

Peckham and Nunhead Community Council

Xellorate Dance UK will open the meeting

Monday 24 September 2012

7.00 pm

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

Membership

Councillor Cleo Soanes (Chair)
Councillor Mark Glover (Vice-Chair)
Councillor Chris Brown
Councillor Sunil Chopra
Councillor Fiona Colley
Councillor Rowenna Davis
Councillor Nick Dolezal
Councillor Gavin Edwards
Councillor Renata Hamvas
Councillor Barrie Hargrove
Councillor Richard Livingstone
Councillor Catherine McDonald
Councillor Victoria Mills
Councillor Michael Situ
Councillor Althea Smith

Members of the committee are summoned to attend this meeting

Eleanor Kelly

Chief Executive

Date: Friday 14 September 2012



Order of Business

**Item
No.**

Title

- 1. INTRODUCTION AND WELCOME**

Item No.	Title	Time
2.	APOLOGIES	
3.	DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS	
	Members to declare any interests and dispensation in respect of any item of business to be considered at this meeting.	
4.	ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT	
	The chair to advise whether they have agreed to any item of urgent business being admitted to the agenda.	
5.	MINUTES FROM THE PREVIOUS MEETING (Pages 1 - 13)	
	To approve as a correct record the minutes of the meeting held on 20 June 2012.	
6.	DEPUTATIONS/PETITIONS (IF ANY)	7.10 pm
	The chair to advise on any deputations or petitions received.	
7.	COMMUNITY ANNOUNCEMENTS AND PRESENTATIONS	7.20 pm
	<ul style="list-style-type: none"> • Feedback on workshops: Priority items for future meetings • Community Restoration Fund – youth element • An announcement from a local author • An announcement on the Peckham and Nunhead Community Council Fund – underspend 2012 – 13 • Community safety and enforcement issues: A community safety officer for Peckham and Nunhead will be present at each community council meeting to talk residents and councillors. • 2012 Tenant and Leaseholder satisfaction survey • Attendance monitoring forms - community councils • Coach Stirling – Olympic Torch. 	
	MAIN BUSINESS	

Item No.	Title	Time
8.	LOCAL COUNCIL TAX SUPPORT SCHEME (FORMERLY COUNCIL TAX BENEFIT)	7.30 pm
	<p>“How will this impact on you if you are in receipt of council tax benefit?”</p> <p>There will be an officer from revenue and benefits to highlight:</p> <ul style="list-style-type: none"> • Feedback on consultation • Early findings / analysis of the results. 	
9.	LAUNCH OF THE CLEANER, GREENER SAFER (CGS) FUNDING PROGRAMME	7.40 pm
	<ul style="list-style-type: none"> • Presentation and ‘before’ and ‘after’ slides of the Cleaner Greener, Safer (CGS) schemes. • The launch of CGS capital funding programme 2013 – 2014. 	
10.	THE PECKHAM AND NUNHEAD AREA ACTION PLAN AND COMMUNITY INFRASTRUCTURE LEVY (CIL)	7.55 pm
	<ul style="list-style-type: none"> • Officer presentation on the Peckham and Nunhead Area Action Plan and the Community Infrastructure Levy (CIL) • Workshops by ward on the area action plan. 	
	BREAK AT 8.25 PM	
	An opportunity for residents to talk to Councillors and Officers.	
11.	FEEDBACK FROM WORKSHOPS ON THE PECKHAM AND NUNHEAD AREA ACTION PLAN	8.35 pm
12.	PECKHAM ROAD SOUTH PARKING CONSULTATION (Pages 14 - 32)	8.45 pm
	To comment on the plans for a parking consultation.	
13.	PUBLIC QUESTION TIME (Pages 33 - 37)	8.55 pm
	<p>A public question form is included at page 34.</p> <p>This is an opportunity for public questions to be addressed to the chair.</p> <p>Residents or persons working in the borough may ask questions on any matter in relation to which the council has powers or duties.</p> <p>Responses may be supplied in writing following the meeting.</p> <p>Feedback on previous public questions and questions raised during agenda items are contained after the public question form.</p>	

Item No.	Title	Time
14.	LOCAL PARKING AMENDMENTS (Pages 38 - 45)	9.05 pm
	<p>Note: This item is an executive function</p> <p>Members to consider the recommendations contained in the report.</p>	
15.	CLEANER GREENER SAFER (CGS) FUNDING REALLOCATION (Pages 46 - 51)	9.15 pm
	<p>Note: This item is an executive function</p> <p>Members to consider the recommendations contained in the report.</p>	
16.	STRATEGIC TRANSPORT S106 RELEASE REPORT (Pages 52 - 67)	9.30 pm
	<ul style="list-style-type: none"> • To note and comment on the release of strategic transport s106 contributions to support key projects across the borough. • Members to consider the Peckham Rye station scheme detailed in Appendix 1 of the report. 	

DATE OF NEXT MEETING: WEDNESDAY 21 NOVEMBER 2012

Date: Friday 14 September 2012



Peckham and Nunhead Community Council

MINUTES of the OPEN section of the Peckham and Nunhead Community Council held on Wednesday 20 June 2012 at 7.00 pm at Harris Academy Peckham, 112 Peckham Road, London SE15 5DZ

PRESENT:

- Councillor Cleo Soanes (Chair)
- Councillor Mark Glover
- Councillor Chris Brown
- Councillor Sunil Chopra
- Councillor Rowenna Davis
- Councillor Nick Dolezal
- Councillor Renata Hamvas
- Councillor Barrie Hargrove
- Councillor Richard Livingstone
- Councillor Catherine McDonald
- Councillor Victoria Mills
- Councillor Michael Situ
- Councillor Althea Smith

OFFICER SUPPORT:

- Barbara Ann Overwater (Senior Planning Policy Officer)
- Ben Finden (Project Manager) Environment Department
- Kim Hooper (Media Officer) Communications Unit
- Marian Farrugia (Community Council Development Officer)
- Beverley Olamijulo (Constitutional Officer)

1. INTRODUCTION AND WELCOME

The chair welcomed councillors, members of the public and officers to the meeting.

2. APOLOGIES

Apologies for absence were received from Councillors Fiona Colley and Gavin Edwards and for lateness from Councillor Barrie Hargrove.

3. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

There were none.

4. ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT

The chair informed the community council of the following additional document circulated prior to the meeting:

- Supplemental agenda, cleaner greener safer revenue fund 2012 - 2013

5. COMMUNITY ANNOUNCEMENTS AND PRESENTATIONS

The following announcements were made:

The chair announced Kim Hooper from Southwark's media team was present and would be writing an article on community councils. People were told that Kim would be taking photos and if anyone objected they should indicate by show of hands. No one objected to the photo call.

Southwark's Community Infrastructure Levy (CIL)

Barbara Ann Overwater from the planning policy team spoke about the community infrastructure levy which was about charging new developments in the borough so the money could be used for infrastructure.

This would replace the old system currently referred to as 'S106 planning obligations'. From mid July 2012 Southwark's "preliminary draft (CIL) schedule" would be calculated according to the amount of additional floor space a new development would produce. The chargeable rate for Southwark was currently £35 per square metre. The community infrastructure levy was not negotiable and would be applied like a tax.

For more information visit the Southwark website <http://www.southwark.gov.uk>

Peace month event and peace wall installation

Emily Druiff from Peckham Space, part of Camberwell Arts addressed the meeting to highlight that they had received positive feedback about preserving the peace wall. They also received money from the cleaner greener safer funding programme. The group explained that they had been working with local designers to see if it was possible to make the peace wall permanent. The installation of the hoarding took place in July 2012 and the launch date for 'peace month' and the permanent art work on Peckham Square would be in August 2012.

Peckham Shed worked with groups of artists and designers to ensure the peace wall remained sustainable and the artwork did not fade. Emily said they would be looking for young people between the ages of 16 – 18 years that had an interest in art and design. They would like to get as many people as possible involved; flyers went out highlighting the launch date on 8 August 2012, time: 5.00pm until 7.00pm and to witness the unveiling of the wall.

During the discussion the following comments were made:

- This initiative should involve all young people in all parts of the borough as well as the Peckham area; a press release detailing this was circulated to highlight this point.
- The peace wall might not be impressive to all young people however a lot of consultation had taken place which was a spontaneous response to what was going on in the community.
- Councillor Glover stated that he was not totally in favour of the peace wall because of the negative perception of Peckham and a reminder of where the riots took place. As well as prompting media interest, this could send out the wrong kind of message.
- In response to Councillor Glover's comment the speaker explained the issue came up during the consultation. The speaker said this needed to be debated further so it did not appear that Peckham was ghettoised hence the reason why the launch would be a positive one.

Peckham Pride Basketball Club

Basketball Coach, Sterling Mushett was present to talk about the club and highlighted that the club was the biggest in London where a number of the players had gone on to play internationally and regionally. Coach Sterling announced that the club's women's basketball team would play their next match at Crystal Palace Sports Centre on 30 June 2012. He said the club holds sessions in a number of schools in the Peckham area and said if anyone was interested in the running and development of the club should contact him. It was announced that Coach Sterling would be carrying the Olympic torch on 26 July 2012 in Southwark.

For information contact Sterling Mushett email: smuschett@reachandteach.co.uk
 Website: <http://www.londonschoolofbasketball.com/club/peckham-pride>

Olympics update

Ben Finden, Project Manager spoke about the travel guide and travel arrangements for the Olympics. He briefly explained that there was 37 days to go before the games officially opened.

People were asked to note the following key dates:

- Torch relay – 21 July 2012
- Torch relay route in Southwark – 26 July 2012
- Olympics opening ceremony – 27 July 2012
- Olympics closing ceremony – 12 August 2012
- Paralympics opening ceremony – 29 August 2012

Ben stated that a vast amount of information was available on the Southwark website main events in Southwark guide include:

- An Olympic special; "a gift from God" at Burgess Park on 4 August 2012 – there

would be an inflatable of 'Stonehenge' - people were encouraged to visit the park to see it.

- Elephant and the Nun have planned events such as the "Nunhead Experience".
- "Look and feel decoration" themed experience zone.
- "Get ahead of the Games" a spectator journey planner and TfL journey planner would have all the necessary information pertaining to the games.

In response to questions, Ben stated that Southwark residents would be kept updated during the entire time the Games were on and relevant information would be available on the Southwark website.

Council Assembly meeting

The chair announced the council assembly meeting would take place on 4 July 2012 at Southwark College, (Bermondsey site), Keetons Road, London SE16 4EE. People were encouraged to attend the informal session at 6.00pm and the main meeting which had a theme on health and wellbeing.

Southwark Civic Awards

The chair announced that local resident, Veronica Naraine received a Southwark civic award and community ward for the wonderful work she had done in the community.

Celebrating Black history month

Marian Farrugia, community council development officer announced Black History Month 2012 celebration would be in October 2012. People were encouraged to get involved as there were a number of programmed events during the month of October across all sectors of the community. This would include a range of activities for young people to take part in.

To find out what's happening, please refer to the Southwark website <http://www.southwark.gov.uk> black history month 2012 celebration.

The grants programme was open for applications, the closing date was on Friday 6 July 2012 and the delivery of the schemes would be from the 21 July – August 2012.

For more information contact Andrew Alleyne, children's services on 020 7525 2864.

Community Development Foundation – neighbourhood matched fund

Nicholas Okuku announced that £30 million was available to fund community projects in some of the most deprived areas of the country. People were encouraged to identify projects in their areas. It was noted that a small amount of money was allocated to fund projects in Livesey ward. The grants programme was open to applications and people were encouraged to apply online.

For more information email the Community Development Foundation admin@cdf.org.uk or

contact telephone number 020 7837 1772.

Dance classes – Ledbury Estate Community Hall

Dance classes held for young people at the community hall on the Ledbury Estate next door to Kwik Fit between the hours of 6.00pm – 8.00pm. The classes are funded by Safer Southwark Partnership to help young people keep fit.

Volunteering at Peckham and Nunhead community council

The chair asked if anyone wished to volunteer their time during the evening when community council meetings are held they should contact Marian Farrugia or herself.

For more information contact Marian Farrugia, community council development officer on 020 7525 1780 or email marian.farrugia@southwark.gov.uk

The following was also highlighted during the public question time segment:

Job Fair event – update

Esy Oluwafemi Wisegem explained that following the job fair event which took place at a Peckham Community Council meeting, the local job centre had been engaging with local people, providing them with job opportunities. Also the outreach workers that were involved in the job fair assisted a number of young mothers that attended the event to gain employment.

The Thames Pageant

Esy thanked those who were involved in the pageant and for making the day such a success.

Sojourner Truth Centre

Esy thanked the chair who helped resolve the ongoing problem with banners being displayed outside the Sojourner Truth Centre.

Southwark Civic Award

Councillor Hargrove mentioned that Esy's name was put forward for a Southwark civic award because he and others felt she deserved recognition for the community work she had done and still continues to do, but was surprised to discover that she had not been nominated. Councillor Hargrove asked if were possible to formally write to the Southwark civic association about this. Councillor Smith explained nomination forms for the Southwark civic awards - 2012/2013 would be available later this year so, Esy's name could be submitted again for an award.

6. FUTURE AGENDA ITEMS AT FORTHCOMING COMMUNITY COUNCIL MEETINGS

The chair highlighted this was a new community council area which had merged the following wards; Peckham Rye, Nunhead, Livesey, The Lane and Peckham. This would give people the opportunity to build new relations and discuss future topics for Peckham and Nunhead community council meetings set for the year.

At this juncture, the meeting went into workshops which were laid out each by ward. People were asked to prioritise their chosen topics for discussion at meetings and were asked for their views on whether meeting venues should be rotated around the community council area.

7. FEEDBACK FROM MEMBERS AND RESIDENTS ON PRIORITY ITEMS

The meeting resumed after the workshops took place and the chair invited a representative from each of the wards to comment and feedback what was discussed in their respective group.

Councillor Catherine McDonald – *Livesey ward*

Some ideas for future community councils:

- Ideas for initiatives or activities which could be organised in the community without it costing money. Example, gardening or anything which could be objective.
- Work related opportunities – focus on young people and older people.
- Discussion – how people and the council could communicate most effectively e.g. information on notice boards, or the website with the focus being “how best we could communicate”.
- Session or activities with the focus being on older people.
- With ideas being exchanged and views expressed to improve community council meetings.
- Use this meeting as a best practise on what goes on in each of the wards in this community council area.

Malcolm – *Peckham ward*

- Crime being a major issue – to address and tackle crime in the area.
- Focus on issues amongst young people, adulthood, and family engagement and to support parents to be good parents.
- Focus on local transport issues.
- Support older people – how one would engage with older people in the community.
- Health matters and promoting healthy living.
- Improve community council meetings; reduction in the size of agenda items and additional time provided during ‘question time’ so that residents felt as though they were involved.

- More focus on question and answer session during presentations, so meetings run better so there is less pressure on the chair.

Councillor Victoria Mills – **Peckham Rye ward**

It was noted that very few residents attended the meeting from this ward.

- Encourage more Peckham Rye residents to attend and participate in community council meetings.
- Focus on short term improvements, e.g. street cleaning in Rye Lane and Peckham High Street, and to monitor progress.
- Transport /environment issues: Discuss and highlight the following:
 - East London Line and South London Line
 - Nunhead renewal area
 - Nunhead and Peckham action plan
 - Open spaces and green space in this area
- How the community could influence what would be discussed / placed on the agenda for the following meeting.

Councillor Sunil Chopra – **Nunhead ward**

- Recycling and the environment in general – To raise awareness particularly with local businesses and young people about ways of recycling and looking after their environment.
- Transport – highlighting the number of bus lanes in the Nunhead area which could be perceived as being a nuisance and not environmentally friendly. The community council should discuss ways of reducing bus lanes in this area.
- Raise awareness amongst public transport bus drivers to exercise patience whilst on the road and that further compulsory bus stops were needed in the area.
- Venues like Harris Academy, Peckham need to be identified to host Peckham and Nunhead community council meetings.
- That question and answer session be extended for presentations / agenda items particularly when Members are responding to questions.
- Environment / recycling issues with regard to collection of recyclable or refuse items that have been thrown in their bins.

Councillor Mark Glover – **The Lane ward**

- Summary of the discussion covered what was the objective of this community council? What would you like it to be and what are you trying to achieve? Also more up joined up thinking between the various council departments.

- Young people and youth unemployment.
- Older people, what services were available for older people and what type of issues they had to face.
- Policies on issues such as housing, regeneration and transport policies needed to be debated in full so the objectives were clearly identified.

A resident spoke about his own personal experiences whilst growing up without a father and the issues about absent fathers in general stressing that these issues needed to be tackled at ground level.

The following were discussed as possible **themes** for future Peckham and Nunhead community council meetings:

- Children and Young People
- Elderly, activities / service, support and community engagement
- Jobs/training and business opportunities
- Environmental issues
- Transport
- Housing
- Regeneration
- Crime
- Health and wellbeing

The chair thanked everyone for their contributions at the meeting. She said all ideas highlighted above would be taken forward and implemented.

8. PUBLIC QUESTION TIME

The following public questions were submitted:

Question 1: Peckham Rye resident: Around 32 garages in Brenchley Gardens had their electricity disconnected when new fillings were installed. EDF / Southwark would not pay for reconnection this appears to be a complete waste after £44,000 was spent doing the works.

Response: Councillors Mills and Hamvas agreed to take the matter up and come back to the community council with a response.

Question 2: Resident: Could the community council clarify whose idea it was to remove the railings along Peckham Hill Street?

Response: The chair explained that the council was not responsible for this. The policy regarding the removal of railings was pursued by the Mayor of London for at least two years, thinking it would make it safe for cyclists.

People highlighted the danger element of railings, citing the recent fatality of a cyclist who was involved in an accident with a larger vehicle. The chair suggested it could be helpful if a representative from Transport for London (TfL) could attend a community council

meeting to give an explanation regarding the issue of the railings. Some residents present felt that a meeting with TfL would not solve the problem.

Councillor Hargrove explained that he was fully aware of the safety concerns related to the railings and that any requested information from TfL needed to be clearly outlined beforehand.

The community council **agreed** the following:

1. That representatives of TfL be invited to attend a community council meeting to explain what their policy was with regard to the removal of the railings highlighting the concerns, expressed at the meeting.
2. Request that TfL provide a written explanation outlining the reasons for the removal of the railings along the Peckham High Street and the junction of Peckham Hill Street. Any action should be halted until the completion of the consultation process.
3. That TfL provide statistical information/ evidence to support the fact the railings were unsafe.

Question 3: Roy King referred to a previous question that was raised at Peckham community council on 24 March 2012 during an item on the Olympics. He stated that the former London Assembly Mayor sent out information to residents which indicated that Londoners would pay as part of their council tax payment, 38 pence per week from 2006/7 until 2016/2017.

He asked why council tax payers were charged this amount up 2017 (after the Olympics had taken place) and why couldn't TfL cover the cost for infrastructure and road maintenance and were these extra payments necessary?

He asked for further clarification on the following:

1. What did the previous London Mayor say about the 38 pence charge to council tax payers?
2. What is the actual time frame for these payments?
3. What exactly would the money be used for?

Response: To request a follow up response at the next meeting.

9. LOCAL PARKING AMENDMENTS

Executive Function

Members considered the information in the report.

RESOLVED:

That the following local parking amendments, which all relate to the installation of a disabled persons (blue badge) parking bay detailed in the appendices to the report, be approved for implementation subject to the completion of the statutory notification procedures:

- Ellery Street (relating to a property in Consort Road)
- Wood's Road
- Grumant Road (relating to a property in Peckham Road)
- King's Grove
- Pentridge Street
- Nigel Road
- Relf Road
- Talfourd Place

10. COMMUNITY COUNCIL FUND 2012

The chair announced the running order of the agenda would be varied so, item 11, was considered at the start of the meeting.

Members considered the report which was detailed in the supplemental agenda.

Executive Function

RESOLVED:

That the allocation of funds for the community council fund 2012 in the Peckham and Nunhead community council area set out below be approved:

Ref. No	Organisation	Project Name	Amount awarded
1	Aquarius Golf Club/Brian Towell	Aquarius Festival 2012	£800
3	Ledbury Tenants and Residents Association	Mini Olympics	£300
4	The Friends of Leyton Square Children's Playgroup	Leyton's Mini Summer Olympics	£800
5	People Empowering People	T Shirt Printing Workshop	£400
7	Westminster House Youth Club	Olympic Open Day	£500

8	Nunhead's Voice	Older Peoples Celebration Day	£500
9	Jolanta Jagiello FONC	Diamond Decades	£700
10	Brimmington Community FC	Celebrating London Olympic Games	£508
11	Buchan T&RA	Children's Puppet Show Event	£500
12	Free Film Festivals	Film Screening – Nunhead Cemetery	£975
13	Joe Richards House residents and staff	Joe Richards House Day of Celebration	£800
14	Cossall	Domino Club	£950
15	The Surgery	Nunhead Open 9	£800
16	Brayards Estate Tenants & Residents Association	Community Programme	£950
17	Southwark Travellers Action	Traveller Children's Cultural Event	£1,000
19	Sickle Cell And Young Stroke Survivors	"Its In The Blood Info Day"	£500
21	Evolution Quarter Residents' Association	Calypso Gardens Party	£1,000
22	Arts Express	Carve in the Community	£1,000
25	Wickway community centre	Family Fun day	£750
27	Southwark Cyclists	Summer Healthy Rides	£400
29	Peckham Street Party	Peckham Street Party	£1,000
30	Southwark Carrib FC	Diabetes and Sickle Cell Awareness Fun day	£1,000

34	Friends of Peckham Rye Park/Liz Brough	Annual fete on Peckham Rye Common	£950
35	Peckham Rye playroom	5th anniversary and Olympic games	£850
36	Rye Hill Tenants and Residents Association	Coach trip	£800
37	The Sunday Essiett Company	Self confidence & domestic violence workshops for young girls	£700
41	The Mini Cooking Club	Food for Champions	£800
43	Peckham Vision	Peckham Town Centre Cultural Olympiad Exhibition	£925
44	Consort TRA	Fun day & Mini Olympic 2012 games	£800
46	Clifton Estate TRA	Youth and Community Involvement	£800
50	Pelican Plus Tenants and Residents Association	Pelican Plus Family Day Trip	£500
51	Peckham Pride Basketball Club	Summer Basketball Camp	£1,000
52	Southwark Muslim Forum	Southwark Eid 2012	£600
53	Southwark Borough 2009	SB2009 Sports Excellence	£500
57	Burgess Sport Association	Summer of Sport	£800
		Total	£26,158

11. CLEANER GREENER SAFER REVENUE FUND 2012/13

Members considered the information in the report.

RESOLVED:

That the following three signatories for the bank account for the Cleaner, Greener, Safer (CGS) revenue fund 2012/13 be agreed:

1. Councillor Cleo Soanes (chair)
2. Councillor Mark Glover (vice chair)
3. Councillor Richard Livingstone (third signatory)

DATE OF NEXT MEETING

The chair advised that the next meeting would take place on Monday 24 September 2012.

The meeting ended at 9.25 pm.

CHAIR:

DATED:

Item No. 12.	Classification: Open	Date: 24 September 2012	Meeting Name: Peckham and Nunhead Community Council
Report title:		Peckham Road South Parking Consultation	
Ward(s) or groups affected:		Brunswick Park (Camberwell Community Council) The Lane (Peckham and Nunhead Community Council)	
From:		Head of Public Realm	

RECOMMENDATIONS

1. That the Community Council comment upon the boundary for a proposed parking consultation within the area shown in Appendix 1.
2. That the Community Council comment upon the consultation methods and processes detailed in paragraphs 16 to 21.

BACKGROUND INFORMATION

3. This report is presented to both community councils for the purposes of consultation on the boundary and method of a parking consultation, which is matter reserved to community council under Part 3H of the Southwark Constitution 2012/13.
4. The council's 2012/13 Parking Design programme was approved on 27 April 2012 by the Cabinet Member for Environment, Transport and Recycling.
5. Following a deputation and subsequent motion made at Camberwell Community Council on 25 April 2012 the programme was revised, pertinently, to include a parking consultation of residents and businesses in streets south of Peckham Road between the boundaries of existing B, L and LG CPZs and north of the rail line.

KEY ISSUES FOR CONSIDERATION

Project scope

6. Carry out a 1st stage consultation on the 'principal' of a parking zone in streets south of Peckham Road
7. Carry out a 2nd stage consultation on the 'detail' of a parking zone in those streets approved for implementation of a parking zone, following the 2nd stage consultation

Primary aims of a parking zone

8. Improve availability of parking spaces. Give priority to certain groups i.e. residents and their visitors, loading and business short-stay parking over and above commuter parking (as per parking hierarchy, Appendix 2)
9. Reduce overall traffic levels. Parking, by default, is preceded by a vehicle journey. The council has a clear policy to reduce traffic levels with the aim of reducing congestion, improving air quality and amenity and to encourage sustainable transport modes (walking/cycling) by deterring non-essential journeys.

10. Improve road safety and smooth traffic flow. Zones reduce the level of parking occupancy and provide natural passing spaces enabling pedestrians to cross the street more safely and for vehicles to pass one another more easily.
11. Reduce parking demand such that streets can be used for purposes other than just parking such as tree planting or on-street cycle parking. Studies have also shown that streets with lower levels of traffic have a positive effect on social interaction.
12. Assist control on future development (enabling planning department to make new properties parking permit exempt).

Consultation area

13. The area recommended for consultation is identified by way of a map contained in Appendix 1 to this report. The surrounding CPZs (and non-CPZ areas) are also shown on the map.
14. The area recommended reflects:
 - changes to parking profile (see paragraphs 22 to 38)
 - the deputation and motion made at Camberwell Community Council 25 April 2012 (see paragraphs 39 to 42)
 - other correspondence from the public (see paragraphs 43 to 44)
 - parking policy
 - a logical grouping of streets
 - the allocated budget
15. The streets and number of properties proposed for consultation are listed in Figure 1.

FIGURE 1

STREET	No. PROPERTIES
AINSWORTH CLOSE	11
AZENBY ROAD	28
BUSHEY HILL ROAD	190
CACTUS CLOSE	9
CROFTON ROAD	218
DENMAN ROAD	109
GAIRLOCH ROAD	33
GRUMMANT ROAD	195
LETTSON STREET	74
LINNELL ROAD	49
LYNDHURST GROVE	72
MCNEIL ROAD	198
OSWYTH ROAD	41
PECKHAM HIGH STREET	1
PECKHAM ROAD	238
SHENLEY ROAD	188
TALFOURD PLACE	12
TALFOURD ROAD	251
VESTRY ROAD (non CPZ area, south of Linnell Road)	180
TOTAL	2097
Peckham & Nunhead Community Council	~900
Camberwell Community Council	~1200

Consultation methods

16. The method of consultation and decision making is fundamentally determined by the [council's constitution](#)¹ and the strategic transport decision making process (Appendix 3).
17. Parking policy² sets out our general parking consultation process. It is summarised and published on the [council's website](#)³ and set out in figures 2 and 3.
18. A first stage (in principal) project will assess if and where parking problems are occurring. The results of this project will lead to a key decision on which streets, if any, should be progressed to second stage (detailed design).
19. A second stage (detailed design) project will follow a decision to implement the CPZ in some or all of the consultation area. This consultation will cover aspects such as the days and hours of operation, position and type of parking and how it is signed and lined.

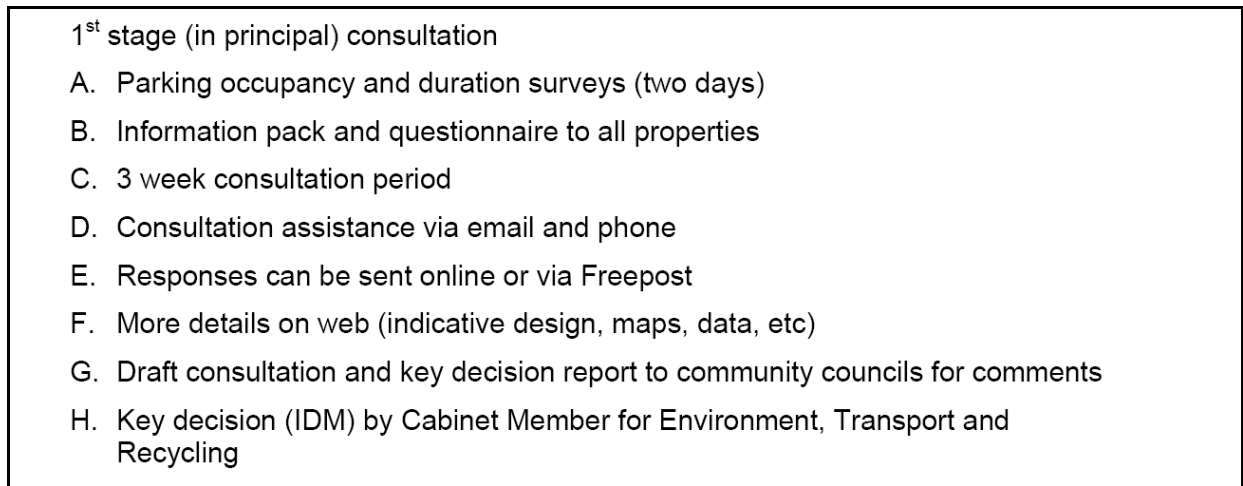


FIGURE 2

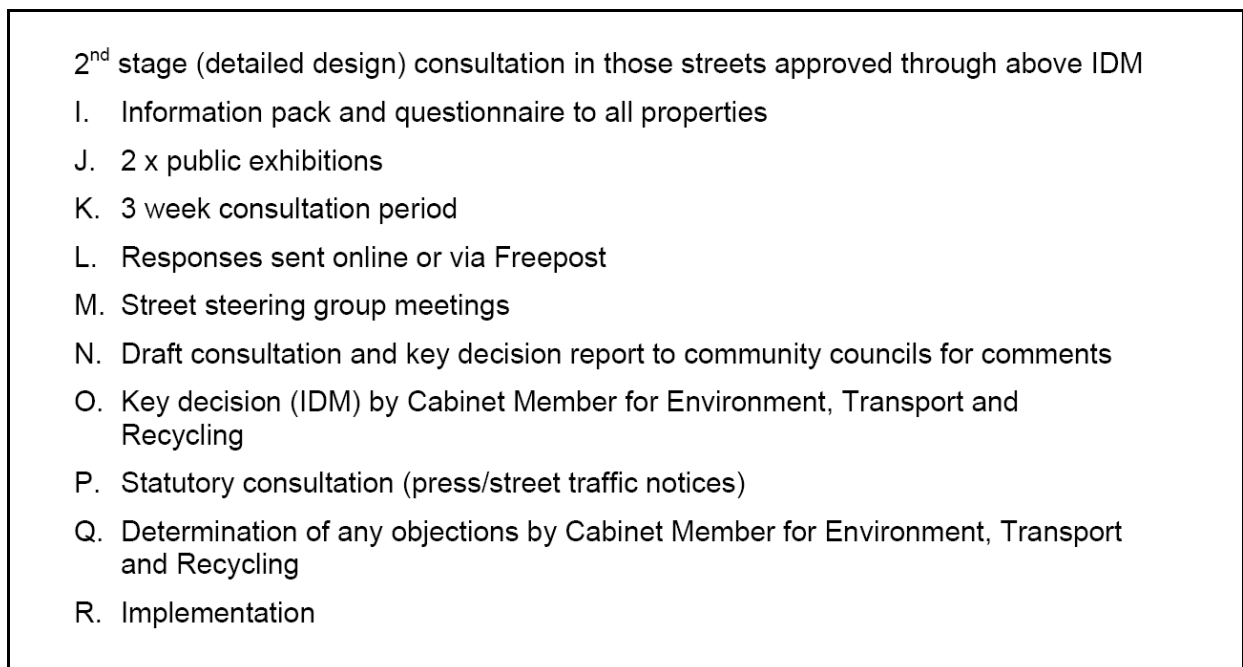


FIGURE 3

¹ www.southwark.gov.uk/info/10058/about_southwark_council/375/councils_constitution

² Parking and Enforcement Plan

³ www.southwark.gov.uk/info/200140/parking_consultations/453/how_are_decisions_made_about_parking_controls

20. The expected programme for the 1st stage project is outlined in figure 4.

Stage		Expected dates
Consultation	Parking occupancy / duration surveys	September 2012
	Consultation pack and questionnaire to all residents, businesses and stakeholders	November 2012
	Draft report to both Community Councils	January 2013
Decision making	Final report to Cabinet Member for Environment, Transport and Recycling	February 2013

FIGURE 4

21. A provisional programme for the 2nd stage project (subject to outcomes of 1st stage) is outlined in figure 5.

Stage		Provisional dates
Consultation	Consultation pack and questionnaire to residents, businesses and stakeholders approved during stage 1	March 2013
	Public exhibitions	March 2013
	Draft report to both Community Councils	May 2013
Decision making	Final report to Cabinet Member for Environment, Transport and Recycling	June 2013
	Statutory consultation (traffic orders)	July 2013
	Implementation	November 2013

FIGURE 5

Changes to parking profile

22. Anecdotal evidence (see paragraphs 43 to 44) from residents informs us that the parking profile (occupancy, duration and reason for parking) has recently changed in some streets within the proposed consultation area.
23. Officers consider that this is likely due to the implementation of LG CPZ which became operational, on a permanent basis, on January 16 2012 following public consultation and a subsequent key decision⁴.
24. A detailed parking occupancy and duration survey has been commissioned. This will provide data on who is parking in the area and for how long. The results of this survey will be used as part of the evidence base for the key decision at the end of stage 1.
25. In advance of this detailed survey officers have carried out spot occupancy surveys as part of LG CPZ monitoring.
26. Figure 6 shows overall level of safe parking occupancy in the proposed consultation area.

⁴ <http://moderngov.southwarksites.com/ieDecisionDetails.aspx?ID=2401>

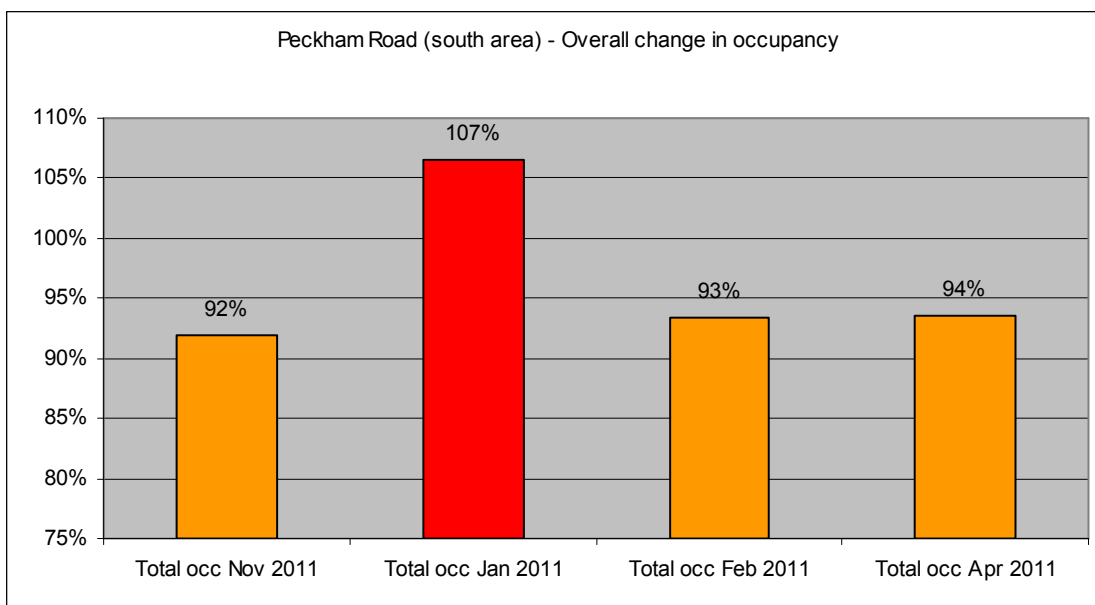


FIGURE 6

- 27. The surge to 107%⁵ in January 2011 is likely to reflect an immediate displacement from LG CPZ that subsequently settled down (LG CPZ went live on 16 January 2012). This “bedding-in” period is a relatively common occurrence with traffic and parking schemes.
- 28. Across the full project area the data indicates that occupancy levels have almost returned to pre- LG CPZ levels; albeit that the pre-CPZ value is classified as “very high approaching capacity”.
- 29. There has, however, been a noticeable increase in the number of streets classified as over capacity.

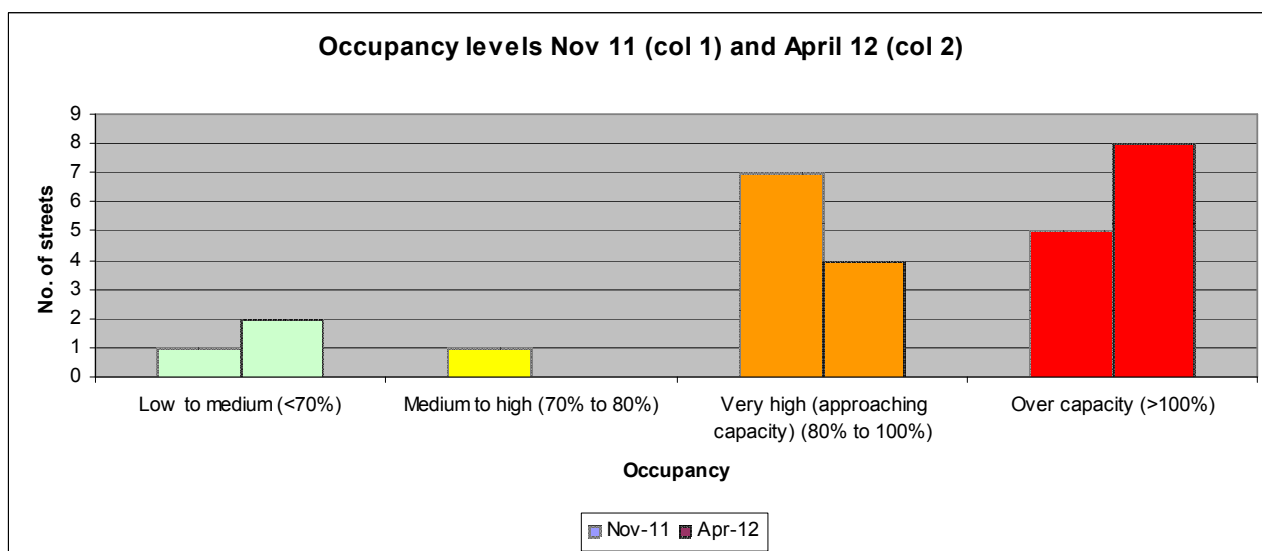


FIGURE 7

- 30. Some local trends have been observed. Figure 8 show that those streets very close to the boundary of LG CPZ have seen increases in parking occupancy that have not reduced and returned to pre-CPZ levels, unlike the wider area.

⁵ Values over 100% indicate dangerous or inconsiderate parking, eg. parking on corners or across dropped kerbs

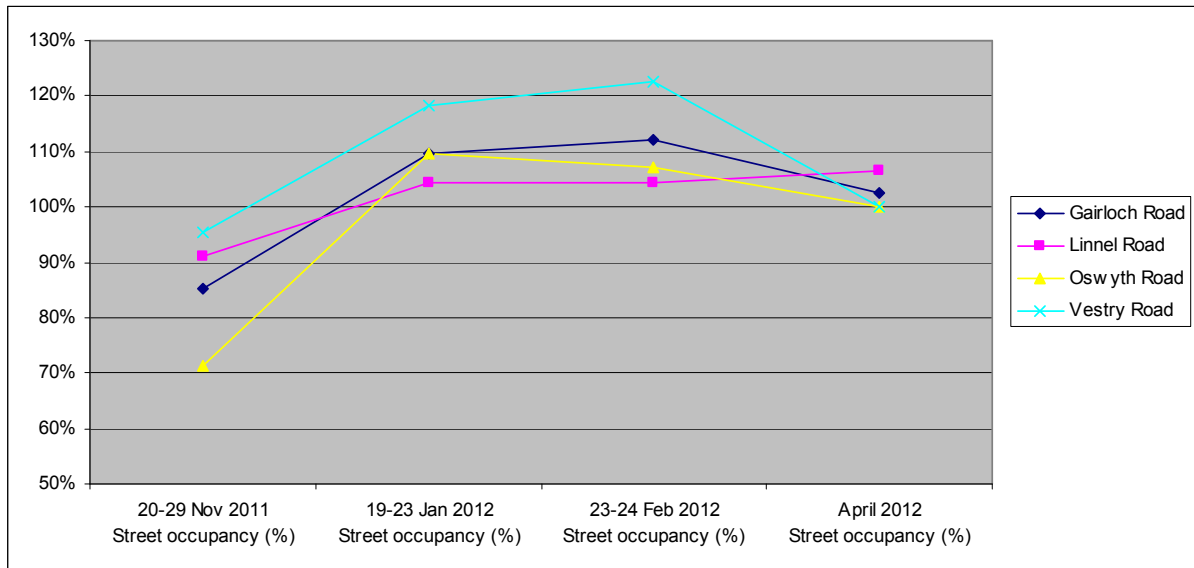


FIGURE 8

31. It is noted that some streets within the project area have low to medium parking occupancies and are highly unlikely to be supportive of a parking zone on the basis that they do not have a parking problem.
32. It is also noted that some streets have seen a reduction in parking occupancy levels following implementation of LG CPZ. Full details of the results of the spot occupancy surveys can be found in Appendix 4.
33. Three maps (Appendix 5) show vehicle parking density and the changes that occurred during the period November 2011 to February 2012. These maps visualise the reduction in parking density within LG CPZ and changes within the surrounding project area.
34. Some initial analysis has also been completed on the origins of vehicles parked within the proposed project area. This is the first time this has been trialed in the borough for such a project and involved the collection of vehicle registration marks and matching this to the Driver and Vehicle Licensing Agency (DVLA) registered keeper information. The DVLA supplied the council with the first 4 (or 5) digits of the postcode sector of the vehicle keeper address.
35. The results of this analysis are mapped in Appendix 6 and summarised in Figure 9.
36. Figure 9 shows that 62% (count = 458) of all vehicles that were parked within the project area are from postcode sectors that intersect with (or whose centroids are within 500m) of the project boundary. That is to say that 62% of cars parked within the area had registered keeper postcodes of SE5 8xx, SE15 5xx or SE15 4xx.
37. Of interest, 30% (count = 227) of all vehicles parked within the project area originated from a postcode sector between 2km and 30km of the study area. We consider that this significant proportion is likely to be indicative of the number of medium to long distance commuters and/or visitors within the area.
38. Further analysis and verification of this data will be discussed in the final key decision report. This will be possible following completion of the standard occupancy and duration survey being commissioned that enables classification of user (ie resident, short-stay visitor, commuter) based upon time of arrival and length of stay.

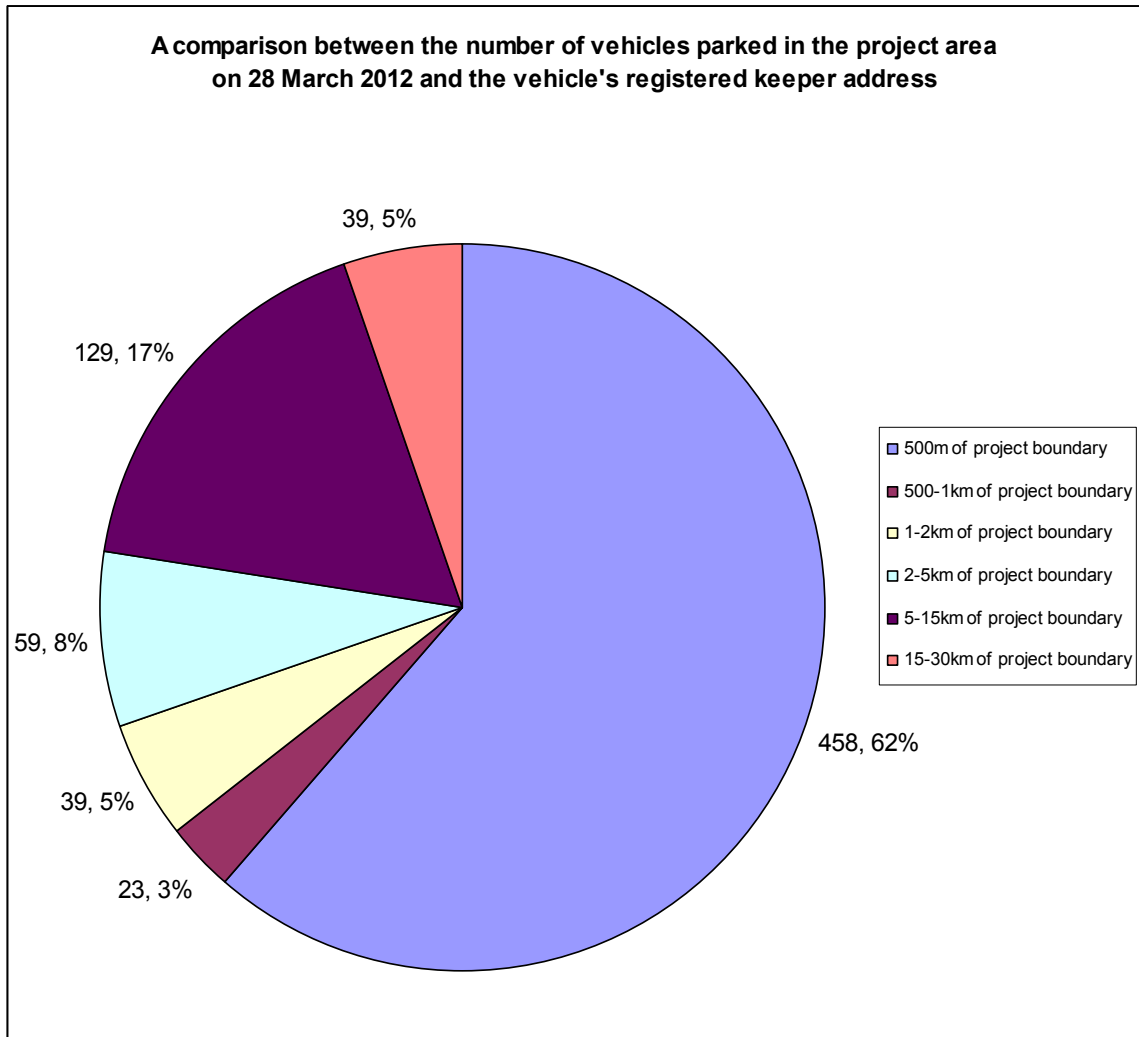


FIGURE 9

Deputation and motion, Camberwell Community Council 25 April 2012

39. The following deputation, figure 10, was made on 25 April 2012 by local residents to Camberwell Community Council.

<p>1. That the Camberwell Community Council formally requests that Southwark Council consult residents on streets outside of the LGCPZ not presently covered by parking controls on options to manage on-street parking pressures, including a new/extended CPZ (Appendix A - proposed list of streets see attached).</p> <p>2. That the Camberwell Community Council formally requests that Southwark Council urgently review the implementation and operation of the LGCPZ with a view to moderating its impact on surrounding streets while still effectively managing parking pressures inside the LGCPZ area (Appendix B - non-exhaustive list of suggestions of potential changes see attached).</p> <p>Appendix A: Suggested roads to be consulted on parking options – bounded by existing CPZs, Peckham Road to the north and the railway line to the south.</p> <p>A1. The southern (non-CPZ) section of Vestry Road A2. McNeil Road A3. Lyndhurst Grove (to the point at which CPZ Zone B starts) A4. Azenby Road A5. Linnell Road A6. Oswyth Road A7. Gairloch Road A8. Shenley Road A9. Cross Road A10. Crofton Road A11. Bushey Hill Road A12. Talfourd Road A13. Talfourd Place A14. Denman Road</p> <p>Appendix B: Ideas for moderating the impact of the LGCPZ.</p> <p>B1. Consider whether/how the uptake of parking permits by residents inside the LGCPZ can be raised further to minimise the displacement of residential parking. B2. Reduce the hours of operation of the LGCPZ to more evenly distribute parking pressures across the wider area while continuing to deter all-day commuter parking from the LGCPZ area. B3. Remove the eastern (Lucas Gardens) side of Vestry Road (north of the junction with Linnell Road) from the LGCPZ. B4. Convert parking bays inside the LGCPZ not currently fronted by residential addresses from 'permit holders only' to 'permit holders only or maximum 3 hours' [if B2 is not implemented].</p>

FIGURE 10

40. Camberwell Community Council agreed the above as a motion at that meeting.
41. The streets proposed for consultation in this report match those made in the above deputation and motion.
42. In respect of ideas made in appendix b to the above deputation (ideas to moderate the impact of LG CPZ) a separate local parking amendment report is being presented to Camberwell Community Council for approval.

Public requests

43. The council has also received correspondence on the matter directly from the public. The vast majority of which can be summarised as asking the council to consult upon (or implement) parking controls to favour residents in the area. The approximate origin of those requests is shown in Figure 11 and totals 22 individuals. 18 of those have been received since January 2012.
44. A random selection of comments made within that correspondence is included in Appendix 7.

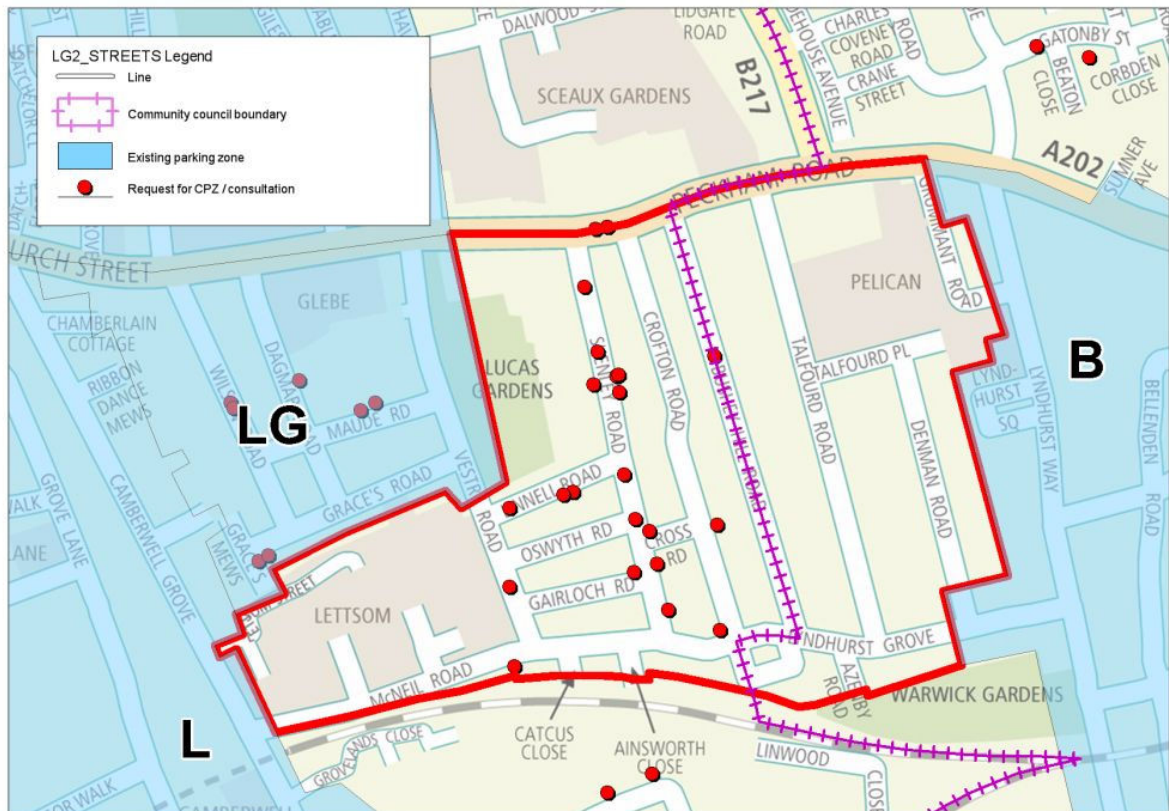


FIGURE 11

Policy area (Parking and Enforcement Plan, 2006)

45. The PEP states the following which identifying Brunswick (Park) area as somewhere that may justify a new zone.

Looking ahead, areas where the considerations set out above may justify consideration of new zones or reviews of existing zones include:

- Other areas adjacent to commercial areas such as North Camberwell between zones J and K, and the district centre of Lordship Lane;
- Zones around the remaining rail stations: South Bermondsey, Queens Road, Nunhead, East Dulwich, North Dulwich, West Dulwich and Sydenham Hill stations;
- Residential areas in which there is a high density of car ownership, particularly where there are also major employers or other attractions to visit the areas. Many of these areas are associated with a high proportion of houses converted into flats. Figure 4 shows where these are located. Areas include north Herne Hill, East Dulwich, Brunswick/Southampton Way, Peckham Rye, Nunhead and Livesey. In the Southampton Way area and Livesey there are also concentrations of employment (figure 5)
- Locations where high density development is taking place such as Bermondsey Spa and the Elephant and Castle, and areas adjacent to council housing schemes where permit schemes are being considered

Policy implications

46. The recommendations contained within this report are consistent with the policies of the council's overall transport strategy, the Transport Plan.
47. The introduction of CPZs provide a critical tool in prioritising space in favour of certain groups (eg. blue badge holders, residents or loading) as well as assisting in keeping the

traffic flowing and improving road safety, a duty under the Traffic Management Act, 2004.

Community impact statement

48. The implementation and operation of a CPZ contributes to an improved environment through the elimination of on-street commuter parking and the associated reduction of local and borough-wide traffic levels.
49. The consultation leaflets will meet communication guidance with a languages page with advice of how to access the council's translation services. Large format leaflets will be available for those with visual impairment.
50. The policies within the PEP and Transport Plan are upheld within this report have been subject to an Equality Impact Assessment (EqIA).

Resource implications

51. First and second stage consultation and implementation (if supported) of the CPZ will cost approximately £100,000 which will be funded through capital provisions already established for this purpose.
52. A better estimate of the costs and potential parking income from this scheme will be reported at the end of the consultation.
53. Cost code for CPZ reviews is L-5110-0042.

Consultation

54. Consultation has been carried out on the content of this report with the Cabinet Member for Environment, Transport and Recycling and Brunswick Park and The Lane ward members.

BACKGROUND PAPERS

Background Papers	Held At	Contact
East Camberwell 1 st stage CPZ consultation report (March 2007)	160 Tooley Street London SE1 2QH	Tim Walker 020 7525 2021
East Camberwell 2 nd stage CPZ consultation report (August 2008)	160 Tooley Street London SE1 2QH	Tim Walker 020 7525 2021
Lucas Gardens 2 nd stage CPZ consultation report (August 2008)	160 Tooley Street London SE1 2QH	Tim Walker 020 7525 2021
Lucas Gardens and Southampton Way 1st and 2nd stage controlled parking zone report (September 2011)	160 Tooley Street and on council website	Tim Walker 020 7525 2021
Lucas Gardens controlled parking zone: determination of statutory objections (December 2011)	160 Tooley Street and on council website	Tim Walker 020 7525 2021
Transport Plan 2011	160 Tooley Street	Tim Walker 020 7525 2021

	and on council website	
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APPENDICES

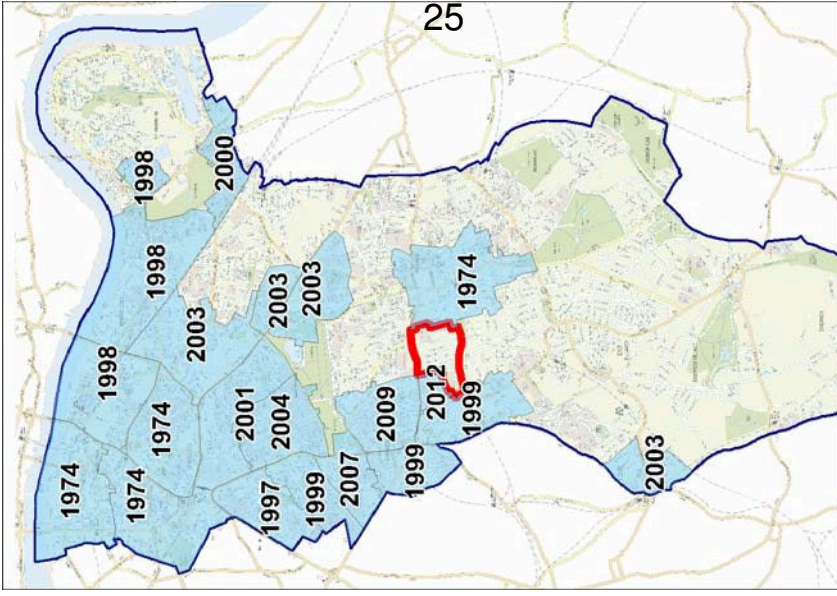
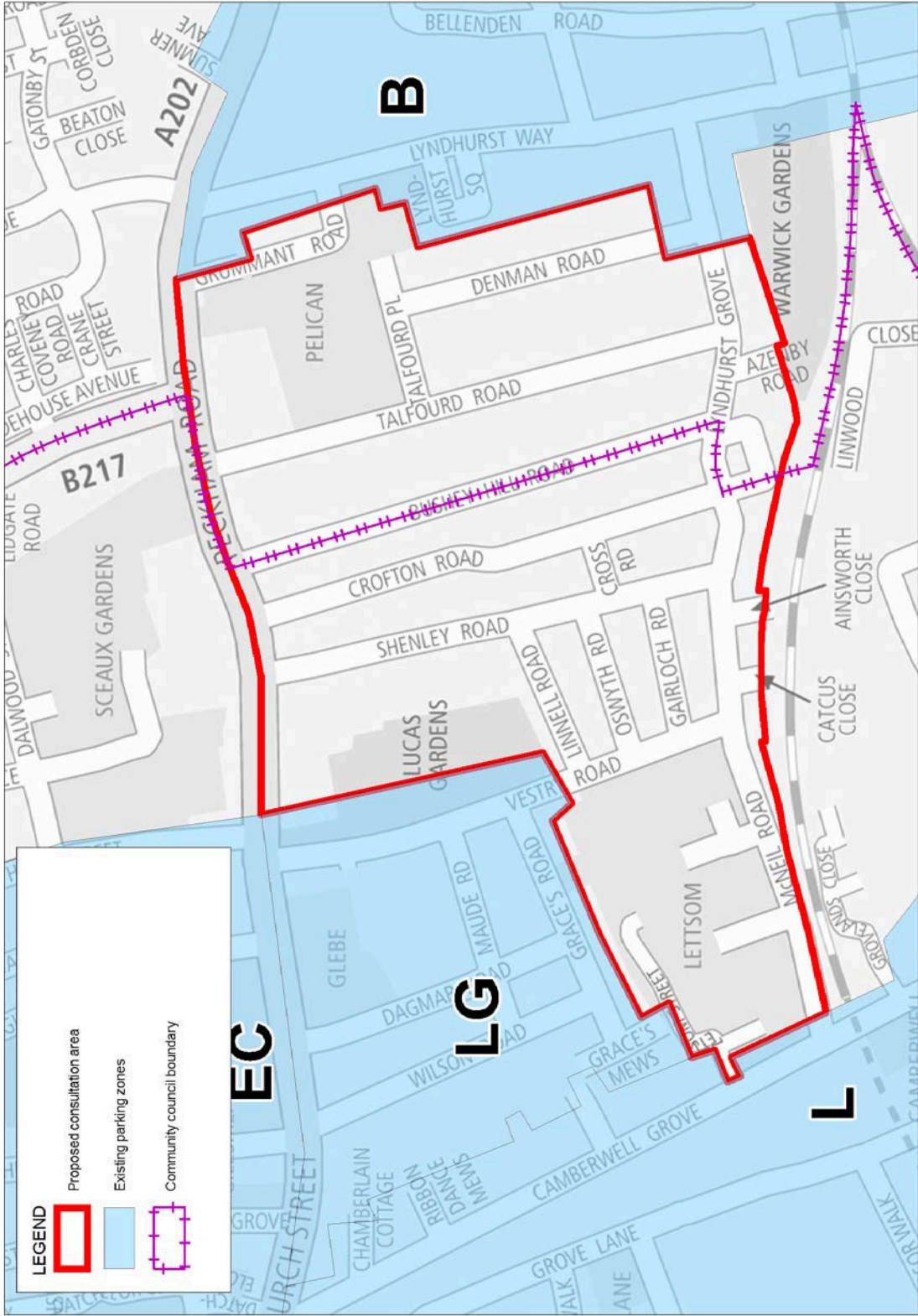
No.	Title
1	Map of recommended parking consultation area
2	Parking hierarchy
3	Strategic transport decision making process
4	Table of occupancy levels in project area during November 2011, January, February and April 2012
5	Visualisation of parking density in project area and LG CPZ during November 2011, January and February 2012
6	Map of DVLA registered keeper postcode sectors parked within project area (vehicle origins)
7	Selection of correspondence extracts made by residents about parking in the project area

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Tim Walker, Senior Engineer	
Version	Final	
Dated	13 September 2012	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Legal Services	No	No
Strategic Director, Finance & Corporate Services	No	No
Cabinet Member	Yes	No
Date final report sent to Constitutional Team	13 September 2012	

APPENDIX 1

Proposed consultation area and position relative to other zones (inset, years of zone introduction)



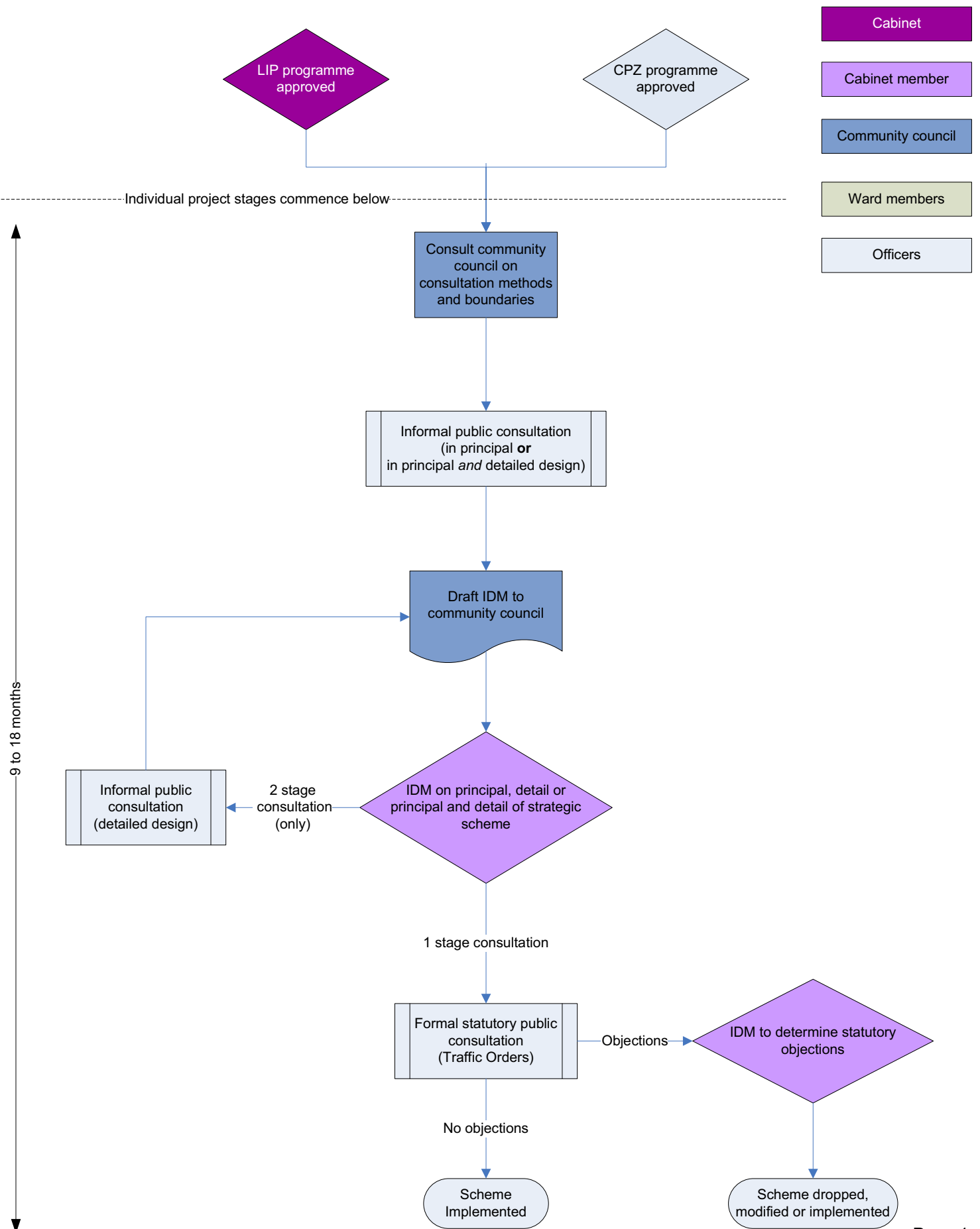
APPENDIX 2

Table 16, The parking hierarchy

Road users	Local disabled resident parking need (parking at origin)
	Non local disabled parking need (parking at destination)
	Car share and car club bays
	Local resident parking
	Building contractors, appliance repair and other tradesman services
	Essential worker in the delivery of public service and carers
	Local business essential parking/servicing need
	Short stay shopper/visitor parking need
	Long stay shopper/visitor parking need
	Long stay commuter parking need
Vehicle type	Emergency vehicle
	Cycle
	Bus
	Public service vehicle including managed levels of short term coach parking
	Taxi
	Shared/pool car
	Cleaner/greener private car
Private car and powered two wheeler	

Strategic transport project decision making

Existing constitution



Cabinet

Cabinet member

Community council

Ward members

Officers

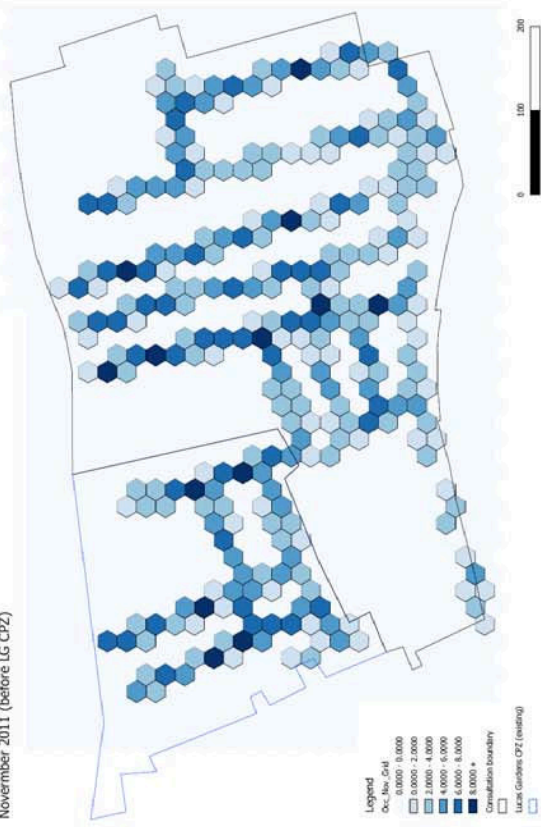
APPENDIX 4

Occupancy % - streets surrounding LG CPZ		BEFORE LG CPZ	AFTER LG CPZ	AFTER LG CPZ	AFTER LG CPZ	Change in % Nov 11 to April 12
Street	Safe parking capacity of street (no. 5.5m safe spaces)	20-29 Nov 2011 Street occupancy (%)	19-23 Jan 2012 Street occupancy (%)	23-24 Feb 2012 Street occupancy (%)	April 2012 Street occupancy (%)	
Azenby Road	9	89%	67%	33%	56%	-33%
Bushy Hill Road	135	94%	128%	89%	84%	-10%
Crofton Road	135	94%	104%	90%	104%	10%
Cross Road	14	114%	114%	86%	114%	0%
Denman Road	77	110%	94%	92%	108%	-3%
Gairloch Road	41	85%	110%	112%	102%	17%
Linnel Road	45	91%	104%	104%	107%	16%
Lyndhurst Grove	119	61%	83%	96%	70%	8%
McNeil Road	34	100%	115%	100%	91%	-9%
Oswyth Road	42	71%	110%	107%	100%	29%
Shenley Road	113	114%	114%	98%	101%	-13%
Talfourd Place	39	100%	97%	79%	97%	-3%
Talfourd Road	108	85%	108%	82%	87%	2%
Vestry Road (non CPZ)	22	95%	118%	123%	100%	5%
AVERAGE	67	93%	105%	92%	94%	1%

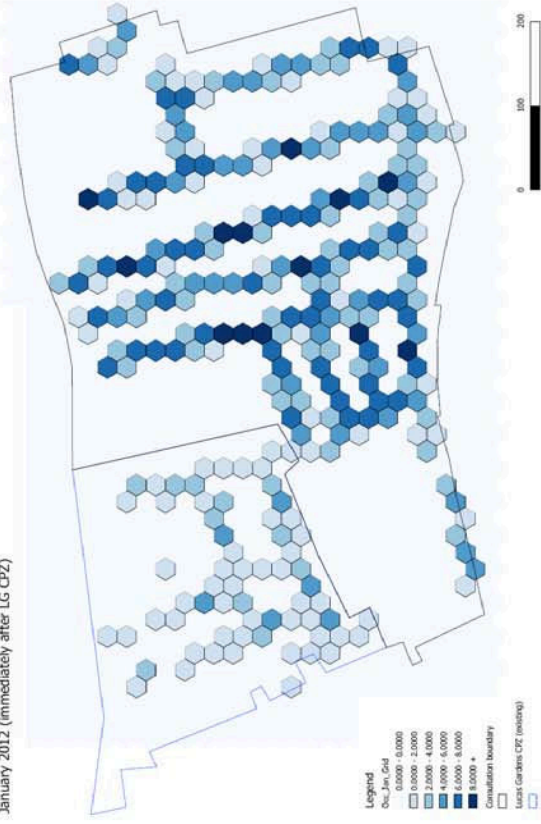
Key to occupancy rates	Value range
Low to medium	<70%
Medium to high	70% to 80%
Very high (approaching capacity)	80% to 100%
Over capacity	>100%

APPENDIX 5

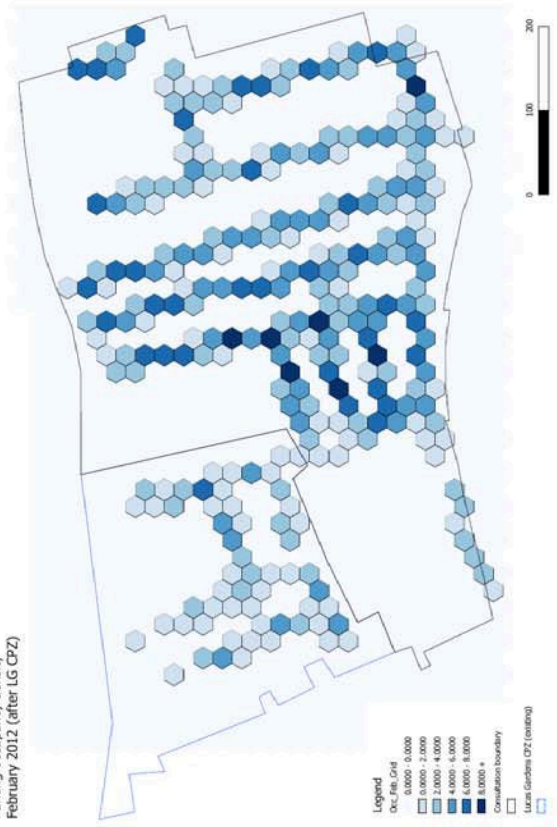
Parking occupancy density
November 2011 (before LG CPZ)



Parking occupancy density
January 2012 (immediately after LG CPZ)



Parking occupancy density
February 2012 (after LG CPZ)



APPENDIX 6

**ORIGIN OF CARS PARKED
IN SURVEY AREA
(DVLA REGISTERED KEEPER)**

SURVEY: 28 MARCH 2012

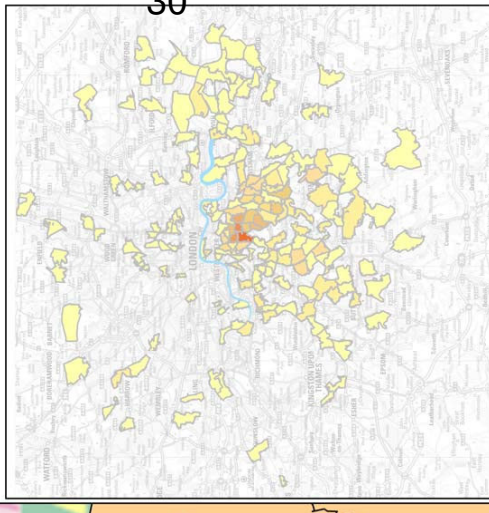
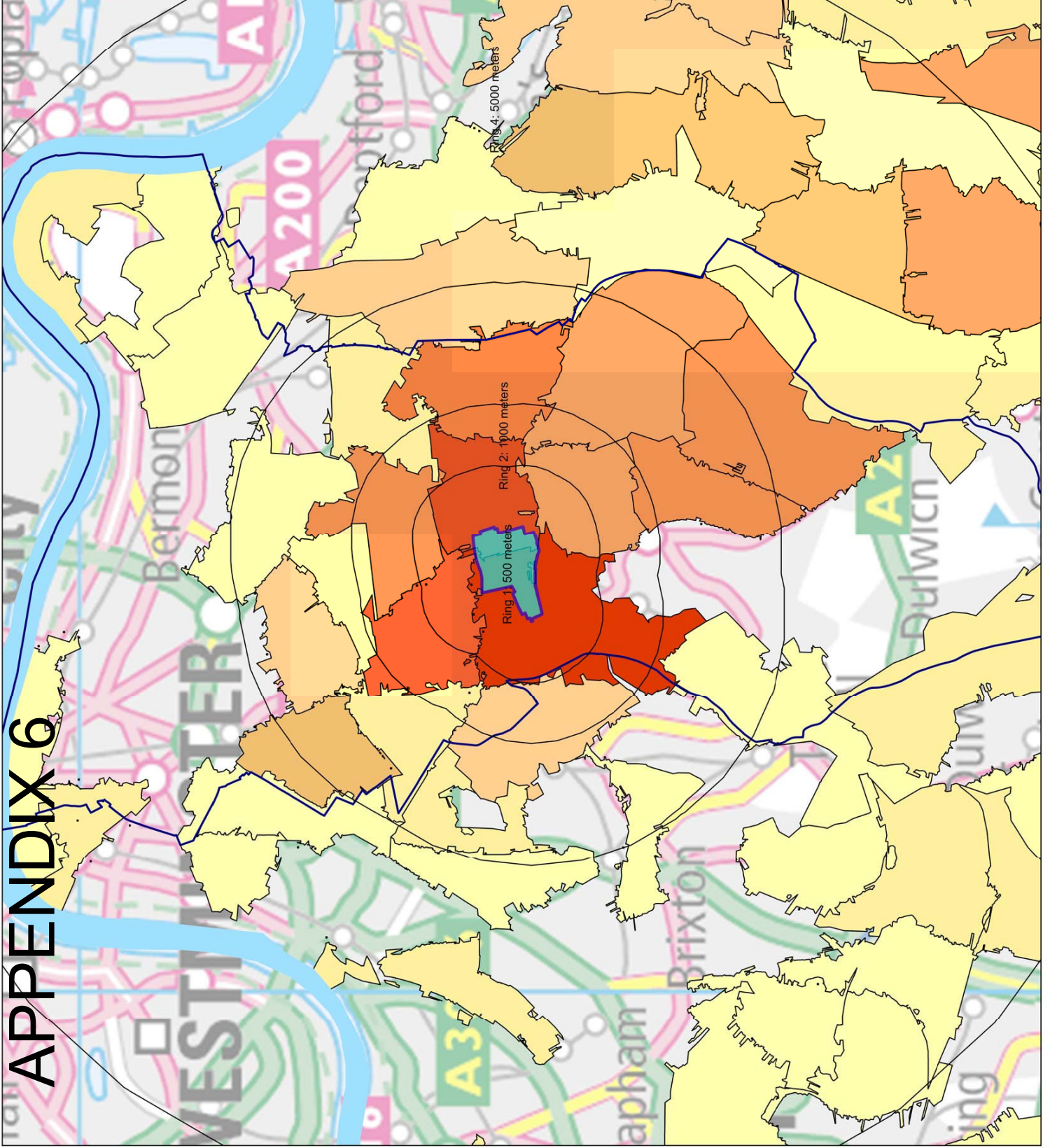
DVLA MATCH: APRIL 2012

DATA NOTES

1. EXCLUDES 28 VEHICLES IN AREA WITH NO MATCH TO DVLA
2. EXCLUDES 18 VEHICLES IN AREA WITH NO REGISTERED KEEPER

MAP NOTES

1. ONLY LONDON POSTCODE SECTORS ARE MAPPED



**TOP TEN
POSTCODE SECTORS**

PC_SEI	LG2_quantity
SE6 3	5
SE23 2	5
SE15 3	5
SE22 9	6
SE22 0	6
SE15 6	6
SE15 2	13
SE5 7	14
SE15 5	176
SE5 8	277

Survey area

Query1 by LG2_quantity	Quantity
277 to 277	(1)
176 to 277	(1)
14 to 176	(1)
13 to 14	(1)
6 to 13	(3)
5 to 6	(4)
4 to 5	(3)
3 to 4	(10)
2 to 3	(34)
1 to 2	(120)

APPENDIX 7

Selection of comments made by residents within the proposed consultation area during 2012

"a problem that I would like to highlight in that frustration between residents in the adjoining areas to the Vestry Road CPZ are now placing wheelie bins to save places to park outside their homes. This has caused friction and arguments between residents and myself, I have been verbally abused and threatened with violence in front of my two children which was very distressing as the perpetrator was a close neighbour who lives only a few doors away. I have witnessed many arguments since and would like to stress that this matter needs to be resolved quickly to avoid any further conflict"

"I live at the top of Shenley Road and since the controlled parking zone was introduced in Vestry Road and surrounding Lucas Garden roads a few weeks ago, parking has become very difficult in my road. It was never a problem before and indeed I filled out a survey a few years ago and voted against it but now it is a different story. My neighbours are all in agreement. If you go out in the weekday and return you spend 5/10 minutes circling around for a space often parking in another road. Visitors also comment on the problem. I have a small child so this is not ideal. Shenley Road is now in the middle of 2 different controlled parking zones and both Denmark and Peckham Rye Stations so the free parking seems to have become very desirable."

"Since the introduction of the new zone in January, I have been unable to park on Linnell Road, and often not within the area. The state of the parking is appalling and unsafe - cars are parked on corners and in places where the road is too narrow on all surrounding roads, but particularly on Linnell, Oswyth, Gairloch, Shenley Roads and Lyndhurst Grove. Meanwhile, there are many empty spaces in the controlled parking zone, suggesting that either not that many local residents have cars, or they are using uncontrolled roads to park their cars to avoid paying permit charges, or they have several cars and the additional cars are being parked in uncontrolled roads."

"i completely appreciate all the reasoning behind implementing the CPZs around both the local area and the rest of central london - i'm not questioning it for a second, just wondering when we too will be the lucky recipients of the scheme! i also appreciate that these things take time to get cleared and organised, and that with each area that receives attention, there is a bordering area that the problem is pushed to.

i know it is early days but so far the parking situation in linnell road is not easing up in the slightest. i appreciate it has only been a few weeks and you recommend waiting 6-12 months to see how things settle. unfortunately (and completely selfishly!) this doesn't help me in my current predicament of needing possible emergency access to my car due to my complicated pregnancy, and won't help me when (fingers crossed!) my baby is born and i need subsequent access to my car at that point. "

"This however has had a knock-on effect on the remaining streets such as my road Shenley Rd which have NOT be allocated with a CPZ. The problem with parking in our road has seriously worsened, 1. a problem with "commuters" using the road as a car park then go on to use public transport to reach their destination. These problem needs to be addressed urgently, we as residents have had enough! unfortunately i do not have the time to put a petition together however i will be seeking legal advice on how we can resolve this very serious issue."

APPENDIX 7

Selection of comments made by residents within the proposed consultation area during 2012

"Unfortunately since the increased restrictions parking has become nigh impossible anywhere near my home during working hours Monday to Friday. This is of particular concern to me as I have a toddler and am now 9 months pregnant, so will soon also have a small baby as well. Not being able to drive and return to park anywhere close to my home is highly inconvenient as well as at times dangerous with the level of traffic and speed at which cars drive along Mcneil Rd. For example I have regularly had to leave my car on Shenley Rd or beyond if using it during the day.

Because of the close proximity to Denmark Hill station as well as KCH/The Maudsley there is a high volume of cars left parked in our local area during the working day. With the increase in restriction this has resulted in even higher numbers, making day to day use of a car when resident very difficult.

While I do not expect to be able to park directly outside my home at all times I resent the fact I am practically unable to use my car at all in the day for fear of the parking situation on return. Given my current circumstances and the recent bad weather it is very difficult not to use a car at all. My family only have one car and endeavor to use public transport as much as possible but use of a car in unfortunately something I do at times need to do! I wish to raise my unhappiness at what seems like an untenable situation with regard to parking.

I have asked that a consultation of parking in the local area be carried out and that some form of residents parking be introduced for Mcneil Rd and the local area. One suggestion I have previously made is to introduce a two hour restriction with residents only from 10-12 am (as is in force around Herne Hill station) which would allow local residents, traders, visitors etc to park but would stop commuters leaving cars all day to be closer to the station or hospitals."

Are we any closer in getting the council to resolve the commuter parking problem in our street? This issue is now unbearable, to be honest with you this council including your highways department is a disgrace. Why does it take so long to deal with matters like this? As council tax payers we should have the right to park our vehicles in our street at least, and not having to drive endlessly looking for a parking space...!!!!

I am writing with regard to the new parking restrictions around Lucas Gardens SE5. Aw3s a resident of one of the adjoining unpermitted roads (Shenley Road) the knock on effect has been devastating in terms of traffic on our road. Why has there been such a dramatic cut off point with no graduation? It is unbelievably short sighted. The huge problems experienced on the newly permitted streets have been moved along and multiplied.

As a mother with two small children i am now forced to park up to 3 streets away on a daily basis. If i go to the supermarket i can not get my shopping indoors until my husband returns in the evening. I do not enjoy double parking and leaving my children in the car while horns beep at us as i run frantically backwards and forwards with bags! We currently have to move our car every night nearer to our home so that we can use it the next morning. I have had to add considerable extra time on to the nursery run to firstly get to the car and then to navigate our streets which are constantaly blocked up with vans double parking and unloading/carrying out work. Yesterday for example i was in a 15 minute lock of traffic at the T junction on the top of our road because Crofton Road and Lyndhurst Grove were both blocked in this way.

If you would take a walk around our area would clearly show the system that has been introduced as it stands is a failure. Please let me know asap what we can do to organise a consultation for our residents. Thank you.



Peckham and Nunhead Community Council

Public Question form

Your name:

Your mailing address:

What is your question?

Please give this form to Beverley Olamijulo, Constitutional Officer, or Marian Farrugia, Community Council Development Officer

London Borough of Southwark Council	
Peckham and Nunhead Community Council	
Title	New council offices at Queens Road
Briefing paper From:	Rod Spence, Programme Manager, Corporate Programmes Unit
Date of meeting	24 September 2012

Background information

1. At a previous Community Council (Nunhead & Peckham Rye) meeting on 26 April 2012, a local resident asked a question during an item on Queens Road CPZ first stage consultation. The question was about the implications of the new council offices at Queens' Road Peckham and what the council was planning to do to reduce the impact on local residents. The chair asked that a detailed response be provided by officers for the next meeting.

Response

2. As part of the council's programme of property rationalisation, you may be aware that the council is developing a campus of three office units opposite Queens Road station in Peckham.
3. Two of the buildings (one each side of Lugard Road, facing Queens Road) unoccupied since their construction by a private developer in 2008. The third is the ground floor of the block of flats at 1 Lugard Road that was constructed in the same development and has been partially used as an office by Wandle Housing Association until the office was closed in early 2012.
4. The council's commitment to a presence in the centre of the borough will bring up to 600 staff into the area, keeping staff close to the communities they serve. Our occupation will put in place a long-term office use across the site as was intended in the original scheme, completing the mixed use development and supporting the local economy by providing local employment and increasing foot-fall to support local shops and services.
5. The Queens Road campus will accommodate Housing Officers, Community Wardens, Environmental teams and Adult Social Care staff in a modern and efficient working environment. On the ground floor of the larger block there is a small suite of interview facilities that can be used by services for pre-booked interviews and meetings with members of the public. The site at 1 Lugard Road will be developed to accommodate further office based staff; there will be no public access to this building.
6. The development is part of a wider accommodation strategy that is reducing the high costs of operating from an ageing estate. Alongside making the best use of our offices in Tooley Street by moving in an additional 200 staff, acquiring this base in Queens Road will allow us to release 27 properties around the borough for disposal and regeneration. These buildings have a combined annual spend on facilities management of £2.5 million and a requirement for backlog maintenance and sustainability works of £2.25m in the near future.
7. By co-locating staff who are currently dispersed across a number of smaller offices, we are able to make improvements in services delivery, working more efficiently and ensuring that money can be focussed on front line service delivery. At Tooley Street this approach has

generated £5 million per annum in efficiency savings. The property rationalisation programme will return capital receipts of £50 m for investment in priority community projects such as leisure facilities, parks and new libraries. Finally, the programme will make a significant impact in reducing the council's emissions of CO₂.

8. Works completed at the larger building facing Queens Road earlier this summer and staff have now moved in. Works are programmed to start on refitting the 1 Lugard Road site from November 2012 with expected occupation in Spring 2013. The final phase of works to the smaller building facing Queens Road will commence in 2013.
9. We recognise the potential disruption that can be caused by building sites and have planned the project carefully in order to reduce this to a minimum. The approved contractor, Morgan Sindall, is a member of the Considerate Constructors scheme that commits contractors to keeping their neighbours informed as well as to operating clean, safe and environmentally conscious sites. The contractors advertise contact details and residents are also able to bring any issues directly to the council. Our contractor has been keen to engage with the local community and ran a successful health and safety poster competition for pupils at John Donne primary school.
10. As with any organisation bringing large numbers of staff into a new area, we will seek to minimise our impact on local residents and the environment and to be a considerate neighbour. We are keen that any issues are brought to our attention by local residents to allow us to resolve where possible.
11. Where we can through the design of the building, we have sought to reduce noise and light pollution and ensure that entrances and exits are onto main through-fares.
12. We are seeking to minimise the use of private vehicles through encouraging the use of pool cars and bicycles. The building has excellent public transport links with north/south train links and west/east bus routes. Trains to London Bridge for the council's Tooley Street offices take approximately 6 minutes and are by far the most popular way to travel between the two sites.
13. Opening up the offices has highlighted the unsightly state of the Network Rail fence and embankment facing Queens Road Station. The council is in discussion with Network Rail exploring ways to improve this area. Taken in conjunction with the planned development of a new public space outside the Queens Road station and the access upgrade planned for the station itself, the council believes we have the opportunity to create a greatly improved streetscape for the local area.

Feedback on issues highlighted at Peckham and Nunhead Community Council on 20 June 2012

Question	Responses
<p>Question 2 Public question raised at the last community council on 20 June 2012.</p> <p>Removal of railings along Peckham Hill Street and junction of Peckham High Street</p> <p>Action The community council requested transport for London (TfL) attends a community council meeting to explain what their policy was with regard to the removal of the railings highlighting the concerns, expressed at the meeting.</p>	<p>The following response was sent from TfL</p> <p>Thank you for your correspondence. Unfortunately I will not be attending the meeting on the 24 September. However, I hope my response below helps.</p> <p>By way of background, the Mayor's Transport Strategy highlights the need to improve the experience of pedestrians by taking action to ensure safe, comfortable and attractive walking conditions. One of the ways to achieve this is to enhance the pavement space for pedestrians by removing guardrails and other such obstacles. Ultimately, the goal is to de-clutter and tidy up London streets, making them a safer and more pleasant environment for those living and visiting the Capital. In addition extensive research by the Department for Transport combined with our own and others experience has shown that the theoretical safety benefit that it was assumed in the past that these railings provided, does not manifest itself in reality.</p> <p>In line with this, Transport for London (TfL) has been reviewing the use of pedestrian guardrails across the TfL Road Network including. The reviews include a stringent risk assessment and a road safety audit, which looks at every site independently. In turn, a safety audit response is also produced. The audit will take into consideration any safety risks that may arise as a result of removing the guardrail and in most cases the issues are subjective. A number of factors come into play before a decision is made, including:</p> <ul style="list-style-type: none"> • Guardrail is obstructive and inconvenient for pedestrians • It is a hazard to cyclists, who can become trapped between it and vehicles • It narrows crossings, causes overcrowding, and results in pedestrian becoming stuck in the road • It reduces visibility between drivers and pedestrians and in particular impedes visibility of small children • It can create a feeling of safety and therefore engender higher speed from drivers. On Jamaica Road where we removed guardrail before and after speed surveys showed a reduction in the 85th percentile speed from 33 to 30mph. <p>I must also stress that guardrails are not a vehicle restraint barrier and do not provide pedestrians protection from vehicles. They can provide a false sense of security to both pedestrians and drivers which could result in both paying less care and attention to their environment.</p> <p>Around 80km of guardrail has already been removed from TfLs network. At two busy junctions where we have removed guardrail, on street customer satisfaction surveys showed that around 80% of pedestrians preferred the layout after the</p>

	<p>guardrail had been removed. Top reasons were the ease of movement and reduction in overcrowding.</p> <p>Please rest assured, following the removal of pedestrian guardrail, further audits are undertaken to ensure that the sites remain safe in operation.</p> <p>Kind Regards, Ismail Fadzil, TfL</p>
<p>Question 3: Public question raised at the last community council on 20 June 2012.</p> <p>Approximately 32 garages in Brenchley Gardens had their electricity disconnected when new fillings were installed. EDF / Southwark would not pay for reconnection this appears to be a complete waste after £44,000 was spent doing the works.</p>	<p>Councillors Mills and Hamvas agreed to take the matter up and provide feedback at the next community council.</p>
<p>Question 3: Public question raised at the last community council on 20 June 2012. The resident stated that the former London Assembly Mayor sent out information to residents which indicated that Londoners would pay as part of their council tax payment, 38 pence per week from 2006/7 until 2016/2017.</p> <p>He asked why council tax payers were charged this amount up 2017 (after the Olympics had taken place) and why couldn't TfL cover the cost for infrastructure and road maintenance and were these extra payments necessary?</p> <p>He asked for further clarification on the following:</p> <ol style="list-style-type: none"> 1. What did the previous London Mayor say about the 38 pence charge to council tax payers? 2. What is the actual time frame for these payments? 3. What exactly would the money be used for? 	<p>Awaiting a response from the Council's finance team.</p>

Item No. 14.	Classification: Open	Date: 24 September 2012	Meeting Name: Peckham and Nunhead Community Council
Report title:		Local Parking Amendments	
Ward(s) or groups affected:		All wards within Peckham and Nunhead Community Council	
From:		Head of Public Realm	

RECOMMENDATIONS

1. It is recommended that the following local parking amendments, detailed in the appendices to this report, are approved for implementation subject to the outcome of any necessary statutory procedures:
2. Heaton Road, Limesford Road and Elcot Avenue – Install one disabled persons (blue badge) parking bay at each location
3. Astbury Road – Install 7.5 metres of at any time waiting restrictions approximately outside entrance to No. 35.

BACKGROUND INFORMATION

4. This report presents proposals for a number of local parking amendments, which are reserved to the Community Council for decision under Part 3H of the constitution.
5. The origins and reasons for the proposals are discussed in the main body of the report.

KEY ISSUES FOR CONSIDERATION

Origin disabled bays – Heaton Road, Limesford Road and Elcot Avenue

6. Three applications have been received for the installation of a disabled persons (blue badge) parking bay. In each case, the applicant met the necessary criteria for an origin disabled persons parking bay.
7. The parking design team has subsequently carried out a site visit to evaluate the road network and carried out consultation with each applicant to ascertain the appropriate location for each disabled bay.
8. It is therefore recommended that disabled bays be installed at the following locations, see appendices for detailed design:

Reference	Bay location (approx)	Drawing appendix number
1213Q2012	Outside 36 Heaton Road	Appendix 1
1213Q2013	Outside 46 Limesford Road	Appendix 2
1213Q2021	Outside 20 Elcot Avenue	Appendix 3

Astbury Road - 1213Q2001

9. A resident Street Leader contacted the council with a complaint concerning traffic flow and parking in Astbury Road.
10. An officer met with the resident and carried out a site visit to observe the parking arrangements and to ascertain the requirement for waiting restrictions (yellow lines).
11. During the site visit the resident drew attention to the parking and loading arrangements at the entrance to the business at No. 35 Astbury Road.
12. No. 35 Astbury Road is a commercial property situated behind the terrace of houses, accessed via a narrow arch within the terrace.
13. The business located at No. 35 is a graphic design and large format print company. The owners of the business had asked the Street Leader to bring to the council's attention the difficulties they faced with deliveries.
14. The entrance through the terrace is insufficient in size to accommodate most vehicles except small cars and vans. It would not be possible to widen the entrance as the walls are component parts of the adjacent houses at No. 33 and No. 37
15. The above situation means that larger sized vehicle must make deliveries on-street. However, because of the high levels of on-street parking occupancy, the Street Leader reports that deliveries are often 'forced' to double park which then results in traffic being fully obstructed.
16. In view of the above, it is recommended that the entrance to No.35 has a length (7.5m) of at any time waiting restriction (double yellow lines) installed. This will serve the purpose of providing a location for loading/unloading to take place into the business and deter stopping in the middle of Astbury Road. The recommendations are detailed in appendix 4.
17. Concern was also raised about rat-running (between Queens Road and New Cross Road). In particular, that unsuitably large vehicles sometimes drove down Astbury Road. The point made was that on those occasions when large vehicles drove through the area, there were sometimes cars parked too close to junctions and large vehicles had difficulty turning.
18. During the site visit it was noted that no vehicles were parked on the corners and no large vehicles proceeded down Astbury Road. It is therefore not recommended that double yellow lines be installed in Astbury Road at its junctions with Loder Street, Colls Road or Colls Road junction with Dayton Road. Were this to be recommended it would likely further exasperate the route to be used as a rat run.
19. During the site visit it was also suggested that Astbury Road be made one way (northwards). This is outside the scope of this project however the suggestion has

been passed to colleagues in transport planning.

Policy implications

20. The recommendations contained within this report are consistent with the policies of the Parking and Enforcement Plan and 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

21. The proposal(s) will support the council's equalities and human rights policies and will promote social inclusion by:

- Providing improved access for emergency vehicles, refuge vehicles, residents and visitors
- Improving sight lines for all road users
- Improving junction and pedestrian safety, especially those with limited mobility or visual impairment; and

Community Impact Statement

22. The policies within the Parking and Enforcement Plan are upheld within this report have been subject to an Equality Impact Assessment (EqIA).

Resource Implications

All costs arising from implementing the proposals, as set out in the report, will be fully contained within the existing local parking amendment budget.

Consultation

23. No informal (public) consultation has been carried out. Where consultation with stakeholders has been completed, this is described within the main body of the report.

24. Should the community council approve the item(s), statutory consultation will take place as part of the making of the traffic management order. A proposal notice will be erected in proximity to the site location and a press notice will be published in the Southwark News and London Gazette. If there are objections a further report will be re-submitted to the community council for determination.

BACKGROUND DOCUMENTS

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


APPENDICES

No.	Title
Appendix 1	Heaton Road - proposed disabled bay
Appendix 2	Limesford Road - proposed disabled bay
Appendix 3	Elcot Avenue - proposed disabled bay
Appendix 4	Astbury Road - proposed double yellow lines

AUDIT TRAIL

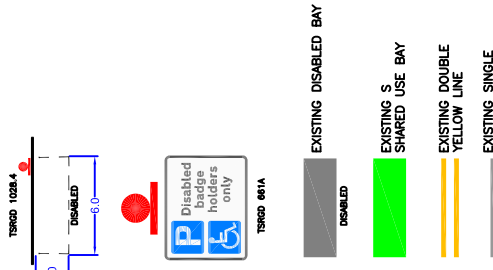
Lead Officer	Tim Walker, Senior Engineer	
Report Author	Michael Herd, Transport and projects Officer	
Version	Final	
Dated	13 September 2012	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Legal Services	No	No
Strategic Director, Finance and Corporate Services	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	13 September 2012	

Public Realm Projects



Southwark Council
Environment and Leisure, Public Realm
PO Box 64529, London SE1 5LX

LEGEND

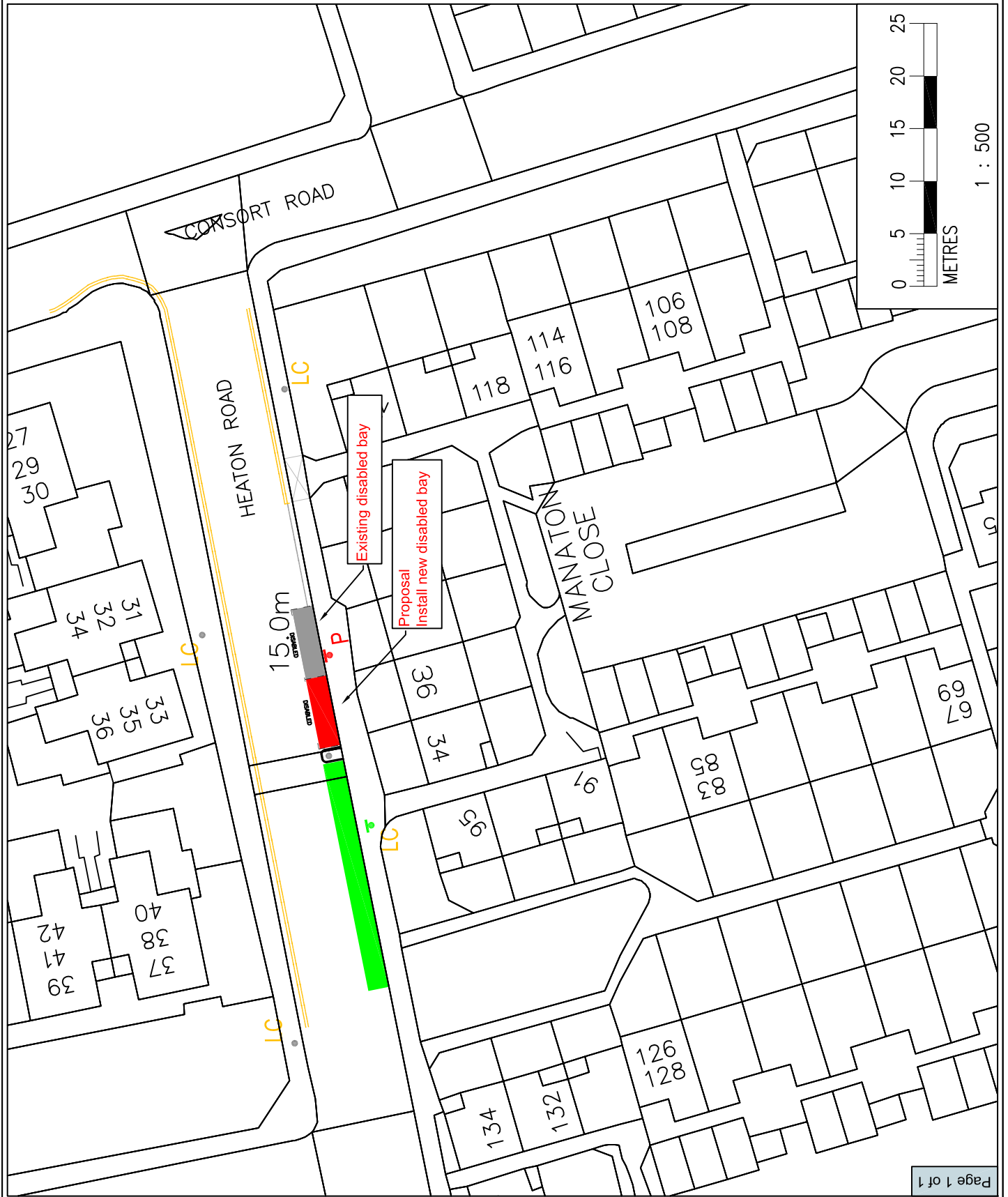


Project ID / name
1213_LPA_Q2


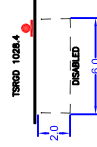


Drawing title
Heaton Road
Proposed origin disabled bay
Layout
Appendix 1
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File name
1213Q2_012

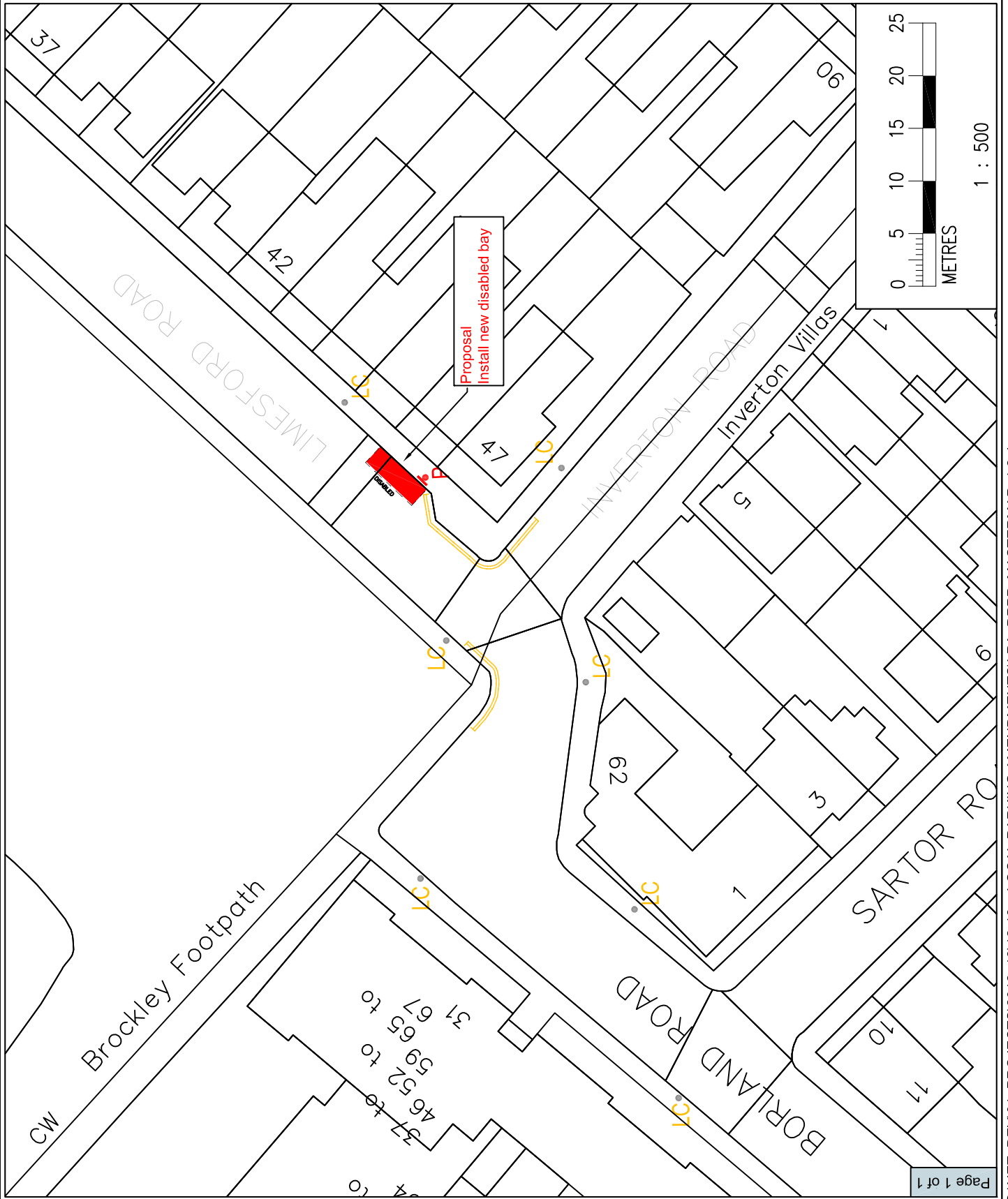
Drawn	Designed	Checked	Approved
MH	MH	TW	TW
29/06/12	03/07/12	11/07/12	11/07/12

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Appendix 2

Public Realm Projects	
 <p>Southwark Council Environment and Leisure, Public Realm PO Box 64529, London, SE1 5LX</p>	
LEGEND	
	
 <p>EXISTING DOUBLE YELLOW LINE</p>	
Project ID / name	1213_LPA_Q2
Drawing title	Limesford Road Proposed origin disabled bay Layout
Appendix 2	
Scale	1:500
File name	ANSI A (8.50 X 11.00 INCHES) 1213Q2_013
Drawn	MH
Designed	MH
Checked	TW
Approved	TW
29/06/12 03/07/12 11/07/12 11/07/12	
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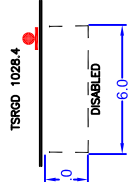




Public Realm Projects



Southwark Council
Environment and Leisure, Public Realm
PO Box 64529, London, SE1 5LX

LEGEND

TSRCD 1028.4

DISABLED 6.0

TSRCD 661A

DISABLED

EXISTING DISABLED BAY

Project ID / name
1213_LPA_Q2

Drawing title
Elcot Avenue
Proposed origin disabled bay
Layout

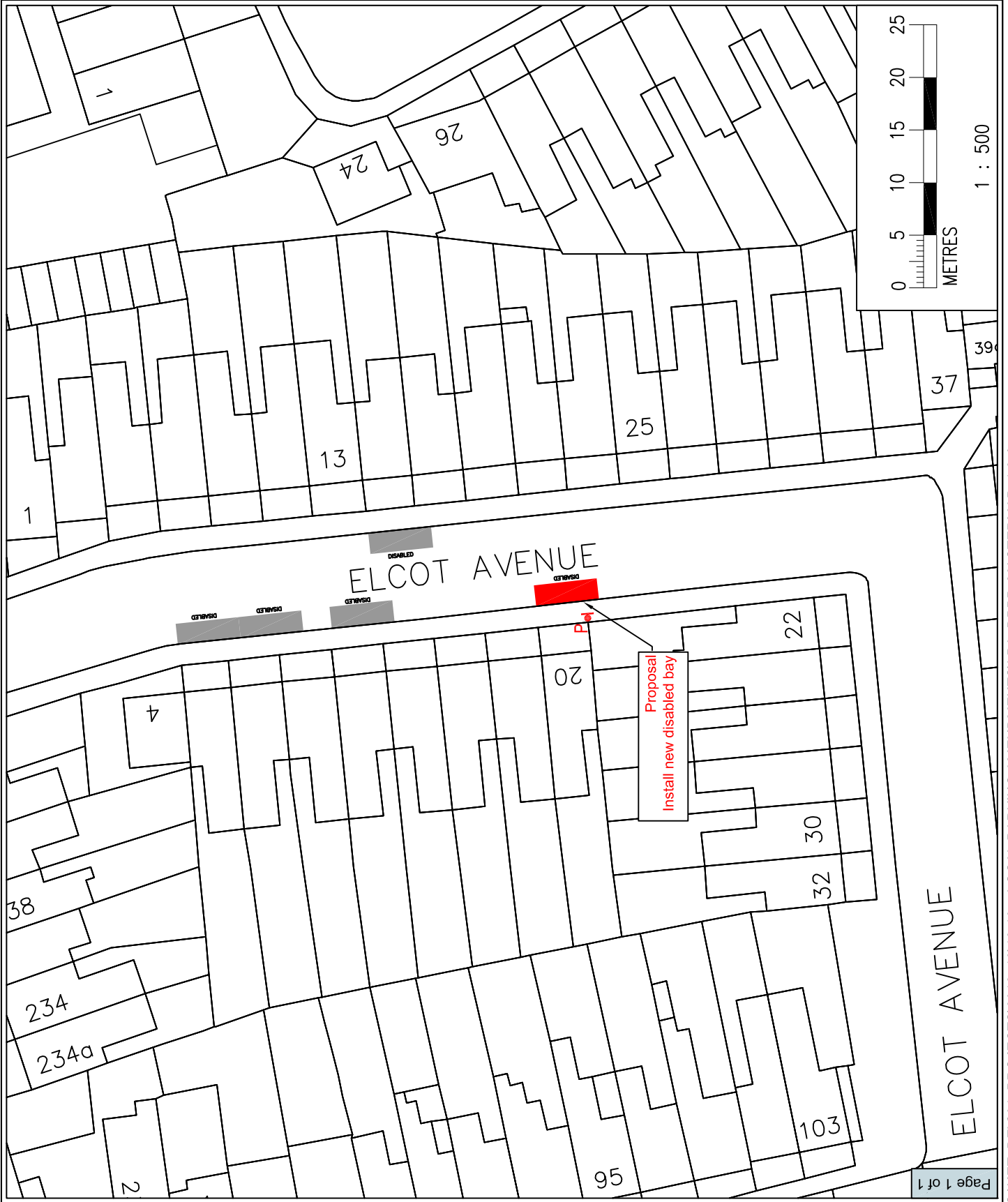
Appendix 3

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File name
1213Q2_021

Drawn	Designed	Checked	Approved
MH 17/07/12	MH 06/08/12	TW 08/08/12	TW 08/08/12

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NETWORK DEVELOPMENT



Environment & Leisure Dept, Public Realm Division
PO Box 64529, London SE1 5LX

LEGEND

- Proposed double yellow lines
- Existing disabled bay

Revision details	By	Date	Suffix
			A
			B

Project Number

1213_LPA_Q2

Title

ASTBURY ROAD
PROPOSED_AAT_WAITING_RESTRICTIONS
Layout

Scale

APPENDIX_4

1:500

File Name

1213Q2_001

Drawn	Designed	Checked	Approved
MH	MH	TW	TW
12/06/12	12/06/12	12/06/12	12/06/12

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Item No. 15.	Classification: Open	Date: 24 September 2012	Meeting Name: Peckham & Nunhead Community Council
Report title:		Cleaner Greener Safer Funding Reallocation	
Ward(s) or groups affected:		Nunhead, Peckham Rye, The Lane	
From:		Head of Public Realm	

RECOMMENDATION

1. That Peckham and Nunhead Community Council:
 - Notes there is available funding of £17,410 within the Cleaner Greener Safer programme.
 - Approves allocation of £3,300 to 14-19 Mortlock Close, Cossall Estate, SE15 railings to eradicate anti social behaviour.
 - Approves allocation of £10,000 to add to existing award of £29,000 for Trent Frome and Welland carpark resurfacing, a 2012-13 CGS project.

BACKGROUND INFORMATION

2. Cleaner Greener, Safer (CGS) is part of the London Borough of Southwark's capital programme. Between 2003 and 2010 £3.25m has been made available each year for local residents to apply for awards to make their local area a better place to live. The programme attracts hundreds of proposals ranging from a few hundred pounds for bulb planting to brighten up open spaces to tens of thousands of pounds to create community gardens. These projects often introduce new ideas such as outdoor gyms in public spaces, community gardens, public art and energy saving projects which not only make the borough cleaner, greener and safer but greatly contribute to a sustainable public realm by involving residents in the funding process and in the delivery of projects.
3. It is noted that as a condition of the CGS programme, incomplete projects are reviewed two years after award of funding and if the project is unlikely to progress or complete within a reasonable amount of time, officers will recommend that the project will be completed or cancelled and any underspends reported back to Community Council for reallocation of funding.

KEY ISSUES FOR CONSIDERATION

4. As part of 2012-13 CGS programme, a grant of £5,400 was awarded to Peckham Mosque, Choumert Grove SE17 as a contribution to replace the railings fronting the building. After award, the Mosque Trustees wrote to say they did not wish to accept the grant.

5. As part of 2009-10 CGS programme, on 10 June 2009, an award of £10,000 was made to Food For Health (now Growing Southwark) to establish a vegetable garden on Cossall estate, SE17. The first bed was built before March 2010 and cost £5,350. Since then the applicant has been reminded to agree how the remaining funding of £4650 will be spent. The applicant has not responded to email reminders. Due to the time that has elapsed since the award was made the project has been treated as complete and the remaining funding of £4,650 is now available for reallocation.
6. As part of 2010-11 CGS programme, on 16 March 2010, an award of £7,920 was made to Growing Southwark to provide signage for the new raised bed built with CGS funding for the vegetable garden on Cossall estate, SE17. Sign type was agreed with the group and the graphics company has been paid to produce and install signs. The graphics company has been waiting since February 2010, for the applicant to provide the artwork for the signs. The costs to date are £560. The applicant has not responded to email reminders on how the remainder of the award would be spent. Due to the time that has elapsed since the award was made the project has been treated as complete and the remaining funding of £7,360 is now available for reallocation.
7. There is a total of £17,410 available to reallocate within the CGS programme.
8. As part of the 2012-13 CGS programme, an award of £29,000 was made to resurface the car park between Frome, Trent and Welland Houses on Rye Hill estate, SE15. The highway engineer has carried out a survey of the site and noted the existing gullies are too small to allow adequate drainage. An additional £10,000 is required for underground works, new concrete gullies and to cover the highway engineer's fees.
9. In April 2012, a report was received from SASBU and the local police SNT of serious harassment of residents by a group of youth who were sitting on the wall leading to 14-19 Mortlock Close. A solution was suggested of installing railings along the wall. Local ward councillors were consulted and supported the works. Due to the urgency of the need to resolve the problem residents were experiencing and (at the time) the date of the next Community Council meeting was unknown the works were carried out. The new railings have eradicated the nuisance. The railings cost £3,300.
10. The financial position is summarised in Appendix 1 of the report.
11. It is recommended that £10,000 from available funding be allocated to Frome, Trent and Welland Houses car park resurfacing and drainage remedial works.
12. It is recommended that £3,300 from available funding be allocated to 14-19 Mortlock Close railings.
13. It is noted that £4,110 is available for reallocation or to add to the 2013-14 CGS funding.

Policy implications

14. N/A

Community impact statement

15. The reallocation of funding to 14-19 Mortlock Close railings will have a positive impact on the community and improve the security of residents on Cossall estate.
16. The addition of £10,000 to Frome, Trent and Welland Houses car park resurfacing and improved drainage will be beneficial to residents living on Rye Hill estate.

Resource implications

17. The funding is available within the existing unallocated CGS funding. CGS funding is devolved to Community Councils to spend on suitable projects. Management of the reallocation of the funding will be contained within existing budgets.

Consultation

18. All Cleaner Greener Safer projects require consultation with stakeholders, including the project applicant, local residents and Tenants and Residents Associations where appropriate. This consultation has already taken place.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Nunhead and Peckham Rye Community Council minutes - 10 June 2009, 16 March 2010, 15 March 2012	Cleaner Greener Safer, Public Realm, 160 Tooley Street, London, SE1 2TZ	Andrea Allen 020 7525 0860

APPENDICES

No.	Title
Appendix 1	Cleaner Greener Safer Financial Summary

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Andrea Allen, Senior Project Manager	
Version	Final	
Dated	13 September 2012	
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	13 September 2012	

Appendix 1						
Project title	Year of award	Date of award	Original award	Underspend available for reallocation	Additional money required	Ward
CGS001790 Cossall estate community vegetable garden	2009-10	100609	10000	4650		Nunhead
CGS104384 Cossall community garden signs	2010-11	160312	7920	7360		Nunhead
118946 Peckham Mosque, Choumert Grove new wrought iron railings	2012-13	150412	5400	5400		The Lane
105601 Trent Frome and Welland carpark resurfacing	2012-13	150412	29000		10000	Peckham Rye
14-19 Mortlock close, Cossall estate			0		3300	Nunhead
Totals				17410	13300	

P&N CGS budget update 110912
Comments
The original project scope was to construct two raised beds. One raised bed was built in summer 2010. Since then, the applicant has not responded as to how the remaining funds could be spent. The applicant has been advised that if another bed is required then interested parties can apply for funding from 2013-14 CGS programme
The signs have been paid for. The applicant has been advised if they wish to install interpretation boards at the site, they can apply for funding from 2013-14 CGS programme
After award, Mosque Trustees responded they did not wish to accept the award
The money allocated will cover the resurfacing costs. The highway engineer has inspected the site and found that the gulleys are very small; the area will keep flooding unless these are replaced. Another £10K is required for underground works, new concrete gulleys and to cover the highway engineer's fees
A report was received from SASBU and the local police SNT of serious harassment of residents by a group of youth who were sitting on the wall leading to 14-19 Mortlock Close. A solution was suggested of installing railings along the wall and this has been done and, to date, this has eradicated the nuisance
Available underspend exceeds required money to progress two schemes

Item No. 16.	Classification: Open	Date: 24 September 2012	Meeting Name: Peckham and Nunhead Community Council
Report title:		Strategic transport S106 release report for £1,336,108 to implement improvements to Elephant and Castle underground station & northern roundabout (£857,203), Camberwell town centre (£155,603), Peckham Rye station (£86,769) and Lower Road gyratory (£266,533) from a number of agreements	
Ward(s) or groups affected:		Cathedral, Chaucer, East Walworth, Newington, Camberwell Green, Rotherhithe, Surrey Docks, The Lane, Grange, South Bermondsey	
From:		Chief Executive	

RECOMMENDATION

1. That Community Council note and comment on this framework for the release of strategic transport s106 contributions to support key projects across the borough and for the release of the first tranche of available funding for those projects totalling **£1,336,108** from the listed Legal Agreements identified for Transport Strategic Contribution, to support transport improvements at:
 - **Elephant and Castle £857,203**, from: all the Borough, Bankside and Walworth Community Council (CC) schemes in appendix 1, save for 6 Paris Gardens.
 - **Camberwell Town Centre, £155,603** from: all the Camberwell CC schemes in appendix 1, plus 6 Paris Gardens
 - **Lower Road, £266,533** from: all the Bermondsey and Rotherhithe CC schemes in Appendix 1
 - **Peckham Rye station, £86,769** from: all the Peckham and Nunhead CC schemes in Appendix 1

BACKGROUND INFORMATION

2. Planning obligations are used to address the impacts caused by a development and contribute to providing infrastructure and facilities necessary to achieve sustainable communities. The council can enter into a legal agreement with a developer whereby the developer agrees to provide planning contributions. These contributions can cover a range of facilities and services including transport provision.
3. As well as site specific transport contributions, the council seeks to secure strategic contributions for transport measures to increase the capacity of transport provision across the borough to support the delivery of the Transport plan (Local Implementation Plan 2). In addition to the funding authorised to be released by this report a further £2,828,763 in strategic contributions have been agreed, but not yet received by the council.

4. The council's Transport Plan 2011 <http://www.southwark.gov.uk/transportplan> sets out short, medium and longer term projects to deliver the council's objectives. Shorter term projects are generally delivered with funding the council receives annually from TfL to support delivery of the Mayor's Transport Strategy. Other, larger scale projects may be delivered as part of development schemes and regeneration initiatives, or with Major Scheme funding from TfL.
5. Larger scale projects identified in the Transport plan include maximising accessibility to the transport network at Elephant and Castle to support major redevelopment there. Camberwell town centre and Lower Road are also included as Major Schemes requiring funding from both TfL and the council. The plan also covers other opportunity areas and development led schemes such as the Canada Water plaza and thematic schemes such as improvements to the Thames Path as part of the Olympic Legacy project.
6. S106 contributions received by the council are expected to be spent within the standard timescale of ten years, unless an earlier date is specified. It is therefore necessary to track monies received and to plan ahead and develop an implementation strategy matching available funds to suitable projects within the agreed timescales. This is especially important for strategic transport contributions where no specific project is identified in the legal agreement and where the type and scale of projects require a long lead in time.
7. The current approach to securing contributions for strategic transport measures is due to be largely replaced with the introduction of the Community Infrastructure Levy (CIL). CIL is intended to be used for general infrastructure contributions whilst Section 106 obligations will continue for site-specific mitigation. However, from April 2014 or the earlier adoption of a CIL Charging Schedule, local authorities will not be able to pool contributions from more than 5 obligations (including obligations dating back to April 2010) to fund the same type or item of infrastructure. Therefore, funding for major transport projects will primarily come from CIL. The council's draft CIL infrastructure plan identifies major transport projects as 'infrastructure' which the levy will fund.

KEY ISSUES FOR CONSIDERATION

8. Due to different levels of development across the borough, the receipt of strategic s106 contributions is not evenly spread across community council areas. Figure 1 below shows that payments received between February 2009 and August 2012 are mainly concentrated in the northern part of the borough. In many cases, significant site specific contributions have also been secured to mitigate the direct impact of developments in these areas and the council has been able to use these contributions to significantly improve the local environment. In other areas of the borough the relatively small scale and quantity of development coming forward has limited the availability of developer funding for local improvements.

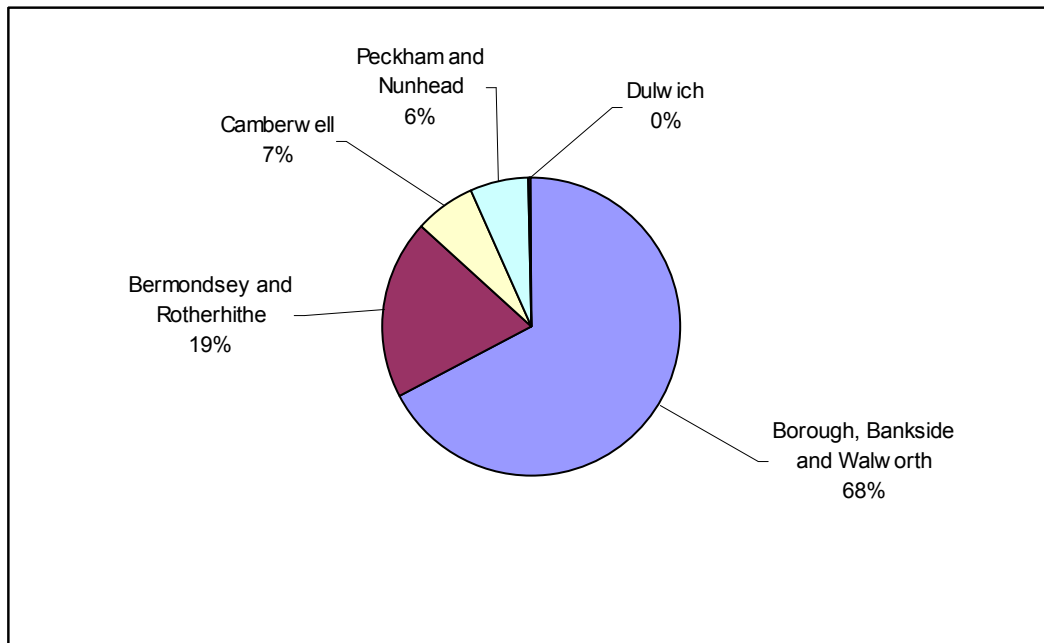


Figure 1: Strategic s106 received by CC area

9. To compound the relative lack of available funding in certain areas, these locations also tend to suffer from significant transport related issues, such as limited access to public transport services and a high incidence of personal injury collisions. These areas also often support busy traffic corridors with the associated poor environment and air quality. These factors make such areas a natural priority in any objective assessment of transport need and funding for improvements in these areas is therefore often sought from other sources, such as Transport plan funding (TfL annual funding submission), however funding opportunities remain limited.
10. Investment in public transport infrastructure in Southwark over the last 20 years, has been heavily skewed towards the north of the borough. More recent rail projects include the extension of the Jubilee Line to serve Bermondsey and Rotherhithe (£3.5bn), improvements to the Northern Line as part of London Underground's upgrade programme and the current project to transform Thameslink services (£6bn), including the opening of a new station in Bankside. Central and eastern parts of the borough are benefitting from new access to metro style orbital services on the London Overground network, but direct access into central London termini will continue to rely on overland services. Proposals to extend the underground network, including the Bakerloo Line, which could bring significant benefits to other parts of Southwark are currently unfunded and not likely to be delivered before 2020. The proposed Cross River Tram scheme is no longer being actively promoted by TfL.
11. As well as rail infrastructure improvements, large scale investments in the highway network in Southwark have also tended to be focussed on the northern part of the borough. For example, Transport for London (TfL) has invested significantly in Tooley Street, Southwark Street and Borough High Street in recent years and works to major thoroughfares have been complemented by significant investment in area wide programmes led by the council such as the Bankside Urban Forest project. TfL have also delivered the Mayor's Cycle Hire Scheme exclusively in the north of the Southwark. There has been some limited investment in adjacent areas such as Elephant and Castle (the removal of the southern roundabout) and the Walworth Road project for example. While this is welcome it falls far short of the investment that is required to mitigate development activity within the Elephant and Castle Opportunity area as a whole. Investment beyond these areas has been

more limited still. While funding has now been secured to develop an improvement scheme for Camberwell town centre, securing implementation funding is dependent on achieving an agreed scheme as well as identifying match funding from the council and this will also be the case for improvements to Lower Road and Elephant and Castle.

12. Areas of Southwark that have not received significant investment in road and rail networks over recent years are nonetheless likely to be affected by the scale of development in those areas that have. Traffic related impacts of a development or cluster of developments in a particular part of the borough are likely to extend well beyond that area to other parts of the borough. For example, intensification of employment density in one area may lead to increased demand on the transport network in another where additional trips are generated as a result. Mitigation schemes therefore require a cross borough approach, managing impacts on traffic sensitive routes across the wider network.
13. To leverage funding for major publicly funded transport improvement projects it is often necessary to demonstrate match funding. For example, funding applications to TfL's Major Schemes programme and the GLA's Regeneration Fund all require evidence of match funding.
14. Given the above considerations, this report proposes a framework for the release of strategic transport s106 contributions to support key projects across the borough and for the release of the first tranche of available funding for those projects. The four projects supported are Elephant and Castle, Camberwell town centre, Lower Road and Peckham Rye station. All four schemes are in key action / opportunity areas as identified by the council's Core Strategy and require funding to develop and deliver transformative changes to the borough's transport infrastructure. The framework will direct funds from Borough, Bankside and Walworth to support Elephant and Castle, except for sites in Walworth outside the Opportunity Area which will be directed to the Camberwell town centre scheme. Strategic transport contributions from sites in Peckham and Nunhead will be directed to support the Peckham Rye station project and contributions from Bermondsey and Rotherhithe will be directed to support the Lower Road project. A brief summary of each recipient project is included below.
15. Elephant and Castle

The key priority for strategic transport contributions generated by agreements within the Elephant and Castle Opportunity Area is to contribute to investment in the improvement of the existing northern line underground station (extra lifts or escalators) and the northern roundabout (replacement of the network of subways with signalised surface crossings). This investment is necessary to help mitigate the impacts on strategic transport infrastructure created by an increase in the local population.

The Elephant and Castle SPD <http://www.southwark.gov.uk/elephant> [which was adopted by the council in March 2012 and by the GLA as an Opportunity Area Framework in May 2012] includes a requirement for developers to pay an increased contribution towards the costs of these transport mitigation measures. This mechanism will ensure that all future development within the Opportunity Area makes the maximum reasonable contribution towards these key infrastructure projects. Transport for London have also agreed in principle to provide funding towards project costs. Despite this there remains both a funding gap and a need to maintain a flow of investment in the short to medium term to ensure that progress towards the implementation of this key council regeneration priority is maintained.

Contributions from the Borough, Bankside and Walworth community council area are therefore required for on-going design work and towards the implementation of improvements at Elephant and Castle.

16. Camberwell town centre

Southwark and Lambeth Councils in partnership with TfL are to invest in Camberwell town centre to uplift the area and create a new space for London. The scheme, while focussing on transport issues, will provide the opportunity for coordination across a range of regeneration activities and initiatives in the area.

This major scheme is a priority for the council. TfL have provided development funding of £200,000 in 2011/12 and a further £650,000 in 2012/13 with the council contributing a further £15,000 site specific S106. An additional £6.2m is required to deliver the scheme with implementation planned for 2014 which includes a £2m contribution from the council.

Key areas for improvement include:

- Camberwell Green Junction – reduce pedestrian crossing distance, review and remove pedestrian guard railings and review signal timings.
- Denmark Hill – widen pavements; make crossing safer right up to Champion Park.
- Wren Rd – green/walking link to Butterfly Walk

17. Lower Road

The removal of the Lower Road gyratory and reversion of all key roads to two-way operation was identified within the Rotherhithe Multi-Modal Transport Study. It was subsequently included in the Canada Water Area Action Plan, <http://www.southwark.gov.uk/canadawater> with the objective of reducing traffic on Rotherhithe Old Road, simplifying the road network, improving the environment for pedestrians and cyclists, and improving efficiency, capacity and safety for all users.

The scheme is currently being developed further and the initial cost estimate of £9m being reviewed. The Canada Water AAP sets out a tariff for development in the area which seeks to raise a major part of the funding necessary for the scheme, while a contribution may also be sought from TfL through the Major Scheme programme.

18. Peckham Rye station area

Subsequent to the completion of the Transport plan, a further opportunity arose to deliver a major scheme in the Peckham action area, at Peckham Rye station. Funding is available from the GLA Regeneration Fund created following the civil disturbances in London in 2011. GLA funding is also contingent on a council contribution.

In order to support the Peckham and Nunhead area action plan http://www.southwark.gov.uk/info/200315/peckham_and_nunhead and help deliver improvements to Peckham town centre, it is proposed to make substantial improvements to the setting of Peckham Rye station. Peckham Rye is identified in the Mayor's Transport Strategy as a strategic interchange and the project will complement planned improvements to the station itself which will become increasingly important with the arrival of London Overground services in 2012. Proposals include improvements to the station fabric and the re-creation of a public

square outside the station, improving the setting of the station while reducing journey times.

£12.5 million is required for this scheme (£5 million contribution from the council) with planned delivery split into a number of phases from 2011/12 to 2015/16. Most of this allocation will part match fund improvements to the Station and Station forecourt.

19. The projects described above are shown below with a proposed strategic s106 budget alongside complementary funding streams available to the project. The total available strategic s106 funding has been allocated across the four identified projects based on proximity and / or connectivity with the development location.

Project name	Proposed strategic s106 allocation	Origin CC area	Other funding streams
Elephant & Castle	857,203	Borough & Bankside & *Walworth	Council, TfL, development tariff, site specific s106
Camberwell town centre	155,603	Camberwell, **Walworth	Council, TfL, English Heritage, site specific s106
Lower Road gyratory	266,533	Bermondsey & Rotherhithe	Council, TfL, development tariff, site specific s106
Peckham Rye station	86,769	Nunhead and Peckham Rye & Peckham	GLA, TfL, Heritage Lottery Fund, Railway Heritage Trust, DfT, Network Rail, site specific s106

* Walworth sites within Elephant and Castle Opportunity Area

** Walworth sites outside Elephant and Castle Opportunity Area

20. The chart below shows future strategic s106 availability based on payments currently received and available and the expected 'claw back' date before which each contribution should be spent. The projects identified in this report have timescales consistent with the need to spend identified.

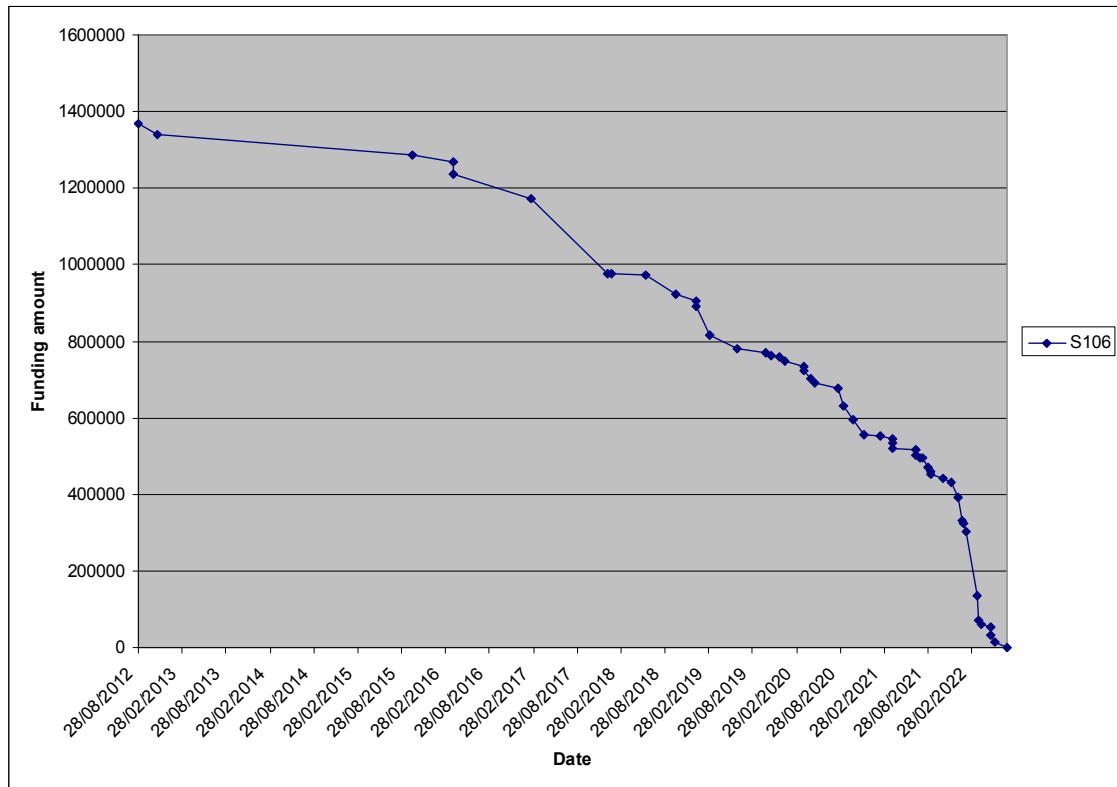


Figure 2: Strategic s106 timeline

Policy implications

21. Southwark 2016, the borough's Sustainable Community Strategy http://www.southwark.gov.uk/info/10010/southwark_alliance/580/southwark_2016 sets out a range of objectives and priorities defining the vision for Southwark. The projects identified in this report, located in key regeneration areas, are particularly relevant to the following objectives: Improving individual life chances; Making the borough a better place for people.
22. The Transport plan 2011 forms the vision for transport in the borough. The projects identified in this report, are particularly relevant to the following Transport plan objectives: Manage demand for travel and increase sustainable transport capacity; Ensure the transport system helps people to achieve their economic and social potential; Ensure the transport network is safe and secure for all and improve perceptions of safety; Ensure that the quality, efficiency and reliability of the highway network is maintained.
23. Southwark Plan saved policy 2.5 on planning obligations states that, in all cases, contributions must fairly and reasonably relate to the proposed development http://www.southwark.gov.uk/info/856/planning_policy/1241/the_southwark_plan . The proposals in this report support this policy as the projects identified, while not always directly adjacent to the development sites, can be shown to be linked in terms of traffic and transport impacts. Further details relating to policy 2.5 are now provided under separate guidance – see paragraph 24.
24. The council's S106 Supplementary Planning Document (SPD) http://www.southwark.gov.uk/info/200152/section_106/1516/section_106_spd recognises the need for consideration of a wider approach to identifying potential projects for planning contributions and linked activity such as the council's capital spending programmes, Neighbourhood Renewal Fund and other sources of

funding. The projects identified in this report reflect such an approach and integration with other funding streams.

25. The SPD identifies that strategic transport contributions are to increase the capacity of public transport provision across the borough as set out in the borough's Local implementation plan (Lip) which has now been superseded by the borough's Transport plan 2011. The proposals in this report reflect a borough wide approach to the planning and delivery of public transport provision.
26. The SPD states that strategic transport contributions to increase the capacity of transport provision across the borough, include: facilitation of major public transport infrastructure projects, bus network improvements, road safety education, training and publicity (ETP), extension and improvement of the strategic cycle network, travel awareness publicity and events, continuing development of the freight quality partnership, road safety and speed reduction environmental measures – including local safety schemes and other environmental initiatives such as home zones, walking and cycling infrastructure improvements, Interchange accessibility improvements and controlled parking zones. Contributions to strategic transport are pooled in line with paragraph 21 of DCLG Circular 05/2005, for expenditure on the programme of projects set out in the LIP. The projects identified in this report relate to many of the categories above, but particularly bus network improvements and road safety and speed reduction environmental measures.
27. The advantages of the approach proposed in this report are:
- A more equitable distribution of resources across the borough
 - The mitigation of significant transport issues in areas where alternative funding streams are limited
 - Leveraging of significant investment for those areas due to the availability of match funding
 - A strategic, borough wide approach to the planning and delivery of transport projects
28. The risks of the approach proposed in this report are:
- Reduced available funding for strategic transport improvements in close proximity to development sites
 - Developers challenging the use of strategic transport contributions in the manner proposed
29. The risks of not following the proposed approach are:
- Strategic transport issues are not addressed
 - Funds remain unspent before 'claw back' date

Community project bank prioritisation

30. By the strategic nature of the proposals they would not have been named or noted on the community project banks. The policy justification for the contribution is such that it is solely for strategic transport infrastructure and these four projects have been identified in the Transport plan as the priority for the borough.

Community impact statement

31. The programme is designed to enhance the accessibility and connectivity of communities across the borough. By implementing these four major transport

projects, the council is improving the environment and social sustainability of the wider area, providing high quality improvements which local residents and workers can use, and which promote the potential for social interaction. Improving interaction between different social groups enhances trust and creates the conditions to forge stronger networked communities.

32. The projects will have a positive impact on the environment and improve connectivity of people in Southwark and will not have a detrimental impact upon any one group within the community and will be inclusive and accessible without prejudice for all sectors of the community.

Resource implications

33. These proposals have no significant resource implications and can be delivered through current structures with programme costs to be recharged on a project by project basis.

Consultation

34. Consultation was a key process in the development of Southwark Council's Transport plan and was held for an eleven week period, December 22 2010 until March 8 2011. The community were invited to comment on the Transport Plan via community groups, community councils, the council's website, electronic newsletters and social media networks and via an online survey. In addition, the community had the opportunity to speak to officers directly through various community and stakeholder groups, local community councils and via two 'drop in' sessions.
35. The council also consulted the Police, representatives of the disabled, neighbouring boroughs and all other persons they are statutorily required to consult under section 145(2) Greater London Authority Act 1999.
36. The council received a total of 447 responses to the consultation, comprising 402 completed surveys and 23 individual responses. This was in addition to responses from statutory stakeholders and key interest groups. The majority of comments and responses have been positive and welcome a robust document.

The key issues from consultation and how this has been considered in the Transport Plan is included below;

- The community supported the prioritisation of improvements to town centres and as a result our delivery programme will include projects in town centres.
- A majority wished to see the council introduce parking permits based on CO₂ in order to encourage less polluting vehicles. We are working to introduce CO₂ based parking permits and are currently undertaking wider consultation.
- Many respondents stated that they believed that street condition was important (pot holes etc) and wished to play an active role in the design and management of their street. Our community streets programme will enable people to engage in how their streets are improved, furthermore the council is set to continue to allow the community to agree an element of their local non principal road renewal programme.
- Three quarters also supported the council's key ambition to become a 20mph borough and therefore this ambition is retained.
- A majority of responses supported the council continuing to provide free cyclist training and we will continue to provide this programme.

37. Extensive public consultation was also carried out to support the development and adoption of the Elephant and Castle SPD, Canada Water Area Action Plan and Peckham and Nunhead Area Action Plan.
38. This report was submitted to Borough, Bankside and Walworth, Bermondsey and Rotherhithe, Camberwell and Peckham and Nunhead community councils in September and October 2012. Comments on the proposals are summarised below. Specific consultation on the allocation and release of funds is not required as the Transport plan consultation fed into the spending decisions.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Legal Services

39. Members of the Planning Committee are requested to agree a framework for the release of strategic transport s106 contributions to support key projects across the borough and to authorise the release of the first tranche of available funding for those projects totalling £1,336,108 as specifically outlined in the recommendation at the start of this report.

The S106s monies must be expended in accordance with: -

- (a) the terms of the specific S106s; and
 - (b) the relevant policy tests set out in Paragraph 204 of the National Planning Policy Framework (“NPPF”) <http://www.communities.gov.uk/publications/planningandbuilding/nppf> namely that obligations must be: -
 - (i) necessary to make the development acceptable in planning terms;
 - (ii) directly related to the development;
 - (iii) fairly and reasonably related in scale and kind to the development;
40. Paragraph 204 NPPF has the identical tests to those set out in Regulation 122(a) of the Community Infrastructure Levy Regulations. However, Regulation 122 relates to which obligations may constitute a reason for the grant of planning permission. All of the funds discussed herein come from developments that have already been granted planning permission, so regulation 122 does not strictly apply.
41. As explained in the body of the report, the contributions referred to in this report are directly related to the respective developments in that the strategic transport benefits that will accrue from the expenditure of the funds will benefit these developments. The previous government policy (Circular 05/2005) interpreted the concept of a direct relationship as meaning that “there should be a functional or geographical link between the development and the item being provided as part of the developer's contribution”. Since there is no indication that this interpretation has changed since the introduction of NPPF, the same meaning can be applied to the funds under consideration. There is a functional link between the respective developments and improvements to the wider transport network in the borough.
42. Part 3F of the Council’s Constitution titled Planning Committee and Planning Sub-Committees states at paragraph 6 under Roles and Functions and at Paragraph 2 under Matters reserved for decision by the planning committee, that planning

committee has the power to consider the expenditure of s106 monies over £100,000.

43. The approval of the framework for the release of strategic funds and the authorisation of the first tranche of those funds therefore meets the relevant legal and policy tests.

Strategic Director of Finance and Corporate Services

44. This report recommends that the planning committee agree that S106 totalling £1,336,108 are released from the listed legal agreements identified for Transport Strategic Contribution, to support a range of transport improvements.

45. The SDFCS notes the resource implications contained within the report and that the S106 monies have been received and are available for distribution. Officer time to effect the recommendations will be contained within existing budgeted revenue resources.

S106 Manager

46. All the contributions noted in the recommendation paragraph and in the Appendix have been triggered and paid to the Council for the purpose of Strategic Transport, totalling £1,336,108.

47. The justification and purpose of these Strategic Transportation contributions are to improve the strategic transport network in Southwark so the cumulative impacts of new development can be addressed and that the public transport networks can accommodate this increased pressure. The allocation to these 4 proposed improvements are a small but important contribution to the total costs of the improvements and are an acceptable use for these contributions.

48. Where noted with a symbol (* etc) there are further requirements to release the contribution, such as securing approval from the funding developer.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport plan	Transport planning 160 Tooley Street London SE1 2QH http://www.southwark.gov.uk/downloads/download/2578/transport_plan	Simon Phillips 020 7525 5542
S106 SPD	Planning policy 160 Tooley Street London SE1 2QH http://www.southwark.gov.uk/info/200152/section_106/1516/section_106_spd	Zayd Al-Jawad 020 7525 7309

Background Papers	Held At	Contact
Elephant and Castle SPD	Planning policy 160 Tooley Street London SE1 2QH http://www.southwark.gov.uk/info/200151/supplementary_planning_documents_and_guidance/2040/elephant_and_castle_spd_oapf	Alison Squires 020 7525 5644
Canada Water AAP	Planning policy 160 Tooley Street London SE1 2QH http://www.southwark.gov.uk/info/200314/canada_water	Alison Squires 020 7525 5644
Peckham and Nunhead AAP	Planning policy 160 Tooley Street London SE1 2QH http://www.southwark.gov.uk/downloads/download/3188/peckham_and_nunhead_aap_publication_submission_version	Alison Squires 020 7525 5644

APPENDICES

No.	Title
Appendix 1	List of agreements

AUDIT TRAIL

Lead Officer	Sally Crew, Group Manager Policy and Programmes	
Report Author	Simon Phillips, Principal Transport Planner	
Version	Final	
Dated	11 September 2012	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Legal Services	Yes	Yes
Strategic Director of Finance and Corporate Services	Yes	Yes
S106 Manager	Yes	Yes
Cabinet Member	No	No
Date final report sent to Constitutional Team		12 September 2012

APPENDIX 1 – List of agreements**All strategic transport contributions to be released by this report**

Reporting Date 03/08/2012			
Agreement Number	Site	Community Council	Strategic transport (£)
S106/128124	LAND AT CORNER OF LAVINGTON STREET AND GREAT SUFFOLK STREET, LONDON SE1	Borough, Bankside and Walworth	72,617
S106/129341	NEWSPAPER HOUSE, 40 RUSHWORTH STREET, LONDON, SE1 0QX	Borough, Bankside and Walworth	13,069
S106/118536A	FORMER CASTLE INDUSTRIAL ESTATE, ELEPHANT ROAD, LONDON, SE17 1LA	Borough, Bankside and Walworth	195,143
S106/125491	ST GEORGE'S HOUSE, 195-203 WATERLOO ROAD & 1-5A BARONS PLACE LONDON, SE1 8WB	Borough, Bankside and Walworth	28,684
S106/129794	6 PARIS GARDENS & 20-21 HATFIELDS, LONDON, SE1 8DJ	Borough, Bankside and Walworth	62,370
S106/135060	134 NEW KENT ROAD, LONDON, SE1 6TY	Borough, Bankside and Walworth	10,260
S106/133140	LAND ADJOINING LIBRARY STREET DAVIDGE STREET KING STREET AND MILCOTE STREET SE1 0RN	Borough, Bankside and Walworth	19,087
S106/133141	LAND ADJOINING TOWNSEND STREET, BECKWAY STREET, COMUS PLACE AND CONGREVE STREET, LONDON SE17 1TQ	Borough, Bankside and Walworth	14,203
S106/133130	BRANDON STREET, LARCOM STREET AND CHARLESTON STREET, LONDON, SE17 1NL	Borough, Bankside and Walworth	8,513
S106/135121	120-138 WALWORTH ROAD, LONDON, SE17 1JL	Borough, Bankside and Walworth	53,543
S106/136663	LAND AT ROYAL ROAD, LONDON, SE17 3NR (FORMER BRAGANZA OLD PEOPLE HOME)	Borough, Bankside and Walworth	47,942
S106/137522	268-282 WATERLOO ROAD, LONDON, SE1 8RQ	Borough, Bankside and Walworth	32,708
S106/137314	JOHN SMITH HOUSE, 144-152 WALWORTH ROAD, LONDON, SE17 1JL	Borough, Bankside and Walworth	6,301
S106/140583	65 SOUTHWARK STREET, LONDON, SE1 0HR	Borough, Bankside and Walworth	25,749
S106/140557	153-163 HARPER ROAD, (LAND AT HARPER ROAD 42P), LONDON, SE1 6AE	Borough, Bankside and Walworth	35,643
S106/140505	102-107 BLACKFRIARS ROAD, LONDON,	Borough, Bankside	36,899

	SE1 8HW	and Walworth	
S106/140751	28-30 TRINITY STREET, LONDON SE1 4JE	Borough, Bankside and Walworth	16,842
S106/Temp 0017	SURREY HOUSE, 20 LAVINGTON STREET LONDON SE1 0NZ	Borough, Bankside and Walworth	50,233
S106/63196	ST IVES HOUSE, 22 LAVINGTON STREET, LONDON, SE1 0NZ	Borough, Bankside and Walworth	21,088
S106/63184	SEA CONTAINERS HOUSE, UPPER GROUND, LONDON SE1 9PD	Borough, Bankside and Walworth	168,454
S106/130281	153-157 TOWER BRIDGE ROAD, LONDON, SE1 3LW	Bermondsey and Rotherhithe	35,319
S106/132462	41-47 BLUE ANCHOR LANE & 9-13 BOMBAY STREET LONDON, SE16 3UL	Bermondsey and Rotherhithe	11,336
S106/127728	4-28 VARCOE ROAD, LONDON, SE16 3DG	Bermondsey and Rotherhithe	8,652
S106/134816	150 SPA ROAD (BERMONDSEY SPA SITE L), LONDON, SE16 4RR	Bermondsey and Rotherhithe	15,951
S106/137053	SITE A CANADA WATER, SURREY QUAYS ROAD, LONDON SE16	Bermondsey and Rotherhithe	62,145
S106/135136	BERMONDSEY SPA SITE G, 80-118 SPA ROAD, LONDON SE16 3QT	Bermondsey and Rotherhithe	21,327
S106/095747	LAND AT 170-176 GRANGE ROAD, LONDON, SE1 3BN	Bermondsey and Rotherhithe	3,669
S106/137696	LYNTON ROAD NEIGHBOURHOOD OFFICE, 8 LYNTON ROAD, LONDON, SE1 5QR	Bermondsey and Rotherhithe	6,362
S106/140706	63 ALSCOT ROAD, BERMONDSEY, LONDON, SE1 3AW	Bermondsey and Rotherhithe	10,552
S106/Temp 0015	LAND AT 170-176 GRANGE ROAD, LONDON, SE1 3BN	Bermondsey and Rotherhithe	12,495
S106/140738	LAND ON THE EAST SIDE OF CROSBY ROW AND THE SOUTH SIDE OF PORLOCK STREET, SE1 (ST HUGHS CHURCH)	Bermondsey and Rotherhithe	9,751
S106/UU-137449	SILWOOD ESTATE (PHASE 4B), LAND AT SILWOOD STREET, DEBNAMS ROAD, CORBETTS LANE, LONDON SE16	Bermondsey and Rotherhithe	62,712
S106/63139	ARTBRAND HOUSE, 7 LEATHERMARKET STREET, LONDON, SE1 3FB	Bermondsey and Rotherhithe	6,262
S106/125992	SITE ADJACENT TO 19 ROSENTHORPE ROAD AND 22 FERNHOLME ROAD, LONDON, SE15 3EG	Camberwell	4,704
S106/135193	316-322 CAMBERWELL NEW ROAD LONDON SE5	Camberwell	14,719

S106/135077	67 CRAWFORD ROAD, LONDON, SE5 9NF	Camberwell	10,216
S106/140582	SOUTH, WEST, CENTRAL AND EAST HOUSE, 30-32 AND 33-35 PECKHAM ROAD, LONDON, SE5 8PX	Camberwell	37,044
S106/136761	ST GILES HOSPITAL, ST GILES ROAD, LONDON, SE5 7RN	Camberwell	2,710
S106/134807	THE WILFRED SHELDON CENTRE, ST GILES HOSPITAL, ST GILES ROAD, LONDON, SE5 7RN	Camberwell	2,065
UU/Temp 0020	SOUTHWARK TRAINING CENTRE, MAUDSLEY HOSPITAL CAMPUS, DENMARK HILL, LONDON, SE5 8AZ	Camberwell	22,000
S106/121576B	143-149 RYE LANE, LONDON, SE15 4ST	Peckham and Nunhead	491
S106/132102	LAND AT JUNCTION OF CHESTERFIELD WAY & CULMORE ROAD, LONDON, SE15 2LL	Peckham and Nunhead	11,201
S106/132288	38 ST MARYS ROAD, LONDON, SE15 2DW	Peckham and Nunhead	11,361
S106/134922	LAND TO THE REAR OF 1-27 BRABOURN GROVE, 175-205 HOLLYDALE ROAD & 74-78 EVELINA ROAD LONDON, SE15 2BS	Peckham and Nunhead	19,224
S106/134531	SITE ADJACENT TO 19 ROSENTHORPE ROAD AND 22 FERNHOLME ROAD, LONDON, SE15 3EG	Peckham and Nunhead	14,916
S106/140717	25-35 CHESTERFIELD WAY, LONDON, SE15 2LL	Peckham and Nunhead	6,692
S106/63211	LAND BETWEEN 120-150 IVYDALE ROAD, LONDON, SE15 3BT	Peckham and Nunhead	8,939
COMB/0001	GARAGE AND NURSERY SITE, LINDLEY ESTATE, PECKHAM PARK ROAD, LONDON, SE15	Peckham and Nunhead	13,945
Total			1,336,108

**PECKHAM AND NUNHEAD COMMUNITY COUNCIL AGENDA DISTRIBUTION LIST (OPEN)
MUNICIPAL YEAR 2012-13**

NOTE: Original held by Constitutional Team (Community Councils) all amendments/queries to Beverley Olamijulo Tel: 020 7525 7234

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Councillor Mark Glover (Vice- Chair)	1		
Councillor Chris Brown	1		
Councillor Sunil Chopra	1		
Councillor Fiona Colley	1		
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Councillor Nick Dolezal	1		
Councillor Gavin Edwards	1		
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Councillor Catherine McDonald	1		
Councillor Victoria Mills	1		
Councillor Michael Situ	1		
Councillor Althea Smith	1		
External			
Libraries (Peckham)	1		
Local History Library	1		
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South London Press	1		
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Harriet Harman MP	1		
Tessa Jowell MP	1		
Officers			
Constitutional Officer (Community Councils) Hub 4 2 nd Floor, 160 Tooley St.	30		
		Total:	52
		Dated: 12 June 2012	