place for residents and children to cross giving them better visibility in each direction. The residents would like to see the raised pinch points remaining, albeit narrowed.</p> <p>But the main issue is the major issue caused by the reduced residents parking.</p> <p>Residents would like to see controlled hours rather than a double yellow at pinch points – we believe restricted parking between hours of 8am - 7pm would be sufficient as the rest of the time the road is quiet and two buses can pass each other easily. This allows residents to park outside these their houses overnight, whilst ensuring the traffic calming measures are effective when needed.</p>

	<p>We would also like restricted parking to be considered for residents only, to help with the issue of parking.</p> <p>We would also like to see average speed cameras for the whole area to ensure that people comply with the 20mph zone.</p>
007	<p>I live at *** Ivydale Road. I am writing to support the proposals for improved traffic calming measures on Ivydale Road.</p> <p>Point (2) of the consultation - I fully support: (a) I think there should be more space around the pinch points for traffic to pass. There are regularly traffic jams because buses cannot pass each other, or other large vehicles, and this would ease the situation.</p> <p>(b),(c) I live between Harlescott and Lanbury Roads and I support the extension of yellow lines round the corner from Ivydale up these roads as this will make crossing these roads safer; as things stand, people frequently park too close to the corners, especially during school drop off and pick up times.</p> <p>Point (3) of the consultation "Existing sets of speed cushions in the vicinity of the locations above and existing speed tables at the 'pinch point' locations fronting Nos. 50-52, 93-95, 170-172 and 225-227 Ivydale Road would be removed" - I fully support.</p> <p>I support the removal of the speed bumps at pinch points along Ivydale Road as these are vicious and totally unsuitable for a road where there is a regular 18 hour a day bus service and other heavy traffic, as the road is not strong enough to support the thudding of heavy vehicles over the speed bumps. This was recognised further up Ivydale Road a number of years ago, and the speed bumps were removed from the pinch points shortly after installation. The vibrations pass through my house (and my neighbours' houses) from front to back, causing my house to shake. This is against my right to enjoy peaceful occupation of my home and directly caused by ill thought out and poorly executed installation of the speedbumps in the first place.</p> <p>With this in mind, and with reference to 3 (a) to (e) I do hope that where you are planning to replace existing speed bumps at other locations on Ivydale Road with one full width speed bump, that the engineers will ensure the road is sufficiently strengthened at these points so as not to replicate the self-same problem elsewhere - to reiterate, already recognised as an issue by the council further up Ivydale Road where the money was spent a number of years ago to install and then remove the speedbumps.</p>
008	<p>Objecting on the grounds of excessive parking disruption.</p> <p>We are a family with young children resident at *** Ivydale Road and are very concerned at the loss of parking due to the yellow lines proposed outside nos 174-182.</p> <p>Getting a parking space in close proximity to our house is already difficult enough without reducing the number of available parking spaces even further.</p>

	<p>When determining the give way direction at each 'road narrowing section', and the resulting location of double-yellow lines, did the designers consider a solution that minimises the loss of parking spaces?</p> <p>If the give way direction was reversed at our part of Ivydale Road then the longer yellow line section would run outside the Church to no 145. There is already a driveway with a white h-bar in this zone, so you could save at least one parking space.</p> <p>Has the design considered the minimum loss of parking across the whole scheme at every 'road narrowing section'?</p> <p>There are a significant number of families with young children in this part of Ivydale Road who need parking within close proximity of their houses. I would urge that the whole design is revisited to minimise loss of parking at every possible opportunity.</p>
009	<p>I object to this proposal on two key grounds. First, it is certain to reduce the amount of parking available on Ivydale Road, where there are already serious problems. Second, There is a very low probability that the scheme will actually deliver traffic calming so you are trading a certain disbenefit for an uncertain benefit. When someone does this in the City of London it is called a reckless trade. Below I explain these grounds in more detail.</p> <p>First, It is certain to reduce the amount of parking available on Ivydale Road, where there are already serious problems. I frequently have to park my car hundreds of meters away from my house which when you have got 4 and 2 year old boys can be very inconvenient. I realise that the revised proposal reduces the amount of parking space withdrawal from 8 to 4 but this is still 4 too many in my view, especially as there is a pointed remark in the consultation feedback about having to revise this upwards again if the scheme is deemed to have failed. Given that Southwark will make that assessment this seems like a bit of a trick do to it in the long term anyway - the sort of thing the European Commission does. Please also bear in mind that around 30 new households were created on the road over the last 18 months or so and this has exacerbated the problem (as previously there were spaces outside the disused land). When the 2011 traffic calming was done this reduced the parking by 8 spaces and then in 2012 when TFL extended the bus carve outs this reduced the spaces by a further four. The other thing I have not seen considered is a residents parking scheme - to avoid the station end being used by people who don't even live on the road. Why is there not a holistic view taken to solving the parking issue?</p> <p>Second, There is a very low probability that the scheme will actually deliver traffic calming. The reason we can be sure that it the probability of benefit is low is because of the various permutations of traffic calming that have already been tried on the road and all of which have failed. The fact is that it's a long road unusually without any side roads for a long stretch. We all knew that when we bought houses here (it's part of the reason they are cheaper than on say Harlscott Road - it's the market, innit?). I'm sure Clement is a brilliant engineer but there is no perfect design that is going to stop idiots in cars being idiots in cars (short of speed cameras - have you considered that one? There was a death on the road a few years ago so the grounds for installing a safety</p>

	<p>camera do exist.) You cannot tweak this or that design factor and get a perfect answer (this is also something the European Commission is guilty of trying to do.) In the meantime we will also have to suffer the disruption of the works themselves (20 days has already gone into traffic calming the road - Source Southwark FOI), not to mention the cost which would be much better spent elsewhere especially baring in mind that at least £70,00 (Source: Southwark Council FOI - this is a partial cost) has been spent on Ivydale Road traffic calming in recent Years, which these further works would partly undo.</p> <p>Please think again before wasting all this public money. A proposal that really would sort out certain traffic issues would be to make the P12 bus one way only on Ivydale (like it is on Kimberley) and re-route it the other way along St Asaphs and Norberts. The P12s meet each other or bin lorries and get stuck all the time and they don't even go anywhere useful.</p>
010	<p>I wanted to write in and express my delight and support for the proposal above. It is 19 years ago that I moved into my home and have seen first-hand the negative effects of the current traffic-calming measures in place.</p> <p>The residents who live close to the tables are suffering with noise, vibration, damage to their homes and stress living next to the pinch-points. I can understand that they may have been installed with good intention but their design and environment have resulted in a more negative impact on this community. Ivydale road now needs the support to recover from this design error and regain its community feel.</p> <p>I fully support the new design to be funded by the Cleaner, Greener, Safer funding project and the new installation will certainly result in a cleaner, greener, safer road. In my opinion this would be a significant achievement for this local social funding project. The local primary schools, such as Ivydale at one end and Hollydale at the other, will also benefit. Their pupils will have much-improved crossing points along the road and vehicles will be passing through a much-improved traffic management system before they get to that sharp bend at Ivydale school and the other dangers that sharp turn poses to the residents and pupils at that part of the road. This new design is also for general pedestrians — pushchairs, wheelchair users, less physically-abled pedestrians and the older students who walk up to Haberdashers Askes.</p> <p>The current design at the pinch-points does not include any priority marking and as a result, local residents have witnessed driver altercations outside their homes. These are completely preventable if the new design in your plans is improved. I have already forwarded video footage of driver altercations to Clement Aygei-Frempong involving cars and the refuse trucks at a stalemate at a pinch-point so this is an issue which can be addressed by the new proposal. Altercations between all sizes of vehicles are a regular occurrence.</p> <p>I truly believe that the new proposal will bring a much calmer style of traffic management and bring back the sense of community to Ivydale road. The proposal put forward a design already in place at the top end of Ivydale road which has worked well since it was built. There is a marked sense of order when you approach that part of the road, the</p>

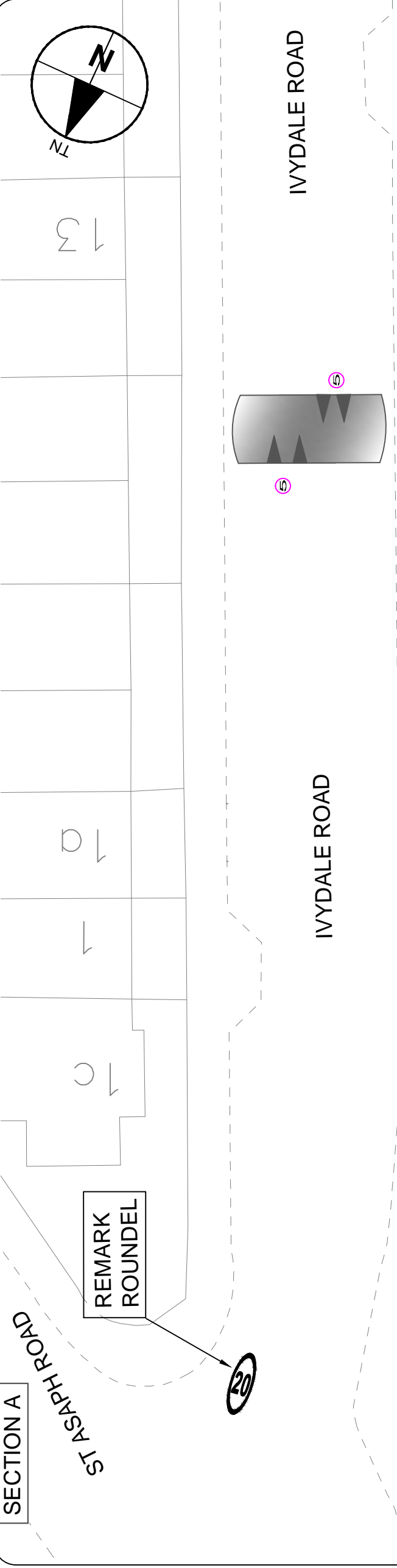
priority markings and narrow flat pinch-points have resulted in a sensible traffic management flow. The residents of the lower end of Ivydale road see no reason why they cannot enjoy the same design and improvements in the quality of local life that the other residents have enjoyed.

Ivydale road cannot continue to exist as it does now. It is an impressive wide tree-lined Victorian road blighted by ill-designed pinch points. I hope any committee will not be influenced by any residents complaining about parking as I do not feel that is the greater issue here. All the residents have a right to a quality of family life which is not possible at the moment. In my opinion this new installation will have a significant positive effect on family life, indoors and outdoors, which is a basic human right. Unfortunately the current design means some residents have a better quality of life at the expense of others. The desire to park outside your home is not a priority and unlikely to happen ever as so many houses have at least one or two cars. Residents parking would not solve this issue either because there are too many car-owners on the street.

Please consider the bigger issue here. You have residents who want to live on this street. Please approve this proposal so Ivydale road can regain a sense of order and calm.



SECTION A



NOTES / LEGEND

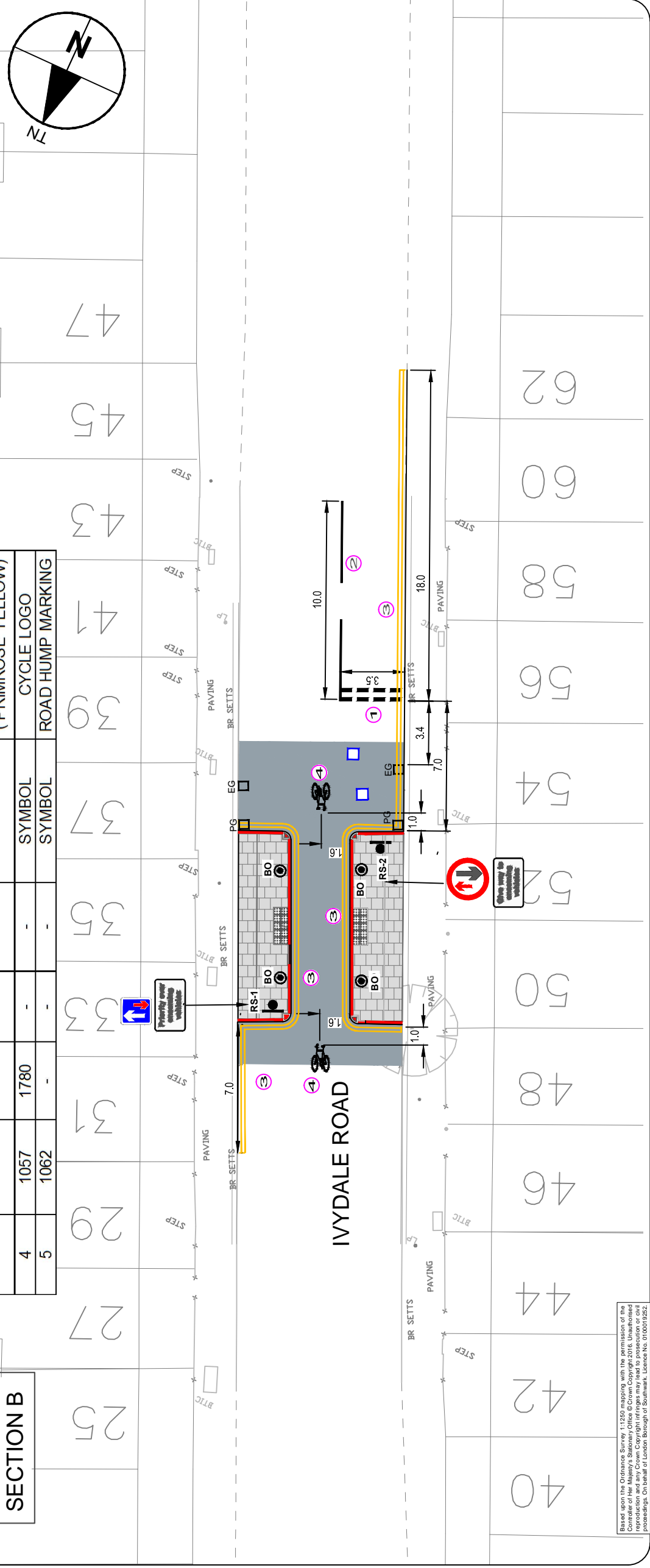
- NOTES:**
- ALL LINING & SIGNING TO BE IN ACCORDANCE WITH TRAFFIC SIGNS REGULATIONS & GENERAL DIRECTIONS 2002 UNLESS OTHERWISE STATED.
  - ALL SIGNING TO BE IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS & GENERAL DIRECTIONS 2002 UNLESS OTHERWISE STATED.
  - TO BE READ IN CONJUNCTION WITH DRAWING No. 60343287-C0260-LP-001 FOR LOCATION PLAN.
  - 60343287-C0260-LP-001 TO 005 FOR SITE CLEARANCE PLAN.
  - 60343287-C0260-LP-001 TO 004 FOR CONSTRUCTION LEVELS.
  - 60343287-C0260-LP-001 TO 004 FOR CONSTRUCTION LEVELS.
  - 60343287-C0260-LP-001 TO 002 FOR TRAFFIC SIGN SCHEDULE.
  - REFER TO TRAFFIC SIGN SCHEDULE PAGES 1 & 2.
- KEY:**
- SIGN PLATE TO BE ERECTED ON A NEW POST. REFER TO TRAFFIC SIGN SCHEDULE DRAWING NO. 60343287-C0260-TSS-001 TO 002.

- RS-X**
- ROAD MARKING REFERENCE (SEE TABLE 1)
  - NEW WAITING RESTRICTION (PRIMROSE YELLOW)
  - EXISTING KERB
  - KERB BUILD OUT
  - NEW SINUSOIDAL SPEED HUMP
  - BUILD OUT
  - TACTILE CROSSING
  - EXISTING RAISED TABLE
- EG**
- EXISTING ROAD GULLY: REFER TO SERIES 500
- PG**
- NEW PRECAST TRAPPED GULLY: REFER TO SERIES 500
- BO**
- BOLLARD: APPLY RED AND WHITE RETRO-REFLECTIVE BANDING. RED BANDING TO FACE APPROACHING TRAFFIC.

TABLE 1- ROAD MARKING SCHEDULE (TSRGD 2002)

REF No.	DWG No.	MARK (mm)	GAP (mm)	WIDTH (mm)	TYPE	COMMENT
1	1003	600	300	200	INTERMITTENT	GIVEWAY MARKING
2	1004	4000	2000	100	INTERMITTENT	HAZARD MARKING
3	1018.1	50	50	50	CONTINUOUS	WAITING RESTRICTION (PRIMROSE YELLOW)
4	1057	1780	-	-	SYMBOL	CYCLE LOGO
5	1062	-	-	-	SYMBOL	ROAD HUMP MARKING

SECTION B



**Project**

IVYDALE TRAFFIC CALMING REVIEW

**Title**

1200 SERIES ROAD MARKINGS AND SIGNS SHEET 1 OF 5

**Contract No.** 60343287-C0260

**Scale** 1:250

**Purpose** FOR CONSTRUCTION

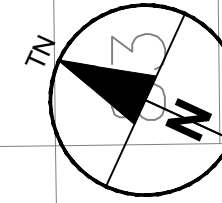
**Drawing No.** 60343287-C0260-1200-001

**Date Issued** 26 JANUARY 2016

SECTION C

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IVYDALE ROAD

TABLE 1- ROAD MARKING SCHEDULE ( TSRGD 2002 )

REF No:	DWG No:	MARK (mm)	GAP (mm)	WIDTH (mm)	TYPE	COMMENT
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2	1004	4000	2000	100	INTERMITTENT	HAZARD MARKING
3	1018.1	50	50	50	CONTINUOUS	WAITING RESTRICTION ( PRIMROSE YELLOW)
4	1057	1780	-	-	SYMBOL	CYCLE LOGO
5	1062	-	-	-	SYMBOL	ROAD HUMPS MARKING

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SECTION D

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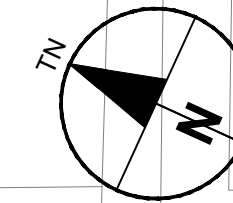
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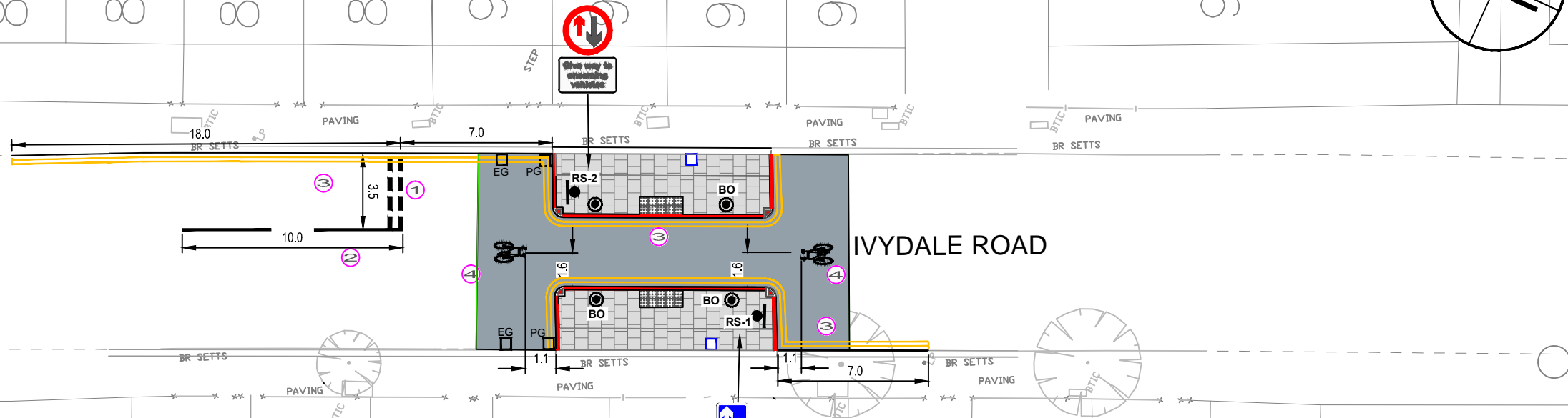
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IVYDALE ROAD



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B

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NOTES / LEGEND

- NOTES:
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  - ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED TO BE READ IN CONJUNCTION WITH DRAWING NO.
  - 60343287-C0260-LP-001 FOR LOCATION PLAN.  
60343287-C0260-200-001 TO 005 FOR SITE CLEARANCE PLAN.  
60343287-C0260-1100-001 TO 005 FOR KERBING AND FOOTWAY  
60343287-C0260-CL-001 TO 004 FOR CONSTRUCTION LEVELS.  
60343287-C0260-TSS-001 TO 002 FOR TRAFFIC SIGN SCHEDULE.
  - REFER TO TRAFFIC SIGN SCHEDULE PAGES 1 & 2

KEY

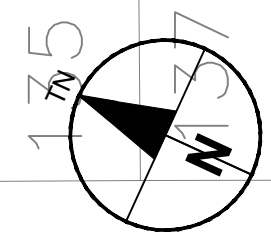
- SIGN PLATE TO BE ERECTED ON A NEW POST. REFER TO TRAFFIC SIGN SCHEDULE DRAWING NO. 60343287-C0260-TSS-001 TO 002
- RS-X
- ROAD MARKING REFERENCE (SEE TABLE 1)
- NEW WAITING RESTRICTION (PRIMROSE YELLOW)
- EXISTING KERB
- KERB BUILD OUT
- NEW SINUSOIDAL SPEED HUMP
- BUILD OUT
- TACTILE CROSSING
- EXISTING RAISED TABLE
- EG EXISTING ROAD GULLY: REFER TO SERIES 500
- PG NEW PRECAST TRAPPED GULLY: REFER TO SERIES 500
- BO BOLLARD - APPLY RED AND WHITE RETRO-REFLECTIVE BANDING. RED BANDING TO FACE APPROACHING TRAFFIC.

Revision	Date	Amendment	Drawn	Design	Checked	Approved
B	12/01/16	REVISED LOCATION OF SIGN POST	MG	MG	AGB	AB
A	24/07/14	REVISED WAITING RESTRICTIONS EXTENT	MG	MG	JCR	AB



Project		IVYDALE TRAFFIC CALMING REVIEW	
Title		1200 SERIES ROAD MARKINGS AND SIGNS SHEET 2 OF 5	
Contract No.	60343287-C0260	Drawn	MG
Scale	1:250	Designed	MG
Drawing No.	60343287-C0260-1200-002	Checked	AGB
Date Drawn	JANUARY 2016	Approved	AB
Date Issued	26 JANUARY 2016	Rev.	B

SECTION E

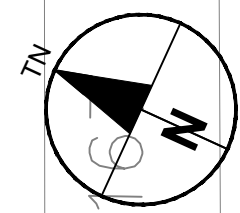


IVYDALE ROAD

TABLE 1- ROAD MARKING SCHEDULE ( TSRGD 2002 )

REF No:	DWG No:	MARK (mm)	GAP (mm)	WIDTH (mm)	TYPE	COMMENT
1	1003	600	300	200	INTERMITTENT	GIVEWAY MARKING
2	1004	4000	2000	100	INTERMITTENT	HAZARD MARKING
3	1018.1	50	50	50	CONTINUOUS	WAITING RESTRICTION ( PRIMROSE YELLOW)
4	1057	1780	-	-	SYMBOL	CYCLE LOGO
5	1062	-	-	-	SYMBOL	ROAD HUMP MARKING

SECTION F



IVYDALE ROAD

REMARK WHITE H-BAR MARKING - TSRGD DRG.NO 1026.1

**NOTES / LEGEND**

**NOTES:**

- ALL LINING & SIGNING TO BE IN ACCORDANCE WITH TRAFFIC SIGNS REGULATIONS & GENERAL DIRECTIONS 2002
- ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED
- TO BE READ IN CONJUNCTION WITH DRAWING NO. 60343287-C0260-LP-001 FOR LOCATION PLAN. 60343287-C0260-200-001 TO 005 FOR SITE CLEARANCE PLAN. 60343287-C0260-1100-001 TO 005 FOR KERBING AND FOOTWAY 60343287-C0260-CL-001 TO 004 FOR CONSTRUCTION LEVELS. 60343287-C0260-TSS-001 TO 002 FOR TRAFFIC SIGN SCHEDULE. REFER TO TRAFFIC SIGN SCHEDULE PAGES 1 & 2

**KEY**

- SIGN PLATE TO BE ERECTED ON A NEW POST. REFER TO TRAFFIC SIGN SCHEDULE DRAWING NO. 60343287-C0260-TSS-001 TO 002
- RS-X**
- ROAD MARKING REFERENCE (SEE TABLE 1)
- NEW WAITING RESTRICTION (PRIMROSE YELLOW)
- EXISTING KERB
- KERB BUILD OUT
- NEW SINUSOIDAL SPEED HUMP
- BUILD OUT
- TACTILE CROSSING
- EXISTING RAISED TABLE
- EXISTING ROAD GULLY: REFER TO SERIES 500
- NEW PRECAST TRAPPED GULLY: REFER TO SERIES 500
- BOLLARD - APPLY RED AND WHITE RETRO-REFLECTIVE BANDING. RED BANDING TO FACE APPROACHING TRAFFIC.

Rev/No	Date	Amendment	Drawn	Design	Checked	Approved
B	12/01/16	REVISED LOCATION OF SIGN POST	MG	MG	AGB	AB
A	04/01/16	REVISED WAITING RESTRICTIONS EXTENT	MG	MG	JCR	AB



**Project** IVYDALE TRAFFIC CALMING REVIEW

**Title** 1200 SERIES ROAD MARKINGS AND SIGNS SHEET 3 OF 5

**Contract No.** 60343287-C0260

**Scale** 1:250 **Purpose** FOR CONSTRUCTION

**Drawing No.** 60343287-C0260-1200-003

**Date Drawn** JANUARY 2016 **Date Issued** 26 JANUARY 2016

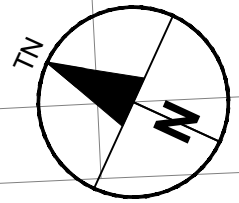
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SECTION G

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IVYDALE ROAD

LIMESFORD ROAD

TABLE 1- ROAD MARKING SCHEDULE ( TSRGD 2002 )

REF No:	DWG No:	MARK (mm)	GAP (mm)	WIDTH (mm)	TYPE	COMMENT
1	1003	600	300	200	INTERMITTENT	GIVEWAY MARKING
2	1004	4000	2000	100	INTERMITTENT	HAZARD MARKING
3	1018.1	50	50	50	CONTINUOUS	WAITING RESTRICTION ( PRIMROSE YELLOW )
4	1057	1780	-	-	SYMBOL	CYCLE LOGO
5	1062	-	-	-	SYMBOL	ROAD HUMPH MARKING

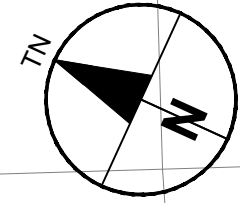
SECTION H

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PH 202

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IVYDALE ROAD

HARLESCOTT ROAD

NOTES / LEGEND

NOTES:

- ALL LINING & SIGNING TO BE IN ACCORDANCE WITH TRAFFIC SIGNS REGULATIONS & GENERAL DIRECTIONS 2002
- ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED TO BE READ IN CONJUNCTION WITH DRAWING NO.
- 60343287-C0260-LP-001 FOR LOCATION PLAN.  
60343287-C0260-200-001 TO 005 FOR SITE CLEARANCE PLAN.  
60343287-C0260-1100-001 TO 005 FOR KERBING AND FOOTWAY  
60343287-C0260-CL-001 TO 004 FOR CONSTRUCTION LEVELS.  
60343287-C0260-TSS-001 TO 002 FOR TRAFFIC SIGN SCHEDULE.  
REFER TO TRAFFIC SIGN SCHEDULE PAGES 1 & 2

KEY

- SIGN PLATE TO BE ERECTED ON A NEW POST. REFER TO TRAFFIC SIGN SCHEDULE DRAWING NO. 60343287-C0260-TSS-001 TO 002
- RS-X
- ROAD MARKING REFERENCE (SEE TABLE 1)
- NEW WAITING RESTRICTION (PRIMROSE YELLOW)
- EXISTING KERB
- KERB BUILD OUT
- NEW SINUSOIDAL SPEED HUMP
- BUILD OUT
- TACTILE CROSSING
- EXISTING RAISED TABLE
- EG EXISTING ROAD GULLY: REFER TO SERIES 500
- PG NEW PRECAST TRAPPED GULLY: REFER TO SERIES 500
- BO BOLLARD - APPLY RED AND WHITE RETRO-REFLECTIVE BANDING. RED BANDING TO FACE APPROACHING TRAFFIC.

Revision	Date	Amendment	Drawn	Design	Checked	Approved
B	12/01/16	REVISED LOCATION OF SIGN POST	MG	MG	AGB	AB
A	04/01/16	REVISED WAITING RESTRICTIONS EXTENT	MG	MG	JCR	AB



Project: IVYDALE TRAFFIC CALMING REVIEW

Title: 1200 SERIES ROAD MARKINGS AND SIGNS SHEET 4 OF 5

Contract No.: 60343287-C0260

Scale: 1:250

Drawing No.: 60343287-C0260-1200-004

Date Drawn: JANUARY 2016

Date Issued: 26 JANUARY 2016

Purpose: FOR CONSTRUCTION

Drawn: MG, Design: MG, Checked: AGB, Approved: AB, Rev: B

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SECTION I

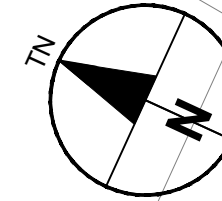


TABLE 1- ROAD MARKING SCHEDULE ( TSRGD 2002 )

REF No:	DWG No:	MARK (mm)	GAP (mm)	WIDTH (mm)	TYPE	COMMENT
1	1003	600	300	200	INTERMITTENT	GIVEWAY MARKING
2	1004	4000	2000	100	INTERMITTENT	HAZARD MARKING
3	1018.1	50	50	50	CONTINUOUS	WAITING RESTRICTION ( PRIMROSE YELLOW)
4	1057	1780	-	-	SYMBOL	CYCLE LOGO
5	1062	-	-	-	SYMBOL	ROAD HUMPS MARKING

NOTES / LEGEND

- NOTES:
- ALL LINING & SIGNING TO BE IN ACCORDANCE WITH TRAFFIC SIGNS REGULATIONS & GENERAL DIRECTIONS 2002
  - ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED TO BE READ IN CONJUNCTION WITH DRAWING NO.
  - 60343287-C0260-LP-001 FOR LOCATION PLAN.  
60343287-C0260-200-001 TO 005 FOR SITE CLEARANCE PLAN.  
60343287-C0260-1100-001 TO 005 FOR KERBING AND FOOTWAY  
60343287-C0260-CL-001 TO 004 FOR CONSTRUCTION LEVELS.  
60343287-C0260-TSS-001 TO 002 FOR TRAFFIC SIGN SCHEDULE.  
REFER TO TRAFFIC SIGN SCHEDULE PAGES 1 & 2

- KEY
- SIGN PLATE TO BE ERECTED ON A NEW POST. REFER TO TRAFFIC SIGN SCHEDULE DRAWING NO. 60343287-C0260-TSS-001 TO 002
  - RS-X**
  - ROAD MARKING REFERENCE (SEE TABLE 1)
  - NEW WAITING RESTRICTION (PRIMROSE YELLOW)
  - EXISTING KERB
  - KERB BUILD OUT
  - NEW SINUSOIDAL SPEED HUMP
  - BUILD OUT
  - TACTILE CROSSING
  - EXISTING RAISED TABLE
  - EXISTING ROAD GULLY : REFER TO SERIES 500
  - NEW PRECAST TRAPPED GULLY: REFER TO SERIES 500
  - BOLLARD - APPLY RED AND WHITE RETRO-REFLECTIVE BANDING. RED BANDING TO FACE APPROACHING TRAFFIC.

Revision	Date	Amendment	Drawn	Design	Checked	Approved
B	12/01/16	REVISED LOCATION OF SIGN POST	MG	MG	AGB	AB
A	04/07/15	REVISED WAITING RESTRICTIONS EXTENT	MG	MG	JCR	AB



<b>Project</b>		IVYDALE TRAFFIC CALMING REVIEW	
<b>Title</b>		1200 SERIES ROAD MARKINGS AND SIGNS SHEET 5 OF 5	
<b>Contract No.</b>	60343287-C0260	<b>Drawn</b>	MG
<b>Scale</b>	1:250	<b>Designed</b>	MG
<b>Drawing No.</b>	60343287-C0260-1200-005	<b>Checked</b>	AGB
<b>Date Drawn</b>	JANUARY 2016	<b>Approved</b>	AB
<b>Date Issued</b>	26 JANUARY 2016	<b>Rev.</b>	B

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NOTES / LEGEND

NOTES:  
 TO BE READ IN CONJUNCTION WITH  
 DRAWING No.

60343287-C0260-200-001 TO 005  
 FOR SITE CLEARANCE.

60343287-C0260-1100-001 TO 005  
 FOR KERBS AND FOOTWAY.

60343287-C0260-1200-001 TO 005  
 FOR ROAD MARKINGS.

60343287-C0260-CL-001 TO 005  
 FOR CONSTRUCTION LEVELS.

60343287-C0260-CLP-001  
 FOR CORE LOCATION PLAN.

60343287-C0260-TSS-001  
 FOR TRAFFIC SIGN SCHEDULE.

KEYS



SITE EXTENTS

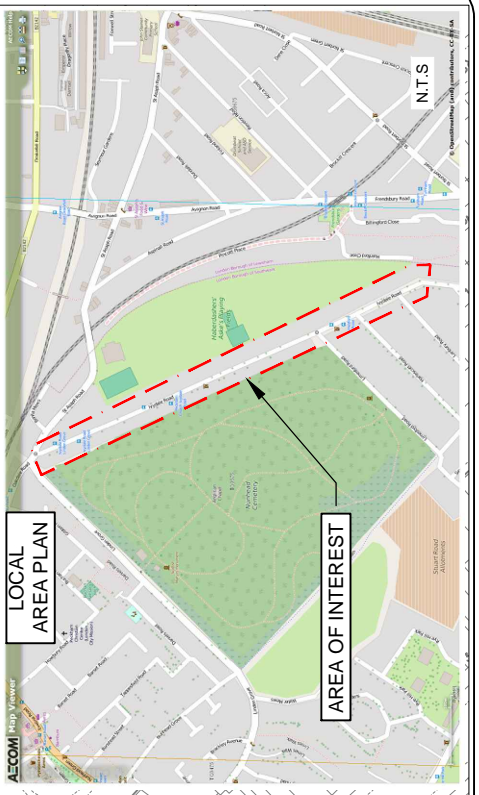
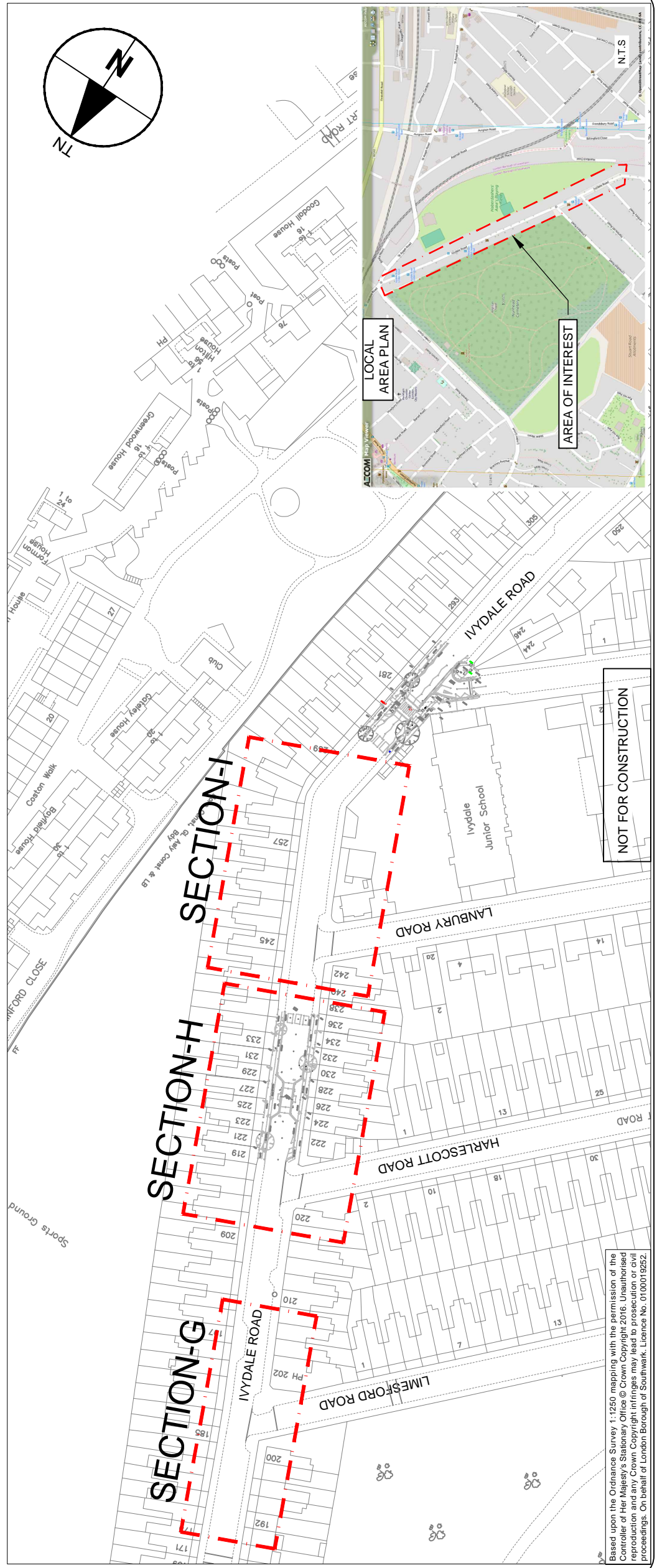
Revision	Date	Amendment	Drawn	Design	Checked	Approved

PUBLIC REALM PROJECTS TEAM 160 TOOLEY STREET SE1P 6X

Project  
 IVYDALE TRAFFIC  
 CALMING REVIEW

Title  
 LOCATION PLAN

Contract No.	60343287-C0260	Drawn	
Scale	N.T.S	Design	
Drawing No.	60343287-C0260-LP-001	Checked	
		Approved	
Date Issued	JANUARY 2016	Date Made	26 JANUARY 2016



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Councillor Evelyn Akoto	1		
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