

# Camberwell Community Council

Monday 30 September 2013

7.00 pm

Employment Academy, 29 Peckham Road, London SE5 8UA

## Membership

Councillor Mark Williams (Chair)  
Councillor Dora Dixon-Fyle (Vice-Chair)  
Councillor Kevin Ahern  
Councillor Norma Gibbes  
Councillor Stephen Govier  
Councillor Peter John  
Councillor The Right Revd Emmanuel Oyewole  
Councillor Veronica Ward  
Councillor Ian Wingfield

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Members of the committee are summoned to attend this meeting

**Eleanor Kelly**

Chief Executive

Date: Friday 20 September 2013



## Order of Business

- | Item No. | Title                    |
|----------|--------------------------|
| 1.       | INTRODUCTION AND WELCOME |
| 2.       | APOLOGIES                |

Item No.	Title	Time
3.	<b>ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT</b>	
	The chair to advise whether they have agreed to any item of urgent business being admitted to the agenda.	
4.	<b>DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS</b>	
	Members to declare any interests and dispensation in respect of any item of business to be considered at this meeting.	
5.	<b>MINUTES</b> (Pages 1 - 6)	
	To confirm as a correct record the minutes of the meeting held on 19 June 2013.	
6.	<b>DEPUTATIONS/PETITIONS (IF ANY)</b>	
	The chair to advise on any deputations or petitions received.	
7.	<b>COMMUNITY ANNOUNCEMENTS</b>	7.05pm
	<ul style="list-style-type: none"> <li>- Chair's announcements</li> <li>- Youth Community Council</li> <li>- Beat the Barriers, Millwall Community Scheme</li> <li>- Cleaner, Greener, Safer 2014/15 capital and revenue launches</li> </ul>	
8.	<b>HEALTHWATCH SOUTHWARK</b>	7.15pm
	Alvin Kinch – Update and community engagement	
9.	<b>COMMUNITY SAFETY UPDATE</b>	7.20pm
	Officers from the local Safer Neighbourhoods Teams to give an update and respond to questions.	
	Community Wardens update.	
10.	<b>BLACK HISTORY MONTH</b>	7.30pm
	Stephen Bourne to give a presentation about his work and the history of black people in Southwark.	

Item No.	Title	Time
11.	<b>BUDGET CONSULTATION PRESENTATION / EXERCISE</b>	7.45pm
	Councillor Peter John, Leader of the Council, to introduce the item followed by an interactive consultation exercise.	
12.	<b>COMMUNITY COUNCIL HIGHWAYS CAPITAL INVESTMENT 2013/14</b> (Pages 7 - 12)	8.35pm
	<b>Note:</b> this is an executive function	
	Councillors to consider the recommendations contained in the report.	
13.	<b>PUBLIC QUESTION TIME</b> (Page 13)	8.45pm
	A public question form is included at page 13.	
	This is an opportunity for public questions to be addressed to the chair. Residents or persons working in the borough may ask questions on any matter in relation to which the council has powers or duties.	
	Responses may be supplied in writing following the meeting.	
14.	<b>COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY</b>	8.55pm
	Each community council may submit one question to a council assembly meeting that has previously been considered and noted by the community council.	
	Any question to be submitted from a community council to council assembly should first be the subject of discussion at a community council meeting. The subject matter and question should be clearly noted in the community council's minutes and thereafter the agreed question can be referred to the constitutional team.	
	The community council is invited to consider if it wishes to submit a question to the ordinary meeting of council assembly on 16 October 2013.	
15.	<b>LOCAL PARKING AMENDMENTS</b> (Pages 14 - 39)	
	<b>Note:</b> this is an executive function	
	Councillors to consider the recommendations contained in the report.	
	<b>NETWORKING SESSION WITH REFRESHMENTS PROVIDED</b>	
	Following the end of formal business there will be the opportunity to meet and talk to councillors and officers.	

**Item No.**

**Title**

**Time**

Date: Friday 20 September 2013

## **INFORMATION FOR MEMBERS OF THE PUBLIC**

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**CONTACT:** Tim Murtagh, Constitutional Officer, Tel: 020 7525 7187 or email: [tim.murtagh@southwark.gov.uk](mailto:tim.murtagh@southwark.gov.uk)  
Website: [www.southwark.gov.uk](http://www.southwark.gov.uk)

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### **ACCESS TO INFORMATION**

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### **ACCESSIBLE MEETINGS**

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### **BABYSITTING/CARERS' ALLOWANCES**

If you are a resident of the borough and have paid someone to look after your children or an elderly or disabled dependant, so that you can attend this meeting, you may claim an allowance from the council. Please collect a claim form from the Constitutional Officer at the meeting.

### **DEPUTATIONS**

Deputations provide the opportunity for a group of people who are resident or working in the borough to make a formal representation of their views at the meeting. Deputations have to be regarding an issue within the direct responsibility of the Council. For further information on deputations, please contact the Constitutional Officer.

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please telephone 020 7525 7187.**



## **Camberwell Community Council**

MINUTES of the OPEN section of the Camberwell Community Council held on Wednesday 19 June 2013 at 7.00 pm at The Albrighton Centre, 37 Albrighton Road, London SE22 8AH

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**PRESENT:** Councillor Mark Williams (Chair)  
Councillor Dora Dixon-Fyle  
Councillor Stephen Govier  
Councillor The Right Revd Emmanuel Oyewole  
Councillor Veronica Ward  
Councillor Ian Wingfield

**OFFICER SUPPORT:** Sally Crew, Group Manager Policy and Programmes  
Fitzroy Lewis, Community Councils Officer  
Tim Murtagh, Constitutional Officer

### **1. INTRODUCTION AND WELCOME**

The chair welcomed residents, councillors and officers to the meeting.

### **2. APOLOGIES**

Apologies for absence were received from Councillors Kevin Ahern, Norma Gibbes and Peter John. Apologies for lateness were received from Councillors Veronica Ward and Ian Wingfield.

### **3. ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT**

The chair announced that a late report - Community Council Highways Capital Investment 2013/14, had been circulated as part of Supplemental Agenda No. 1.

The chair with agreement from other councillors moved this item up the agenda for discussion and to clarify some matters that had arisen.

#### 4. COMMUNITY COUNCIL HIGHWAYS CAPITAL INVESTMENT 2013/14

Councillors raised concerns about the report including consultation on potential schemes.

##### **RESOLVED:**

That the item be deferred to the next Camberwell Community Council meeting in September 2013, so that consultation can take place on which highways projects in the Camberwell community council area should be considered for funding.

#### 5. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

There were none.

#### 6. MINUTES

##### **RESOLVED:**

That the minutes of the meeting held on 17 April 2013 be agreed as a correct record of that meeting and signed by the chair.

#### 7. DEPUTATIONS/PETITIONS (IF ANY)

There were none.

#### 8. COMMUNITY ANNOUNCEMENTS

##### **Southwark Young Producers**

This is a partnership project between the events team and the youth service. Nine young producers aged 15 – 22 had been recruited and were undergoing training on producing outdoor events. They were working on an event for Camberwell Green on 17 August 2013. Further information at [www.southwark.gov.uk/eandn](http://www.southwark.gov.uk/eandn)

##### **Greendale update**

Councillor Veronica Ward updated residents on Greendale. It is Metropolitan Open Land and so cannot be developed. It was currently leased by Dulwich Hamlet FC. There were some complexities connected with the lease but once those were resolved the plan was to consult the community on future plans for the space.

##### **Camberwell Arts Festival**

The festival started 19 years ago and was set up to take the art and artists out of their studios and galleries and into the community. The festival is a 9-day event in June that links in with the open day at the Camberwell College of Arts.

Further information at [www.camberwellarts.org.uk](http://www.camberwellarts.org.uk)

##### **Southwark Town Hall, 39 Peckham Road**

There were proposals for student accommodation along with an arts cafe, studios and

gallery. Theatre Peckham at the rear of the site would have additional facilities including a refurbished theatre. A public consultation had taken place a few weeks ago. An application would be submitted in a couple of months.

### **Free Film Festival**

Jonathan Coe explained that in the early 20<sup>th</sup> Century (1908 – 1912), Dog Kennel Hill was used for film making. There was an open film set on the land and several of the films still existed. Film historians were going through the archive and there was a plan to hold a film festival on the site during the summer. The group was also seeking funding for some equipment to be used at the festival.

## **9. CGS REVENUE FUND 2013/14**

**Note:** This is an executive function.

Councillors considered the information contained in the report.

### **RESOLVED:**

That allocation of community council funding for the following application be approved:

SOUTH CAMBERWELL

<b>Proposal</b>	<b>Amount</b>
Dog Kennel Hill Adventure Playground	£17,080

## **10. COMMUNITY SAFETY UPDATE**

Safer Neighbourhood Teams

Sergeant Miles Lawrie, explained that since the last meeting there had been 33 arrests made and two warrants executed. The warrants were in local shops linked to drug offences. There had been thirteen penalty notices handed out for urinating in public places. Over the last three months there had been 99 vehicle offences in Camberwell. Some of those were for criminal damage, but most were for thefts from vehicles. About 27 vehicles had been stolen. Street drinking in the area had fallen with regular offenders targeted.

In response to questions, Sgt. Lawrie made the following points:

- There would be three additional officers joining the team from next week. That would improve the situation with regard to tackling drug offences and anti-social behaviour.
- Local residents should use the public toilets in pubs or restaurants, if necessary, when out in Camberwell.



- There was a lot of enforcement action taking place against cyclists who ride on pavements.

Councillor Dixon-Fyle added that there would be a local campaign to encourage businesses to allow people to use their toilet facilities, even when not a customer.

## 11. WELFARE REFORMS IN CAMBERWELL

Sally Causer, Southwark Citizen's Advice Bureau (CAB), summarised some of the changes being made to the welfare system.

- Housing benefit changes for social housing tenants would affect about 4,500 households in the borough.
- Council tenants with a spare room in their home would lose a portion of their housing benefit.
- The CAB held advice sessions arranged to assist those affected. There were also road-show events around the community and these had spoken to about 700 people so far.
- The CAB were concerned about people not engaging with the advice service and yet likely to be vulnerable to rent arrears and other debt problems.
- The CAB were working with Jobcentre plus to help people into jobs.
- The council was working to ensure people got the benefits they were entitled to. In addition there was a discretionary housing payment that could be applied for by those struggling to pay rent.
- Some residents were daunted at the prospect of having to move due to financial pressures after living in one area for maybe 30 years. The CAB also gave advice to residents with the online bidding process for moving to alternative properties.
- The CAB was doing a lot of work with residents on appeals against benefit decisions where they were no longer considered eligible.
- In October, Universal Credit (UC) will be introduced for new claims. The idea was to amalgamate the various existing payments into one benefit. The concern of the CAB was that under UC the payments would be amalgamated into one single payment and paid into a claimant's account directly. That might cause problems for those residents with debt/payday loan issues.

In response to questions, Sally made the following points:

- A lot of people coming to the advice surgeries were faced with problems arising out of jobseeker allowance sanctions. The CAB also assisted with appeals.
- The CAB were encouraging residents to be smart with their money and were

working with London credit unions. This was to help local residents avoid the high interest charges of payday loan companies.

Further information at: [www.southwarkcabservice.org.uk](http://www.southwarkcabservice.org.uk)

Benefits advice at: [rightfullyyours@southwark.gov.uk](mailto:rightfullyyours@southwark.gov.uk) or Tel. 020 7525 7434.

## 12. REVITALISE5 - POCKET SPACES DESIGN UPDATE

Sally Crew, Group Manager Policy and Programmes, introduced the pocket spaces which were part of the Revitalise5 Camberwell programme. The six selected were as follows:

Artichoke Place  
 Datchelor Place  
 Grove Lane  
 Coldharbour Place  
 Selbourne Road  
 Wren Road

The pocket spaces programme was looking at some of the side spaces off the main roads in Camberwell. In February – March 2013, residents were consulted on which spaces they would like to see improved. A workshop on the six pocket spaces was subsequently held in May at the leisure centre. Residents were now being consulted on the design aspirations for the spaces.

Sally explained some of the particular issues involved including lighting, parking, litter control and security measures.

There were display boards in the hall and residents had an opportunity to make comments on the design of the pocket spaces, during the networking session at the end of the meeting.

## 13. THEMES FOR THE YEAR AHEAD

The chair explained that this was the first of five community council meetings in the municipal year. He encouraged residents to submit their ideas for themes or items at future meetings of Camberwell community council.

Contact: [fitzroy.lewis@southwark.gov.uk](mailto:fitzroy.lewis@southwark.gov.uk) or Tel. 020 7525 3084.

## 14. PUBLIC QUESTION TIME

In response to a public question about hanging baskets and the remaining six months' funding in 2012-13, the chair said that would be looked into.

A resident raised concerns about the social issues arising out of moving street drinkers to another area.

A resident who cycled regularly said that cyclists were faced with roads in a poor state and

were occasionally forced onto the pavement.

A resident asked why shops on Camberwell Green were not doing necessary works on their frontages. Councillor Ian Wingfield explained that many were privately owned so the owners needed to make a contribution rather than all the funding coming from the public purse.

## 15. LOCAL PARKING AMENDMENTS

**Note:** This is an executive function.

Councillors considered the information contained in the report.

### **RESOLVED:**

That the following local parking amendments, detailed in the appendices to the report, be approved for implementation subject to the outcome of any necessary statutory procedures:

- Sears Street – install one disabled persons' (blue badge) parking bay
- Shenley Road – install one disabled persons' (blue badge) parking bay
- Milkwell Yard – install double yellow lines in the remaining length of the road.

On a separate but related matter, councillors asked officers to look into a gating scheme for Milkwell Yard.

Meeting ended at 8.45pm

**CHAIR:**

**DATED:**

<b>Item No.</b> 12.	<b>Classification:</b> Open	<b>Date:</b> 30 September 2013	<b>Meeting Name:</b> Camberwell Community Council
<b>Report title:</b>		Community Council Highways Capital Investment 2013/14	
<b>Ward(s) or groups affected:</b>		All wards in the Camberwell Community Council area	
<b>From:</b>		Head of Public Realm	

### RECOMMENDATION

1. To agree the works to be funded from the proposed schemes in the community council area as set out in Appendix 1, or to agree alternative schemes subject to officer investigation and feasibility.

### BACKGROUND INFORMATION

2. As part of the approved Highways Capital Investment programme for 2013/14, each community council receives a proportion of £800,000, as published in Appendix 5 of the Highways Capital Investment programme for 2013/14 dated 20 March 2013. The allocations are in Appendix 3. The schemes that were approved and delivered in 2012/13 financial year ended 31 March 2013 are presented in Appendix 2 for information.
3. This money can be spent on any asset renewal or replacement project selected by the community council with the caveats that it cannot be spent on traffic safety or parking schemes, non functional or decorative installations and / or non-essential works. In addition to the resurfacing selections provided it, the money (or part thereof) could be spent on minor patching and pothole repairs should a community council wish to do so.
4. Camberwell Community Council was allocated £114,285 to be used for its highways surface improvements (carriageway or footway) of their choice. The budget can be spent on any non-principal road on the area. The overall budget available to Camberwell Community Council is £105,599 (£114,285 minus £8,686 of over spend). This is set out in Appendix 1.
5. A report was presented to the community council with officer recommended candidate schemes for consideration as set out in Appendix 1 of this report back on 19 June 2013. The community council deferred its decision for further consideration of the roads to be funded.

### KEY ISSUES FOR CONSIDERATION

6. Following the June Community Council officers wrote to all ward Councillors and requested alternative ideas or proposals for 2013 / 14 allocation. No further suggestions have been received. The community council can choose to implement the recommended schemes or defer spending.
7. Original officer recommendations were based on a number of factors, principally asset condition surveys undertaken last year. These recommendations are mainly

roads which are not of sufficient priority because of their condition or use to justify use of corporate Non-Principal Road Maintenance funding as per the Highways Capital Investment Programme report agreed 20 March 2013.

### Delivery

8. Once the community council has made their selections by the method of their choice they will be designed and delivered as soon as possible in 2013/14. Any under spends or projected overspends will be reported back to Community Council for resolution or reallocation. Depending on the timing of decisions, it may not be possible to complete all works within the financial year. If this is the case the funding will be rolled forward to next financial year and the works completed then.

### Community Impact Statement

9. There are no specific community impact issues arising from the recommendations.

### BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Highways Capital Investment Programme Decision 20 March 2013	160 Tooley Street, London SE1P 5LX <a href="http://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?ID=3637">http://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?ID=3637</a>	Franklin Uwakaneme 0207525 2207 or Matthew Hill 020 7525 3541

### APPENDICES

No.	Title
Appendix 1	Candidate Schemes for 2013/14
Appendix 2	Summary update of the schemes approved for implementation in 2012/13 for financial year ended 31 March 2013.
Appendix 3	Extract from Appendix 5 of the Highways Capital Investment programme for 2013/14 - Community Council Investment Allocations

**AUDIT TRAIL**

<b>Lead Officer</b>	Matthew Hill, Public Realm Programme Manager	
<b>Report Author</b>	Himanshu Jansari, Project Engineer	
<b>Version</b>	Final	
<b>Dated</b>	18 September 2013	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	No	No
<b>Date final report sent to the Constitutional Team</b>	18 September 2013	

**Devolved Community Council Funded Schemes  
Community Council : Camberwell**

**Date:** 30 September 2013

Funding

Under spend from previous years -£8,686

Allocation for FY 2013/14 £114,285

Total available for 2013/14 **£105,599**

**Officer Recommendations – 2013/14**

Candidate Road	Ward	Carriageway/Footway	Allocation	Estimated Cost
Nairne Grove	South Camberwell	Footway		28,135
Grove Hill Road	South Camberwell	Carriageway		40,725
Vestry Road	Brunswick Park	Carriageway		41,323
		<b>Overall Total</b>		<b>£110,183</b>

Summary update of the schemes approved for implementation in 2012/13 for financial year ended 31 March 2013.

Schemes Name	Community Councils	Ward	Budget Allocation	Carriageway Resurfacing	Footway Works	Under/ (Over) Spent	Comments/ Former Community Council areas
Grosvenor Terrace - Carriageway	Camberwell	Camberwell Green	25,000	25,000		0	Camberwell
Linnell Road – Carriageway	Camberwell	Brunswick Park	22,400	19,516		2,884	Camberwell
Woodfairs – Footway	Camberwell	South Camberwell	46,750		59,604	-12,854	Camberwell
Crossthwaite Ave - Carriageway	Camberwell	South Camberwell	24,600	19,722		4,878	Camberwell
Grosvenor Terrace – Carriageway	Camberwell	Camberwell Green	25,000	25,000		0	Camberwell
Implementation Fee						-3,594	
						<b>-£8,686</b>	
						<b>-£8,686</b>	

**Budget Carried Forward (Overspend)**



## APPENDIX 3

**Extract (Appendix 5 of the Highways Capital Investment Programme for 2013/14 - Community Council Investment Allocations)**

<b>Community Council</b>	<b>Ward</b>	<b>Allocation (£k's)</b>	<b>Total (£k's)</b>
Bermondsey and Rotherhithe	Grange	38.095	209.525
	Livesey ( <b>part</b> )	19.050	
	Riverside	38.095	
	Rotherhithe	38.095	
	South Bermondsey	38.095	
	Surrey Docks	38.095	
Borough, Bankside and Walworth	Cathedrals	38.095	190.475
	Chaucer	38.095	
	East Walworth	38.095	
	Faraday	38.095	
	Newington	38.095	
Camberwell	Brunswick Park	38.095	114.285
	Camberwell Green	38.095	
	South Camberwell	38.095	
Dulwich	College	38.095	114.285
	East Dulwich	38.095	
	Village	38.095	
Peckham and Nunhead	Livesey ( <b>part</b> )	19.050	171.430
	Nunhead	38.095	
	Peckham	38.095	
	Peckham Rye	38.095	
	The Lane	38.095	
			800.000



**Your name:**

**Your mailing address:**

**What is your question?**

Please give this form to Tim Murtagh, Constitutional Officer, or Grace Semakula, Community Council Development Officer

<b>Item No.</b> 15.	<b>Classification:</b> Open	<b>Date:</b> 30 September 2013	<b>Meeting Name:</b> Camberwell Community Council
<b>Report title:</b>		Local parking amendments	
<b>Ward(s) or groups affected:</b>		All wards within Camberwell Community Council	
<b>From:</b>		Head of Public Realm	

## RECOMMENDATIONS

1. It is recommended that the following local parking amendment, detailed in the appendices to this report, is approved for implementation subject to the outcome of any necessary statutory procedures:
  - Windsor Walk - convert existing pay and display parking and permit (L) parking bays to shared use (permits or pay and display) parking bays
2. It is recommended that the six objections made against the proposal to remove 9.5 metres of permit parking and to install 9.5 metres at any time waiting restrictions (double yellow lines) on Grove Lane be considered and rejected, and officers be instructed to proceed and make the traffic order, and implement the scheme, as detailed in paragraphs 16 to 47.
3. It is recommended that the two objections made against the proposal to install at any time waiting restrictions (double yellow lines) on junction of Everthorpe Road and Oglander Road be considered and rejected, and officers be instructed to proceed and make the traffic order, and implement the scheme, as detailed in paragraphs 48 to 74.

## BACKGROUND INFORMATION

4. Part 3H of the Southwark Constitution delegates decision making for non-strategic traffic management matters to the Community Council.
5. Paragraph 16 of Part 3H of the Southwark Constitution sets out that the community council will take decisions on the following local non-strategic matters:
  - the introduction of single traffic signs
  - the introduction of short lengths of waiting and loading restrictions
  - the introduction of road markings
  - the introduction of disabled parking bays
  - the setting of consultation boundaries for consultation on traffic schemes.
6. This report gives recommendations for three local parking amendments, involving traffic signs and road markings.
7. The origins and reasons for the recommendations are discussed within the key issues section of this report.

## **KEY ISSUES FOR CONSIDERATION**

### **Windsor Walk - 1314Q2022**

8. The council was contacted by a representative of Ronald McDonald House Charity who provide accommodation to families who have patients in hospitals and hospices. They have premises at No. 6 to 9 Windsor Walk which are associated with nearby King's College Hospital.
9. The charity asked if provision could be made for disabled parking near to its premises on Windsor Walk to assist those who stay at their Camberwell House and who have disabled family members and who find public transport more difficult to navigate.
10. Camberwell House is a free respite home for the families of seriously ill children that are being treated at King's College Hospital. There are 24 bedrooms and currently have no on-street parking available in particular for those with disabilities.
11. Windsor Walk is within Camberwell L parking zone which operates 8.30am – 6.30pm Monday to Friday. Currently, the parking on Windsor Walk is mostly permit (L) holder only with a small number of pay and display bays adjacent to Denmark Hill rail station.
12. An officer carried out a site visit, 9 August 2013, to see if any of the existing parking bays can be converted to a type of bay that would assist the charity.
13. It is proposed that all the existing parking bays in Windsor Walk are converted to shared use (permits or paid) bays. This would assist the Charity as the Council has a general allowance that blue badge (disabled) holders may park free of charge and without time limit in any paid parking bay. Providing shared use parking also has the advantage that existing L zone permit holders would not be unduly affected, although occupancy levels are noted to be low.
14. Officers have discussed this with Ronald McDonald House who are very supportive of this proposal.
15. It is therefore recommended that, as detailed in appendix 1, the existing parking bays on Windsor Walk be converted to shared use (permit or paid parking) bays to allow permit holders to continue to park as well as allowing blue badge holders to park free of charge and allowing any other visitors to pay for parking for a period of up to 4 hours (consistent with all other paid parking within this zone).

### **Grove Lane – Determination of statutory objections – 1213Q4019**

16. This item was presented to Camberwell Community Council at the meeting of 19 June 2013. At that meeting members approved the decision to progress to statutory consultation.

### **Background**

17. The council's asset management team have received, considered and approved in

principle (subject to the June decision and statutory consultation) the construction of a dropped kerb and vehicle crossover leading to No. 165 Grove Lane.

18. The proposed crossover location currently has a permit holder's only parking bay in front of it, this bay is part of South Camberwell (L) Controlled Parking Zone (CPZ).
19. It is not possible to maintain a parking bay and dropped kerb at the same location as the presence of both would provide a conflicting message to motorists.
20. Officers are proposing to progress a local parking amendment such that the parking bay is removed and a waiting restriction (double yellow line) is installed; this will result in the loss of approximately two parking spaces.
21. Two parking spaces are being lost because the proposed dropped kerb is due to be located at the northwest boundary line of the property. One space could have been retained if the crossover was located at the southeastern boundary line however this would have required the relocation of a lamp column which is prohibitively costly.
22. Double yellow lines prohibit waiting (generally referred to as parking) 'at any time' however loading and unloading is permitted.
23. It is noted that double yellow lines are now the council's standard restriction for crossovers located within a parking zone. This is part of a wider objective to reduce sign clutter and to improve comprehension of restrictions at the point of parking.

#### **Details of objections**

24. Public Realm Projects advertised the council's intention to remove 9.5 metres of permit parking and to install 9.5 metres at any time waiting restrictions (double yellow lines) on Grove Lane.
25. The proposed TMO was advertised on 6 June 2013 by way of street and press notices in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
26. During the statutory, three week consultation period six written objections were received and officers wrote to objectors explaining the council's reasons for the double yellow lines and if they accepted this explanation to withdraw their objection.
27. Six objectors asked to maintain their objections, the details of those objections are provided in Appendix 3 and summarised in the following paragraphs.

#### **Objection 1**

28. Shortage of parking, removal of 9.5 metres equates to about 3 vehicles.

#### **Objection 2**

29. Concerned about the safety implications of the proposed amendment.
30. Reduce the size of the parking bay from 45m to 35.5m.
31. Reduction in space will force residents to park elsewhere.

**Objection 3**

- 32. Losing more car spaces by allowing No. 165 a crossover when 161 and 163 have been refused this privilege on two separate occasions.
- 33. Stopped residents parking their cars behind their houses by introducing another zone 'E-HF' without consultation (Stories Mews).

**Objection 4**

- 34. Further use of the limited garden space of residences spoils the residential quality.
- 35. 165 Grove Lane has always had a Two Car Garage on the Mews.
- 36. It would become unnecessarily restrictive and awkward for visitors.

**Objection 5**

- 37. Will remove 9.5m - at least two spaces' worth - of parking in favour of one or two spaces.

**Objection 6**

- 38. Reduction in the residents' parking space available is not acceptable.
- 39. Nor is it desirable to replace a front garden with hard standing.

**Reasons for report recommendations**

- 40. It is not possible to maintain a parking bay and dropped kerb at the same location as the presence of both would provide a conflicting message to motorists.
- 41. The crossover has been proposed at the northern boundary of the property as this removes the necessity of relocating a lamp column (~£5k). However, it is for this reason that the proposal results in two parking spaces being lost instead of one.
- 42. The council does not have a specific policy that priorities public on-street parking over private off-street parking, or visa-versa, and therefore each location must be considered on its own merits.
- 43. It is noted that the council has not installed a new parking zone (E\_HF). The sign referred to is a new-style sign that is associated with a long-standing housing estate parking zone.
- 44. Members are asked to consider the effect upon parking and traffic in the Council's role as traffic authority. It is not this report's purpose to consider the policy of the conversion of gardens to hard standings which is a planning authority matter.
- 45. Members are advised that their decision taken previously (19 June) approving the removal of the parking bay is not binding and all objections must duly be considered.
- 46. However, the majority of the objections received are made on the grounds that it will

reduce the number of on-street parking spaces and force other permit holders to park elsewhere and this issue would have been apparent at the time of the earlier decision.

### **Recommendation**

47. In view of the above explanation, it is recommended that the Community Council:
- a. consider the six objections
  - b. reject the six objections
  - c. instruct officers to make the traffic order, as proposed,
  - d. instruct officers to write to the objectors to inform them of the decision
  - e. instruct officers to remove 9.5 metres of permit parking and to implement 9.5 metres at any time waiting restrictions (double yellow lines) on Grove Lane as shown in appendix 4

### **Everthorpe Road – Determination of statutory objections – 1213Q4028**

48. This item was presented to Camberwell Community Council at the meeting of 19 June 2013. At that meeting members approved the decision to progress to statutory consultation.

### **Background**

49. The council was contacted by the street leader asking that double yellow lines are installed at the junctions of Everthorpe Road and Oglander Road.
50. The street leader stated at present the number of vehicles parking in Everthorpe Road has increased and he is concerned that they are parking close to the junction.
51. At present Everthorpe Road is uncontrolled and vehicles are parking too close to the junction mentioned above. On 26 March 2013, an officer carried out a site visit to this location and found vehicles were parked closer than 10 metres to the junction reducing the sight lines.
52. The Highway Code makes clear that motorists must not park within 10 metres of a junction, unless in a designated bay. However the council has no power to enforce this without the introduction of a traffic order and subsequent implementation of waiting restrictions (yellow lines).

### **Details of objections**

53. Public Realm Projects advertised the council's intention to install at any time waiting restrictions (double yellow lines) at the junction of Everthorpe Road and Oglander Road.
54. The proposed TMO was advertised on 6 June 2013 by way of street and press notices in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
55. During the statutory, three week consultation period two written objections were received and officers wrote to objectors explaining the council's reasons for the double yellow lines and if they accepted this explanation to withdraw their objection.

56. Both objectors asked to maintain their objections, the details of those objections is provided in Appendix 5 and summarised in the following paragraphs.

### **Objection 1**

57. Objector will be affected directly by the proposal.
58. Lose more parking spaces.
59. Why is proposal made only at one end of Everthorpe Road.

### **Objection 2**

60. Proposal will encourage traffic to take the corner faster.
61. Suggest that this would help Lorries who get stuck and clearly lorries shouldn't be there.

### **Reasons for report recommendations**

62. This item was raised by the street leader who stated that vehicles were edging out on Oglander Road as the sight line was compromised by parked vehicles and this leads to conflict with oncoming vehicles.
63. The highway code, rule 243, advises do not park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space.
64. At the time of the site visit only the junction Everthorpe Road and Oglander Road had vehicles parked closer than 10 metres to the junction.
65. Parking close to a junction or a dropped kerb reduces the inter-visibility between all road users. In particular, vehicles parked close to a junction are likely to reduce the sight lines between a vehicle proceeding along the street and a vehicle entering into that street. This can lead to an increasing risk (or severity) of collision. Vulnerable road users such as cyclists and pedestrians are at greatest risk of injury in such circumstances.
66. Vehicles parked at or close to a junction have two primary effects upon the road network: a reduction in visibility between road users and a reduction in the effective space of the carriageway for vehicles to turn. Ensuring adequate visibility between road users is important to safety. Visibility should generally be sufficient to allow road users to see potential conflicts or dangers in advance of the distance in which they will be able to break and come to a stop.
67. Vehicles that are parked at a junction have the effect of substantially reducing visibility between road users and reducing stopping sight distance (SSD) which is the viewable distance required for a driver to see so that they can make a complete stop before colliding with something in the street, eg pedestrian, cyclist or a stopped vehicle.
68. It is noted that almost two thirds of cyclists killed or seriously injured in 2012 were involved in collisions at, or near, a road junction, with T junctions being the most commonly involved.



69. Children and those in wheelchairs (whose eyelevel is below the height of a parked car) are disproportionately affected by vehicles parked too close to a junction. The Guide Dogs for the Blind Association (Guide Dogs) strongly recommend that yellow lines are implemented at junctions as these areas are potentially more dangerous.
70. At this junction dropped kerbs have been installed to assist pedestrians wanting to cross the road. Before stepping off the kerb it is important that pedestrians have a clear line of sight of any oncoming vehicles.
71. Reduced carriageway space caused by vehicles parked at junctions has greatest impact upon large vehicles which have larger turning circles and may need the full kerb-to-kerb width to make a turn in one movement. This is of particular importance to the London Fire Brigade who require a sweep circle of 16.7m.
72. The Highway Code makes clear that motorists must not park within 10 metres of a junction, unless in a designated bay. However the council has no power to enforce this without the introduction of a traffic order and subsequent implementation of waiting restrictions (yellow lines).
73. The proposal to install yellow lines at this junction is proposed in accordance with the council's adopted [Southwark Streetscape Design Manual \(SSDM\)](#) standards.

### **Recommendation**

74. In view of the above explanation, it is recommended that the Community Council:
  - a. consider the two objections
  - b. reject the two objections
  - c. instruct officers to make the traffic order, as proposed,
  - d. instruct officers to write to the objectors to inform them of the decision
  - e. instruct officers to implement the double yellow lines at the junction of Everthorpe Road and Oglander Road as shown in appendix 6

### **Policy Implications**

75. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly:
  - Policy 1.1 – pursue overall traffic reduction
  - Policy 4.2 – create places that people can enjoy.
  - Policy 8.1 – seek to reduce overall levels of private motor vehicle traffic on our streets

### **Community impact statement**

76. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
77. The recommendations are area based and therefore will have greatest affect upon those people living, working or traveling in the vicinity of the areas where the proposals are made.
78. The introduction of blue badge parking gives direct benefit to disabled motorists, particularly to the individual who has applied for that bay.

79. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
80. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighboring properties at that location. However this cannot be entirely preempted until the recommendations have been implemented and observed.
81. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate affect on any other community or group.
82. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
  - Providing improved parking facilities for blue badge (disabled) holders in proximity to their homes.
  - Providing improved access for key services such as emergency and refuge vehicles.
  - Improving road safety, in particular for vulnerable road users, on the public highway.

### **Resource implications**

83. All costs arising from implementing the recommendations will be fully contained within the existing local parking amendment budget.

### **Legal implications**

84. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
85. Should the recommendations be approved the council will give notice of its intention to make a traffic order in accordance with the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996.
86. These regulations also require the Council to consider any representations received as a result of publishing the draft order for a period of 21 days following publication of the draft order.
87. Should any objections be received they must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.
88. By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway.
89. These powers must be exercised so far as practicable having regard to the following matters:
  - a) the desirability of securing and maintaining reasonable access to premises

- b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity
- c) the national air quality strategy
- d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers
- e) any other matters appearing to the Council to be relevant.

### **Consultation**

- 90. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
- 91. Should the community council approve the items, statutory consultation will take place as part of the making of the traffic management order. The process for statutory consultation is defined by national regulations.
- 92. The council will place a proposal notice in proximity to the site location and also publish the notice in the Southwark News and the London Gazette.
- 93. The notice and any associated documents and plans will also be made available for inspection on the council's website or by appointment at its Tooley Street office.
- 94. Any person wishing to comment upon or object to the proposed order will have 21 days in which to do so.
- 95. Should an objection be made that officers are unable to informally resolve, this objection will be reported to the community council for determination, in accordance with the Southwark Constitution.

**BACKGROUND DOCUMENTS**

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

**APPENDICES**

<b>No.</b>	<b>Title</b>
Appendix 1	Windsor Walk - convert existing bays to shared use bays
Appendix 2	Grove Lane – objections
Appendix 3	Grove Lane – at any time waiting restriction (double yellow lines) outside No.165
Appendix 4	Everthorpe Road - objections
Appendix 5	Everthorpe Road – at any time waiting restriction (double yellow lines) junctions of Everthorpe Road and Oglander Road

**AUDIT TRAIL**

<b>Lead Officer</b>	Des Waters, Head of Public Realm	
<b>Report Author</b>	Tim Walker, Senior Project Engineer	
<b>Version</b>	Final	
<b>Dated</b>	16 September 2013	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>	18 September 2013	

PUBLIC REALM PROJECTS (PARKING DESIGN)



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

LEGEND

- Existing double yellow lines
- Existing disabled bay
- Existing time restricted free bay
- Proposed 4hr shared use bay (permits/pay and display)

Revision details	By	Date	Suffix
			A
			B

Project ID / name

1314Q2\_LOCAL\_PARKING\_AMENDMENTS

Drawing title

WINDSOR\_WALK

CONVERT\_PERMIT\_BAYS\_TO\_SHARED\_USE

Layout

APPENDIX\_1

Scale

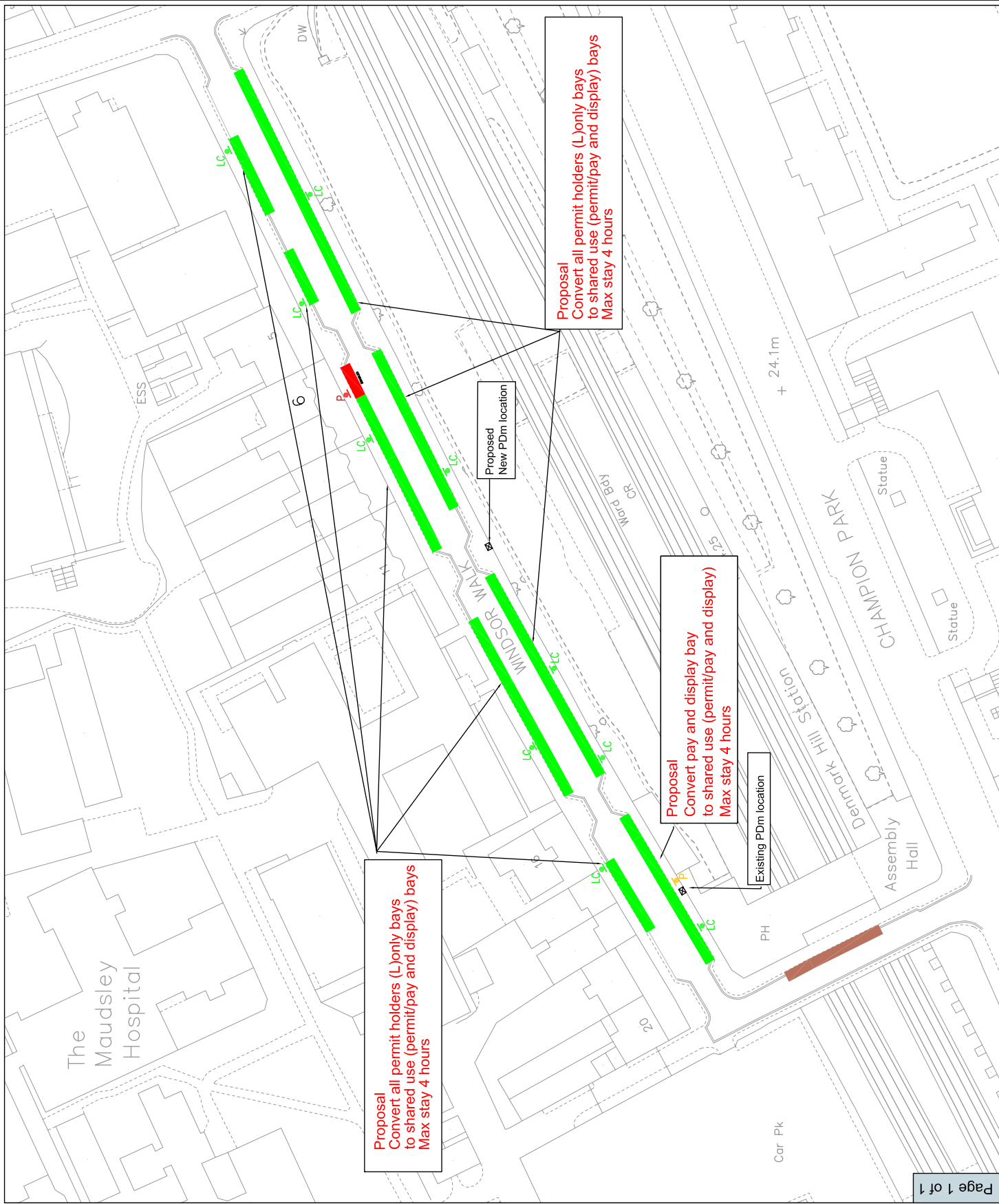
NTS\_AT\_A3

File Name

1314Q2021 Windsor Walk.0.1.dwg

Drawn	Designed	Checked	Approved
MH	MH	TW	TW
03/09/13	03/09/13	03/09/13	03/09/13

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## APPENDIX 2

**Herd, Michael**

---

**From:** Herd, Michael  
**Sent:** 24 June 2013 11:14  
**To:** [REDACTED]  
**Cc:** traffic orders  
**Subject:** RE: Proposed removal of residents' parking at 165 Grove Lane

Dear [REDACTED]

Thank you for objection to the proposal to remove 9.5 metres of permit bay and to install 9.5 metres of double yellow lines for a dropped kerb outside 165 Grove Lane.

Your objection will form part of a report that will be presented to the Camberwell Community Council at a meeting to held on 30 September 2013.

The agenda for this public meeting will be published on the council's web site at a date closer to the meeting, [see here](#).

Regards

Michael Herd

---

**From:** [REDACTED]  
**Sent:** 24 June 2013 10:16  
**To:** Herd, Michael  
**Subject:** RE: Proposed removal of residents' parking at 165 Grove Lane

Dear Michael

Sorry for the misunderstanding.

If the proposal is to remove residents' parking simply to provide access to 165 then we would still object given the demand for parking at peak times. The removal of 9.5 metres probably equates to about 3 vehicles. Unless those spaces were reinstated nearby we believe that would be a significant reduction in residents parking (and visitors parking at evenings/weekends)

Yours sincerely

[REDACTED]  
114 Grove Lane  
SE5 8BJ

---

**From:** Herd, Michael [mailto:Michael.Herd@southwark.gov.uk]  
**Sent:** 24 June 2013 07:35  
**To:** [REDACTED]  
**Subject:** FW: Proposed removal of residents' parking at 165 Grove Lane

Dear [REDACTED],

Thank you for objection to the proposal to remove 9.5 metres of permit bay and to install 9.5 metres of double yellow lines for a dropped kerb outside 165 Grove Lane.

The proposal is to remove 9.5 metres of permit parking to allow vehicles access to 165 Grove Lane, see drawing attached, we have no plans to introduce a pedestrian crossing at this location.

Please advise me if you wish to continue your objection. If you do wish to maintain your objection, an objection report on the Grove Lane proposal will be sent to the Camberwell community council for determination.

Regards

17/07/2013

Michael Herd  
Transport and projects officer  
Public realm projects (Parking design)

---

**From:** [Redacted]  
**Sent:** 21 June 2013 15:41  
**To:** traffic orders  
**Subject:** Proposed removal of residents' parking at 165 Grove Lane

Dear Sir/Madam

We regularly use the bays as we reside opposite. There is often a shortage of parking and I would submit this is not an ideal place for a crossing given the bend in the road: a zebra crossing would be dangerous at this point whilst a pelican crossing is not necessary and would cause traffic issues especially as the buses also stop opposite.

Therefore, we would strongly oppose such a proposal.

[Redacted]

114 Grove Lane  
[Redacted]



[Redacted]

[Redacted]

own risk.

[Redacted]

[Redacted] green - keep it on screen

[Redacted]

**Herd, Michael**

---

**From:** Herd, Michael  
**Sent:** [REDACTED]  
**Cc:** traffic orders  
**Subject:** RE: PRP/PD/TMO 1314-007 - Errington

Dear [REDACTED],

Thank you for objection to the proposal to remove 9.5 metres of permit bay and to install 9.5 metres of double yellow lines for a dropped kerb outside 165 Grove Lane.

Your objection will form part of a report that will be presented to the Camberwell Community Council at a meeting to held on 30 September 2013.

The agenda for this public meeting will be published on the council's web site at a date closer to the meeting, [see here](#).

Regards

Michael Herd  
Transport and projects officer  
Public realm projects (Parking design)

---

**From:** [REDACTED]  
**Sent:** 12 June 2013 18:44  
**To:** traffic orders  
**Subject:** PRP/PD/TMO 1314-007

We're writing to object to the published proposal to remove 9.5 m of permit holders parking and introduce 'at any time' waiting restrictions on the east side at a footway crossover outside 165 Grove Lane.

We have lived at 159 Grove Lane for over twenty years. In that time there have been several fatalities on this road (of both pedestrians and car passengers) as well as numerous accidents. We're therefore particularly concerned about the safety implications of the proposed amendment.

A 9.5m reduction in permit holders' space would reduce the size of the parking bay from 45m to 35.5m. There would be room for at least 2 fewer cars. The current space is barely adequate as it is to meet the needs of existing residents living between 153 & 165 (6 family houses + 4 flats). Two young families are currently moving into the area and another two properties are currently unoccupied, but likely to be occupied in the near future. We expect there to be significantly more pressure on these spaces over the next few months even retaining the current allowance. A 20% reduction in space will have the inevitable effect of forcing residents to park elsewhere. In practice, residents will be forced to park on the other side of the road. On such a busy road where there is a risk of injury from fast-moving traffic it is vital that residents can park on the side of the road where they live. If young families are required to cross on a regular basis this will increase the risk of accidents.

In our view, the loss of amenity caused by reducing available car spaces from 9 to 7 and the increased risk of accidents outweigh any convenience benefit to the occupier of 165. We are also concerned that this could create a precedent for neighbouring properties.

We therefore urge the council to reject this proposal.

17/07/2013



Please keep us updated about any future developments and on the timetabling of any public meetings in respect of this application.

Kind regards,



159 Grove Lane  
London SE5 8BG



**Herd, Michael**

---

**From:** Herd, Michael  
**Sent:** 07 June 2013 15:52  
**To:** [REDACTED]  
**Subject:** RE: PRP/PD/TMO 1314-007  
**Dear** [REDACTED],

Thank you for objection to the proposal to remove 9.5 metres of permit bay and to install 9.5 metres of double yellow lines.

Your objection will form part of a report that will be presented to the Camberwell Community Council at a meeting to held on 30 September 2013.

The agenda for this public meeting will be published on the council's web site at a date closer to the meeting, [see here](#).

Regards

Michael Herd  
Transport and projects officer  
Public realm projects (Parking design)

---

**From:** Herbert, Richard **On Behalf Of** traffic orders  
**Sent:** 07 June 2013 10:08  
**To:** Herd, Michael  
**Subject:** FW: PRP/PD/TMO 1314-007

---

**From:** [REDACTED]  
**Sent:** 06 June 2013 22:22  
**To:** [REDACTED]  
**Subject:** PRP/PD/TMO 1314-007

traffic.orders@southwark.gov.uk

[REDACTED]

Ref PRP/PD/TMO 1314-007 'Grove Lane- to remove 9.5 m of permit holders parking and introduce 'at any time' waiting restrictions on the east side at a footway crossover outside 165 Grove Lane'

Dear Ms N Costin,

Residents in Grove Lane pay used to pay £90 to park near their houses ( the 'L' permit). Then a new crossing was added on the street and we lost two spaces. Further down Grove Lane towards Camberwell Church Street more 'L' spaces became meter only parking. Then the fee went up to £125 per annum. Now you propose losing more car spaces (9.5 meters) by allowing 165 a crossover when 161 and 163 have been refused this privilege on two separate occasions. Today you stopped Grove Lane residents parking their cars behind their houses by introducing another zone 'E-HF' without consultation (Stories Mews).

Yes I object- I strongly object your proposals.

[REDACTED]

**Herd, Michael**

---

**From:** Herd, Michael  
**Sent:** 17 June 2013 07:36  
**To:** [REDACTED]  
**Subject:** RE: Ref. PRP/PD/TMO 1314-0077 Grove Lane  
**Dear** [REDACTED],

Thank you for objection to the Traffic Management Order, Ref PRP/PD/TMO 1314-007, proposal to remove 9.5 metres of permit bay and to install 9.5 metres of double yellow lines.

Your objection will form part of a report that will be presented to the Camberwell Community Council at a meeting to held on 30 September 2013.

The agenda for this public meeting will be published on the council's web site at a date closer to the meeting, [see here](#).

Regards

Michael Herd  
 Transport and projects officer  
 Public realm projects (Parking design)

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

**From:** [REDACTED]  
**Sent:** 14 June 2013 07:02  
**To:** traffic orders  
**Subject:** Fwd: Ref. PRP/PD/TMO 1314-0077 Grove Lane

----- Forwarded message -----

**From** [REDACTED]  
**Date:** Thu, 13 Jun 2013 20:19:20 +0200  
**Subject:** Fwd: CORRECTED. Ref. PRP/PD/TMO 1314-0077 Grove Lane

**Subject:** Ref. PRP/PD/TMO 1314-0077 Grove Lane  
**To:** traffic.orders@southwark.gov.uk

Attention Ms. Costin.

Dear Ms. Costin.

Many thanks for the notice placed in Grove Lane regarding the above proposal to reduce the permit holders (and thus the out of hours visitors) parking space, by 9.5 m. outside 165 Grove Lane.

I wish to record my objection to this proposal. I believe that the further use of the limited garden space of residences in Grove Lane spoils the residential quality of the Grove, making it increasingly akin to a 2nd Hand Car Dealers Yard.

In addition, as a resident of 50 years standing in this Conservation area, I am aware that 165 Grove Lane has always had a Two Car Garage on the Mews which was always used by the owner for his cars and boats.

In addition, I am aware that the development of Mews housing on Stories Mews was only permitted on condition that garage space was provided for any additional housing with associated motor vehicles in the area. I see no reason for this rule to be relaxed at this stage. Not only do residents on Grove Lane need the space they pay for, but it would become unnecessarily restrictive and awkward for visitors to residents during the "out of parking hours" periods, to park near their friends. Parking in Stories Road, is totally "Double Yellow Line" restricted along its entire length and the pedestrianised portion to its West suggests that parking of any sort is not allowed there.

I trust these observations will be given full and proper consideration.

17/07/2013

Yours sincerely,

[Redacted]

[Redacted]

--

[Redacted]

--

[Redacted]

**Herd, Michael**

---

**From:** Herd, Michael  
**Sent:** 10 June 2013 13:09  
**To:** [REDACTED]  
**Subject:** RE: Ref PRP/PD/TMO 1314-007 Grove Lane  
**Dear** [REDACTED]

Thank you for objection to the Traffic Management Order, Ref PRP/PD/TMO 1314-007, proposal to remove 9.5 metres of permit bay and to install 9.5 metres of double yellow lines.

Your objection will form part of a report that will be presented to the Camberwell Community Council at a meeting to held on 30 September 2013.

The agenda for this public meeting will be published on the council's web site at a date closer to the meeting, [see here](#).

Regards

Michael Herd  
Transport and projects officer  
Public realm projects (Parking design)

---

**From:** [REDACTED]  
**Sent:** 09 June 2013 12:45  
**To:** traffic orders  
**Subject:** Ref PRP/PD/TMO 1314-007 Grove Lane

Referring to PRP/PD/TMO 1314-007 Grove Lane

To whom it may concern:

I own 153 Grove Lane, and I struggle to find parking near my house. Many of CPZ "L" spaces have and continue to get lost to meter-only spaces. The proposed crossover at 165 will remove 9.5m - at least two spaces' worth - of parking that I and my neighbours have access to in favour of one or two spaces that we don't.

While I'm sure my neighbours at 165 Grove Lane have the best of intentions, this proposal simply attempts to respond to the same issues we all face - a serious lack of on-street parking available to residents of our street. Unfortunately, this proposal will not increase available parking, it will decrease it for everyone. I therefore strongly object to the proposed crossover at 165 Grove Lane.

Sincerely,  
[REDACTED]  
153 Grove Lane

**Herd, Michael**

---

**From:** Herd, Michael  
**Sent:** 17 June 2013 10:34  
**To:** [REDACTED]  
**Subject:** RE: Residents Parking on Grove Lane SE5  
**Dear** [REDACTED],

Thank you for objection to the proposal to remove 9.5 metres of permit bay and to install 9.5 metres of double yellow lines for a dropped kerb outside 165 Grove Lane.

Your objection will form part of a report that will be presented to the Camberwell Community Council at a meeting to held on 30 September 2013.

The agenda for this public meeting will be published on the council's web site at a date closer to the meeting, [see here](#).

Regards

Michael Herd  
Transport and projects officer  
Public realm projects (Parking design)

---

**From:** [REDACTED]  
**Sent:** 17 June 2013 09:56  
**To:** traffic orders  
**Subject:** Residents Parking on Grove Lane SE5

Dear Traffic Order Dept.

We understand that a request has been put in to Southwark council to place a footway crossover outside 165 Grove Lane and we wish to object to this proposals.

We are resident at 151 Grove Lane and are obliged to pay for a residents permit in order to park outside or near our house and are finding it increasingly difficult to find a parking space nearby, so any reduction in the residents' parking space available is not acceptable.

Nor is it desirable to replace a front garden with hard standing from the point of view of both aesthetics and drainage. When it rains the hill of Grove Lane has considerable run-off down the side of the road and it is undesirable to increase that run-off by decreasing the area of gardens.

From a safety point of view we also think that motor vehicles pulling out of and into a front drive has a negative effect on road safety on a busy bus route such as Grove Lane.

We request that the footway crossover will be denied.

Yours faithfully,

[REDACTED]

[REDACTED]

PUBLIC REALM PROJECTS (PARKING DESIGN)



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

LEGEND

- TLRN single red line
- TLRN single red line
- At any time waiting restriction
- Waiting restriction Mon-Sun 7am-7pm
- Waiting restriction Mon-Sat 8:30am-6:30pm
- Permit holders only bay
- Loading only bay
- Disabled persons parking bay
- 4hr pay and display bay
- 4hr Shared use bay
- Solo motorcycles only bay
- 30min time restricted free bay
- Tree

Revision details	By	Date	Suffix
			A
			B

Project ID / name

1213Q4\_LOCAL\_PARKING\_AMENDMENTS

Drawing title

GROVE LANE

PROPOSED\_AAT\_WAITING\_RESTRICTIONS

Layout

APPENDIX\_3

Scale

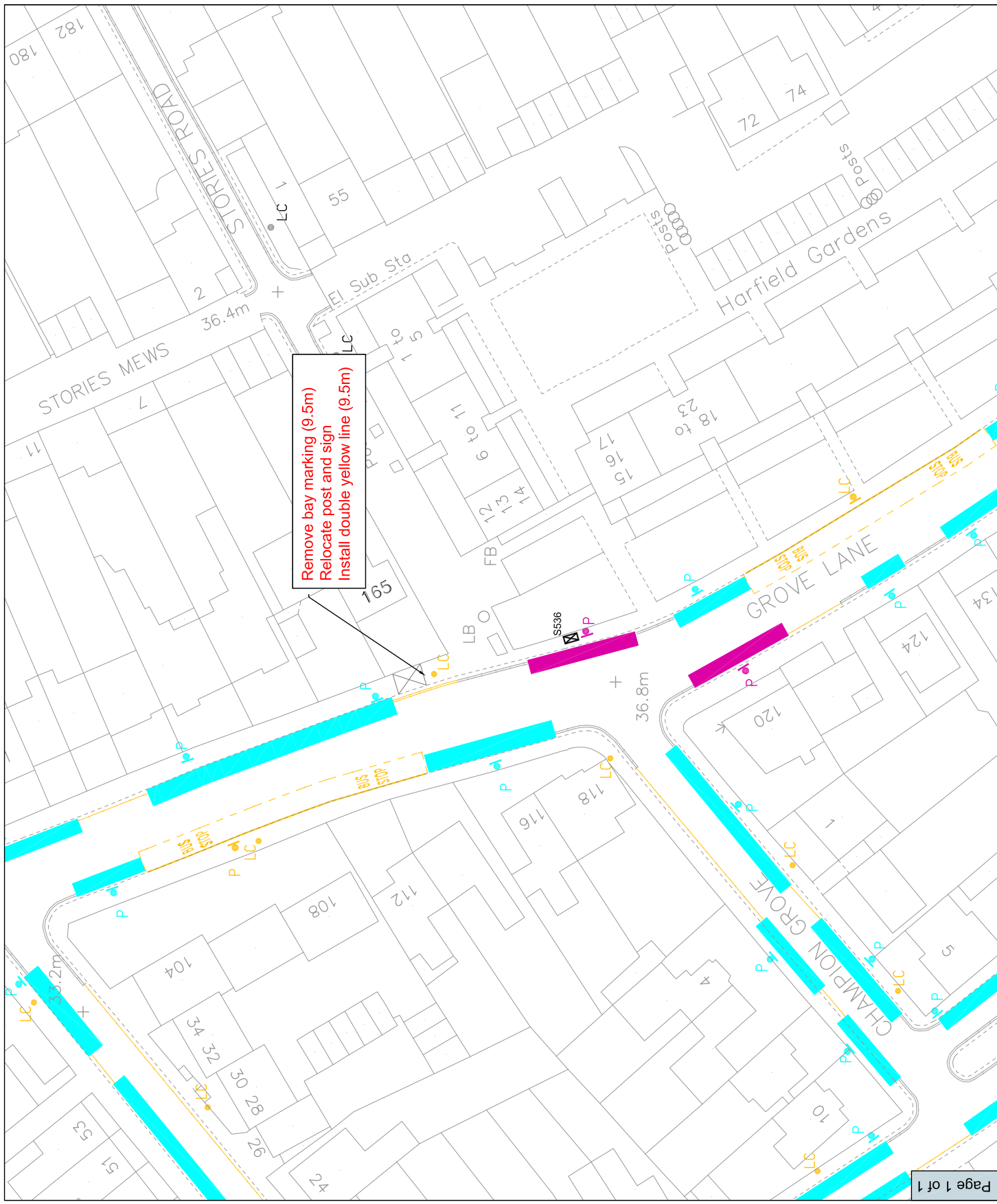
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File Name

L\_AB\_V3.dwg

Drawn	Designed	Checked	Approved
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11/03/13	11/03/13	11/03/13	11/03/13

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Remove bay marking (9.5m)  
Relocate post and sign  
Install double yellow line (9.5m)

**Herd, Michael**

---

**From:** Herd, Michael  
**Sent:** 26 June 2013 10:17  
**To:** [REDACTED]  
**Cc:** traffic orders  
**Subject:** RE: Traffic Orders Officer - Objection - PRP/PD/TMO1314-007

Dear [REDACTED],

Thank you for objection to the Traffic Management Order, Ref PRP/PD/TMO 1314-007, proposed double yellow lines at the junction of Everthorpe Road and Oglander Road.

Your objection will form part of a report that will be presented to the Camberwell Community Council at a meeting to held on 30 September 2013.

The agenda for this public meeting will be published on the council's web site at a date closer to the meeting, [see here](#).

Regards

Michael Herd  
Transport and projects officer  
Public realm projects (Parking design)

---

**From:** [REDACTED]  
**Sent:** 25 June 2013 20:05  
**To:** traffic orders  
**Subject:** Traffic Orders Officer - Objection - PRP/PD/TMO1314-007

Dear Traffic Orders Officer,

**Re Objection to Traffic Management Order Ref - PRP/PD/TMO1314-007**

We noticed from a street notice that it is proposed to put double yellow lines on the corner of Oglander and Everthorpe Roads. We live at 116, Oglander Road which is on the corner of Oglander and Everthorpe Road and therefore we will be affected directly by this measure. The proposal is completely unnecessary given the volume of traffic in this area, which is virtually nil, and we cannot see any reason why this is needed. These streets are used very little by traffic, i.e. mainly local residents only.

We note that the lines are proposed only at one end of Everthorpe Road, and not at the other end at the junction with Oxenford Road as well which seems a piecemeal approach to traffic measures. We understand that this has come about as a result of the street leader for Everthorpe Road complaining about a lorry trying to get round the corner - this has happened very rarely (and we have lived in this house for 17 years), usually when a lorry has got lost; and certainly not on a scale to warrant impacting on the majority of local residents permanently in the way the double yellow lines will.

Given we, the local residents, petitioned strongly against the CPZ last year, to suddenly lose more parking spaces (when the council said after the CPZ they would be looking to improve parking opportunity) is particularly frustrating.

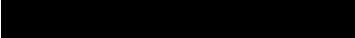
The money spent on this scheme would be better spent on other areas where there are more



serious traffic issues.

In conclusion, we vehemently oppose this proposal and would ask that it is rejected.

Best Regards

 (116, Oglander Road - at the junction of Oglander Road and Everthorpe Road)

**Herd, Michael**

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**From:** Herd, Michael  
**Sent:** 19 June 2013 07:48  
**To:** [REDACTED]  
**Cc:** traffic orders  
**Subject:** RE: PRP/PD/TMO1314-007

Dear [REDACTED],

Thank you for objection to the Traffic Management Order, Ref PRP/PD/TMO 1314-007, proposed double yellow lines at the junction of Everthorpe Road and Oglander Road. You do not have to make any amendment to your objection.

Your objection, points 1 and 2, will form part of a report that will be presented to the Camberwell Community Council at a meeting to held on 30 September 2013.

The agenda for this public meeting will be published on the council's web site at a date closer to the meeting, [see here](#).

Regards

Michael Herd  
Transport and projects officer  
Public realm projects (Parking design)

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**From:** [REDACTED]  
**Sent:** 18 June 2013 18:27  
**To:** Herd, Michael  
**Subject:** Re: PRP/PD/TMO1314-007

Dear Michael Herd

I would like my objections to go through, but slightly ammended. Please would you take out points 3 and 4. Is that ok, or do I need to send an ammended objection myself?

Best wishes  
[REDACTED]

Sent from my iPad

On 18 Jun 2013, at 16:02, "Herd, Michael" <[Michael.Herd@southwark.gov.uk](mailto:Michael.Herd@southwark.gov.uk)> wrote:

Dear [REDACTED],

Thank you for your objection to the proposed double yellow lines at the junction of Everthorpe Road and Oglander Road

*It has been suggested that this would help lorries who get stuck. Well, clearly lorries shouldn't be there, but if they are, with time and patience they can extricate themselves. No lorry has ever been so stuck it has needed a crane!*

The request for double yellow lines, see attached drawing, was made by a local resident as they had concerns with visibility caused by vehicles parking close to the junction. They also have concerns about large vehicles, such as refuse and emergency vehicles, turning at the junction.

*It has been suggested by my neighbours that this action is being taken as requested by one Everthorpe resident. This is quite undemocratic since the neighbours nearer the junction seem to be in opposition to it*

This item was presented at Camberwell community council on 17 April 2013 where local ward members approved the item and we then advertised the traffic management order and as part of that process we carry out a statutory consultation.

I hope this explains the proposal for Everthorpe Road and Oglander Road.

Please advise me if you wish to continue your objection by 27 June 2013. If you do wish to

maintain your objection, an objection report on the Everthorpe Road proposal will be sent to the Camberwell community council for determination.

Regards

Michael Herd

Transport and projects officer

Public realm projects (Parking design)

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

From: [REDACTED]

Sent: 16 June 2013 11:42

To: traffic orders

Subject: PRP/PD/TMO1314-007

RE PRP/PD/TMO1314-007

I would like to object to the double yellow lines suggested for Everthorpe and Oglander roads.

1. I think it will encourage traffic to take the corner faster, as they do at the junction of Oxenford road. Currently traffic slows to get a view. This would be particularly dangerous given the cycle contraflow 2. It has been suggested that this would help lorries who get stuck. Well, clearly lorries shouldn't be there, but if they are, with time and patience they can extricate themselves. No lorry has ever been so stuck it has needed a crane! Also if the way is clearer then it encourages lorries to continue up Oglander rd towards [REDACTED]

Best wishes  
[REDACTED]

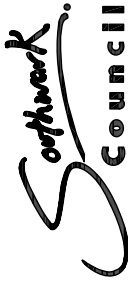
120 Oglander Rd

Sent from my iPad

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<Appendix 3.pdf>

PUBLIC REALM PROJECTS (PARKING DESIGN)



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

**LEGEND**

- Existing double yellow lines
- Proposed double yellow lines

Revision details	By	Date	Suffix
			A
			B

**Project ID / name**  
1213Q4\_LOCAL\_PARKING\_AMENDMENTS

**Drawing title**  
EVERTHORPE ROAD  
PROPOSED\_AAT\_WAITING\_RESTRICTIONS  
Layout

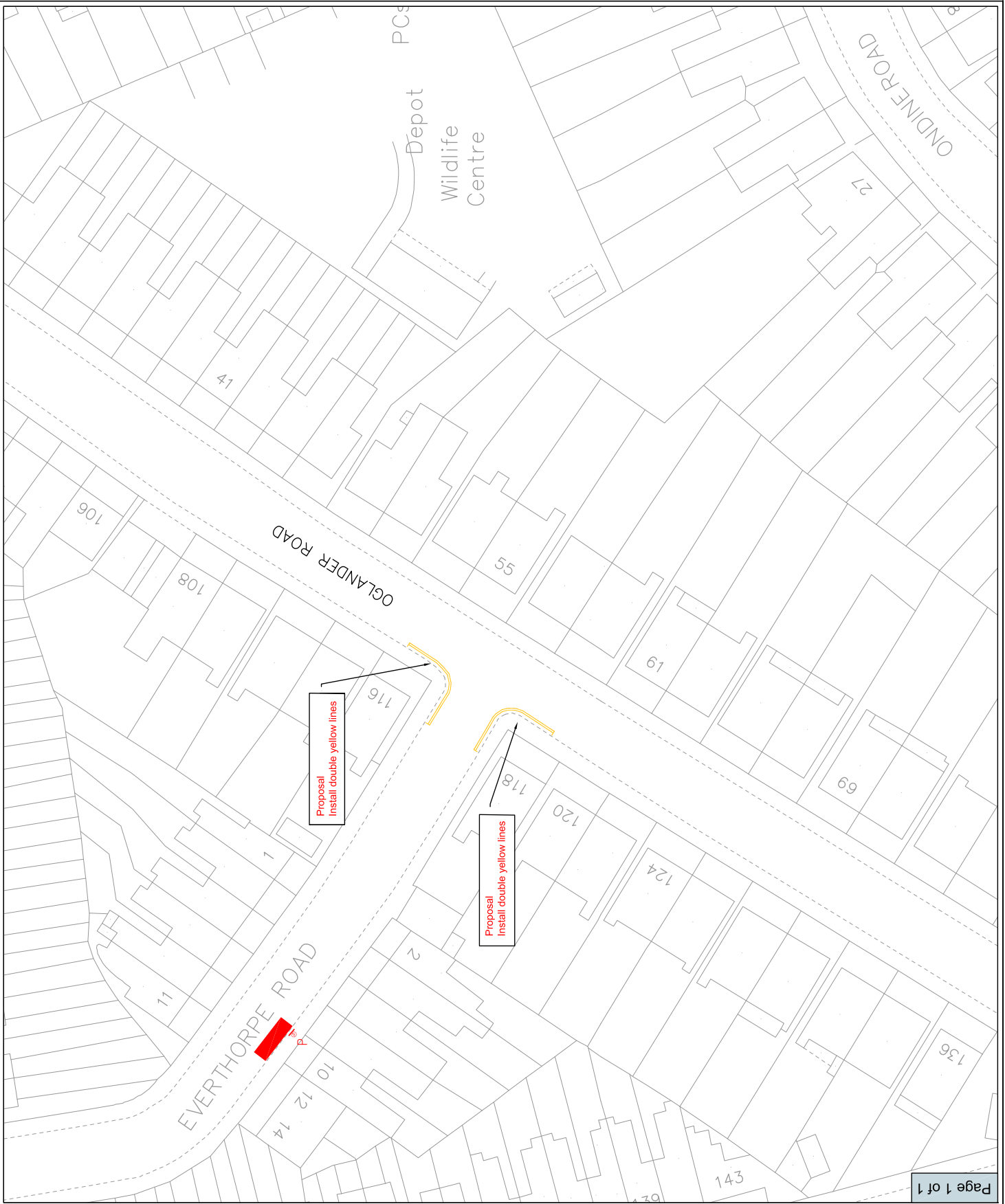
**APPENDIX\_5**

**Scale**  
1:500\_AT\_A3

**File Name**  
1213Q4 Everthorpe Road 028.dwg

Drawn	Designed	Checked	Approved
MH	MH	TW	TW
06/03/13	06/03/13	11/03/13	11/03/13

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