

Peckham and Nunhead Community Council

Wednesday 19 June 2013

7.00 pm

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

Membership

Councillor Cleo Soanes (Chair)
Councillor Althea Smith (Vice-Chair)
Councillor Chris Brown
Councillor Sunil Chopra
Councillor Fiona Colley
Councillor Rowenna Davis
Councillor Nick Dolezal
Councillor Gavin Edwards
Councillor Mark Glover

Councillor Renata Hamvas
Councillor Barrie Hargrove
Councillor Richard Livingstone
Councillor Catherine McDonald
Councillor Victoria Mills
Councillor Michael Situ

Members of the committee are summoned to attend this meeting

Eleanor Kelly

Chief Executive

Date: Tuesday 11 June 2013



Order of Business

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

| Item No. | Title | Time |
|----------|---|---------|
| 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 - 16) | |
| | To agree the minutes of the meeting held on 17 April 2013 as a correct record of the meeting. | |
| 6. | DEPUTATIONS/PETITIONS (IF ANY) | 7.10 pm |
| | The chair to advise on any other deputations or petitions received. | |
| 7. | COMMUNITY ANNOUNCEMENTS AND PRESENTATIONS | 7.20 pm |
| | <ul style="list-style-type: none"> • To note announcements or presentations from community groups • Community safety issues and police updates for Peckham and Nunhead • Information to community councils - complaints policy consultation (papers available at the meeting) • Topics to be discussed at community council for 2013 – 2014 (there will be an opportunity to discuss and vote during the break) | |
| | MAIN BUSINESS | |
| 8. | NUNHEAD REGENERATION PROGRAMME AND IMPROVEMENTS (NUNHEAD GREEN) (Pages 17 - 19) | 7.25 pm |
| | Officer presentation. | |

| Item No. | Title | Time |
|----------|---|---------|
| 9. | WELFARE REFORM CHANGES - FURTHER UPDATE AND FACT SHEET (Pages 20 - 22) | 7.35 pm |
| | There will be an officer presentation. | |
| | Note: | |
| | Please come along to a welfare reform roadshow scheduled to take place on Thursday, 18 July 2013 (time to be confirmed) at the Buchan tenants & residents Hall, Buchan Road, Nunhead, London SE15 3HQ. | |
| | There will be various representatives from the Citizens Advice Bureau, the jobcentre, employment support agency, and representatives from the council's housing, council tax sections and benefits maximisation service and others. | |
| | BREAK AT 7.50 PM | |
| | An opportunity for residents to talk to Councillors and Officers. | |
| 10. | PUBLIC QUESTION TIME (Pages 23 - 25) | 8.00 pm |
| | A public question form is included on page 23. | |
| | 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. | |
| | Responses to public questions received at previous meetings are included on pages 24 to 25. | |
| 11. | COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY | 8.10 pm |
| | 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 Wednesday 10 July 2013. | |

| Item No. | Title | Time |
|----------|---|---------|
| 12. | GORDON ROAD AND HARDERS ROAD - SECOND STAGE CONTROLLED PARKING ZONE CONSULTATION (Pages 26 - 51) | 8.20 pm |
| | Note: This item is an executive function | |
| | Members to consider the recommendations contained in the report. | |
| 13. | LOCAL PARKING AMENDMENTS (Pages 52 - 68) | 8.30 pm |
| | Note: This item is an executive function | |
| | Members to consider the local parking schemes contained within the report. | |
| 14. | CLEANER GREENER SAFER (CGS) CAPITAL FUNDING PROGRAMME (REALLOCATION) (Pages 69 - 72) | 8.40 pm |
| | Note: This item is an executive function | |
| | Members to consider the recommendations contained in the report. | |

Date: Tuesday 11 June 2013

INFORMATION FOR MEMBERS OF THE PUBLIC

CONTACT: Beverley Olamijulo, Constitutional Officer, Tel: 020 7525 7234 or email: beverley.olamijulo@southwark.gov.uk
Website: www.southwark.gov.uk

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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 7234.**



Peckham and Nunhead Community Council

MINUTES of the OPEN section of the Peckham and Nunhead Community Council held on Wednesday 17 April 2013 at 7.00 pm at Rye Lane Chapel (Main Hall), 59A Rye Lane, Peckham, London SE15 5EX

| | |
|-------------------------|---|
| PRESENT: | 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 Renata Hamvas Councillor Barrie Hargrove Councillor Richard Livingstone Councillor Victoria Mills Councillor Michael Situ Councillor Althea Smith |
| OFFICER SUPPORT: | Kevin Dykes (Senior Development Officer) Tanya Barrow (Business Unit Manager, Community Safety Partnership Service) Gloria Brown (Resident Involvement Officer) Jason Vincent (Community Development Officer) Clement Agyei-Frempong (Projects Officer) Marian Farrugia (Community Council Development Officer) Gill Kelly (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 and also the Southwark gymnasts team who gave a performance at the meeting.

Andrew Payne, one of the coaches for the Southwark gymnasts gave a brief introduction and thanked the community council for inviting them to the meeting. He said the club held classes at Camberwell Leisure Centre and Brunswick Park Primary School. The club has 350 members at the moment and they train at least one hour a week, others do more training, usually 7 to 8 hours each week. The club took part in local and national competitions. The coach said he hoped that the members would fulfil their potential by representing Great Britain in future.

The team gave a performance and the chair thanked the Southwark gymnasts team for their performance at the meeting.

2. APOLOGIES

There were apologies for absence from Councillors Catherine McDonald and Gavin Edwards.

3. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

The following members made declarations regarding the agenda items below:

Agenda item 9 – Bellenden one way traffic consultation

Councillor Mark Glover, non pecuniary, concerning Bellenden one way traffic consultation, as a resident of Bellenden Road.

Agenda Item 12 – Cleaner Greener Safer capital funding programme

Councillor Renata Hamvas, non pecuniary, relating to SNUB Garden for Schools, she mentioned that her children were involved in this project at St Francesca Cabrini School.

4. ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT

The chair agreed to accept as late and urgent the supplementary papers that were tabled at the meeting, for the reasons contained within the reports.

Supplemental agenda no.1 had a report on the Community Infrastructure Levy (CIL) project bank list for Peckham and Nunhead, item 16, referred to on the main agenda.

Supplemental agenda no. 2 contained a report on the deputation requests from Bellenden Residents Group & Friends which referred to suggested changes to the Southwark constitution and its procedure rules on disorderly conduct, public question time, deputation requests, and member /officer protocol.

The second deputation request was from representatives of Bellenden Residents Group which related to item 9, Bellenden one-way traffic consultation.

5. MINUTES FROM THE PREVIOUS MEETING

RESOLVED:

That the minutes of the meeting held on 2 March 2013 be agreed as a correct record of that meeting and signed by the chair.

6. DEPUTATIONS/PETITIONS

RESOLVED:

That the deputation requests from residents of Rosenthorpe Action Group & Friends and Bellenden Residents Group be heard.

The chair explained that each spokesperson for the deputation would be given five minutes to speak followed by questions for five minutes. The chair asked the representatives to ensure they kept to the subject matter at hand and not to refer to any individual cases.

Rosenthorpe Action Group

The deputation spokesperson, Mick Barnard addressed the meeting and a summary of the presentation is given below:

The Southwark constitution which referred to member and officer protocol which initially had references on "accountability" detailed under the procedure council rules in the constitution. He asked whether this could be re-inserted and suggested further wording to the council's code of conduct and disciplinary regulations. Mick referred to the council assembly procedure rules on deputations stating that the process needed some fairness. Mick later made reference to a cleaner greener safer project and touched on section 106 contributions.

The chair advised the spokesperson not to make references to any council schemes or individual cases in accordance with the advice that was given earlier.

Jon Gost, the legal officer introduced himself and advised that it would not be acceptable to hear examples of individual cases; it had to be in line with the deputation. At this point Mick Barnard was prevented from concluding his presentation.

Members noted comments from the deputation and stated the points raised at the meeting would be feedback to officers.

Bellenden Residents' Group

The deputation spokesperson, Eileen Conn addressed the meeting and spoke about the residents group which was set up in 2002 and the Bellenden neighbourhood renewal scheme which was formed 13 years ago. The top issue then was traffic and safety improvements in the area as well as traffic flow on Bellenden, Lyndhurst, Holly Grove, Lyndhurst and others within the vicinity.

The spokesperson mentioned that residents had expected a consultation on the one way system in Bellenden Road to see if it was an effective way to address the safety impact. Many of the residents missed the consultation. The spokesperson said she would like members of the community council to work with residents, to discuss and consult on the different traffic flows that would work for the area.

In response to questions, Councillor Hargrove thanked the spokesperson for her deputation and made references to the local implementation plan budget. He said if the scheme could not go ahead this year, he hoped that the Bellenden Residents Group would continue to work with the council in order to achieve the best possible traffic flow scheme

for the area. The deputation representatives agreed to do this. Councillor Glover expressed a view that as a local resident who lived opposite Bellenden Road, there was evidence that the council could undertake a more detailed consultation. Councillor Dolezal said he also fully endorsed the proposal.

The spokesperson for the deputation explained the residents' group had around 850 people on their mailing list; none of those residents were notified about the previous consultation. The group agreed to distribute any information that the council sends to them.

At this juncture, members considered item 9, Bellenden area, traffic management proposal, a briefing paper on this was tabled at the meeting. A council officer was present at the meeting to respond to questions.

Councillor Hargrove stated that in principle a two-way traffic system in the Bellenden area would have been safer as motorists tend to drive slower. It was also beneficial in terms of safety and access. It was noted residents who responded to the questionnaire were in favour of the scheme however some controversial elements of the scheme were strongly opposed by other residents.

Members noted residents' concerns on the above and as such felt the scheme should be reviewed, this included working with Bellenden residents' group and local residents in the adjoining streets.

Clement Agyei-Frempong, Projects Officer in Public Realm said the council are exploring all options in order to take these matters forward.

The chair thanked the speakers for their presentations.

7. COMMUNITY ANNOUNCEMENTS AND PRESENTATIONS

The following announcements were made:

Community safety strategic assessment consultation and 4-year plan

Tanya Barrow from Safer Southwark Partnership (SSP) gave a presentation on the community safety strategic assessment consultation and its 4-year plan. The Safer Southwark Partnership brings together a range of statutory, voluntary and community sector services to work together to reduce crime and disorder and the fear of crime. Details of the consultation were available on the website and copies of the plan would be posted to residents on request.

Tanya referred to the performance review of Safer Southwark Partnership. The priorities highlighted within the plan are:

- Low level violence
- Robbery
- Serious violence, e.g. gangs and weapons
- Violence against women and girls
- Addressing violent offenders

The Strategy highlighted a number of factors which were identified when designing services to reduce the harm caused by youth violence. Tanya responded to questions during the break after she gave an update on local community safety matters

The police representative provided an update on local policing matters and invited those present to attend the next ward panel meeting.

Rye Lane Pocket Places project

Hannah Padgett spoke about a project called Pocket Places an initiative of Sustrans, the sustainable transport charity. Hannah an employee of Sustrans said she would be working alongside the council on this scheme. The project aimed to support and encourage residents, local people, community groups and businesses to collaborate to develop temporary or semi-permanent activities in unused sites or pockets along the length of Rye Lane. The interventions could be anything from food growing to film screenings and local people would be encouraged to join forces as they develop and run the Pocket Places.

In addition the aim of the project was to support the physical and mental wellbeing of local people by encouraging community connections, physical activity through increased cycling and walking and reduced dominance of motor traffic along Rye Lane. The project would run until December 2014 with the hope that some of the interventions would become permanent.

A workshop was held on 11 May 2013 at Rye Lane Chapel, 59A Rye Lane, SE15 5EX. People had an opportunity to support and create ideas.

For more information contact hannah.padgett@southwark.gov.uk or telephone 020 7525 0765

343 bus campaign

An announcement on the 343 bus campaign was made at the meeting. The 343 bus route runs through Peckham and Elephant & Castle. The chair said there had been concerns about the limited number of TfL buses that serve this route. As a result, members wanted to assert pressure on TfL so this situation could be reviewed.

A public meeting would be held on 18 April 2013 at St Luke's Church Hall, Chandler Way, Peckham, to highlight these concerns.

Zumba Dance Classes

Jason announced Zumba and hip-hop dance classes take place every Wednesday between 4.30 pm until 5.30pm for under 12s' at Harris Academy, Peckham.

There were classes between 5.30pm until 6.30pm and 6.30pm until 7.30pm for adults and older people. Any one interested could contact the school.

8. **DULWICH PROJECT - HEALTH SERVICES CONSULTATION IN PECKHAM AND NUNHEAD**

Colin Beesting, from NHS Southwark was present to highlight the consultation that was under way about the improvement of health services in Dulwich and the surrounding areas. He said the local NHS, led by GPs and other healthcare professionals were consulting on services that residents get from their GP. This would not include hospital services just the organisation of health services in a different way. He said Camberwell, Dulwich and Herne Hill and Peckham north and south seemed to have problems with the access of services.

Colin asked residents for their views and suggestions on how these proposals could be improved, or any other alternative suggestions people might have in addition to their proposals.

As part of the proposals, people are being asked about what kind of services would they want delivered in a GP practice. Colin explained the full document on improving GP and community healthcare in Dulwich and the surrounding areas was available to download on the council's website <http://www.southwarkpct.nhs.uk> and requests made by post on free phone number 0808 178 9055.

Everyone at the meeting were also encouraged to attend consultation meetings in order to express their views on 30 April 2012 at 7.00pm and 22 May 2012 at 2.00pm at St Barnabas Church, Dulwich, SE22.

The officer was also available to speak to people during the break.

The chair thanked the speaker for his presentation.

9. **BELLENDEN ONE WAY TRAFFIC - CONSULTATION**

This item was considered under item 6, deputations and petitions.

10. **HOUSING COMMISSION CONSULTATION**

Kevin Dykes, Senior Development Officer in Housing and Community Services presented this item, explaining that it was part of a larger consultation exercise which looked at future housing plans in Southwark. This consultation was designed to inform the community about decisions such as, who should council housing be for, how should it be maintained and who should manage it.

The council would be holding a number of community conversations in the borough. People were encouraged go along and have their say. Information of dates and locations was available on the council's website.

Kevin asked those present to participate in a poll split according to wards in the Peckham and Nunhead area with the aid of voting buttons. Some of the questions are below:

Question

Who should receive council housing as a priority?

Feedback

Out of the options given, the majority of those that took part in the voting said working households on low income should be given priority.

Question

Southwark council should have the same level of council housing but of low quality, or less council housing that is of good quality, or less council housing but generally of high quality?

Feedback

Out of the options, the majority indicated that there should be less council housing than it currently has which should be of good /high quality.

Question

Where housing services are provided by external organisations, tenants, leaseholders should social landlords or those mentioned have a role in managing housing services?

Feedback

Out of the options, the majority that voted strongly disagreed with external organisations having a role in monitoring housing services.

Question

Should the council do all it can to increase the number of housing estates and have individual blocks run by tenant management organisations?

Feedback

The overwhelming majority agreed with this proposal.

The chair thanked officers for their presentation and those that took part in the voting.

11. CLEANER GREENER SAFER (CGS) REVENUE FUND 2013

Note: This item is an executive function

Members considered the information in the report.

RESOLVED:

That the allocations of cleaner greener safer revenue fund for the following applications be approved:

| Proposal name | Reference | Funding Awarded |
|---|-----------|-----------------|
| To provide additional street cleaning to: <ul style="list-style-type: none"> • Commercial Way Bridge Area around the shops. • Peckham Hill Street to Sumner | 300130 | £3,030 |

| | | |
|--|--------|---|
| Road. • Bird in Bush to Friary Road including Ledbury Street. | | |
| Marmount Road Improve the lighting by installing new 'white light' lanterns. | 300125 | £11,200 |
| Pempeople bike project To be delivered in both Livesey and Peckham wards in Leyton Square and Bells Gardens on the basis that evidence is provided that the project will serve residents living in both wards. | | £2220 - Peckham £2191 – Livesey (Note total: £4411) |
| Unwin and Friary TRA youth football club for boys and girls To fund one coach to set up a youth football club and deliver sessions and for both boys and girls on the Unwin and Friary estate on the basis that evidence is provided that sessions will be delivered to mixed gender, or single-sex or female and male. | 172939 | £1560 |
| To provide additional street cleaning to: • Meeting House Lane shops from Kincaid Road to Montpelier Road. • Old Kent Road to Maismore Street. • Queens Road front line shops from Carlton Grove to Asylum Road. | 300128 | £6249 |
| SNUB Gardening For SNUB to work with St Francesca Cabrini primary school to encourage children to grow their own vegetables from pot to plate. | 30012 | £2420 (Note total: £4670 = £2250 capital and £2420) |
| Eco-Gardening Project For users of Stepping Stones, a learning disability community group to | 172516 | £1700 (Note total: £2500 = £800 capital and £1700) |

| | | |
|---|--------|--|
| learn about eco gardening | | revenue |
| Brenchley Gardens environment To enhance estate with planting of trees, shrubs, bulbs. | 172960 | £1200 (Note total: £12,000 = £10,800 capital and £1200 revenue) |
| Peckham Rye Adventure Centre Bike/Cycle Project | 172562 | £4800 (Note total: £8040 = £3240 capital and £4800 revenue) |
| Additional Street Cleaning Rye Lane | n/a | £9090 |
| Additional Street Cleaning Peckham High Street South | n/a | £3030 |
| Clifton Estate activities | n/a | £1000 |
| Nunhead Festival Contribution towards the Nunhead Village festival | n/a | £10460 |
| Street Cleaning Evelina Road From the junction of Consort and Evelina Road to the junction of Evelina and Hollydale, up to Hollydale and Gibbon Road to the junction of Gibbon and Oakdale Road, including the retail area and the school on Hollydale Road and Nunhead train Station. | n/a | £7960 |
| Edible Hedging & Natural Play on Brayards Estate | 173222 | £1580 |

12. CLEANER GREENER SAFER (CGS) CAPITAL FUNDING PROGRAMME 2013 - 2014

Note: This item is an executive function

Members considered the information in the report.

RESOLVED:

That the allocations of cleaner greener safer capital programme funding for the

following applications be approved:

| PECKHAM WARD | |
|---|------------------------|
| Proposal Name | Funding Awarded |
| Marmont Road garden lighting improvements | £6000 |
| Bradfield Club Japanese Knot-free Gardens (removal of knotweed) | £2160 |
| Sumner Estate bike locker | £1000 |
| Cleanup and reinstate hoarded Area behind Andoversford Court West into the garden | £300 |
| Refurbishing the circular bench on the Bells Gardens Estate | £3000 |
| A Safer Bells Gardens (Community Garden) | £3900 |
| Bells Gardens Community Boards | £6500 |
| Installation of a new greenhouse at Bonar Road Allotments Education Project | £5850 |
| Landscaping of Peckham Square | £14,200 |
| Refurbishment of children's play area on Pentridge Street | £28,054 |
| Repair of Peckham Square mosaic sculptures | £10,800 |
| Ann Bernardt nursery school and children's centre - environmental improvements (removal of japanese knotweed) | £2160 |
| Marmont Road Staffordshire Street lighting improvements | £5600 |
| Total £89,524 | |

Note: Marmont Road CGS proposal had been withdrawn and replaced with Staffordshire street lighting improvements.

| LIVESEY WARD | |
|---|------------------------|
| Proposal Name | Funding Awarded |
| Clock restoration Caroline Garden's chapel | £10,660 |
| Kings Grove Signage (standard road signage) | £520 |
| Cycle Safe at Caroline Gardens (bike lockers) | £6500 |
| Communal area on Friary Est. between Royston & Aylesbury Houses - staggered gates | £2990 |
| King's Grove Community Garden Rainwater Harvester & Shelter | £1080 |
| Battle and Caversham community garden - gate and hedging | £3900 |

| LIVESEY WARD | Funding Awarded |
|---------------------|------------------------|
| | |

| Proposal Name | |
|--|---------|
| Bromyard Play Area Scheme (additional funding for 2012/13 project) | £24,222 |

Total £49,872

| THE LANE | |
|--|------------------------|
| Proposal Name | Funding Awarded |
| Bournemouth Close lighting | £18,200 |
| McDermott Grove Garden | £9000 |
| Frontage of 12-18 Kirkwood Road | £10,000 |
| Atwell Landscape Renewal & Restoration Project | £8500 |
| Russell Court Sheltered Housing Unit Garden | £5000 |
| COBY Chill out back yard | £6500 |
| Emerald Isle | £5000 |
| Getting the clock working again at former Jones & Higgins in Peckham Town centre | £8000 |
| Restoring the lost Grand Stair at Peckham Rye Station | £10,000 |
| Table Tennis for All in Harold Moody Park | £5500 |
| Lighting in Holly Grove Shrubbery | £7674 |

Total £93,374

| PECKHAM RYE | |
|---|------------------------|
| Proposal Name | Funding Awarded |
| Rye Hill Community Hall refurbishment. | £30,000 |
| Brenchley Gardens Bike Lockers | £11,000 |
| Completion Repaving Kelvington Road Walkways | £15,000 |
| East Dulwich support for Peckham Rye Adventure Playground | £8000 |
| Tree stump | £2500 |
| SNUB Gardens for Schools 2013 | £2420 |
| Eco-Gardening Project in Nunhead | £800 |
| Peckham Rye Adventure Centre Bike/ Cycle Project. | £3240 |
| Brenchley Gardens environmental improvements | £10,800 |
| Unallocated | £10,064 |

Total £83,760

| NUNHEAD | |
|---|------------------------|
| Proposal Name | Funding Awarded |
| Refurbishment of St Mary's Rd and Dundas Rd, Community Garden | £5200 |
| Montague Square play and relaxation park | £24,000 |
| Football cage in Cossall Park | £12,500 |
| Improved security lighting and beautification of Honiton Gardens. | £26,000 |
| Nunhead Mosaic Map and public realm schemes | £27,324 |
| Daniels Road play area | £2300 |
| Edible Hedging & Natural Play on Brayards Estate | £8850 |
| Total £106,174 | |

13. PUBLIC QUESTION TIME

The following public questions were submitted at the meeting:

Q1 from residents of Underhill Road

Residents of Underhill Road are concerned about speeding vehicles in Underhill Road and the danger these pose to us particularly local children. There are only two signs in the whole of Underhill Road to indicate that this is a 20mph zone. Please could the community council support our campaign for more signs on Underhill Road?

Action: Question referred to the environment and leisure department and proposed walk about with local ward councillors, Councillors Hamvas, Edwards and Mills.

Q2 from Rye Village Residents Association

In light of the reported flaws relating to the design, budget and management of the Solomon's Passage Project part financed by CGS, can the Chair of the Community Council please state the reasons why the Community Council took the decision with the Public Realm Manager to implement the Solomon's Passage Project rather than simply noting "it needs to be implemented"?

Action: Question referred to the environment and leisure department.

Q3 from Rye Village Residents Association

Will the Chair of this Community Council and Chief Officer responsible for Environment & Leisure Services please let the Community Council know whether you agreed the current joint CGS/S106 Solomon's Passage Project public realm variations and it's new budget from 2010 to the present date; if so please state how you reached this decision and state

your reasons why, whom did you consult with over it, and on what date did you make this decision so it can be publicly scrutinised?

Action: Question referred to the environment and leisure department.

Q4 from Southwark Travellers Action Group

On Brideale Close, residents are unhappy that an old electrical outtake unit has not been removed. The unit poses health and safety risks and encroaches on one resident's home-blocking out natural light. Residents have also made complaints about broken letterboxes and badly done sleeping policemen?

Action: Question referred to the Southwark travellers' officer, housing and community services department.

Q5 from Mick Barnard

On the 20 December 2012, I met with the Chief Executive, the Strategic Director of Finance & Corporate Services and Councillor Livingstone about a number of issues which date back to 3 years ago. I was promised a response in relation to those issues could you please let me know when would I receive that response?

Action: Councillor Livingstone apologised to the questioner for the delay and explained a response on those issues would be sent to him soon.

Q6 from local residents

Is there any progress concerning cleaner greener safer funding that was awarded to the Wickway Court in regard to the flooding?

Action: Officers in environment and leisure to report back on all cleaner greener safer projects that had not yet been implemented in order to know what the issues are.

Q7 from local resident

Coaches free parking along Vauxhall Bridge Road – Councillor Hargrove agreed to speak to the questioner after the meeting to discuss the best way forward on this.

Q8 from local resident

TRA Halls utility bills: Each TRA were informed that any aspects of bills were covered by the council with the exception of electricity bills, please could you confirm that in future TRAs would be asked to pay their own electricity bills from April 2013.

Councillor Colley explained that the current arrangements were being reviewed. Every TRA had a different lease, tenancy agreement or nothing at all. Some TRAs paid their own utility bills and others did not. The current situation had to be reviewed for this reason to ensure everyone was on a fair footing and it was needed for clarity as well. She fully understood that it was not a fair situation for some TRAs.

In response to the question on TRAs Mick stated that the same matter arose a few years

ago; he explained the estate in question did have a lease and therefore were not required to pay for their electricity bills.

14. COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY

The meeting noted that a response to the community council question relating to the government's welfare reform changes submitted on 2 March 2013 to council assembly on 27 March 2013 was attached (listed under item 14) of the agenda pack.

The chair announced the submission of community council questions to council assembly would be deferred until the next meeting on 19 June 2013.

15. LOCAL PARKING AMENDMENTS

Note: This item is an executive function.

Members considered the information in the report.

RESOLVED:

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

- Kirkwood Road installation of one disabled persons' (blue badge) parking bay.
- Wood's Road installation of one disabled persons' (blue badge) parking bay.
- Hollydale Road – the existing school keep clear outside St Thomas the Apostle College is made mandatory.
- Green Hundred Road – the unrestricted free parking bay be converted to 30 minute time restricted free parking bay outside Lewes House.
- Amott Road installation of double yellow lines at its junction with Fenwick Road.
- Blakes's Road installation of double yellow lines at the following locations:
 - a. adjacent to the crossover leading to the car park of Granville Square.
 - b. adjacent to the crossover leading to the 4 off-street spaces located between the blocks of Nos. 1 to 12 and Nos. 49 to 72 Granville Square.

16. COMMUNITY INFRASTRUCTURE LEVY (CIL) PROJECT BANK LIST

Note: This item is an executive function.

Members considered the information in the report.

RESOLVED:

That the following CIL list of projects be approved:

- Improvements to the shop fronts of Peckham High Street.
- Resurfacing St James the Great path by the school.
- Improvements to the green space and lighting around St James the Great pathway.
- Lighting improvements to the rear of the Weatherspoon pub of Peckham Square.
- Improve grass area and lighting behind Peckham Library.
- Lighting improvements along Surrey Canal footpath.
- Improvements to Cossall Park including the restoration of areas previously annexed to Tuke School.
- Environmental improvements to Nunhead Green.
- Public art and lighting projects on Evelina Road and Nunhead Green.
- Access improvement works to Nunhead Station, including step free access from a new entrance on Evelina Road.
- Clean up brick work of the railway viaduct over Evelina Road.
- Improvement works (lighting and clean brick work) to railway bridge over Gibbon Road.
- Improvements to the footpath surface of the Brockley footpath from Linden Grove to Limesford Road.
- Zebra crossing on Lausanne Road near junction with Belfort Road to serve route from Nunhead to Edmund Waller Primary School.
- Shopfront improvements in Nunhead.
- Environmental improvements to community garden on the corner of St Mary's Road and Dundas Road.

The meeting ended at 10.00pm

CHAIR:

DATED:

NUNHEAD
CORNER

www.lovenunhead.co.uk
@village_tweet

PUTTING THE VILLAGE BACK INTO NUNHEAD

Hello everyone

We are ready to kick start the design for Nunhead Green and are holding a consultation event between 12 noon and 4pm on 4th May at Nunhead Corner with AOC architects. I will also be opening Nunhead Corner until 8pm on Tuesday the 7th for you to visit and discuss your aspirations for the green. These sessions will build on feedback we have previously received about the green and starts an intensive phase of design and consultation to develop a masterplan and phase 1 works programme for delivery early next year. We know the green is important to local people for many reasons and we need to make the space work better and strengthen the connections to the high street and new community centre site. So drop in on either day and talk through your ideas for making Nunhead Green even better!

Jillian Houghton
Southwark Council



Nunhead Green improvements

Saturday 4 May 12 noon to 4pm
Consultation with AOC architects
Nunhead Corner
26 Nunhead Green

Tuesday 7 May 10am to 8pm
Nunhead Corner
26 Nunhead Green

Information will also be available on
www.lovenunhead.co.uk/regeneration/

SUPPORTED BY

MAYOR OF LONDON

Southwark
Council

Shop Fronts

The first four shops have had their festoon lighting installed and with 22 shops signed up we look set to transform the evening appearance of the high street. The remaining shops will have the lights included in the main shop front works contract starting this September.

As you know Jan Kattein and his team are delivering the shop front improvement scheme.

www.jankattein.com

www.brandinglab.co.uk



Proposals developed to date look great and shortly they will be finalised and agreed with shop owners to confirm exactly what works are taking place.

To ensure that Nunhead as a whole and most shops benefit we are not just selecting a small number of units and doing a complete shop front replacement. Works are being prioritised based on a shop front condition survey and what is practically needed. Shop owners are also being invited to extend their works through financial contributions.

The analysis of the high street along with strategic options are on display in Nunhead Corner and on the regeneration pages at www.lovenunhead.co.uk We have had a great response from people coming to view the information and initial conversations with shop owners are also very positive.

Nunhead's Pop Up Shop: Nunhead Corner

Nunhead Corner is open every Tuesday from 10am until 6pm.

Currently, the premise is a consultation base for all the Nunhead Outer London Fund (OLF) projects to make it easy for you to find out what is happening and give your feedback on proposals. Our current major consultation subject is the improvements to Nunhead Green with a consultation event on 4th and 7th May. How can we make Nunhead Green better for Nunhead?

The long awaited pop up shop call for proposals is set for Friday 3rd May with the first tenancy set for July. The application document will be available in Nunhead Corner, on www.lovenunhead.co.uk or I can email you directly. Successful applicants will enter into a tenancy at will with Southwark. This is a really exciting opportunity for local start up businesses, social enterprises or community uses to trial their business model for a short term tenancy. So get your entrepreneurial hats on and proposals ready!

www.lovenunhead.co.uk

Online forms have been added to the website so if you want your event, high street business or community group to be included you can fill in the required information and be added to the website.

Nunhead Festivals

Discussions are underway to finalise the Nunhead Festivals programme bringing together some exciting proposals and a good mix to celebrate all that is Nunhead. We have also been awarded some additional festival funding from the Peckham & Nunhead Community Council ensuring great range of activity for you to enjoy. Successful applicants will deliver their events with some support through the OLF programme and the Council. This is a great opportunity to add to the festivals you currently enjoy with the aim to run the new events in the years to come.

Lighting

The bridge lighting installation will get underway next week, 29 April.

Electric Vehicle point

The new point outside Nunhead Corner is a part of the Source London network which costs a £10 membership per year and entitles member to use all Source points in London and the Source East (East of England). Full details and real time information is available on www.sourcelondon.net.

Garden walls on Evelina Road

Phase 2 of the environmental improvements replacing the front garden walls on Evelina Road will start after Easter. There are 15 properties involved which will bring about a great outcome for the street.

Road Resurfacing

Design of the drop kerbs on the northern footway of Evelina Road is being undertaken and I will confirm when the works are programmed.

Signage and Notice Boards

The project team are looking at three initial locations for visitor signage to help people arriving in Nunhead to get between the station, the cemetery and the high street. We will also be looking at upgrading the community notice boards where possible.

Bags for Life

The I Nunhead bags complete with their map of the village are available at Nunhead Corner and from your local retailers. Wear it with pride and remember to shop local and support your local businesses!

If you want to be added to our mailing list or have any questions or comments please get in touch.

Events and activities in your community

IGNITION

Courses to help you find a job: CV writing, interview practice and learning about what the employer is looking for. Courses are free and run between 23 April and 4 June, 10am to 12.30pm at the Salvation Army Hall on Nunhead Green. Call 020 7639 7292 or email nunhead@salvationarmy.org.uk for more information.

SE15 Young Filmmakers Competition - Call for Entries

The 2013 SE15 Young Filmmakers Competition invites young people to make and submit short films inspired by the neighbourhoods and communities of the London SE15 postcode.

The competition, organised by the Free Film Festivals community group, calls for young people to express their own creative responses to the theme of "My SE15: People and Places", with the opportunity to share their films in a public screening during this year's Peckham and Nunhead Free Film Festival. Every film accepted into the competition will be shown during the festival, and shortlisted films will also be screened during the awards ceremony on the big screen at the Peckhamplex cinema.

The competition has two age categories: 11 to 17 and 18 to 25, with prizes for the best animation, documentary and drama in each age group. The closing date for this year's competition is **1 August 2013**.

Full details and entry forms are available at: www.freefilmfestivals.org

Jillian Houghton
jillian.houghton@southwark.gov.uk
 0207 525 5414

Anne Bernard
anne.bernard@southwark.gov.uk
 0207 525 1659.

The big Welfare benefit changes in 2013

From April 2013, the Government is significantly changing welfare benefits and services, including those provided through Southwark council. Thousands of people in Southwark will be affected by these changes and some will receive less help as a result.

With so much happening, it is important to know what the changes mean and where to go for advice. Here we explain the big changes happening in 2013.

Benefits Cap

What is changing?

A cap on the total amount of benefits, including housing benefit a household can receive has been introduced from April 2013. Southwark residents will start to be affected from August 2013. By September 2013, the Benefits Cap will apply in all parts of the country

What does this mean?

- For couples, families and lone parents, the **total** amount you can receive from one or more of these benefits is **£500 per week**
- For single people the **total** amount is **£350 per week**

If you are receiving more than the amount above, your **Housing Benefit** will be reduced to bring your total benefit income down to the Benefit Cap level. Those affected will be contacted directly by the Department for Work and Pensions.

Further information can be found on the council's website or by contacting the council's directly on 020 7525 1800.

Size criteria in social housing

What is changing?

Housing benefit for working age people living in the social sector (council and housing association properties) will only be paid according to the needs of their household.

What does this mean?

If your accommodation is larger than your housing needs, you may receive less money each week and you will be responsible for paying the difference between your rent and the amount of housing benefit you receive. Any tenant with at least one spare room will be affected. The reduction will be:

- 14 per cent for one extra bedroom
- 25 per cent for two extra bedrooms.

People of pension age will not be affected by these changes.

What should you do?

Further information can be found on the council's website or by contacting the council's directly on 020 7525 1800 to see if you are affected.

Council Tax Reduction Scheme

What is changing?

Council Tax Benefit has been abolished from April 2013. Local authorities have been asked to develop a scheme to support residents on low incomes. The government has also reduced the funding available for the scheme. Southwark Council has developed a Council Tax Reduction scheme.

What does this mean?

The maximum amount of support anyone of working age will receive is 85 per cent of their Council Tax bill.

If you are working age, currently receive Council Tax Benefit and have not paid Council Tax before, you will now have to pay at least 15 per cent of your Council Tax from 1 April 2013.

Southwark Council will no longer pay Second Adult Rebate to working age claimants from April 2013.

If you are a pensioner you will be unaffected by these changes, so you will not see a reduction in the amount of support you receive.

What should you do?

If you have any queries about the new scheme or want to discuss your payment options, you can contact the council on 020 7525 1880. More information is available on the council's website

A drop in Council Tax debt advice clinic is available on the first Tuesday of the month from 5-7pm at Bermondsey CAB, 8 Market Place, Southwark Park Road, SE16 3UQ.

Do not ignore your Council Tax bill as non-payment may lead to court action and additional charges.

Disability living allowance

What is changing?

Disability living allowance (DLA) is being replaced by a new benefit called personal independence payment (PIP) for people aged 16 to 64 (from June 2013).

What does this mean?

You will not automatically be entitled to PIP. You will need to apply for it. It will be based on how your health or disability affects your ability to live independently. New claims for PIP will be taken from June 2013. From 2015, people of working age (16-64) who are getting DLA will be written to and asked to complete a new claim form, and in most cases attend a medical assessment. If you do not respond, your DLA will stop being paid.

However, you will be invited to claim PIP earlier if there are changes in how your health condition or disability affects you, or you reach the end of your Disability Living Allowance award. You can find out more about PIP and when you will be affected by the changes by contacting the DWP.

What should you do?

If you receive DLA, be aware that you will be invited to claim PIP soon and your DLA will stop at this point. Respond to the DWP letter - your payments will stop if you do not.

Universal Credit

The Government plans to introduce Universal Credit as a new single payment replacing the following benefits:

- Housing Benefit
- Income-based Jobseeker's Allowance
- Income-related Employment and Support Allowance
- Income Support
- Child Tax Credits
- Working Tax Credits

When will Universal Credit be introduced?

Universal Credit will be introduced in October 2013: New claimants will make claims for Universal Credit from October 2013, while claims for existing benefits and credits will be gradually phased out. From April 2014, all new claims will be for Universal Credit and which include payments for new Housing Benefit claims

If you currently claim the above benefits, you will be gradually moved onto Universal Credit by the end of 2017

What is different about Universal Credit?

The main differences between Universal Credit and the current system are:

- Universal Credit will be available to people who are in work and on a low income, as well as to those who are unemployed
- Most people will apply online and manage their claim through an online account
- Universal Credit claimants will receive just one monthly payment in arrears, paid into a bank account
- Everyone on Universal Credit will need to have a bank account, as Universal Credit will be paid into a bank account.
- Support with housing costs will go direct to the claimant as part of their monthly payment rather than to their landlord

What should you do?

You can keep up to date with the latest information through the DWP. They will write to you when it is time for you to move to Universal Credit.

Pensioners will not be affected by any the changes listed above.

Further information on the changes to the welfare benefits system is available on the council's website. If you are worried that you might be affected by any of these changes, visit the one stop shops or local advice centre.



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

**Feedback on issues - Peckham and Nunhead Community Council on
Wednesday 17 April 2013**

| Question | Responses |
|---|--|
| <p>Question 4 Southwark Travellers Action Group</p> <p>On Brideale Close, residents are unhappy that an old electrical outtake unit has not been removed. The unit poses health and safety risks and encroaches on one resident's home- blocking out natural light. Residents have also made complaints about broken letterboxes and badly done sleeping policemen</p> <p>Question 9 (submitted after the meeting) Local resident - Kingfisher House, Pelican Estate</p> <p>Subject: Housing rent and council tax payments</p> <p>There seems to be a general problem with housing tenants that pay their rent and council tax by direct debit which is the preferred payment option of the council. However when the rent account goes into credit, residents are unable to claim back or receive a refund on the money owed. <u>Why does this happen?</u> Residents should be able to receive a refund when there are overpayments on an account.</p> <p>Please explain what the procedure is for this?</p> | <p>Response to question 4:</p> <ol style="list-style-type: none"> 1.The Southwark travellers officer is aware of this issue and has advised residents of the work being undertaken to resolve it. The electrical intake cupboard is not the property of Southwark Council and officers continue to liaise with the relevant organisation to get it removed as soon as possible. 2. In terms of the broken letter boxes, the Gypsy and Traveller officer will conduct a site visit to identify the issues, ensure that letter boxes are checked on all future site visits and work with residents to request any necessary repairs. 3. In relation to the sleeping policeman, this work was undertaken as part of the site refurbishment in 2008. All works in relation to the refurbishment of the site were completed as per the specification for the agreed works and signed off by the consultant engineer at the time, with no defects reported. <p>Response to question 9: All residents can request a refund of the credit on their rent account. The procedure is as follows:</p> <ol style="list-style-type: none"> 1 The request must be submitted by the tenant and be supported by the tenant's signature. In the case of a joint tenancy both signatures are require. If the request is submitted by a carer or relative of the tenant; documentation must be provided that they are able to act for the tenant or the request must be supported by the tenant's signature. 2 Once the request is received a letter will be sent to the tenant confirming receipt and the time scale of 6-8 weeks for completion. 3 If the tenant is in receipt of Housing Benefits the request will be sent to the HB team for verification that the credit can be refunded back to the tenant. 4 Once verification is received the credit is deducted from lworld and a vendor request is sent to the Payments Team to create a new vendor on Sap (our payments system). |

| | |
|--|---|
| | <ol style="list-style-type: none"><li data-bbox="762 230 1485 327">5 If Housing Benefits deny the request due to an overpayment on the account the tenant will be written to and informed of this.<li data-bbox="762 344 1485 477">6 Once the vendor has been created a payment will be created and authorised on SAP for payment. The Payments Team will then release the payment via cheque or BACS. |
|--|---|

| | | | |
|------------------------------------|--------------------------------|--|--|
| Item 12. | Classification: Open | Date: 19 June 2013 | Meeting Name: Peckham and Nunhead Community Council |
| Report title: | | Local parking amendments Gordon Road and Harders Road second stage parking zone consultation | |
| Ward(s) or groups affected: | | Nunhead Ward | |
| From: | | Head of Public Realm | |

RECOMMENDATION

1. It is recommended that Peckham and Nunhead Community Council approve the position and type of parking bays and restrictions for Gordon Road, Harders Road and Nazareth Gardens (as an extension of Peckham B parking zone), as detailed in Appendix 1, subject to the outcome of any necessary statutory procedures.

BACKGROUND INFORMATION

2. This report makes recommendations on the position and type of new parking signs and road markings associated with the introduction of a parking zone in Gordon Road and Harders Road.
3. Part 3H paragraph 16 of the Southwark Constitution sets out that decisions relating to the introduction of traffic signs and road markings are reserved to the community council for decision.
4. A new parking zone was approved for Gordon Road and Harders Road, subject to this second stage consultation, by the Cabinet Member for Transport, Environment and Recycling in June 2012.
5. The decision to introduce a new zone was taken following a 1st stage (in principle) consultation carried out in November 2011 (see background documents). Residents and businesses were consulted on parking matters in roads south of Queens Road, primarily if they supported the introduction of a parking zone.
6. The second stage (detailed design) consultation was carried out in April and May 2013. Residents and businesses were consulted on a proposed parking layout, primarily if they supported or had any comments on the type and position of the parking bays.
7. A consultation pack, initial design and questionnaire was sent out in the post, on 18 April 2013, to every property within the consultation area. The total distribution of the document was 211.
8. Additionally, key stakeholders were written to and given opportunity to comment.

9. The pack also included a freepost envelope to return completed questionnaires to the council. Recipients of the pack were also given a website address to complete the questionnaire online.
10. Street notices were erected in Gordon Road, Harders Road and Nazareth Gardens on 22 April 2013. The notice provided contact details (telephone and email) for more detail on the consultation.

The last date for responses was detailed as 13 May 2013.

KEY ISSUES FOR CONSIDERATION

11. Full detail of the consultation strategy, results, options and analysis can be found in the "Gordon Road and Harders Road Second stage parking zone consultation report" (appendix 2) but the key issues are summarised in the following paragraphs.
12. The second stage public consultation yielded 32 returned questionnaires from within the consultation area, representing a 15 % response rate, this is an increase 8% when comparing to the first stage consultation.

Figure 1 details the overall response to the headline questions.

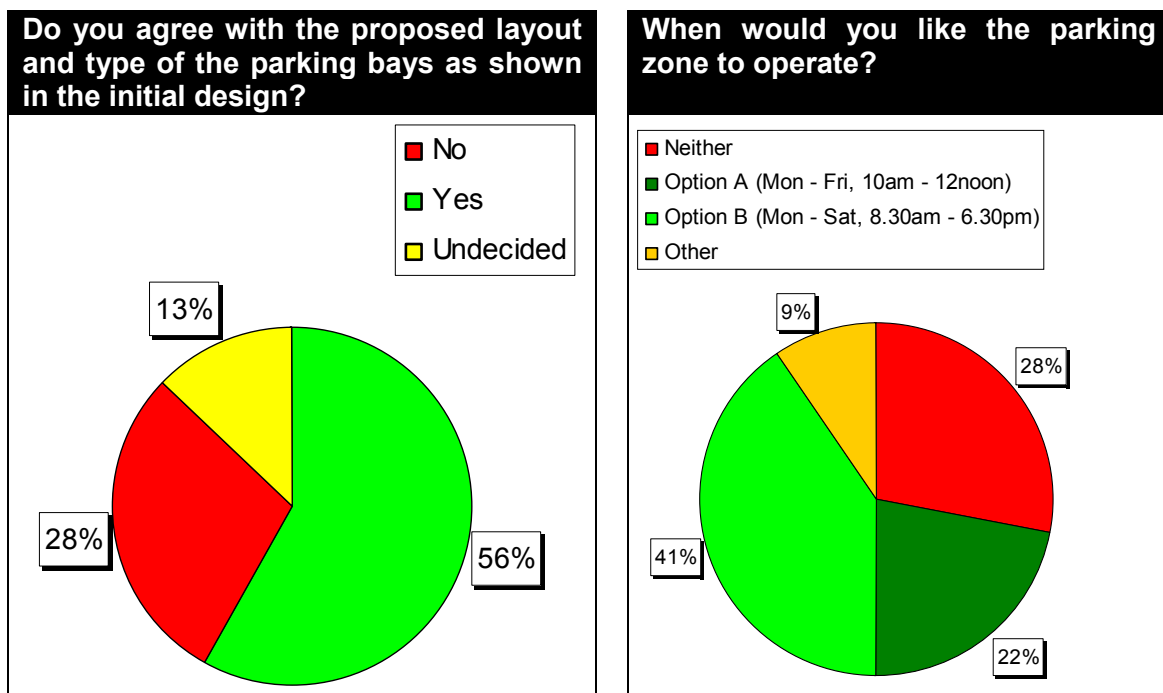


Figure 1

Conclusions

13. The findings from parking occupancy surveys as well as the results from the consultation are conclusive and show that there is a parking problem in Gordon Road and Harders Road and that the majority of residents responding to the consultation support the detail of the parking zone.
14. 57% of respondents in Gordon Road and Harders Road agree with the proposed layout of the parking bays as shown in the consultation pack, detailed design.

15. 74% of respondents in Gordon Road and Harders Road would like some form of controls, with 52% preferring the zone to operate Monday – Saturday, 8.30am – 6.30pm.
16. Parking surveys have revealed that parking occupancy is currently at 100% in Gordon Road and Harders Road.
17. Further findings from the consultation are detailed in the Gordon Road and Harders Road second stage parking zone consultation report” (appendix 2)

Policy implications

18. 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

19. The implementation of any transport project creates a range of community impacts. All transport schemes aim to improve the safety and security of vulnerable groups and support economic development by improving the overall transport system and access to it.
20. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
21. 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
22. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate affect on any other community group.
23. The recommendations support the council’s equalities and human rights policies and promote social inclusion by:
 - Providing improved access for key services such as emergency and refuge vehicles.
 - Improving road safety, in particular for vulnerable road users, on the public highway.

Resource implications

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

Legal implications

25. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
26. 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.
27. 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.
28. 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.
29. 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.
30. 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

31. Consultation was carried out as detailed in paragraphs 6 to 11.
32. 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.
33. 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.
34. 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.
35. Any person wishing to comment upon or object to the proposed order will have 21 days in which do so.
36. 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

| Background Papers | Held At | Contact |
|--------------------------|---|-------------------------------|
| Transport Plan 2011 | Southwark Council Environment and Leisure Public Realm projects Parking design 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) |

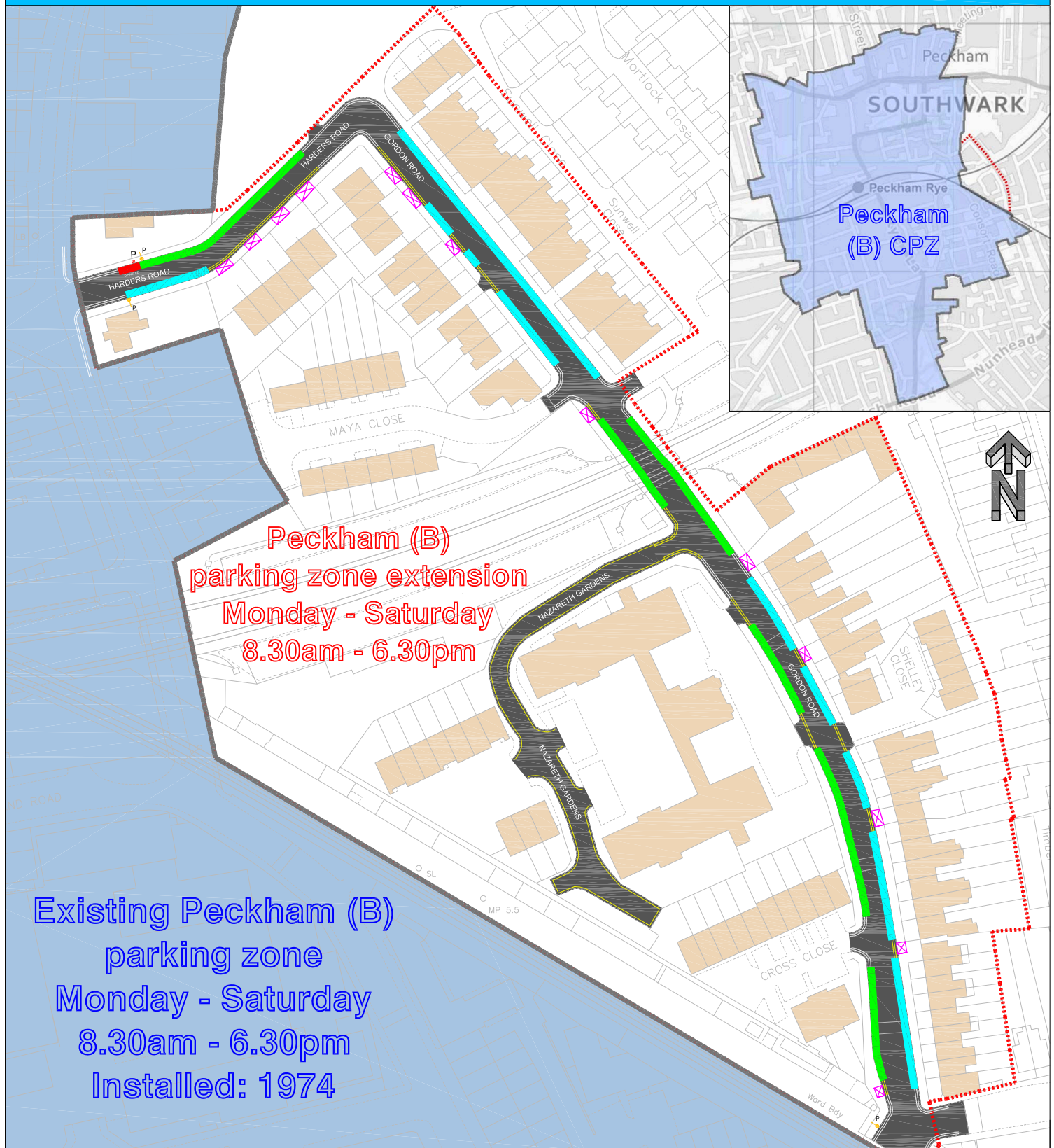
APPENDICES

| No. | Title |
|------------|--|
| Appendix 1 | Detailed design drawing – Proposed parking zone layout in Gordon Road and Harders Road |
| Appendix 2 | Gordon Road and Harders Road second stage parking zone consultation report |

AUDIT TRAIL

| | | |
|---|--|--------------------------|
| Lead Officer | Matthew Hill, Public Realm Programme Manager | |
| Report Author | Tim Walker, Senior Engineer | |
| Version | Final | |
| Dated | 7 June 2013 | |
| 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 Community Council Team | 7 June 2013 | |

GORDON ROAD & HARDERS ROAD DETAILED DESIGN PARKING ZONE LAYOUT

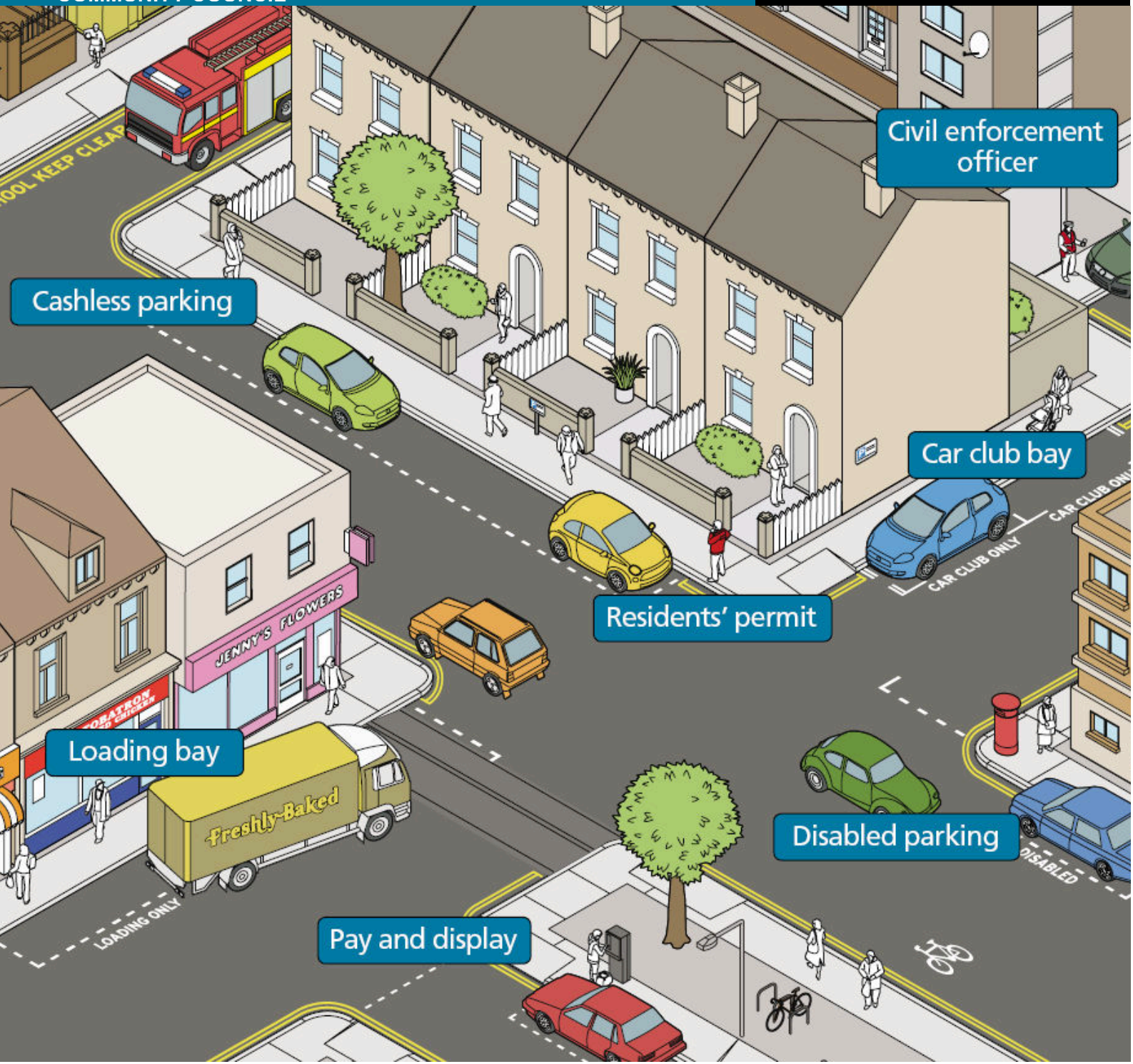


| Restriction | Type | Description |
|-------------|-------------------------|---|
| | Permit holders only bay | Motorists will need to display a resident or business permit while parked during the controlled hours. Visitor permits are also valid during the hours the parking scheme is in operation |
| | Shared use bay | Motorists will need to display a resident, business or visitor permit while parked during the controlled hours or you pay by phone |
| | Origin disabled bay | You must display a valid blue badge at all time when parking in a disabled bay. |
| | Double yellow line | All double yellow line operate 24 hours a day, seven days a week. Double yellow lines are sited for safety reasons, in areas where parking could cause an obstruction |
| | Single yellow line | A single yellow line is proposed throughout Nazareth Gardens only. This will operate Monday to Saturday, 10am - 11am |
| | Vehicle crossover | Double yellow lines to be installed across the dropped kerb |
| | Consultation boundary | All properties within the boundary will be entitled to apply for a parking permit for the parking zone |

Gordon Road and Harders Road Second stage parking zone consultation report

JUNE 2013 – DRAFT FOR PECKHAM AND NUNHEAD
COMMUNITY COUNCIL

www.southwark.gov.uk



Gordon Road and Harders Road Second stage parking zone consultation report

February 2013

www.southwark.gov.uk

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Section A – Background

Project structure

Since adoption of the Parking Enforcement Plan (PEP) in 2006, the council has generally carried out its parking projects by way of a two-stage consultation process¹, except where the area limits are predetermined by physical, borough or existing parking zone boundaries or by budget constraints - in which case a joint first/second stage consultation may be carried out.

The two-stage consultation approach can be summarised as:

First stage (in principle) parking zone consultation (November 2011 – June 2012)

The council carried out a first stage parking consultation in roads south of Queens Road in November 2011.

We asked residents and businesses in the area if they experienced any parking problems, when they occurred and what would they like the council to do.

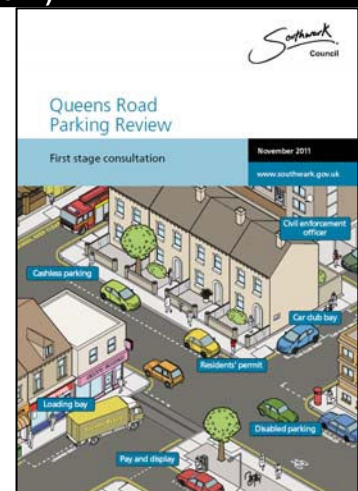
We also carried out parking occupancy surveys to better understand the parking patterns in the area.

Public consultation demonstrated the majority of respondents in Gordon Road (60%) were in favour of the introduction of a parking zone.

Gordon Road also showed the highest proportion of respondents (70%) rating their ability to find an on-street parking space near their address as difficult or very difficult.

The parking beat weekday survey revealed that there was an average vehicle occupancy of 97% in Gordon Road and that a total of 28 commuter vehicles were parking in the street during the day.

In June 2012 the Cabinet Member for Transport, Environment and Recycling approved the extension of the existing Peckham (B) parking zone in Harders Road and part of Gordon Road, subject to the outcome of a second stage (detailed design consultation)².



Second stage (detailed design) parking zone consultation (April 2013)

Once a parking zone has been approved in principle, we seek views on how the parking zone should operate.

During this stage we will consult again on the detail of the zone. For example, we will ask views on the type and position of parking bays, the hours and days that the parking zone should operate and other detailed parking issues.

A final parking layout will be presented to the community council for decision. Should the results of the 2nd stage consultation show that major strategic changes are required to the original 1st stage 'in principle' decision (such as the introduction or exclusion of a road) then this will require an additional decision by the Cabinet Member for Transport, Environment and Recycling.

¹ http://www.southwark.gov.uk/YourServices/transport/parking/cpzreviews/CPZ_how_consult/

² <http://moderngov.southwark.gov.uk/mgDecisionDetails.aspx?Id=8915&Opt=1>

Section B – Second stage consultation

Consultation area

Parking in Gordon Road and Harders Road is predominantly uncontrolled but there are some restrictions that that prevent kerb-side parking, such as existing double yellow line restrictions which are in place for road safety reasons.

The streets and properties being consulted as part of the second stage are in Nunhead Ward and are detailed in figure 1.

| Street | Number of properties consulted | Is the street public carriageway or a private road? | Would the parking zone apply in this street? (i.e parking bays, yellow lines, signs etc) | Would residents be entitled to apply for parking permits for the parking zone? | Comments |
|------------------|--------------------------------|---|--|--|---|
| Consort Road | 2 | Public | X | ✓ | The consultation applies only to the properties on the corner of Harders Road. |
| Cross Close | 19 | Private | X | ✓ | Private street with own independent parking regulations |
| Gordon Road | 96 | Public | ✓ | ✓ | The consultation applies only to the section of Gordon Road between Brayards Road and Harders Road |
| Harders Road | 6 | Public | ✓ | ✓ | All properties have existing off-street parking. |
| Maya Close | 18 | Public | X | ✓ | Private street with own independent parking regulations |
| Nazareth Gardens | 42 | Part public, Part private | ✓ | ✓ | Parking controls would only apply on the road leading off Gordon Road and not in the private car parking areas. |
| Shelley Close | 6 | Private | X | ✓ | Private street with lockable gate at the entrance |
| Sunwell Close | 22 | Private | X | ✓ | Those properties that front Gordon Road only. Sunwell close falls within the Cossall Estate. There is no permit scheme in operation, only general enforcement (of yellow lines) takes place at present. |
| TOTAL | 211 | | | | |

Figure 1

Consultation document

211 postal addresses are located within the second stage consultation area. This data was derived from the council's Local Land and Property Gazetteer (LLPG).

Distribution of the consultation documents (appendix A) was made on 18 April 2013. These were sent out to all properties within the consultation area by second class post. The deadline to return questionnaires either via an online form or by freepost was detailed as 13 May 2013.

The document was also sent electronically to key and local stakeholders. Local stakeholders were identified as the Cabinet Member for Transport, Environment, and Recycling, ward members, Metropolitan Police Service, London Ambulance Service, London Fire Brigade, Transport for London, internal council teams and transport user groups.

The document was designed to present information on:

- Why the second stage consultation was being carried out
- Detail on the proposed parking zone (i.e type and positioning of parking bays and hours of control) in a map format
- How recipients could have their say on the proposed zone
- Website link to the online questionnaire and initial design drawing

By way of a questionnaire, the document sought the recipient's details, views and asked the following questions:

- Their address
- Q1. How many vehicles do you park on Gordon Road or Harders Road?
- Q2. Do you agree with the proposed layout and type of the parking bays as shown in the initial design?
- Q3. When would you like parking zone to operate?
- Q4. Do you have any further comments regarding the proposed layout or type of parking bays?

The document followed Southwark's communications guidelines and provided detail on large print versions and translation services.

The questionnaire could be returned in a provided freepost envelope to the council's offices or completed online via Southwark's consultation webpage.

A direct phone number and email address to the parking projects team was made available to allow those wishing to making enquires via those methods.

Street Notices

10 street notices were erected within the consultation area on 22 April 2013.

The notice provided contact details (telephone and email) for more detail on the consultation.

Website

The council's parking projects webpage³ provided detail of the consultation, its process and how decisions would be taken.

The webpage also included the following PDF downloads:

- The second stage consultation document
- The second stage consultation questionnaire
- The initial design (proposed parking zone layout drawing)
- Pre and post parking zone parking spaces drawing



Street notice in Gordon Road

Parking surveys

Before the council commenced with second stage consultation, 3 spot parking occupancy surveys were carried out on a random weekday during March and April 2013, as detailed in figure 2.

The spot survey involved a count of parking cars, this was then compared to the number of available parking spaces to give us an indication of the current parking demand.

The surveys revealed that there was an average parking occupancy of 100% in Gordon Road and Harders Road. This is not too dissimilar to the detailed parking occupancy surveys carried out at first stage consultation which revealed an average parking occupancy of 97% in Gordon Road.

| ROAD | Approximate no. of parking spaces | Spot parking occupancy surveys | | | | | | Average |
|--------------|-----------------------------------|--------------------------------|---------------|------------------|---------------|------------------|---------------|-------------|
| | | 13/03/2013 (2pm) | | 26/03/2013 (9am) | | 02/04/2013 (1pm) | | |
| | | Vehicles parked | Occupancy (%) | Vehicles parked | Occupancy (%) | Vehicles parked | Occupancy (%) | |
| HARDERS ROAD | 19 | 19 | 100% | 19 | 100% | 19 | 100% | 100% |
| GORDON ROAD | 80 | 81 | 101% | 78 | 98% | 80 | 100% | 100% |
| TOTAL | 99 | 100 | 101% | 97 | 98% | 99 | 100% | 100% |

Figure 2

Photographs taken in Gordon Road and Harders Road in March 2013, give an indication of the current parking demand (figure 3)

³ http://www.southwark.gov.uk/info/200140/parking_projects

Figure 3 – Current parking situation in Gordon Road and Harders Road

Gordon Road (March 2013)



Harders Road (March 2013)



Section C – Consultation area questionnaire results summary

Summary of response rate

Figure 4 shows that the second stage consultation yielded 32 returned questionnaires from within the consultation area, representing a 15 % response rate. This is an adequate response rate for this type of consultation when compared with similar consultations in the borough and benchmarked against other London authorities.

It should be noted that the response rate could be considered 23% when only looking at replies only from the streets directly effected, ie Gordon Road and Harders Road (ie. excluding properties that already have there own independent parking regulations). 23% is a good response rate for this type of consultation.

The highest response rate was from Harders Road (83%), the lowest were Shelley Close (a private street) with no responses. Figure 4 provides a table of each streets response rate.

The PEP sets out that the council will give significant weight to the consultation return when it exceeds a 20% threshold. In accordance with the PEP, other local information sources (such as quantitative parking studies, future development, likely impact of surrounding parking controls and community council opinion) should be given greater weighting where the threshold is not reached.

No further comments were made either by email, letter or phone.

| Street | Delivered | Returned | Response rate | Possible reasons for response rate? |
|------------------|------------|-----------|---------------|---|
| Harders Road | 6 | 5 | 83% | This is where parking controls would apply |
| Consort Road | 2 | 1 | 50% | Only x2 properties consulted |
| Gordon Road | 96 | 18 | 19% | This is where parking controls would apply |
| Cross Close | 19 | 2 | 11% | Private Street, resident have their own independent parking regulations |
| Sunwell Close | 22 | 2 | 9% | Falls within the Cossall Estate, where there are parking provisions for residents |
| Nazareth Gardens | 42 | 3 | 7% | Private Street, resident have their own independent parking regulations |
| Maya Close | 18 | 1 | 6% | Private Street, resident have their own independent parking regulations |
| Shelley Close | 6 | 0 | 0% | Private Street, resident have their own independent parking regulations |
| TOTAL | 211 | 32 | 15% | |

Figure 4

The recommendations in this report are based on the feedback received from the public consultation in conjunction with data from parking occupancy surveys.

Headline consultation results

Q1) How many vehicles do you park on Gordon Road or Harders Road?

- 1) The response to this question reveals that 56% of respondents park on Gordon Road or Harders Road, whilst 44% either park off-street/private street or do not have a vehicle.
- 2) When just looking Gordon Road and Harders Road, 70% of respondents park one or more vehicles on-street. Whereas only 22% of respondents from streets that already have their own parking regulation park one or more vehicles in Gordon Road or Harders Road.
- 3) The response to question 1 is tabulated in figure 5 and graphed in figure 5.1

| Street Name | I don't have a vehicle | I don't have a vehicle (%) | None, I park off-street / I park in a private street | None, I park off-street / I park in a private street (%) | One | One (%) | Two or more | Two or more (%) |
|--------------------|------------------------|----------------------------|--|--|-----------|------------|-------------|-----------------|
| Consort Road | 0 | 0% | 1 | 100% | 0 | 0% | 0 | 0% |
| Cross Close | 0 | 0% | 1 | 50% | 1 | 50% | 0 | 0% |
| Gordon Road | 3 | 17% | 0 | 0% | 11 | 61% | 4 | 22% |
| Harders Road | 0 | 0% | 4 | 80% | 1 | 20% | 0 | 0% |
| Maya Close | 0 | 0% | 1 | 100% | 0 | 0% | 0 | 0% |
| Nazareth Gardens | 2 | 67% | 1 | 33% | 0 | 0% | 0 | 0% |
| Sunwell Close | 1 | 50% | 0 | 0% | 1 | 50% | 0 | 0% |
| Grand Total | 6 | 19% | 8 | 25% | 14 | 44% | 4 | 13% |

Figure 5

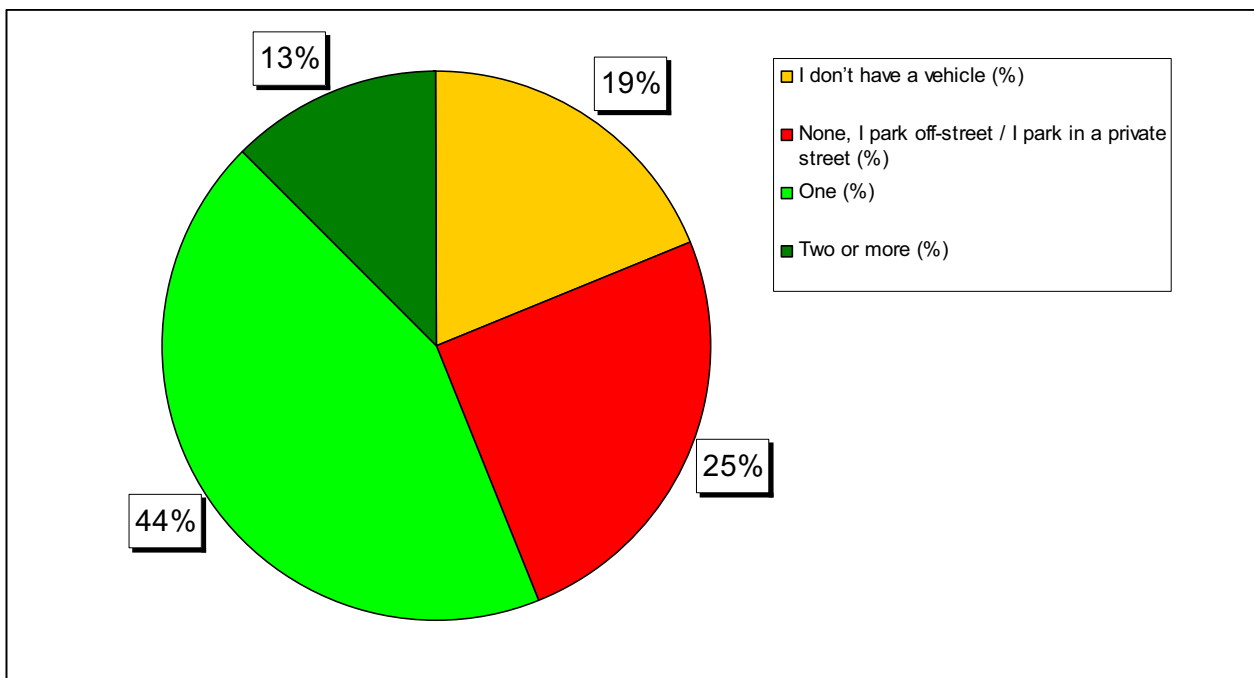


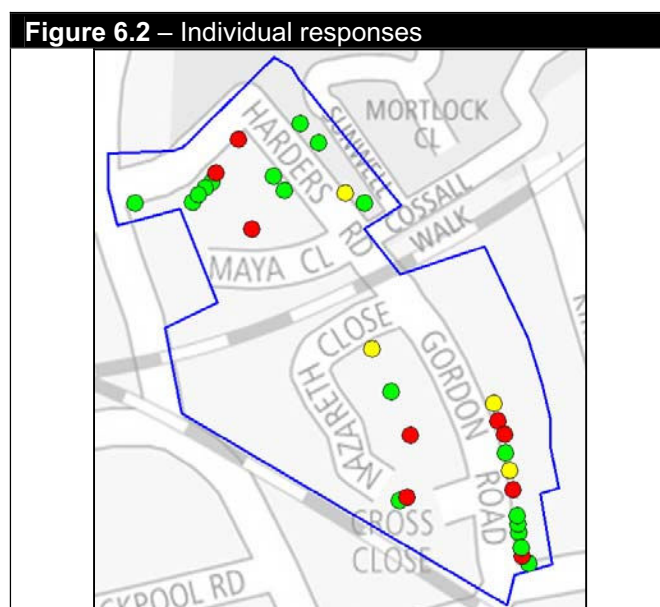
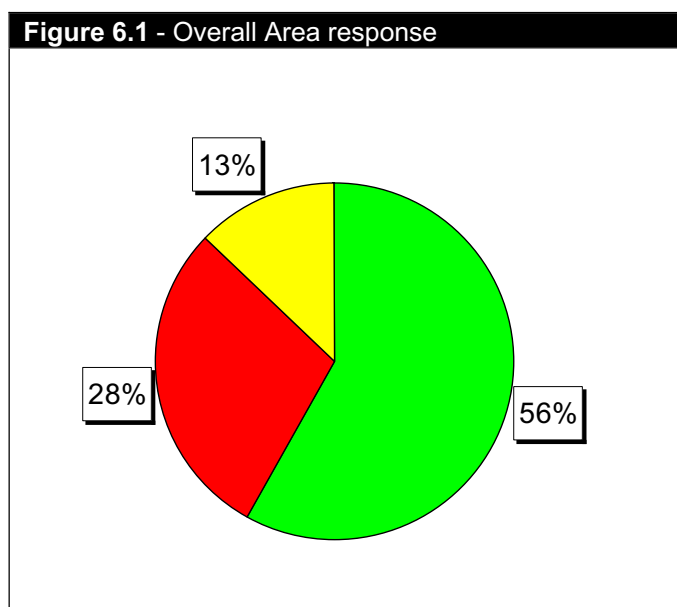
Figure 5.1

Q2) Do you agree with the proposed layout and type of the parking bays as shown in the initial design?

- 4) The majority of respondents (56%) agree with the proposed parking bay layout for Gordon Road and Harders Road.
- 5) Those who responded 'No' (28%) were asked to suggest how we could improve the parking layout in the comments section of the questionnaire.
- 6) It should be noted that those responding 'No' in Cross Close, Harders Road, Maya Close and Nazareth Gardens are likely to have their own private/independent parking provisions.
- 7) The response to question 2 is tabulated in figure 6, graphed in figure 6.1 and mapped in figure 6.2

| Figure 6 | | | | | | |
|--|-----------|------------|----------|------------|-----------|---------------|
| Do you agree with the proposed layout and type of the parking bays as shown in the initial design? | | | | | | |
| Street name | Yes | Yes (%) | No | No (%) | Undecided | Undecided (%) |
| Consort Road | 1 | 100% | 0 | 0% | 0 | 0% |
| Cross Close | 1 | 50% | 1 | 50% | 0 | 0% |
| Gordon Road | 9 | 50% | 5 | 28% | 3 | 17% |
| Harders Road | 4 | 80% | 1 | 20% | 0 | 0% |
| Maya Close | 0 | 0% | 1 | 100% | 0 | 0% |
| Nazareth Gardens | 1 | 33% | 1 | 33% | 1 | 33% |
| Sunwell Close | 2 | 100% | 0 | 0% | 0 | 0% |
| Grand Total | 18 | 56% | 9 | 28% | 4 | 13% |

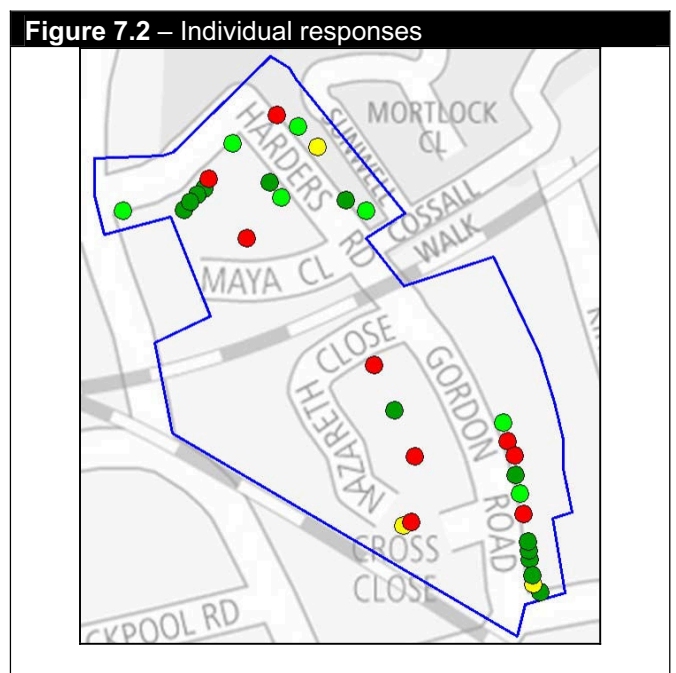
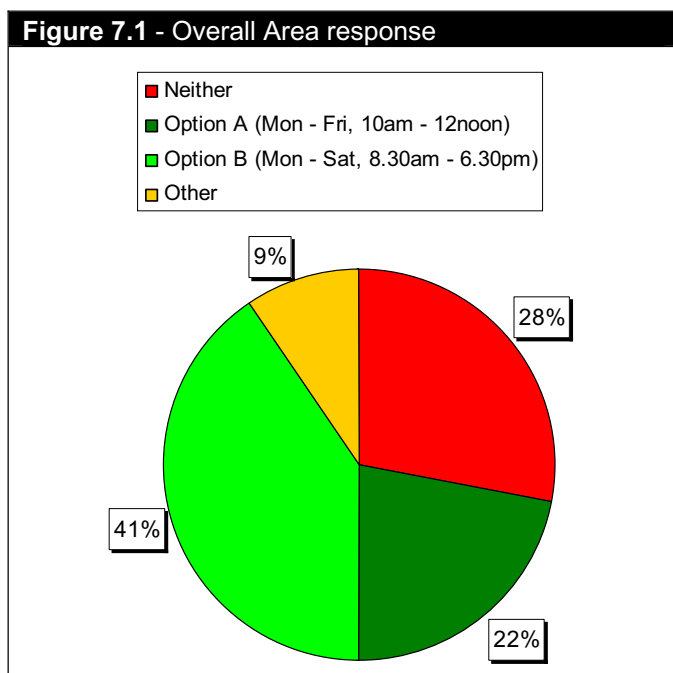
Note: One respondent from Gordon Road did not tick an option



Q3) When would you like the parking zone to operate?

- 8) The majority of respondents (63%) indicated that they were in favour of some sort of zone with a mix of results between the two options that were given: Option A (Mon-Fri, 10am-12noon) or Option B (Mon-Sat, 8.30am-6.30pm). This level of support increases to 74% if looking at only the responses from Gordon Road and Harders Road.
- 9) The largest support group (41%) told us that they would like the zone to operate Monday to Saturday 8.30am to 6.30pm. This is the same operational period as the adjacent Peckham (B) parking zone.
- 10) 3 respondents suggested an alternative time period, these included, Monday - Friday, 8.30am - 6.30pm, 1pm - 3pm and Monday to Saturday, 8am - 6pm.
- 11) The response to question 3 is tabulated in figure 7, graphed in figure 7.1 and mapped in figure 7.2

| Figure 7 | | When would you like the parking zone to operate? | | | | | | | |
|--------------------|-----------------|---|-----------------|---------------------|----------------|--------------------|--------------|------------------|--|
| Street name | Option A | Option A (%) | Option B | Option B (%) | Neither | Neither (%) | Other | Other (%) | |
| Consort Road | 1 | 100% | 0 | 0% | 0 | 0% | 0 | 0% | |
| Cross Close | 0 | 0% | 0 | 0% | 1 | 50% | 1 | 50% | |
| Gordon Road | 5 | 28% | 8 | 44% | 4 | 22% | 1 | 6% | |
| Harders Road | 0 | 0% | 4 | 80% | 1 | 20% | 0 | 0% | |
| Maya Close | 0 | 0% | 0 | 0% | 1 | 100% | 0 | 0% | |
| Nazareth Gardens | 0 | 0% | 1 | 33% | 2 | 67% | 0 | 0% | |
| Sunwell Close | 1 | 50% | 0 | 0% | 0 | 0% | 1 | 50% | |
| Grand Total | 7 | 22% | 13 | 41% | 9 | 28% | 3 | 9% | |



Q4) Do you have any further comments regarding the proposed layout or type of parking bays?

12) Respondents had the option to make comments on the proposed parking layout. All comments that were made are detailed below (figure 8).

I hope that the double yellow line to the left of my drive as always have trouble with people parking over my drop curb. Residents parking areas should also be monitored and CCTV installed - My mothers car has been broken into in the residents parking area.

More disabled bays, there seems to be only one disabled bay that is mostly used by residents of Consort Road. As a disabled person there are lack of disabled bays in Gordon/Harders Road. According to the proposed plan there are no added disabled bays - only the one that already exists in Harders Road which is always occupied by the residents of Consort Road.

I have to pay council tax. I believe this is enough money and should not have to pay for parking outside my house. I suggest that resident of Gordon Road be issued with free parking permit and you charge non-resident for parking.

We welcome the longer hours to prevent local businesses using the road during the day.

As probably indicated in previous consultations, it's the business people or workers parking up on these two roads and taking the train from Peckham Rye and Queens Road to work, so I have chosen option A, as between those two hours, all the workers would have gone to work. I do not park on these roads, but my visitors do, so it would be ok for them to park up, especially on Harders Road, in the evenings.

I find it an excellent idea, people who live here never get the chance to park because of commuters. cannot wait for it to take effect.

The layout needs to be reviewed in Gordon Road between Nazareth Gardens and Brayards Road. Shared use bays will be required urgently if the zone goes ahead as there would be nowhere for tradesmen and visitors or tradesmen with tools and equipment would have problems when visiting 47-85 Gordon Road. Going ahead without shared use bays in this area would be ludicrous and would lead to a long dispute and expensive necessary alteration.

I have been running my business for approx 27 years and have never experienced any parking problems or any complaints.

I am a small run family business and if the parking zone comes into force it will have a substantial financial effect due to a) the permits I would have to pay for and b) the fact that I can't take on extra work as there will be no where to park.

I am a little concerned as to how many business permits would be allowed per business, as the local garage owner parks all his customer cars in our stretch of the road, sometimes for days or weeks at a time, while they are waiting to be fixed. He has also knocked on residents doors and asked them not to agree to permit parking!

Option B is my first choice but I would accept Option A

There is a lot of poor families in this area, by doing this parking zone again you are taking from poor. already people are suffering, with not enough work and prices rising all the time, what you are doing is killing the poor. No need for it at all.

I do not support option B. This would make it very difficult (and expensive) for anyone visiting my house. Option A would be enough to control the commuters who currently park their cars in Gordon Road.

What about our hall 48 Mortlock Close SE15 2QE, where will the attendee park?

If there is to be an enforced parking zone - I propose that visitors parking permits are also provided. It is an added cost to living that is not expected nor I'm happy with.

You have correctly identified that we currently have a problem parking in Gordon Road. Last night, for example, I returned home at 10pm, was unable to find any space in Gordon Road itself between Brayards Road and the railway bridge, and had to park in Brayards Road.

Gordon Road in your proposed parking zone falls into two distinct areas, separated by the railway bridge between Nazareth Gardens and Maya Close. We live in, and therefore have more interest in, the southern half. Here there are no houses on the west side (Nazareth Gardens has its own parking bays) and several households have no car. There should be plenty of parking space.

However, we believe that the problem is not caused by "commuter vehicles". We agree that there is some commuter parking from local businesses such as the school and bus garage: this has not changed for many years and has been accommodated. "Town parking" is not an issue: no-one is going to park this far away from Rye Lane or the local stations.

We believe parking here has become more difficult in recent years for the following three reasons:

1. Proliferation of car repair businesses

Two business have been here for many years and again caused no issue with parking:

- Gold Motors. They have their own large workshop and car park.
- Sel's Garage at no. 55 Gordon Road. This is fairly small-scale and only takes in the cars they are actually working on. They have been here decades, are part of the community – and also keep an eye on what's happening in the road.

However in recent years a number of car workshop and repair centres have opened in the railway arches off Brayards Road. Vehicles are parked on the road waiting for work. I carried out my own survey in March of the cars parked in Gordon Road between Brayards Road and Shelley Close and noticed that many of these cars are easily identifiable: they have expired tax discs, masked-out number plates, notices for sale, conspicuous damage – and there are an unusual proportion with tax due to expire at the end of the month.

Deliveries, work and inspections are carried out on the double yellow lines under the bridge - 5-6 vehicles may be routinely parked there during the working day. This is dangerous. Either the law should be enforced or the road markings removed. Cars without permits are also parked in the resident parking spaces in Brayards Road. (photo to be sent separately – the nearest two cars have permits, but none of the others, nor the truck on the double yellow lines.)

These businesses are too large for the premises. Where are they expected to park? Local residents also have concerns over safety, and

requests to Network Rail or the Council to take action have been passed over.

2. Adjoining CPZ

Part of Gordon Road and Brayards Road was incorporated in the Peckham (B) CPZ a few years ago. We never understood the reason for this. No houses or businesses face the Brayards Road stretch, and it is usually empty except for a couple of cars for the houses in Copeland Road – and the vehicles from the arches parked there, unpaid.

3. Iris Court

As a result of reason 2, above, residents of the flats in Iris Court, Brayards Road, which were built with insufficient parking spaces, now park in Gordon Road rather than buying permits for Brayards Road.

In short, as the proposed parking zone does not recognise these problems we believe that it will have little impact on improving parking for residents. The current restrictions, double yellow lines under the Brayards Road bridge and parking zones, are brazenly ignored. The lack of any effective enforcement suggests that these practices will continue with vehicles simply being moved temporarily on sight of wardens. How often will wardens visit?

These additional vehicles will still be there in the evenings (as last night) and at weekends. The residents of Iris Court may purchase permits to park in Brayards Road – or they may move a little further and park in Kirkwood Road, thus moving the problem on.

We fear the changes could make the situation far worse for residents: we will have to pay for a space which still does not exist and then for every visitor. Those who are voting in favour of the full CPZ may not have seen through the full implications: an additional annual local tax on residents, and a further £3.60 for every visitor during the working day, from emergency plumber to piano tuner.

From the tone of the consultation document we feel that imposition of the zone is taken for granted. As the source of the parking problems is not going to be addressed, and you are adamant that the problem is due to commuters then please could we just have the Option A, the two-hour-zone, to “prevent long-stay commuter parking” so that we can at least plan any visitors for the afternoons.

The ideal way to achieve “effective on-street parking” would be to lift the restrictions in Brayards Road and control the work in the garages.

Additional comments

We do support:

the removal of parking spaces in Harders Road for road safety reasons.

double yellow line across entrance to Shelley Close. Though technically a ‘road’, we have seen vehicles parked across the entrance

We are also puzzled by the double lines across the ‘garden’ crossovers, such as no 69. We thought these were normally single lines as otherwise visitors – or even the residents themselves - will be committing an offence if they stop in front of the house at any time!

Of the 3 options presented Option B is the only viable option for residents.

The key issue preventing residents parking between 85 and 47 Gordon Road is not commuter parking but long stay parking of vehicles by the garages. Therefore Option A will not be effective for this long section of Gordon Road.

To give you a bit more detail, the vast majority of the vehicles are left by one of the several garages operating in this small residential area – not residents and not commuters. Some of the cars are left stationary for long periods of time. Others are on a sort of conveyor belt – that is vehicles A, B and C are parked by the garages outside the resident’s houses; they are then taken into the garages and the mechanics immediately park vehicles X, Y and Z in the just-vacated places leaving no space for residents’ cars and little opportunity for residents to park.

Every day the garages park vehicles on the double yellow lines, on one or both sides of the main road under the railway bridge at junction of Brayards and Gordon Road with little concern for driver or pedestrian’s safety.

Under option A, at 10am – when they start work - they could simply move the vehicles from the residents’ bays to under the bridge or some other temporary parking area and move the vehicles back at 12noon so that when residents like myself return from work we still cannot park and are no better off despite having paid £125 per household per year.

I had intended to submit photographic evidence to support the above points but the on-line response did not facilitate this. I can provide on request.

Figure 8

Other notable aspects of the consultation results

- 13) 88% of questionnaire were returned by post and 12% submitted online.
- 14) It is worth noting that 1 duplicate response has been omitted from the analysis. A duplicate is where a response, from the same property address, was submitted twice, by post and online.
- 15) The duplicate response was received from Gordon Road and supported the parking zone.
- 16) A response was also received from a resident of Mortlock Close, which falls outside the consultation boundary and was omitted.

Communication made from outside the study area

Parking consultations can generate correspondence from residents on the periphery of the consultation boundary who may be concerned about be excluded from the consultation and the impacts a parking zone in a nearby street, may have on their street.

- No correspondence was received from residents outside the consultation boundary.

Communications made outside of the freepost or online questionnaire

- No correspondence was received from residents within the consultation boundary.

Stakeholder communication

- No correspondence was received from key stakeholders relating to the consultation.

Section D – Study conclusions and recommendations

Conclusions

The findings from parking occupancy surveys as well as the results from the consultation are conclusive and show that there is a parking problem in Gordon Road and Harders Road and that the majority of residents responding to the consultation supporting the detail of the parking zone.

Street-by-street conclusions

Gordon Road

- The majority of respondents (50%) agree with the proposed layout and type of parking bays as shown in the initial design.
- Of the options given, the largest response group (44%) would like the parking zone to operate Monday-Saturday, 8.30am-6.30pm, whilst 28% would like the zone to operate Monday-Friday, 10am-12noon.
- There is currently an average parking occupancy of 100% in Gordon Road, which indicates that there is a parking problem.

Harders Road

- The majority of respondents (80%) agree with the proposed layout and type of parking bays as shown in the initial design.
- Of the options given, the largest response group (80%) would like the parking zone to operate Monday-Saturday, 8.30am-6.30pm.
- The majority of residents support the parking zone, despite having their own off-street parking
- There is currently an average parking occupancy of 100% in Harders Road, which indicates that there is a parking problem.

Cross Close, Maya Close, Nazareth Gardens, Shelley Close, Sunwell Close

Consultation responses from Cross Close, Maya Close, Nazareth Gardens and Shelley Close should not be given significant weight, as the majority of these residents will already have their own private/independent parking regulations. This may explain why the response rate from these streets was low and why the majority of residents do not support the parking zone.

Detailed design (proposed parking zone layout) conclusions

- The proposed parking zone will result in a net loss of 6 parking spaces in Gordon Road and Harders Road, due to road safety reason.
- It is expected that the introduction of a parking zone will considerably reduce the parking occupancy.

| Road | Approximate number of parking spaces currently available | Number of spaces the parking zone will create ¹ | Current parking occupancy ² | Expected parking zone occupancy ³ |
|--------------|--|--|--|--|
| Gordon Road | 80 | 78 (↓ By 2 Spaces) | 100% | 29% |
| Harders Road | 19 | 15 (↓ By 4 Spaces) | 100% | |

¹ The loss in parking spaces is purely for road safety reasons

² Average based on 3 spot occupancy surveys undertaken in March and April 2013

³ Based on the current average parking zones permit take-up in Southwark (19%)

The recommendation is outlined in Figure 9.

Gordon Road and Harders Road recommendations

The following recommendations are on the detail (proposed layout and type of parking bays) of the parking zone.

| Recommendations | Rationale | Risks | Benefits |
|---|---|---|--|
| <p>1 The parking zone</p> <p>In June 2012 the Cabinet Member for Transport, Environment and Recycling approved the extension of the existing Peckham (B) parking zone in Harders Road and part of Gordon Road, subject to the outcome of a second stage (detailed design consultation), as a result of this consultation it is proposed:</p> <ul style="list-style-type: none"> The zone will operate Monday – Saturday, 8.30am – 6.30pm (an extension of the Peckham (B) parking zone) | <p>57% of respondents in Gordon Road and Harders Road agree with the proposed layout of the parking bays as shown in the detailed design.</p> <p>74% of respondents in Gordon Road and Harders Road would like some form of controls, with 52% preferring the zone to operate Monday – Saturday, 8.30am – 6.30pm</p> <p>Parking surveys have revealed that parking occupancy is currently at 100% in Gordon Road and Harders Road</p> | <p>The scheme may cause displacement to roads on the periphery of the proposed area which could trigger the need for further consultation and additional funding.</p> | <p>Is in line with the overall response from the consultation.</p> <p>Will address the parking problems in these streets.</p> <p>Provides a logical parking zone boundary.</p> |
| <p>2 Detailed design amendments</p> <p>As a result of the consultation, the following amendments to the parking zone layout are proposed:</p> <ul style="list-style-type: none"> Nazareth Gardens – The single yellow line will operate for a 2 hour period (Mon-Sat 10am – 11am) Gordon Road – The parking bays on the west side of the street between Brayards Road and Nazareth Gardens will be shared use. | <p>With the single yellow line in Nazareth Gardens only operating for part day, instead of all day, this will prevent long-stay commuter parking, whilst enabling space for residents and their visitors to park outside of those controlled hours.</p> <p>As there are no dwellings on the west side of Gordon Road (between Brayards Road and Nazareth Gardens) installing shared use parking bays will create parking for visitors as well as residents.</p> | | <p>Will improve parking flexibility for residents and their visitors.</p> |

Figure 9

It is recommended that:

1. The officer recommendations outlined above are approved at Peckham and Nunhead community council in June 2013.

List of figures

| Figure | Title |
|-----------------------|---|
| Figure 1 | <i>The consultation area</i> |
| Figure 2 | <i>Spot parking occupancy surveys</i> |
| Figure 3 | <i>Photos of parking in Gordon Road and Harders Road (March 2013)</i> |
| Figure 4 | <i>Consultation response rate</i> |
| Figure 5 and 5.1 | <i>Consultation response – Q1</i> |
| Figure 6, 6.1 and 6.2 | <i>Consultation response – Q2</i> |
| Figure 7, 7.1 and 7.2 | <i>Consultation response – Q3</i> |
| Figure 8 | <i>Consultation response – Q4</i> |
| Figure 9 | <i>Consultation recommendations</i> |

List of appendices

| Appendix | Title |
|-----------------|---|
| Appendix A | <i>Second stage consultation document</i> |

Version control

Version 1.0 Final

Author: Paul Gellard

Checked by: Tim Walker

Approved by: Matthew Hill

What will a parking zone mean for me?

A parking zone will make it easier for you to find a parking space in your area if you have a permit. As legislation requires parking zones to be self-financing this means that it is not possible to enforce a parking zone without making a charge for permits. If there is a surplus, it can only be spent on parking and transport related improvements.

| Type of permit | 1 month | 3 months | 6 months | 12 months |
|--|---|----------|----------|-----------|
| Resident Permits | £15.74 | £36.58 | £67.83 | £125.00 |
| Business Permits | N/A | £160.00 | £320.00 | £525.00 |
| There is a 75% discount for residents with an alternative fuel vehicle or a solo motorcycles | | | | |
| Visitor vouchers | 10 all-day vouchers (first book per year) £16 | | | |
| Pay and display ticket | 10 all-day vouchers (additional books per year) £36 | | | |
| | 1 hour £2.70 | | | |

Current and expected parking occupancy

The below table is provided to give residents an idea of the current parking demand and what it is likely to be once the parking zone is introduced.

| Road | Approximate number of parking spaces currently available | Number of spaces the parking zone will create ¹ | Current parking occupancy ² | Expected parking zone occupancy |
|---------------------|--|--|--|---------------------------------|
| Gordon Road | 80 | 78 (↓ By 2 Spaces) | 100% | 29% |
| Harders Road | 19 | 15 (↓ By 4 Spaces) | 100% | |

¹ The loss in parking spaces is purely for road safety reasons
² Average based on 3 spot occupancy surveys undertaken in March and April 2013
³ Based on the current average parking zones permit take-up in Southwark (19%)

How can I have my say?

It is very important that this consultation accurately reflects the views of residents and businesses. We won't know what you think unless you tell us.

It is also important that you complete the questionnaire even if you do not own a vehicle, as a parking zone may affect your visitors.

You should complete and return the questionnaire in the enclosed freepost envelope or online at www.southwark.gov.uk/consultations by Monday 13 May 2013.

If you have any questions about the project you can phone us on 020 7525 7764 or email parkingreview@southwark.gov.uk

What happens next?

The findings of this consultation and a final design will be presented to Peckham and Nunhead Community Council in June 2013. It is expected that the parking zone will become operational in Autumn 2013, subject to the outcome of this consultation. We will write to you before any parking zone become operational to give further detail of exactly when and what you need to do.

As you will appreciate, Southwark Council receives many comments from consultations and we are therefore unable to respond personally to each returned questionnaire. However all comments and suggestions will be taken into consideration before a final decision is made.

For further information on parking zones, please visit the Gordon Road and Harders Road project webpage at: www.southwark.gov.uk/info/200/140/parking_projects

To arrange a translation of this leaflet please take it to:

التربية الترجمة هذه الكريمة خذها رجاء الى أحد العنوانين التاليين:
 Para obtener una traducción de este folleto, llévelo a:
 Bu broşurün tercüme edilmesini düzenlemek için lütfen onu aşağıdaki yerlerden birine götürün:
 Để có bản dịch tiếng Việt, hãy mang tờ rơi này đến cửa hàng:
 Pour une traduction de ce dépliant, présentez-le à l'un des guichets uniques suivants :
 এই ডকুমেন্টটির (সিফটলেট) একটি অনূবাদের আয়োজন করতে হলে যথা কয়েকটি এখানে নিচে যান:
 為獲取此單張的翻譯版本，請將單張帶到以下一站式辦事處：



Second stage parking consultation

April 2013

Gordon Road & Harders Road Proposed parking zone layout

Dear resident, business owner/occupier,

Southwark Council is committed to effective on-street parking for residents, businesses and visitors to the borough.

Background

The council carried out a first stage parking consultation in your area in November 2011. We asked if you experienced any parking problems, when they occurred and what you would like the council to do. We also carried out parking occupancy surveys to better understand the parking patterns in the area.

Public consultation with residents, businesses and the community council demonstrated the majority of respondents in Gordon Road were in favour of the introduction of a parking zone.

In June 2012 the Cabinet Member for Transport, Environment and Recycling approved the extension of the existing Peckham (B) parking zone in Harders Road and part of Gordon Road, subject to the outcome of this second stage (detailed design) consultation.

What are we consulting upon?

We want to know what times you want the parking zone to be operational and whether you agree with our proposed parking layout (ie the type and position of parking bays).

We have looked at the results of both the consultation and our parking surveys and produced a preliminary design for Harders Road and part of Gordon Road that we believe will improve parking in your street.

The proposed parking layout is shown overleaf. Please refer to the initial design before completing the enclosed questionnaire.

Type of parking zone

We are offering either a part-day or all-day parking zone, these options are detailed to the right of this page.

Private streets

Cross Close, Maya Close and Shelley Close and the parking bays of Nazareth Gardens are private and will remain independent from a parking zone. Therefore they will not be changed as a result of the outcome of this consultation.

All properties within the consultation boundary (shaded on the plan overleaf) will be entitled to apply for a parking permit should a parking zone be introduced in Gordon Road and Harders Road.

Outcome from the first stage consultation
60% of respondents in Gordon Road support a parking zone.

Gordon Road (70%) showed the highest proportion of respondents rating their ability to find an on-street parking space near their address as difficult or very difficult.

The parking beat weekday survey revealed that there was an average vehicle occupancy of 97% in Gordon Road and that a total of 28 commuter vehicles were parking in the street during the day.

Options on operational hours

If the parking zone is supported and introduced, we want to know which option you prefer.

Option A: Monday – Friday, 10:00am – 12 noon (two-hour zone)

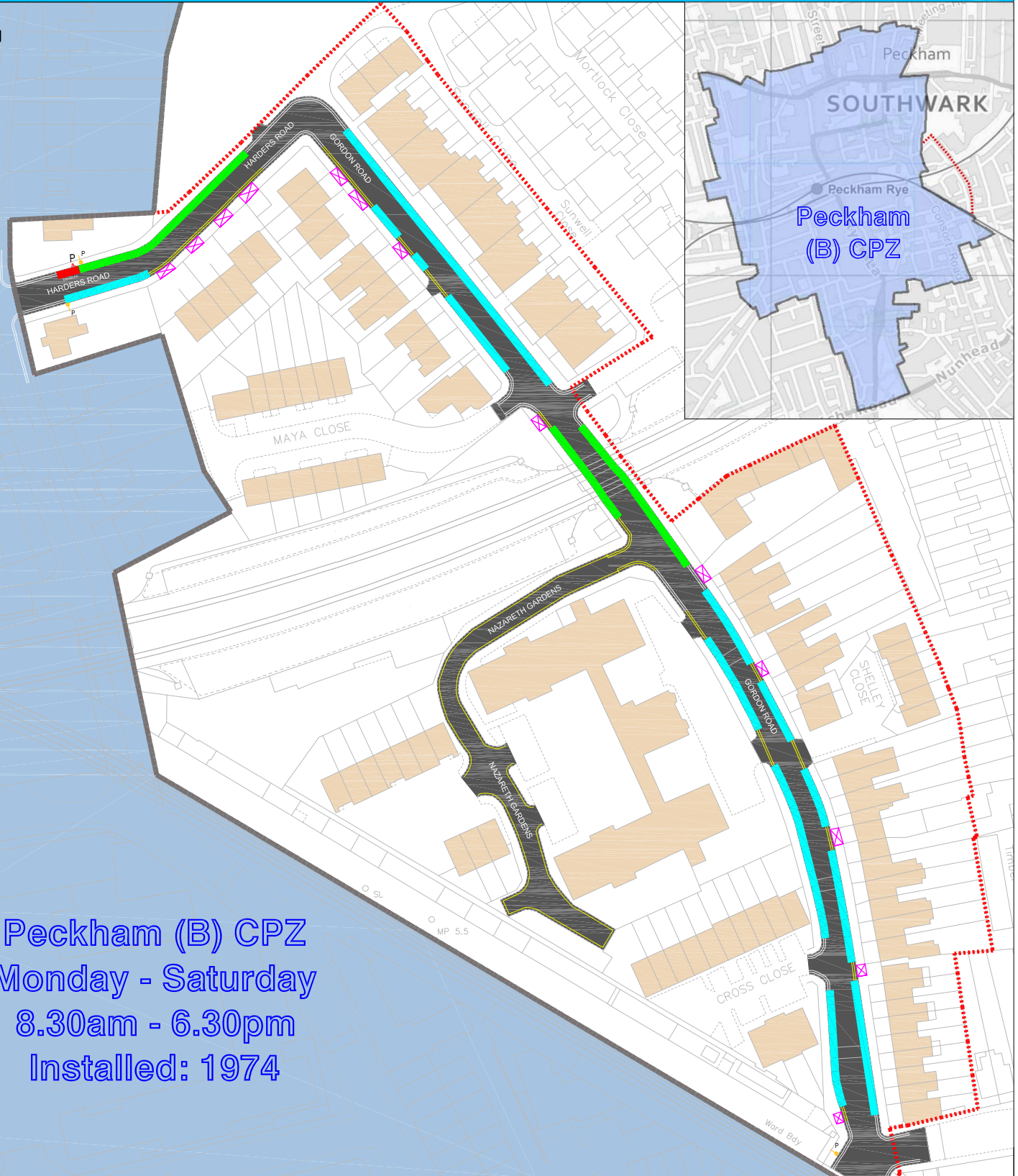
A two hour parking zone offers more flexibility to residents and their visitors than an all day zone but is still effective in preventing long-stag commuter parking. This approach has been successfully implemented around Herne Hill Station.

Option B: Monday – Saturday, 8.30am – 6.30pm (all-day zone, the same as the Peckham B zone)

These times are consistent with the adjacent Peckham (B) zone which was introduced in the '70s to cover the town centre. All-day zones provide greater protection to residents affected by town parking.

You should complete and return the questionnaire in the enclosed freepost envelope, or online at www.southwark.gov.uk/consultations by Monday 13 May 2013.

GORDON ROAD & HARDERS ROAD PROPOSED PARKING LAYOUT



Peckham (B) CPZ
 Monday - Saturday
 8.30am - 6.30pm
 Installed: 1974

| Restriction | Type | Description |
|-------------|-------------------------|---|
| | Permit holders only bay | Motorists will need to display a resident or business permit while parked during the controlled hours. Visitor permits are also valid during the hours the parking scheme is in operation |
| | Shared use bay | Motorists will need to display a resident, business or visitor permit while parked during the controlled hours or you pay by phone |
| | Origin disabled bay | You must display a valid blue badge at all time when parking in a disabled bay. |
| | Double yellow line | All double yellow line operate 24 hours a day, seven days a week. Double yellow lines are sited for safety reasons, in areas where parking could cause an obstruction |
| | Single yellow line | A single yellow line is proposed throughout Nazareth Gardens only. This will operate the same times as the proposed parking zones operational hours |
| | Vehicle crossover | Double yellow lines to be installed across the dropped kerb |
| | Consultation boundary | All properties within the boundary will be entitled to apply for a parking permit for the parking zone |

Gordon Road and Harders Road Second stage consultation questionnaire Proposed parking zone layout



Have your say about parking

We would like to hear your views on the proposed parking layout for Gordon Road and Harders Road. Please read the background document and consider the plan before completing the questionnaire and return it to us in the supplied freepost envelope by Monday 13 May 2013

Alternatively, you can complete this consultation online www.southwark.gov.uk/consultations

Section A – About you

It is important to know some details about you so that we can carefully analyse the results. To enable your comments to be matched to your street and to avoid any possible duplication of responses we need your full details. Additionally, we will be able to give greater weight to your comments if you provide us with your name and address.

Are you a resident or business? Resident Business

| | |
|---|--|
| Name <i>(required)</i> | |
| House / flat number and street name <i>(required)</i> | |
| Email <i>(optional)</i> | |

Section B – The proposed parking zone

1. How many vehicles do you park on Gordon Road or Harders Road?

- None, I park off-street / I park in a private street
- One
- Two or more
- I don't have a vehicle

2. Do you agree with the proposed layout and type of the parking bays as shown in the initial design?

- Yes No Undecided
- If you answered no, please suggest how we could improve the parking layout in the comments section?*

3. When would you like the parking zone to operate?

- Option A (Monday – Friday, 10.00am – 12noon)
- Option B (Monday – Saturday, 8.30am – 6.30pm)
- Neither, I don't support the parking zone
- Other, please specify

4. Do you have any further comments regarding the proposed layout or type of parking bays?

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Replies will be used for the analysis of parking requirements in the area and for no other purpose. The information you provide will be used fairly and lawfully and Southwark Council will not knowingly do anything which may lead to a breach of the Data Protection Act 1998.

| | | | |
|------------------------------------|--------------------------------|--|--|
| Item No 13. | Classification: Open | Date: 19 June 2013 | 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 | |

RECOMMENDATION

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:
 - 270 Consort Road – install one disabled persons’ (blue badge) parking bay.
 - Stanbury Road – install one disabled persons’ (blue badge) parking bay
 - Wingfield Street – install one disabled persons’ (blue badge) parking bay
 - Kelvington Road – install one disabled persons’ (blue badge) parking bay
 - Keston Road – install one disabled persons’ (blue badge) parking bay
 - 151 Consort Road – install one disabled persons’ (blue badge) parking bay.
 - Borland Road – install one disabled persons’ (blue badge) parking bay.
 - Chesterfield Way – install double yellow lines at southern end of street to protect vehicle entrance to No.37
 - Linden Grove – install double yellow lines on south side of street to improve traffic flow and protect width restrictions
 - Elm Grove – amend proposals such that a loading bay outside No. 4 Elm Grove operates at any time but with the “goods vehicle only” limit removed.

BACKGROUND INFORMATION

2. Part 3H of the Southwark Constitution delegates decision making for non-strategic traffic management matters to the Community Council.
3. 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.
4. This report gives recommendations for four local parking amendments, involving traffic signs and road markings.
 5. The origins and reasons for the recommendations are discussed within the key issues section of this report.

KEY ISSUES FOR CONSIDERATION

Origin disabled bays – 270 Consort Road, Stanbury Road, Wingfield Street, Kelvington Road, Keston Road, 151 Consort Road and Borland Road.

6. Seven applications have been received for the installation of seven disabled persons' (blue badge) parking bays. In each case, the applicant met the necessary criteria for an origin, disabled persons' parking bay.
7. An officer 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 |
|------------------|--|--------------------------------|
| 1314Q1009 | Outside 270 Consort Road | Appendix 1 |
| 1314Q1011 | Outside 58 Stanbury Road | Appendix 2 |
| 1314Q1019 | Outside 16 Wingfield Street | Appendix 3 |
| 1314Q1020 | Outside 13 Kelvington Road | Appendix 4 |
| 1314Q1021 | Outside 1a Keston Road | Appendix 5 |
| 1314Q1028 | 151 Consort Road located in Ellery Road side of 143 Consort Road | Appendix 6 |
| 1314Q1029 | Outside 24 Borland Road | Appendix 7 |

Chesterfield Way – 1314Q1018

9. The council was contacted by Affinity Sutton Homes Limited who are the owners of No.37 Chesterfield Way. Their property has an off-street carpark area that provides parking space for their two wheel chair residents.
10. The access to their carpark is via a dropped kerb and vehicle crossover from the public highway.
11. Affinity Sutton Homes Limited explained that vehicles regularly park adjacent to the crossover and therefore block access to the off-street disabled parking area. They ask that parking restrictions are installed on the highway to deter this.
12. Chesterfield Way is public highway and mostly has unrestricted parking. There are some existing restrictions and parking bays near to the junction with Old Kent Road which are associated with the red route (TLRN) which is managed and enforced by Transport for London.
13. An officer visited this location on 2 May 2013 and noted that vehicles were parked

very close to the off-street car park entrance but were not obstructing access.

14. The remaining kerb space in Chesterfield Way was heavily parked including double parking occurring in the purpose-built turning head (see photographs in appendix 8). This turning head was constructed for the very purpose of enabling vehicles to turn around in a cul-de-sac street. Vehicles parking in the turning head make such a manoeuvre impossible and force vehicles to reverse out of the street, raising substantial safety concerns and against the basic principles of highway design.
15. In view of the request from Affinity Sutton Homes Limited and the clear need to provide access to the off-street disabled parking car park it is recommended that yellow lines are installed adjacent to the dropped kerb.
16. Additionally, and in view of the parking taking place in the turning head it is also recommended that the double yellow lines extend, as detailed in Appendix 9, throughout the southern extent of Chesterfield Way.

Linden Grove - 1314Q1026

17. The council was contacted by a councillor on behalf of a constituent with concerns about traffic flow and obstruction between No.145 and No.189 Linden Grove.
18. Linden Grove is a residential street with housing on the northwest side and Nunhead cemetery on the southeast side. Parking is mainly uncontrolled with some yellow line restrictions at the junction with Oakdale Road and Ivydale Road and adjacent to the two traffic calming two pinch (outside No. 147 and No. 177).
19. The section of highway between the two pinch points is narrow at 6.5m and is not able to support parking on both sides without causing an obstruction to traffic flow.
20. It is therefore recommended that, as detailed in Appendix 10, double yellow lines are introduced on the south eastern side between No.153 and No.189 to improve traffic flow for all road users.

Elm Grove - amendment of proposals previously approved - 1213Q3032

21. On 2 March 2013 Peckham and Nunhead Community Council approved changing the loading bays in Elm Grove and Holly Grove to operate at any time, subject to statutory consultation.
22. One objection was received during the statutory consultation period. The objector highlighted the need for residents of the eight flats in 4 Elm Grove to be able to load. As the loading bay is already designated as "goods vehicles only" (during the working day) the proposal to extend the restriction to 24/7 would have prevented cars owned by residents using the bay at all times.
23. In view of the objection we have amended our proposals such that the bay will operate 24/7 but without the "goods vehicles only" limit. In this way the bay will be available for residents to use whilst improving the opportunity for loading to take place throughout the week.
24. We have been in contact with the objector and understand him to be happy with this revision.

25. In view of the above, it is recommended that the proposed order be made in a modified form (lessened in its effect) so that the bay outside No. 4 Elm Grove operates at any time but with the “goods vehicle only” limit removed. These proposals are detailed in appendix 11.

Policy implications

26. 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

27. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
28. 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.
29. The introduction of blue badge parking gives direct benefit to disabled motorists, particularly to the individual who has applied for that bay.
30. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
31. 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.
32. 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.
33. 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

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

Legal implications

35. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
36. 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.
37. 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.
38. 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.
39. 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.
40. 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

41. No informal (public) consultation has been carried out.
42. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
43. 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.
44. 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.
45. 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.
46. Any person wishing to comment upon or object to the proposed order will have 21 days in which do so.
47. 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

| Background Papers | Held At | Contact |
|--------------------------|---|-------------------------------|
| Transport Plan 2011 | Southwark Council Environment and Leisure Public Realm projects Parking design 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 | 270 Consort Road – proposed origin disabled bay |
| Appendix 2 | Stanbury Road – proposed origin disabled bay |
| Appendix 3 | Wingfield Street – proposed origin disabled bay |
| Appendix 4 | Kelvington Road – proposed origin disabled bay |
| Appendix 5 | Keston Road – proposed origin disabled bay |
| Appendix 6 | 151 Consort Road – proposed origin disabled bay |
| Appendix 7 | Borland Road – proposed origin disabled bay |
| Appendix 8 | Chesterfield Way – photo of street environment |
| Appendix 9 | Chesterfield Way - proposed at any time waiting restrictions |
| Appendix 10 | Linden Grove – proposed at any time waiting restrictions |
| Appendix 11 | Elm Grove/Holly Grove proposed consolidation of Loading only bay hours of operation |

AUDIT TRAIL

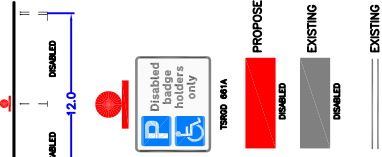
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|---|--|--------------------------|
| Lead Officer | Matthew Hill, Public Realm Programme Manager | |
| Report Author | Tim Walker, Senior Engineer | |
| Version | Final | |
| Dated | 7 June 2013 | |
| Key Decision? | No | |
| CONSULTATION WITH OTHER 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 Community Council Team | 7 June 2013 | |

PUBLIC REALM PROJECTS (PARKING DESIGN)



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

LEGEND



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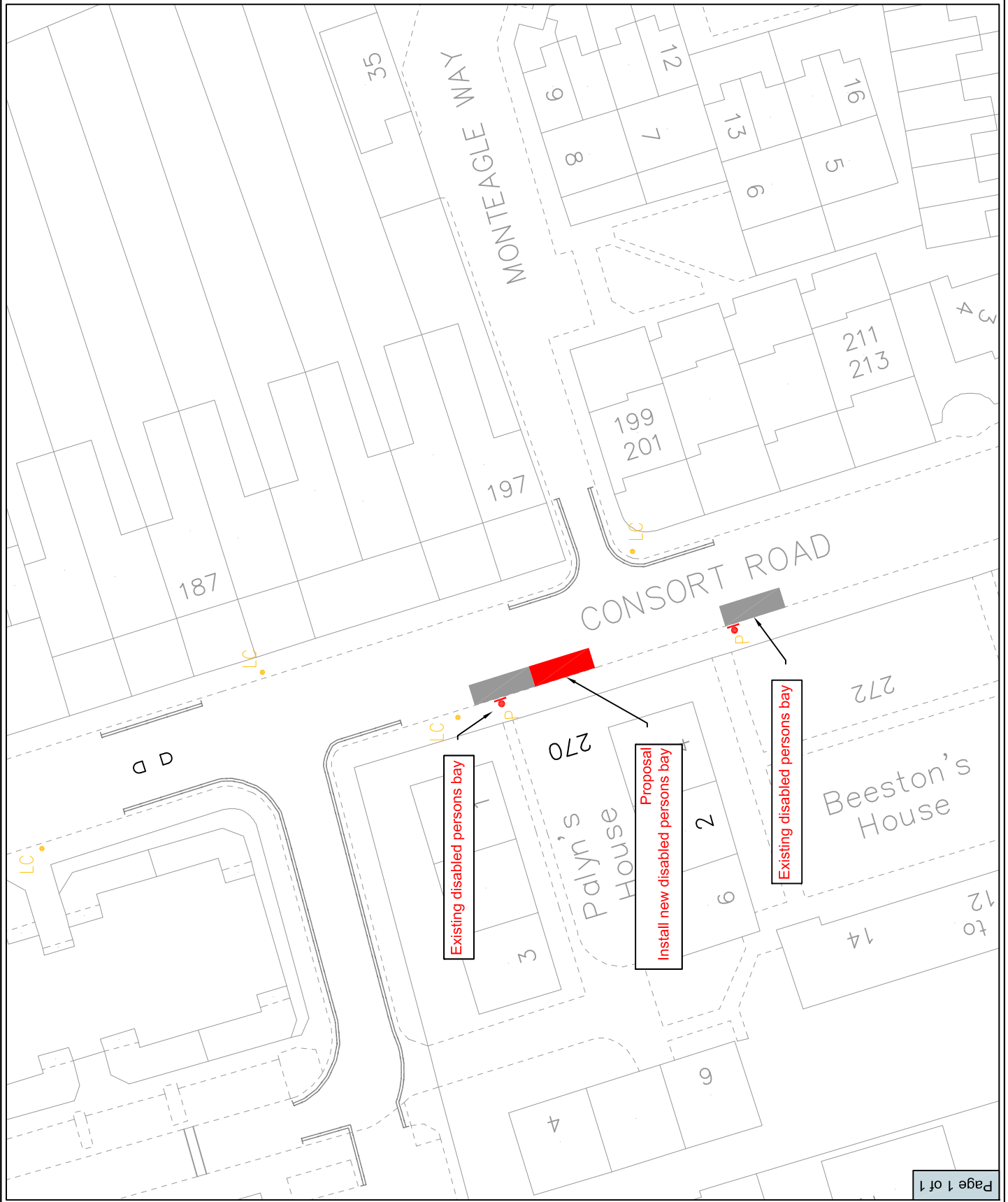
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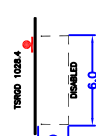



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Southwark Council
Environment and Leisure, Public Realm
PO Box 64529, London SE1 5LX

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DISABLED

PROPOSED DISABLED BAY

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Project ID / name
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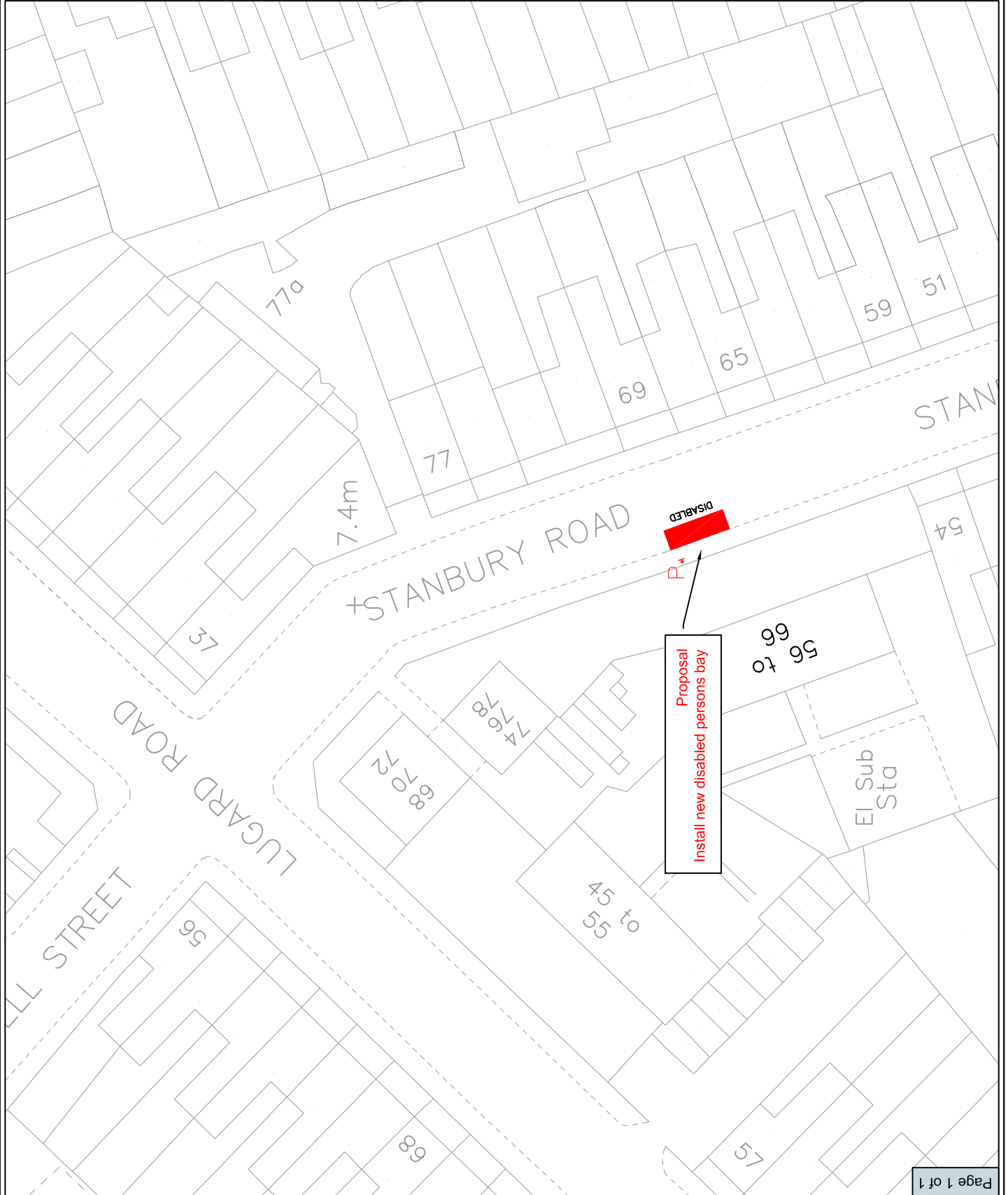
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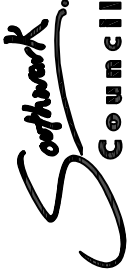
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LEGEND

- ROAD MARKING: 2.0m, 3.0m, 4.0m
- POSITION OF SIGN AND SUPPORT: Disabled badge holders only
- EXISTING DISABLED BAY: Grey rectangle
- EXISTING DOUBLE YELLOW LINE: Double yellow line

| Revision details | By | Date | Suffix |
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| | | | A |
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Project ID / name
1314Q1_LOCAL_PARKING_AMENDMENTS

Drawing title
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PROPOSED_DISABLED_BAY
Layout

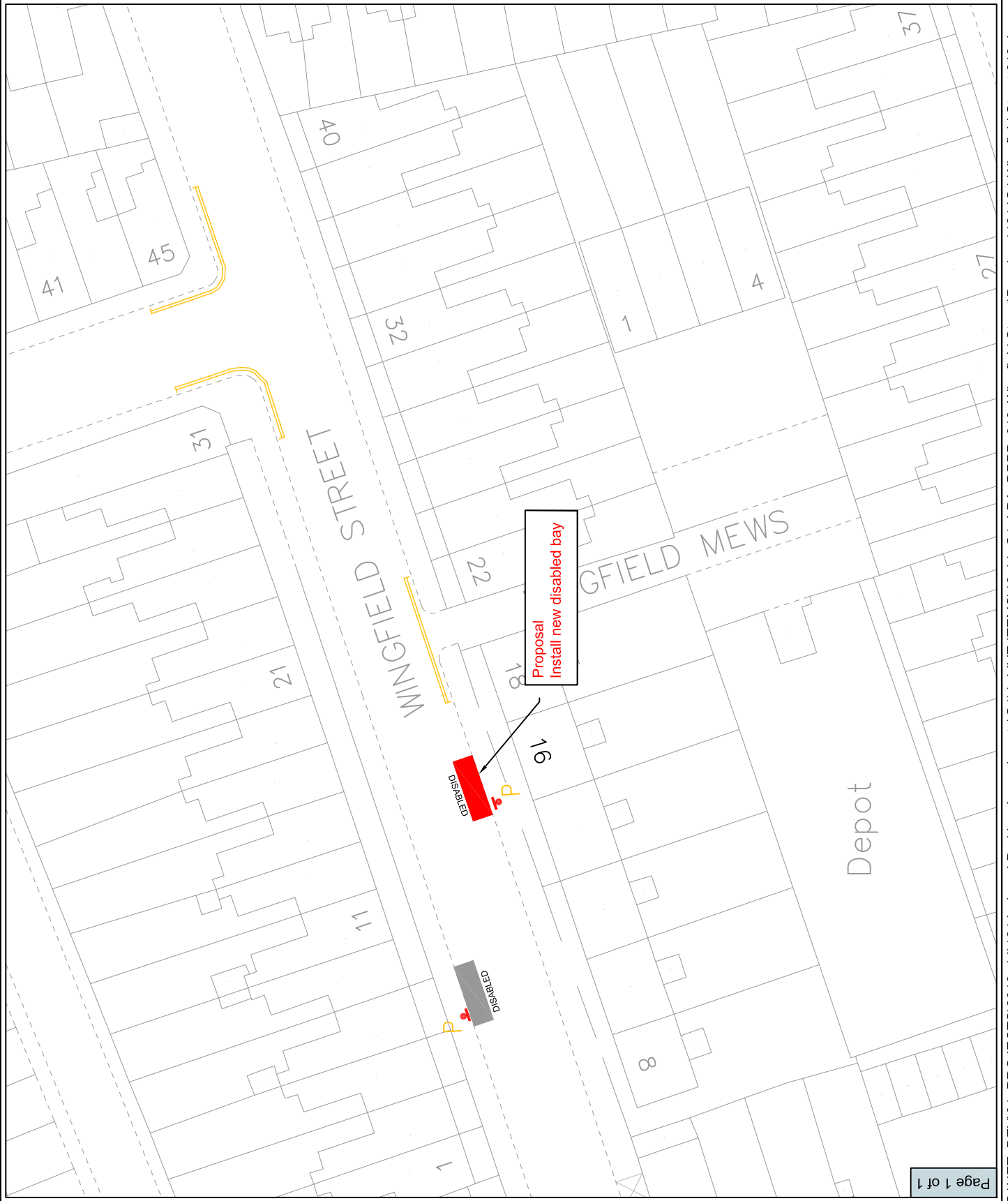
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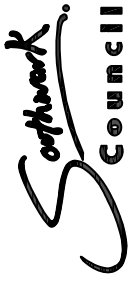
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LEGEND



ROAD MARKING



POSITION OF SIGN AND SUPPORT



TREE

| Revision details | By | Date | Subj: |
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Project ID / name
1314Q1_LOCAL_PARKING_AMENDMENTS

Drawing title
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PROPOSED_DISABLED_BAY

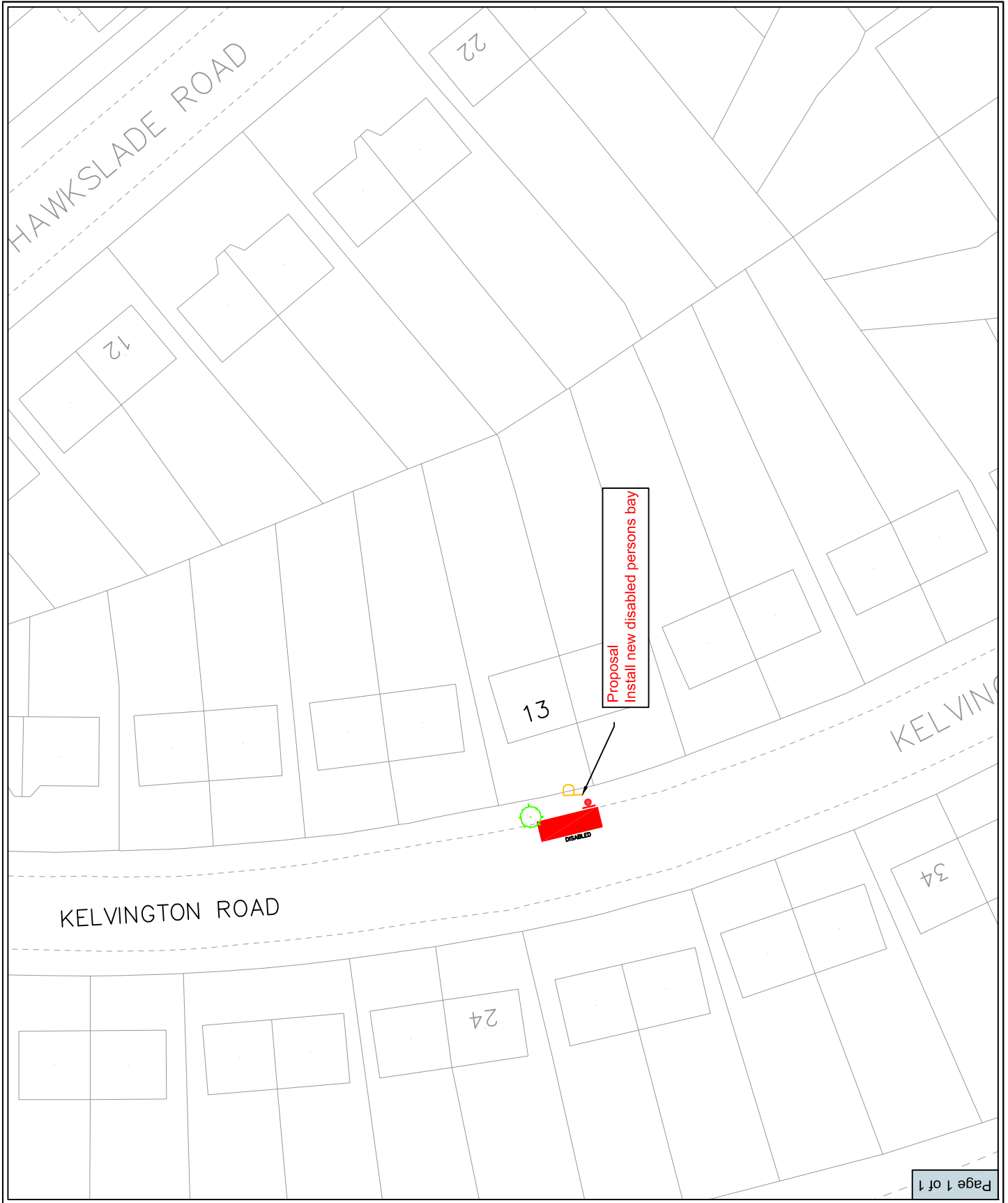
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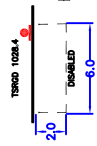


PUBLIC REALM PROJECTS (PARKING DESIGN)

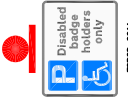


Southwark Council
Environment and Leisure, Public Realm
PO Box 64529, London SE1 5LX

LEGEND



BAY MARKINGS



POSITION OF SIGN AND SUPPORT

Disabled badge holders only

| Revision details | By | Date | Suffix |
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Project ID / name
1314Q1_LOCAL_PARKING_AMENDMENTS

Drawing title
WINGFIELD STREET
PROPOSED_DISABLED_BAY

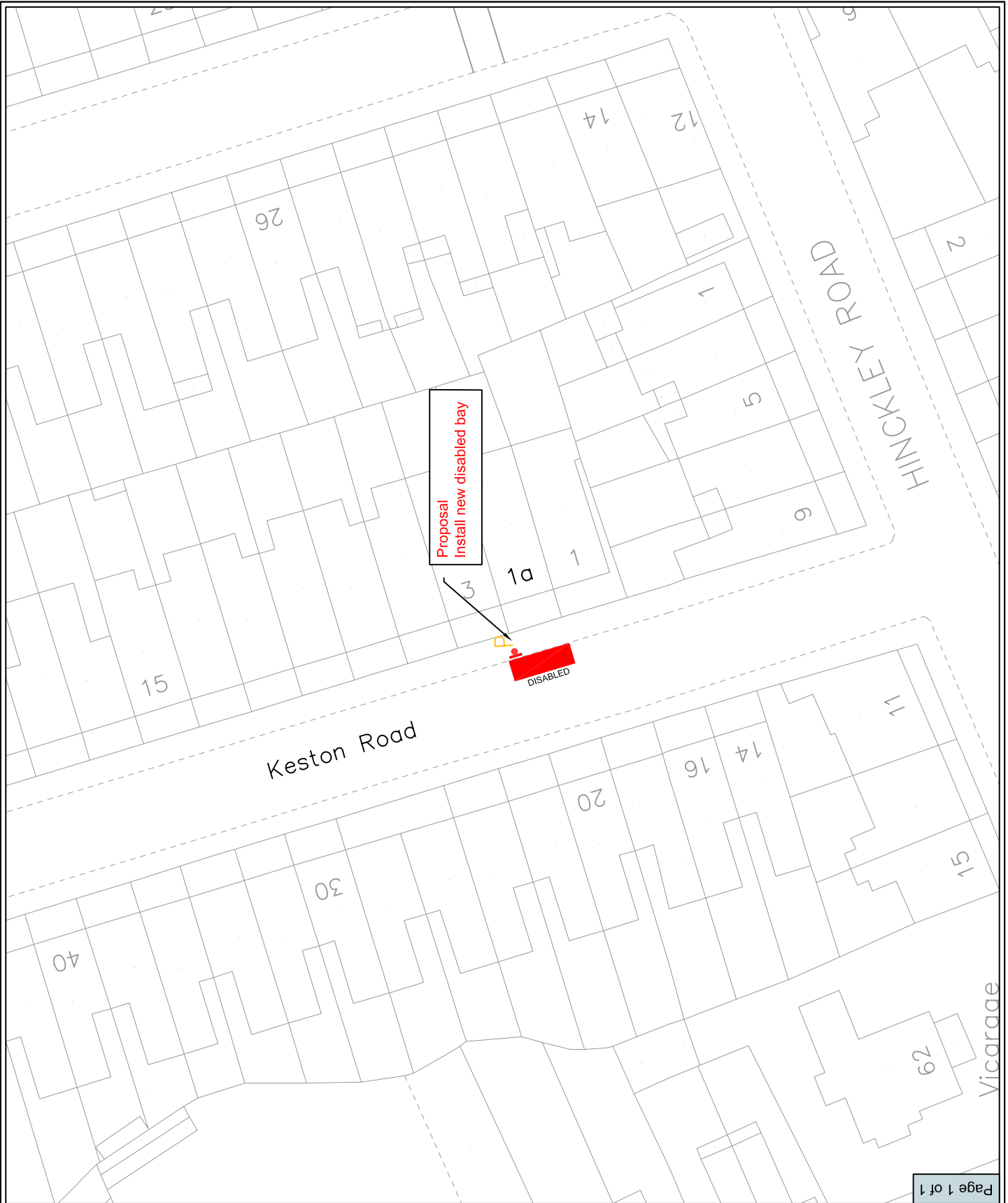
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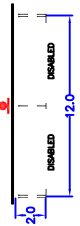
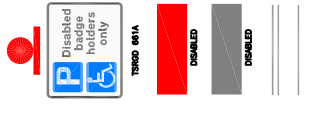


PUBLIC REALM PROJECTS (PARKING DESIGN)



Environment and Leisure, Public Realm
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LEGEND

TEND 081A
DISABLED
DISABLED
PROPOSED DISABLED BAY
EXISTING DISABLED BAY
EXISTING DOUBLE YELLOW LINES
EXISTING SINGLE YELLOW LINE

| Revision details | By | Date | Suffix |
|------------------|----|------|--------|
| | | | A |
| | | | B |
| | | | |
| | | | |
| | | | |

Project ID / name
1314Q1_LOCAL_PARKING_AMENDMENTS

Drawing title
CONSORT_ROAD/ELLERY_STREET
PROPOSED_DISABLED_BAY

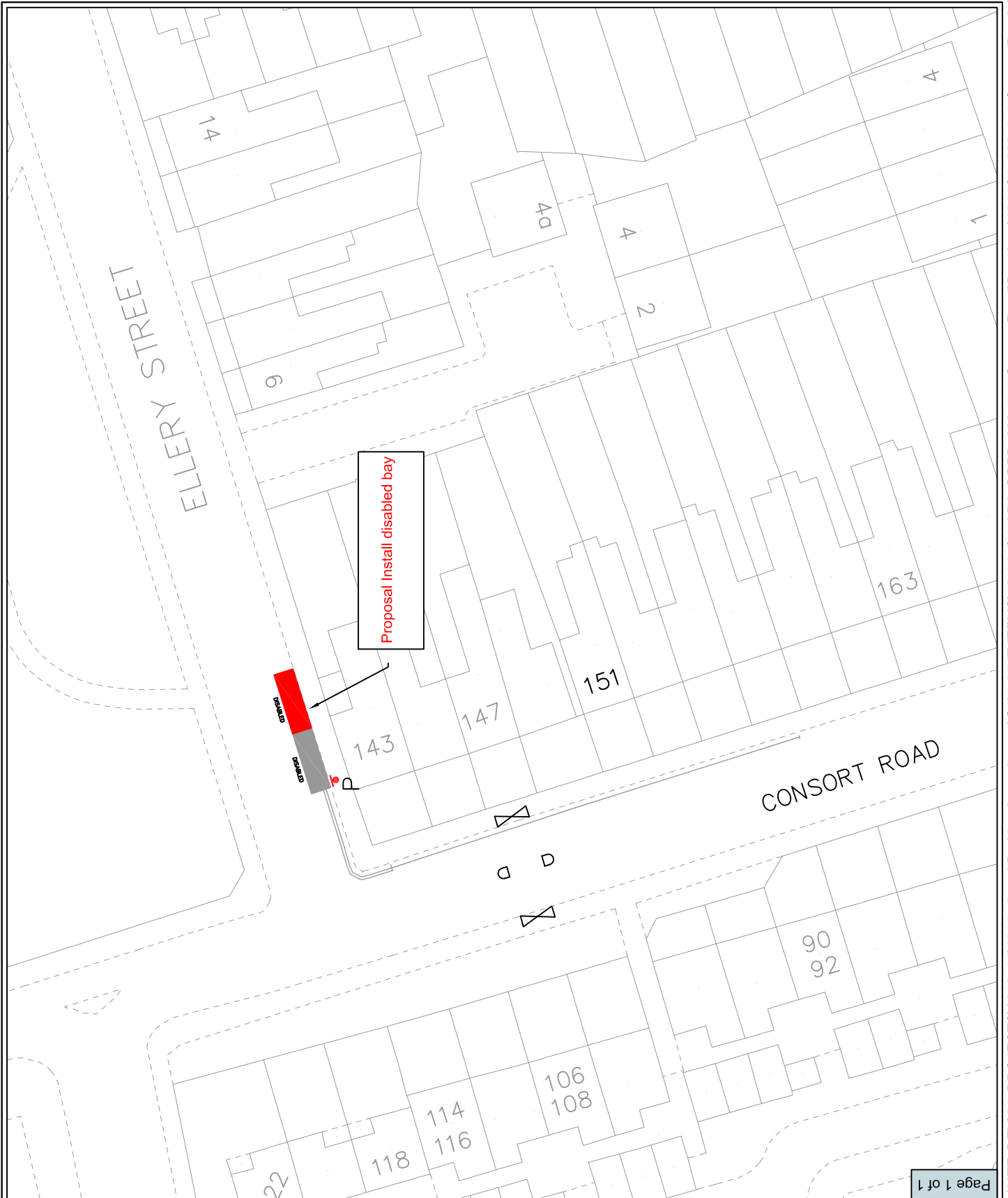
Layout
APPENDIX_6

Scale
1:500_AT_A4

File name
1314Q1_028


| Drawn | Designed | Checked | Approved |
|----------|----------|----------|----------|
| MH | MH | TW | TW |
| 10/05/13 | 10/05/13 | 14/05/13 | 14/05/13 |

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PUBLIC REALM PROJECTS (PARKING DESIGN)



Environment and Leisure, Public Realm
PO Box 64529, London SE1 9LX

LEGEND

- Existing single red line
- Existing red route bay
- Existing single yellow line
- Proposed double yellow lines

| Revision details | By | Date | Suffix |
|------------------|----|------|--------|
| | | | A |
| | | | B |
| | | | |
| | | | |

Project ID / name
1314Q1_LOCAL_PARKING_AMENDMENTS

Drawing title
CHESTERFIELD WAY
PROPOSED_AAT_WAITING_RESTRICTIONS

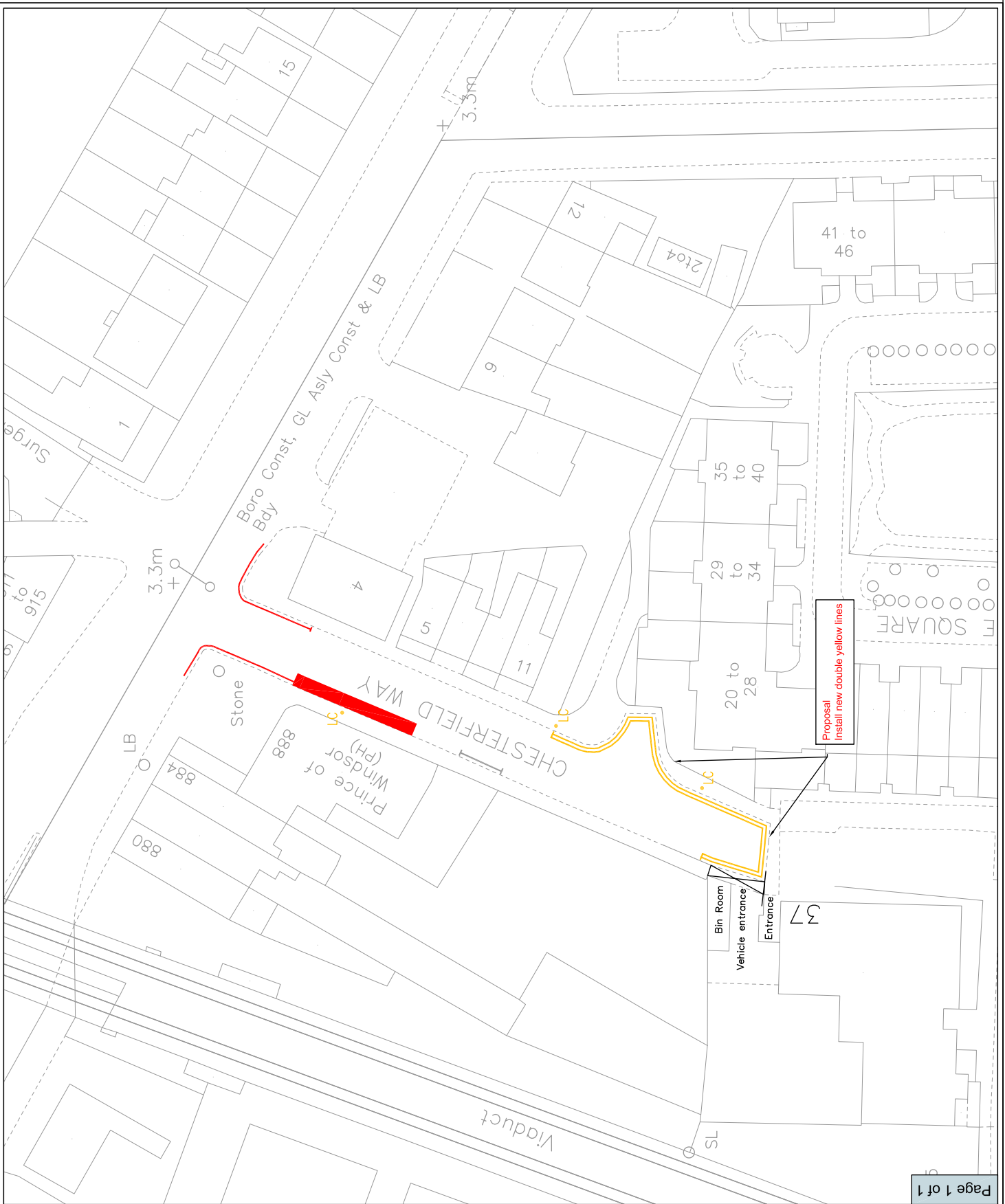
Layout
APPENDIX_9

Scale
1:500_AT_A3


File Name
1314Q1 Chesterfield Way 018_0.2.dwg

| Drawn | Designed | Checked | Approved |
|----------|----------|----------|----------|
| MH | MH | TW | TW |
| 22/04/13 | 22/04/13 | 14/05/13 | 14/05/13 |

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PUBLIC REALM PROJECTS (PARKING DESIGN)



Environment and Leisure, Public Realm
PO Box 64529, London SE1 9LX

LEGEND

- Existing double yellow lines
- Existing disabled persons' bay
- Proposed double yellow lines

| Revision details | By | Date | Suffix |
|------------------|----|------|--------|
| | | | A |
| | | | B |
| | | | |
| | | | |
| | | | |

Project ID / name
1314Q1_LOCAL_PARKING_AMENDMENTS

Drawing title
LINDEN GROVE
PROPOSED AAT_WAITING_RESTRICTIONS
Layout

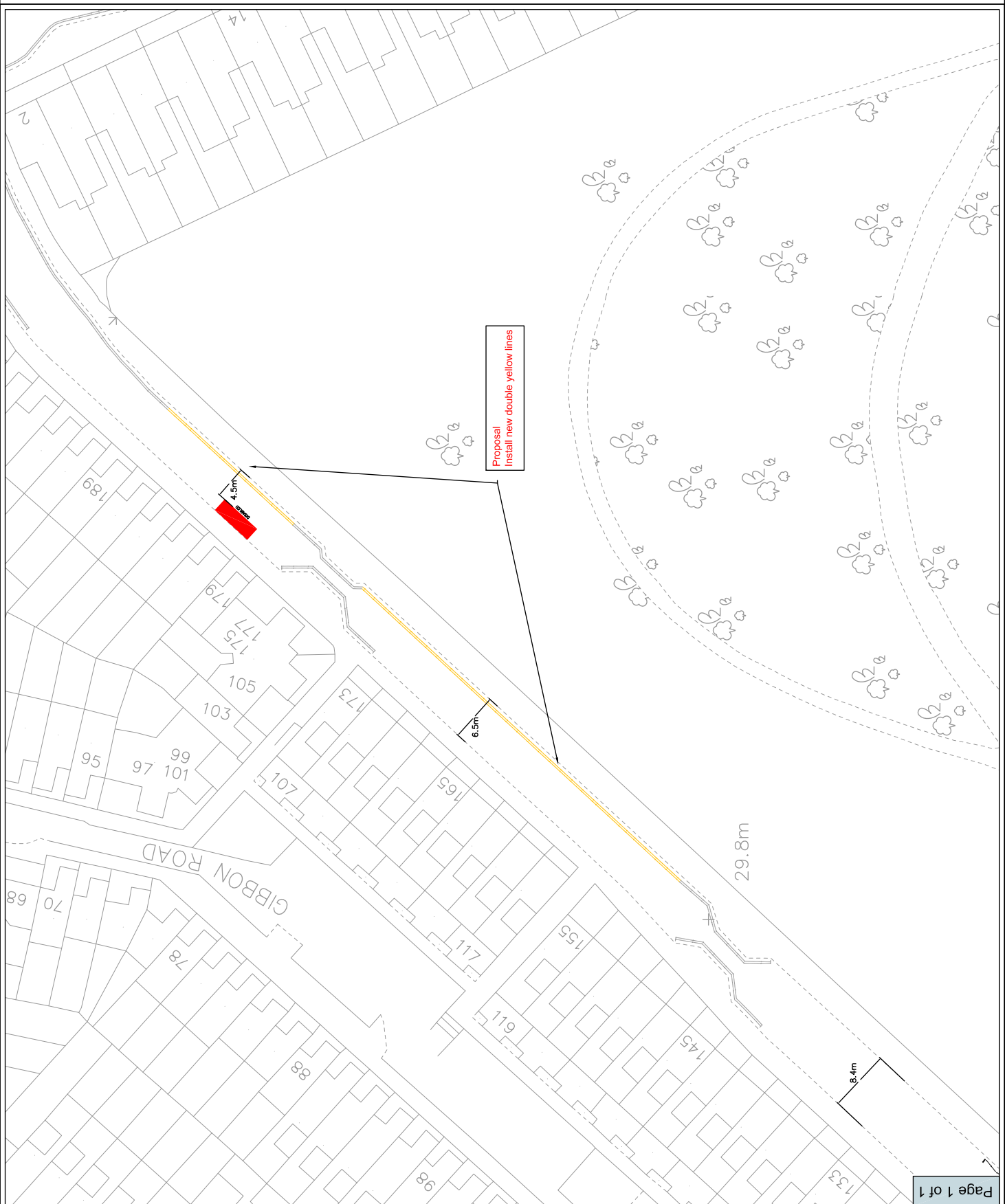
APPENDIX_10

Scale
1:500_AT_A3


File Name
Linden Grove.dwg

| Drawn | Designed | Checked | Approved |
|----------|----------|----------|----------|
| MH | MH | TW | TW |
| 03/05/13 | 03/05/13 | 13/05/13 | 13/05/13 |

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PUBLIC REALM PROJECTS (PARKING DESIGN)



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

LEGEND

- DOUBLE RED LINE (NO STOPPING ANY)
- SINGLE KERB STRIPE
- DOUBLE KERB STRIPES
- SINGLE YELLOW LINE
- EXISTING DOUBLE YELLOW LINE
- DISABLED BAY
- DISABLED BAY (4 HOUR MAX STAY)
- DISABLED BAY (6 HOUR MAX STAY)
- SHORT STAY BAY (MAX STAY 2 HOURS)
- PERMIT HOLDERS ONLY BAY
- SHARED USE (PERMITS/PAY AND DISPLAY)
- 2 HOUR PAY AND DISPLAY
- CAR CLUB
- LOADING ONLY
- SOLO MOTORCYCLES ONLY
- DOCTORS PERMITS ONLY
- ZONE ENTRY/EXIT PLATE
- LC LAMP COLUMN
- P POST

| Revision details | By | Date | Suffix |
|------------------|----|------|--------|
| | | | A |
| | | | B |

Project ID / name
121303_LOCAL_PARKIN_AMENDMENTS

Drawing title
HOLLY GROVE ELM GROVE
LOADING ONLY BAYS
Layout

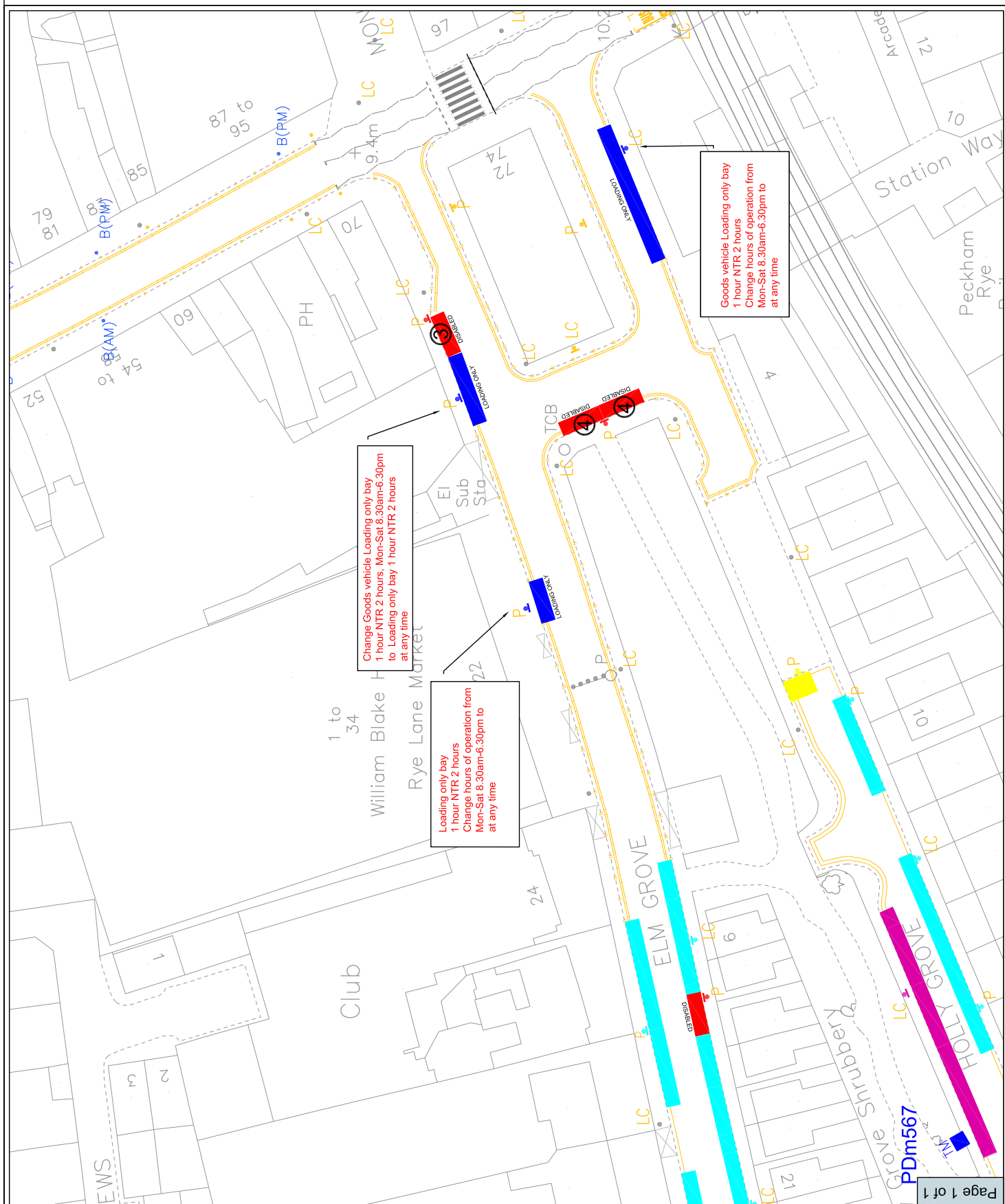
APPENDIX_12

Scale
1:500_AT_A3

File Name
B_AB_V4.1.dwg

| Drawn | Designed | Checked | Approved |
|----------|----------|----------|----------|
| MH | MH | TW | TW |
| 03/12/12 | 03/12/12 | 17/12/12 | 17/12/12 |

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| | | | |
|------------------------------------|--------------------------------|---|--|
| Item No. 14. | Classification: Open | Date: 19 June 2013 | Meeting Name: Peckham and Nunhead Community Council |
| Report title: | | Cleaner Greener Safer: Funding Reallocation | |
| Ward(s) or groups affected: | | Peckham and Livesey wards | |
| From: | | Head of Public Realm | |

RECOMMENDATIONS

That Peckham and Nunhead Community Council:

1. Note the financial savings and deficits for relevant projects, and
2. Approve the re-allocation of a total of £24,000 to a new project from the 2013/14 applications, as set out in Appendix 1.

BACKGROUND INFORMATION

3. Cleaner Greener, Safer (CGS) is part of the London Borough of Southwark's capital programme. Between 2003 and 2013 £28.51m has been made available 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.

KEY ISSUES FOR CONSIDERATION

4. Appendix 1 highlights one project which has a total under spend of £24,000.
5. It is recommended that project Livesey Museum Entrance - Creative improvements to the entrance wall, project reference [000611], be cancelled and £24,000 funding remaining from the original award is reallocated to a new project.
6. Appendix 1 highlights an application for funding received as part of the 2013/14 programme.
7. It is recommended that £24,000 be reallocated to Children's Playground at Old Lindley Estate, proposal reference [168097].

Policy implications

8. None

Community impact statement

9. The reallocation of funding will have a positive impact on the community.
10. The Livesey Museum was awarded CGS funding to improve the entrance. In 2008, the museum's administration made the decision to close as it believed it could no longer afford to run the museum. Since that time the council has been working with local groups to find a permanent, sustainable and affordable use for the museum. Whilst the future use of the building is in development, the CGS award cannot be used to make improvements to the building.
11. The children's playground on the Lindsey Estate is worn out and in need of investment. Improvements will provide safe play opportunities for local families and a communal area for residents. An application for funding was made by a resident of the estate as part of the 2013-14 CGS application process.

Resource implications

12. This is the reallocation of existing CGS funding that was originally awarded in 2007-08. CGS funding is devolved to community councils to spend on suitable projects. Management of the reallocation of the funding will be contained within the existing budgets.

Consultation

13. All Cleaner Greener Safer projects require consultation with stakeholders, including the project applicant, local residents and Tenants and Residents Associations where appropriate.

Supplementary advice from other officers

14. None.

BACKGROUND DOCUMENTS

| Background Papers | Held At | Contact |
|--|---|------------------------------------|
| Peckham Community Council Minutes 05/09/2007 – Minutes Agreement Form Item 10B | http://moderngov.southwark.gov.uk/Data/Peckham%20Community%20Council/20070905/Agenda/Minutes%20Agreement%20Form.pdf | Michelle Normanly 020 7525 0862 |

APPENDICES

| No. | Title |
|------------|--|
| Appendix 1 | Cleaner Greener Safer Funding Reallocation Table |

AUDIT TRAIL

| | | |
|---|------------------------------------|--------------------------|
| Lead Officer | Des Waters, Head of Public Realm | |
| Report Author | Michelle Normanly, Project Manager | |
| Version | Final | |
| Dated | 7 June 2013 | |
| 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 | | 7 June 2013 |

Peckham and Nunhead Community Council
 Cleaner Greener Safer programme
 Funding reallocation proposal - 19 June 2013

APPENDIX 1

| PROJECTS TO BE CANCELLED | | | | |
|--|----------------------|---|-----------------------|-------------------------------------|
| Project name | Year of Award | Reason for cancellation/underspend | Original award | Amount to be returned to PCC |
| CGS000611 - Livesey Museum Entrance - Creative improvements to the entrance wall | 2007-08 | The museum closed in 2008. The council has been developing a future for the building with local groups to find a permanent, sustainable and affordable use for the museum, that is in line with the original bequeath. Capital works cannot be undertaken whilst the use is in development. | £24,000 | £24,000 |
| Total to be returned to Peckham Community Council | | | | £24,000 |

| NEW PROJECTS | | |
|---|--|-------------------------|
| Project name | Purpose of the project | Funding required |
| 168097 Children's Playground at Old Lindley Estate | This project will renew the children's playground, provide a safe place for local children to play and a meeting point for local families. | £24,000 |
| Total funding required for new and existing projects | | £24,000 |

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| Councillor Mark Glover | 1 | | |
| Councillor Chris Brown | 1 | | |
| Councillor Sunil Chopra | 1 | | |
| Councillor Fiona Colley | 1 | | |
| Councillor Rowenna Davis | 1 | | |
| Councillor Nick Dolezal | 1 | | |
| Councillor Gavin Edwards | 1 | | |
| Councillor Renata Hamvas | 1 | | |
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| Councillor Catherine McDonald | 1 | | |
| Councillor Victoria Mills | 1 | | |
| Councillor Michael Situ | 1 | | |
| External | | | |
| Libraries (Peckham) | 1 | | |
| Press | | | |
| Southwark News | 1 | | |
| South London Press | 1 | | |
| Members of Parliament | | | |
| Harriet Harman MP | 1 | | |
| Tessa Jowell MP | 1 | | |
| Officers | | | |
| Constitutional Officer (Community Councils) Hub 4 2 nd Floor, 160 Tooley St. | 60 | | |
| | | Total: | 81 |
| | | Dated: 7 June 2013 | |

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| Councillor Mark Glover | 1 | Elizabeth Olive, Audit Commission | 1 |
| Councillor Chris Brown | 1 | 160 Tooley St. | |
| Councillor Sunil Chopra | 1 | | |
| Councillor Fiona Colley | 1 | | |
| Councillor Rowenna Davis | 1 | Total: | 39 |
| Councillor Nick Dolezal | 1 | | |
| Councillor Gavin Edwards | 1 | | |
| Councillor Renata Hamvas | 1 | | |
| Councillor Barrie Hargrove | 1 | | |
| Councillor Richard Livingstone | 1 | Dated: 14 June 2013 | |
| Councillor Catherine McDonald | 1 | | |
| Councillor Victoria Mills | 1 | | |
| Councillor Michael Situ | 1 | | |
| External | | | |
| Press | | | |
| Southwark News | 1 | | |
| South London Press | 1 | | |
| Members of Parliament | | | |
| Tessa Jowell MP | 1 | | |
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