

# Peckham and Nunhead Community Council

Monday 29 September 2014 at 7.00 pm  
Thomas Calton Centre, Alpha Street,  
London SE15 4NX

## Membership

Councillor Johnson Situ (Chair)  
Councillor Cleo Soanes (Vice-Chair)  
Councillor Evelyn Akoto  
Councillor Jasmine Ali  
Councillor Fiona Colley  
Councillor Sunil Chopra  
Councillor Nick Dolezal  
Councillor Gavin Edwards

Councillor Renata Hamvas  
Councillor Barrie Hargrove  
Councillor Richard Livingstone  
Councillor Victoria Mills  
Councillor Jamille Mohammed  
Councillor Sandra Rhule  
Councillor Michael Situ

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Members of the committee are summoned to attend this meeting

**Eleanor Kelly**

Chief Executive

Date: Friday 19 September 2014



## Order of Business

- | Item No. | Title  |
|----------|--|
| 1.       | INTRODUCTION AND WELCOME                           |
| 2.       | APOLOGIES  |
| 3.       | DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS |

Members are asked to declare any interest or dispensation and the nature of that interest or dispensation in any of the items under consideration at this meeting.

Item No.	Title	Time
4.	<b>ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT</b>	
	The chair to advise whether they have agreed to any item of urgent business being admitted to the agenda.	
5.	<b>MINUTES FROM THE PREVIOUS MEETING</b> (Pages 2 - 8)	
	To agree the minutes of the meeting held on 7 July 2014 as a correct record of the meeting.	
6.	<b>DEPUTATIONS/PETITIONS (IF ANY)</b>	7.05 pm
	The chair to advise on any deputations or petitions received.	
7.	<b>COMMUNITY ANNOUNCEMENTS AND PRESENTATIONS</b>	7.10 pm
	<ul style="list-style-type: none"> <li>• Launch of the Cleaner Greener Safer capital funding programme 2015 – 2016.</li> <li>• Nunhead Festival – feedback.</li> <li>• 2015 – 2016: Budget process</li> <li>• Southwark Faith open day</li> <li>• Petition for more police officers – announcement.</li> <li>• Police updates on community safety matters.</li> </ul>	
8.	<b>YOUTH COMMUNITY SLOT</b>	7.35 pm
	An opportunity for the young people to present items to the community council or to submit a question at the meeting.	
	A film from the young people – Damilola Taylor Centre	
	<b>BREAK AT 8.00 PM</b>	
9.	<b>CONSULTATION ANNOUNCEMENTS FOR THE COMMUNITY</b>	7.40 pm

Item No.	Title	Time
	<ul style="list-style-type: none"> <li>• Community conversation on domestic abuse and community conversation on women's safety charter.</li> <li>• Consultation on the Private Sector Housing Licensing Scheme.</li> <li>• Launch of the Housing Commission, Charter of Principles – consultation.</li> <li>• 2015 – 2016: Budget Process.</li> </ul>	
10.	<b>THEME FOR THE MEETING "PRIDE IN OUR NEIGHBOURHOOD"</b>	8.10 pm
	<b>“Taking Pride in my neighbourhood”</b>	
	<ul style="list-style-type: none"> <li>• Peckham Rye Station – consultation update</li> <li>• Peckham Townscape Heritage Initiative (THI)</li> <li>• The Traders Survey and Traders Award - update</li> <li>• Presentation - The Children’s Society</li> </ul>	
11.	<b>COMMUNITY INFRASTRUCTURE PROJECT LIST (CIPL) AND COMMUNITY INFRASTRUCTURE LEVY (CIL) (Pages 9 - 15)</b>	8.25 pm
	<p>To refresh and update the Community Infrastructure Project List (CIPL) and to guide S106 and CIL expenditure in the community council area.</p>	
12.	<b>PUBLIC QUESTION TIME (Page 16)</b>	8.35 pm
	<p>A public question form is included on page 16.</p>	
	<p>This is an opportunity for public questions to be addressed to the chair.</p>	
	<p>Residents or persons working in the borough may ask questions on any matter in relation to which the council has powers or duties.</p>	
	<p>Responses may be supplied in writing following the meeting.</p>	
13.	<b>COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY</b>	8.45 pm

<b>Item No.</b>	<b>Title</b>	<b>Time</b>
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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 in November 2014.

<b>14.</b>	<b>LOCAL PARKING AMENDMENTS</b> (Pages 17 - 42)	8.50 pm
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Executive Function

Members to consider the local parking schemes contained within the report.

Date: Friday 19 September 2014

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

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**CONTACT:** Beverley Olamijulo, Constitutional Officer, Tel: 020 7525 7234 or email: [beverley.olamijulo@southwark.gov.uk](mailto:beverley.olamijulo@southwark.gov.uk)  
Website: [www.southwark.gov.uk](http://www.southwark.gov.uk)

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### **ACCESS TO INFORMATION**

On request, agendas and reports will be supplied to members of the public, except if they contain confidential or exempted information.

### **ACCESSIBLE MEETINGS**

The council is committed to making its meetings accessible. For further details on building access, translation and interpreting services, the provision of signers and other access requirements, please contact the Constitutional Officer.

Disabled members of the public, who wish to attend community council meetings and require transport assistance in order to attend, are requested to contact the Constitutional Officer. The Constitutional Officer will try to arrange transport to and from the meeting. There will be no charge to the person requiring transport. Please note that it is necessary to contact us as far in advance as possible, and at least three working days before the meeting.

### **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.

**For a large print copy of this pack,  
please telephone 020 7525 7234.**



## PECKHAM AND NUNHEAD COMMUNITY COUNCIL

MINUTES of the Peckham and Nunhead Community Council held on Monday 7 July 2014 at 7.00 pm at Thomas Calton Centre (Southwark Adult Education), Alpha Street, London SE15 4NX

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**PRESENT:** Councillor Johnson Situ (Chair)  
Councillor Cleo Soanes (Vice Chair)  
Councillor Evelyn Akoto  
Councillor Jasmine Ali  
Councillor Fiona Colley  
Councillor Nick Dolezal  
Councillor Gavin Edwards  
Councillor Renata Hamvas  
Councillor Barrie Hargrove  
Councillor Richard Livingstone  
Councillor Jamille Mohammed  
Councillor Sandra Rhule  
Councillor Michael Situ

**OFFICER SUPPORT:** Alistair Huggett, (Planning Projects Manager)  
Michael Tsoukaris, (Design and Conservation Manager)  
Marian Farrugia, (Community Council Development Officer)  
Gill Kelly, (Community Council Development Officer)  
Beverley Olamijulo, (Constitutional Officer)

### 1. INTRODUCTION AND WELCOME

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

### 2. APOLOGIES

Apologies for absence were received from on behalf of Councillors Sunil Chopra and Victoria Mills and apologies for lateness were received on behalf of Councillors Fiona Colley and Renata Hamvas.

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

There were none.

#### 4. ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT

There were none.

#### 5. MINUTES FROM THE PREVIOUS MEETING

##### **RESOLVED:**

That the minutes of the meeting held on the 2 April 2014 be agreed as an accurate record of the meeting and signed by the chair.

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

There were no petitions or deputations.

#### 7. COMMUNITY ANNOUNCEMENTS AND PRESENTATIONS

The following announcements were made at the meeting:

##### **Safer neighbourhood teams**

Police officer Neil Cook was present to give an update on ward priorities across Peckham. He agreed to take any issues in regard to the other wards (Nunhead, Peckham Rye, the Lane and Livesey) back to the team sergeants.

The ward priority for Peckham was burglary and the teams were building on local neighbourhood watch schemes that were linked in with the tenants associations where crime prevention advice around burglary was given. It was noted that some of the actions involved in tackling this was to particularly vulnerable and elderly residents.

The officer said he would be available at the break to respond to any queries or feedback any concerns to the other neighbourhood teams.

##### **Peckham Vision**

Eileen Conn from Peckham Vision announced that an exhibition would be held on 23 July 2014 at the CLF Art Cafe, 133 Rye Lane, SE15 4ST. The drop in exhibition would involve a number of activities that included a model of the town centre.

Information leaflets on the Peckham Gateway were available at the meeting.

##### **Athenlay Football Club**

A local resident made an announcement about Athenlay Football Club, which was a well established football club in Southwark. He highlighted that due to the condition of facilities at the club they were not able to invite other teams to play at their home ground because refurbishment work was urgently needed. He asked if the community council could help as the club needed support and more funding for the pavilion.

Councillor Edwards referred to the legacy fund, and invited the resident to speak to him during the break.

### **Community Council Development Officer**

Marian Farrugia, community council development officer announced that she was moving on to another area and so this would be her last meeting in Peckham and Nunhead. Marian said she enjoyed her time in the area and introduced Gill Kelly as the new community council development officer for Peckham and Nunhead.

Councillor Soanes presented Marian with a bouquet of flowers and a card and paid tribute to the hard work and support she provided over the years. Councillor Soanes said Marian was passionate and committed to the cohesion of communities, forming links and also being the eyes and ears in the community. She said Marian would be missed and a loss to the area.

Marian thanked everyone for their support.

### **8. YOUTH COMMUNITY SLOT**

The young people were unable to attend.

### **9. PRESENTATION FROM POCKET PLACES PECKHAM**

Hannah Padgett from Sustrans was at the meeting to talk about Pocket Places Peckham. The project which was supported by Southwark Council and the community health trust. Hannah said during the last 18 months, she has been involved with working with people that propose schemes to enhance empty spaces.

The project held a workshop event on 7 June 2014 where people demonstrated different trials, ideas and proposals. Residents were able to respond to these and provide positive feedback. Hannah explained that subject to the agreement of the relevant cabinet member and members of the community council, an agreed scheme would be identified from the list of schemes.

Hannah said this information would be brought back to the community council meeting in September 2014.

Hannah responded to questions about the workshop event and the proposal for more events in the future. Members commended the good work Pocket Places were doing and the chair thanked Hannah for her presentation.

### **10. ANNOUNCEMENT ON PECKHAM RYE STATION CONSULTATION**

Alistair Huggett, Planning Projects Manager, spoke about the consultation on the redevelopment of the Peckham Rye Station and community engagement programme.



The council, Network Rail, Southern Railways and the Mayor of London were working in partnership to significantly improve the area around Peckham Rye station.

The council had committed over £5m of funding and had secured £5.25m from the mayor's regeneration fund. The reason for the improvements around Peckham Rye station was to improve the passenger experience and the environment around the station. The council had been working closely with local businesses that currently occupy this area.

Alistair announced that a meeting to discuss the co-design process was held on the 14 July 2014 at the Liberal Club. He said improvements to the station were already underway, with better passenger waiting areas including the reopened waiting room and new waiting areas on the platforms. It also included the opening of the new cycle parking hub and improvements to the lighting to the front of the station.

Alistair said accessibility was an issue at Peckham Rye, particularly for those with disabilities, and parents of young children. The council had applied to the Department for Transport for funding to install lifts. If the bid was successful, people would be notified.

For more information visit website <http://peckhamryestation.com>

Or visit the council website for details <http://www.southwark.gov.uk>

### **Peckham Townscape Initiative**

Michael Tsoukaris, Design and Conservation Manager spoke about the Peckham Townscape Initiative which was a jointly funded programme with the heritage lottery fund that allocated a £1.7 million grant programme. This funding was used for restoring historic features and carrying out building repairs on historic buildings. It was noted that 44 properties were identified.

They include Peckham Hill, Peckham High Street, Rye Lane and Peckham Rye Station.

In response to questions, regarding fly tipping around the arches in Peckham, officers agreed to refer this matter to the relevant department (public health) and provide a response at a future meeting.

## **11. THEMES AND PRIORITIES FOR THE YEAR**

Councillors and residents sat in groups in their various wards to identify themes and priorities set for the year.

The feedback from the workshops on themes and priorities were noted as follows:

### **Livesey ward:**

- High streets and landscapes, shops around Peckham High Street.
- To utilize community space available and accessible to community members.

### **The Lane ward:**

- Public realm and cleaning public spaces.

- Education, training and employment – not just for young people but older people.

**Nunhead ward:**

- Jobs, training and education particularly for people with disabilities and young people.
- Housing - social housing 11,000 homes, local jobs for local people.

**Peckham ward:**

- Community cohesion and working together – i.e. the energy and vibe received from these meetings was a positive one.
- Themes need to address positive things like “What Peckham means to me”

**Peckham Rye ward:**

- Traffic calming and transport.
- Cycling safety.
- Peckham High Street.
- School places – which was a big issue at the moment.

The representatives of the Peckham Youth Community Council were not present however they did submit the following information prior to the meeting:

**The Youth Community Council - priorities:**

- Concentrating on recruitment for new youth community councils to join the group.
- The issues that were raised at the last two youth community council meetings were community safety in Peckham towards young people and concern over muggings.
- The reputation of Peckham as being a hotspot for crime. The young people felt that more should be done to raise the profile of Peckham as a good place to live and work.

The chair thanked everyone for their contributions to the meeting.

**12. COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY**

The community council felt the topics highlighted below should be raised as a question to the council assembly meeting:

Improving shop fronts and cleanliness in Rye Lane and Peckham Park Road  
Recognition of young people and their achievements  
Addressing the issue of regeneration in the area.

It was put to the vote and members and residents agreed:

That the issue of improving shop fronts and cleanliness in Rye Lane and Peckham Park Road should be raised as a question at the council assembly meeting on 26 November 2014.

**13. LOCAL PARKING AMENDMENTS**

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

**RESOLVED:**

1. 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:
  - Highshore Road – to extend no waiting (double yellow lines) and no loading at any time restrictions to ensure access to an off-street delivery yard to the rear of No.32 to 36 Rye Lane.
  - Coll's Road / Drayton Grove – installation of double yellow lines at the junction to improve sight lines.
  - Gowlett Road – to reposition the existing loading bay near its junction with East Dulwich Road.
  - Lynbrook Grove – installation of double yellow lines opposite No.32 to provide access.
  
2. That the following local parking amendments be deferred:
  - Gervase Street / Leo Street – officers should consult further with local residents, especially residents situated on the travellers' site located at Burnhill Close. It was noted that many of the vehicles parked on these roads might be owned by the residents that live on the site.
  - Peckham Rye – officers consult further with local ward councillors about the obstructive parking in and around the Veterinary Centre and ascertain whether those who used the centre were responsible for the obstruction.

**14. CLEANER GREENER SAFER CHANGE CONTROL REPORT**

The item was withdrawn from the agenda, officers agreed to present a report at a future community council.

**15. PUBLIC QUESTION TIME**

Q1 Abdul raised a question concerning the lack of community space for young people to use. He asked that the council address this issue so young people do not form the view that they were being charged an exorbitant amount when using these facilities?

A1 Councillor Colley, cabinet member for finance, strategy and performance responded to the question and outlined that she understood their concerns about this issue. Councillor Colley spoke about the opening of a new community centre in Nunhead in 2015 which would be run by "Nunhead boys". Also, there were other community spaces that had been on the sites of the former housing office on Sumner Estate, the old Town Hall, and Theatre Peckham. The theatre would have a studio and many other facilities for young people.

Councillor Colley said the council and members would explore these issues in detail to see how best to utilise more affordable community space in the area.

Councillor Dolezal referred to Peckham BMX and thanked them for the work they had done over the years and as part of that recognition the council built a new BMX track in Burgess Park.

Q2 A local resident referred to the London Youth Games that were held recently – stating that a number of the young champions were from Peckham. The council and the community as a whole should recognise this achievement.

A2 Councillor Hargrove, cabinet member for public health, parks and leisure explained that he attended the event and was pleased for the residents that represented their borough. Councillor Hargrove said he would encourage Southwark young residents to participate in these events especially after Southwark won gold in the 4x100 metres relay. He also stressed the importance of people taking part in physical activity whether it was walking or cycling. The council would be faced with further cuts from central government and he hoped services like this would be maintained.

Q3 Heather, a street pastor, asked a question about litter bins in the area - what had happened to them. The few that were in the area were usually full to capacity.

A3 Councillor Hargrove responded by saying that people should bring such issues to the attention of their local ward councillor.

Q4 A local resident referred to the burning of rubbish by local businesses which was affecting the air quality and the area around the market?

A4 Councillor Hargrove urged people to report such incidences to the council. He said a lot of work had been done over the years to work with shop owners in conjunction with council departments who are doing their best to address the issue of cleaning along Rye Lane. Councillor Mohammed said the same issues were brought to his attention by a number of residents.

Meeting ended at 9.20 pm

**CHAIR:**

**DATED:**

<b>Item No.</b> 11.	<b>Classification:</b> Open	<b>Date:</b> 29 September 2014	<b>Meeting Name:</b> Peckham and Nunhead Community Council
<b>Report title:</b>		Refresh and update of the Community Infrastructure Project List (CIPL) to guide S106 and CIL expenditure in each Community Council area	
<b>Ward(s) or groups affected:</b>		All in Peckham and Nunhead Community Council	
<b>From:</b>		Chief Executive	

### RECOMMENDATION

1. That the community council notes the funded schemes and agrees to update the Community Infrastructure Project List (CIPL) for this community council, which replaces the previous CIPL agreed in 2013.

### BACKGROUND INFORMATION

2. In 2013 we consulted and adopted the Community Infrastructure Project List (CIPL) which replaced the 2009/10 Project Banks. The CIPL details possible S106 and local CIL projects for publically accessible improvements for each community council and was adopted by the community councils in the summer of 2013.
3. At the time we committed to annual updates and refreshes of the list through the community council. Ideas for new projects are accepted throughout the year this report presents the new schemes for consideration.
4. As part of revising Southwark's S106 Supplementary Planning Document (SPD) and the introduction of Southwark's CIL the Council has committed to spend 25% of Southwark CIL locally.
5. In 2010 Regulations relating to securing S106 obligations were tightened to focus more heavily on direct impacts of a particular development and the mitigation that is required by those impacts. Once Southwark's CIL is introduced in early 2015, S106 contributions will only be used for defined site specific mitigation as CIL will secure contributions towards strategic infrastructure.
6. Of the current 22 projects, 4 projects have been fully or partially financed. With no new projects are proposed, future funding will be focused on the existing projects, see appendix 2.

### KEY ISSUES FOR CONSIDERATION

7. Once Southwark CIL is adopted, new S106s will focus on immediate mitigation for a development and remove this as a source of project bank funding. The new community infrastructure project list (CIPL) will therefore focus on Southwark's CIL and existing S106 agreements which are already in the system and which

have provisions covering the following publically accessible amenities:

- Community facilities,
  - Education,
  - Public realm,
  - Local transport improvements,
  - Open space and,
  - Sport.
8. Under the S106, save for a few exceptions, contributions are not secured for improvements to residential buildings, or spaces to which potential residents of the funding development cannot access.
  9. Monies secured under Southwark's CIL will have a wider application, breaking the link between funding development and mitigation. Southwark CIL funded projects must be for infrastructure that supports growth
  10. The Council has committed to spend 25% of local Southwark CIL in the local planning area, whether that is neighbourhood plan, area action plan, supplementary planning document area of opportunity area. For the few gaps that are not covered by the designations it will be spent within the community council area. See appendix 1
  11. It is currently proposed to keep the CIPL separate from Cleaner Greener Safer (CGS), however individual projects may crossover.

### **Policy implications**

12. The essential features to recognise here are:
  - National Planning Policy Framework
  - Localism 2011 Act
  - Community Infrastructure Regulations 2010, 2011 to 2014 Amendments,
  - Southwark's draft CIL Charging Schedule and Infrastructure Plan (Examined in Public 29<sup>th</sup> and 30<sup>th</sup> July)
13. It is proposed to update the CIPL yearly to ensure that it continues to reflect local people's preferences and priorities for local infrastructure.

### **Community impact statement**

14. The proposed project is based around the desire to improve infrastructure for all and improve the communication between the council and the local community when it comes to planning infrastructure. Existing governance will ensure individual allocations are free from bias and opportunity is available to all.

### **Resource implications**

15. The emergence of the project banks as a CIPL, associated with historical S106 agreement contributions and Southwark's CIL enables the administration of this

to benefit from both S106 agreement administration charges and the 5% of CIL the Council can retain for administration purposes.

16. An electronic process of submitting new ideas and updates on our website keeps costs low and yearly consultations and updates are focused in one month.
17. The existing governance for S106 expenditure, as detailed in the S106 Protocol, will be retained, as there are no proposed changes to this and the proposals will have no increase on resources.

### **Consultation**

18. Throughout the year, most recently the July Planning Committee update report, July community council announcements, S106 2012-2014 Annual report.
19. This report now proposes the new projects that have come in during the last year.

### **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

#### **Director of Legal Services**

20. It is noted that pursuant to the Council's Constitution Community Councils, Planning Committee and local communities have been consulted concerning revisions to community infrastructure project lists (CIPL) which form the subject of this report. The main issues are outlined in the body of the report.
21. Members of the relevant Community Council's are requested to approve the CIPL which originate in their particular areas. In accordance with function 2 and 22 of Part 3H of the Constitution, Community Councils have the power to approve projects for inclusion within the community project bank or CIPL being a successor to the community project bank system.
22. In making their decision members should note the contents of this report and in particular the restricted application of Section 106 planning obligations. An authority's ability to pool more than five separate planning obligations / contributions entered into on or after 6 April 2010 towards a common piece of infrastructure will be phased out effective from April 2015 (Reg 123). In addition, projects identified as infrastructure projects on a Regulation 123 list will not generally be funded by Section 106 unless such a project amounts to site specific mitigation necessitated by that particular development. Effectively, from the date of adoption of CIL, future Section 106 agreements will not be used to fund infrastructure projects but will continue to fund affordable housing and site specific mitigation. Existing S106 contributions will be rollover to cover expenditure of CIPL project but subject to the constraints placed by regulations and government guidance.
23. Members are advised that subject to the above considerations they may approve the CIPLs applicable to their areas as potential projects which may be funded in the manner set out in this report.

### Strategic Director of Finance and Corporate Services

24. The Strategic Director of Finance and Corporate Services notes the resources implications of the projects in this report. Allocations and use of the banked S106 funds will be monitored as part of the Council's annual Capital Programme.
25. Officer time to effect the recommendations will be contained within existing revenue budget.

### BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
The Community Infrastructure Project List (CIPL) which replaced the 2009/10 Project Banks	Southwark Council Chief Executive 160 Tooley Street London SE1 2QH	Zayd Al-Jawad 020 7525 7309

### APPENDICES

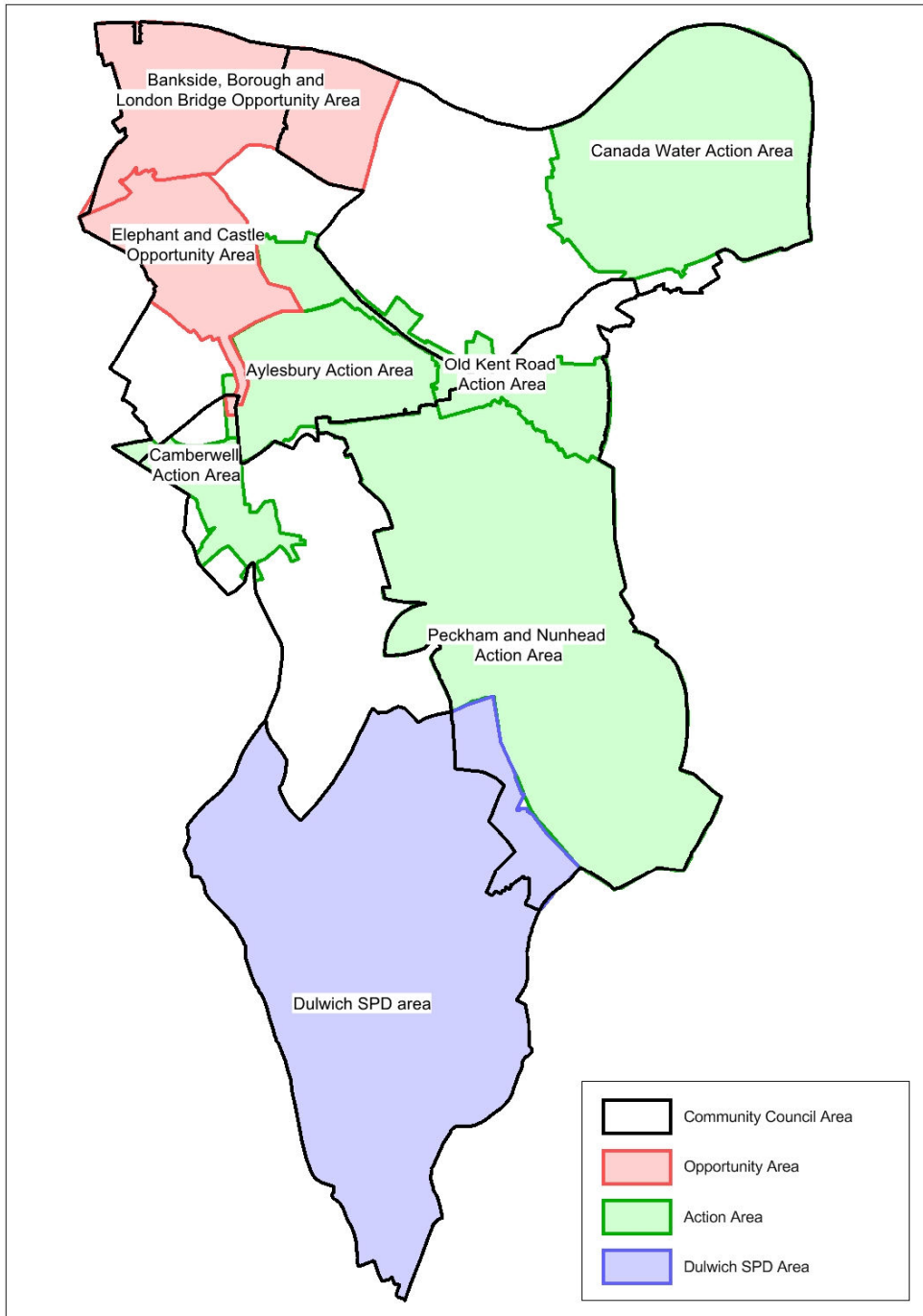
No.	Title
Appendix 1	Community Infrastructure Project List (CIPL) proposed September 2014

### AUDIT TRAIL

<b>Lead Officer</b>	Gary Rice, Head of Development Management	
<b>Report Author</b>	Zayd Al-Jawad, Section 106 & CIL Manager	
<b>Version</b>	Final	
<b>Dated</b>	22 August 2014	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Director of Legal Services	Yes	Yes
Strategic Director of Finance and Corporate Services	Yes	Yes
<b>Cabinet Member</b>	No	No
<b>Date final report sent to the Community Council Team</b>	28 August 2014	



CIL Local Funding Areas



Community Council	Peckham & Nunhead		Sep-14
Project suggestions for approval	S106	CIL	update
Expansion of Cabrini's Bird in the Bush children centre facilities	Yes - community space	Yes	Unfunded - keep on list
Transport improvements to the Pelican estate	Yes - transport	Yes	Unfunded - keep on list
Open space improvements around the Pelican estate	Yes - open space	Yes	Unfunded - keep on list
Lighting improvements around the public areas of the Pelican estate	Yes- public realm	Yes	Unfunded - keep on list
Starlight Music Academy	Yes - community space	Yes	Unfunded - keep on list
Peckham Townscape Heritage Initiative	Yes- public realm, transport	Yes	Unfunded - keep on list
New community hall on site of old housing office	Yes - community space	Yes	Unfunded - keep on list
Improvements to the shop fronts of Peckham High Street	No	Yes	Unfunded - keep on list
Resurfacing St James the Great path by the school	Yes- public realm	Yes	Unfunded - keep on list
Improvements to the green space and lighting around St James the Great pathway	Yes- public realm	Yes	Unfunded - keep on list
Lighting improvements to the rear of the Weatherspoon pub of Peckham Square	Yes- public realm	Yes	Unfunded - keep on list
Improve grass area and lighting behind Peckham Library	Yes- public realm	Yes	Unfunded - keep on list
Lighting improvements along surrey Canal footpath	Yes- public realm	Yes	Unfunded - keep on list
Public art and lighting projects on Evelina Rd and Nunhead Green	Yes- public realm	Yes	Unfunded - keep on list
Access improvement works to Nunhead Station, including step free access from a new entrance on Evelina Rd	Yes - transport	Yes	Unfunded - keep on list

Clean up of brick work of the railway viaduct over Evelina Road	Yes- public realm	Yes	Unfunded - keep on list
Improvement works (lighting and clean brick work) to railway bridge over Gibbon Road	Yes- public realm	Yes	Unfunded - keep on list
Zebra crossing on Lausanne Road near junction with Belfort Rd to serve route from Nunhead to Edmund Waller Primary School	Yes- public realm / transport	Yes	Unfunded - keep on list
<b>Projects funded to be removed from the list</b>	<b>S106</b>	<b>CIL</b>	<b>Notes</b>
Environmental improvements to Nunhead Green	Yes public realm, open space	Yes	S106 funded 2013-2014
Improvements to the footpath surface of the Brockley Footpath from Linden Grove to Limesford Rd	Yes- public realm / transport	Yes	S106 funded 2013-2014
Shopfront improvements in Nunhead	No	Yes	Non S106 fundin
Improvements to Cossall Park including the restoration	Yes- Open space	Yes	S106 funded 2013-2014



**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 Gill Kelly, Community Council Development Officer

<b>Item No.</b> 14.	<b>Classification:</b> Open	<b>Date:</b> 29 September 2014	<b>Meeting Name:</b> Peckham and Nunhead Community Council
<b>Report title:</b>		Local traffic and parking amendments	
<b>Ward(s) or groups affected:</b>		All wards within Peckham and Nunhead Community Council	
<b>From:</b>		Head of Public Realm	

### RECOMMENDATION

1. It is recommended that the following local traffic and parking amendments, detailed in the appendices to this report, are approved for implementation subject to the outcome of any necessary statutory procedures:
  - Sternhall Lane – convert existing doctor bays to pay and display bays and install one destination blue badge disabled parking bay outside doctor's surgery.
  - Sandison Street – revoke existing doctor bay and convert one car space to shared- use (permits or paid) parking.
  - Therapia Road – install double yellow lines adjacent to a planned vehicle crossover that will provide access to No.10.
  - Dunstans Road – install double yellow lines adjacent to a planned vehicle crossover that will provide access to No.173.
  - Friern Road – install double yellow lines adjacent to a planned vehicle crossover that will provide access to No. 37.
  - Gervase Street / Leo Street – install double yellow lines to provide access for larger vehicles.
  - Meeting House Lane – install two destination blue badge disabled parking bays outside St John Chrysostom Church.
  - Peckham Rye – install double yellow lines to improve inter-visibility from an off-street customer car park.

### 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 setting of consultation boundaries for consultation on traffic schemes
  - the introduction of destination disabled parking bays
  - statutory objections to origin disabled parking bays.
4. This report gives recommendations for eight local traffic and parking amendment, involving traffic signs, waiting restrictions 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**

### **Sternhall Lane**

6. The Chairman of the Sternhall Lane Surgery Patient Participation Group (PPG) contacted the parking design team to request that disabled parking be provided outside the surgery.
7. A site assessment was carried out that identified that the surgery has a small hard standing area that is currently used for parking. It could comfortably accommodate two cars, however, observations show that four are sometimes tightly packed in. The tight confines of the site and the access gate make this area unsuitable for visitor parking
8. During the site assessment it was also noted that a blue badge (disabled) holder was parked on the single yellow line, blocking access to the entrance to the surgery car park. Blue badge holders are permitted to park on yellow lines but obstructing access is an offence and this behaviour is a clear indicator that the existing provision for disabled parking is insufficient.
9. During the course of discussions the PPG also advised that the surgery no longer made use of the two existing doctor parking bays that are situated near the surgery on the highway. Officers have confirmed that there are no permits on issue for use of these bays.
10. Officers therefore recommended that the doctor bays are removed and replaced with visitor (paid) parking which will provide a parking facility for visitors to the surgery as well as being of benefit to other local businesses and residents. Blue badge holders can also park in these bays free of charge. The Chair of the PPG confirmed that they and the surgery are supportive of all these proposals.
11. In view of the above it is recommended that, as shown in Appendix 1 the doctor bays are replaced with pay and display bays and that a 4 hour destination disabled bay is installed outside the Sternhall Lane Surgery.

### **Sandison Street**

12. The council was advised that the existing doctor's bay in Sandison Street could be removed as it was no longer in use.
13. The surgery at No. 1 Maxted Road is no longer open and as a result the doctor's

bay on Sandison Street is not required. Officers have confirmed that there are no permits on issue for use of this bay.

14. It is recommended that, as shown in Appendix 2, the doctor's bay is removed and a shared use (permit holders or pay and display) bay is installed. This bay type is consistent with other parking bays in the same street.

#### **Therapia Road, Dunstons Road and Friern Road**

15. The council's asset management team have received, considered and approved in principle (subject to this decision and statutory consultation) the construction of a dropped kerb and vehicle crossover in the following locations:
  - leading to No.10 Therapia Road (1415Q2012)
  - leading to No.173 Dunstons Road (1415Q2005)
  - leading to No.37 Friern Road (1415Q2006)
16. Double yellow lines prohibit waiting (generally referred to as parking) "at any time" however loading and unloading is permitted.
17. It is noted that double yellow lines are now the council's standard restriction for crossovers. This is part of a wider objective to reduce sign clutter and to improve comprehension of restrictions at the point of parking.
18. It is recommended, as shown in appendices 3, 4 and 5 that 7 metres of double yellow line is installed outside the above properties.

#### **Gervase Street / Leo Street**

19. This item was presented for decision to Peckham and Nunhead Community Council at the meeting held 7 July 2014, when a decision was deferred to allow further informal consultation.
20. On the weekend of 22 and 23 March 2014 the London Fire Brigade (LFB) was called out to a vehicle fire on Leo Street where two vehicles had been set alight. As a result of their observations of the event, a resident contacted the council with concerns about access for LFB and refuse vehicles.
21. An officer carried out a site visit on 10 April 2014 and noted that Gervase Street and Leo Street are narrow with widths on Gervase Street varying between 4 metres and 5.8 metres and on Leo Street between 4 metres and 8.3 metres.
22. We received feedback in April 2014 from LFB White Watch, New Cross, that they have substantial concerns regarding access in this area because vehicles regularly park along one side of the carriageway. LFB noted that if a fire appliance was to pass it would have mount the footway and this would not be possible if the vehicle was parked opposite a tree.
23. At the last Peckham and Nunhead community council meeting held on, 7 July 2014, members asked that officers consult further with local residents, especially residents situated on the travelers' site located at Burnhill Close. It was noted that many of the vehicles parked on these roads might be owned by the residents that live on the site.

24. On 15 August 2014 officers distributed a consultation letter and proposal plan to the 79 properties that front Gervase Street, Leo Street and all address in Burnhill Close. Recipients were invited to give comment by 10 September 2014.
25. 7 responses were received which are summarised as:
  - Four in favour of the proposed double yellow lines
  - Three were against the proposed double yellow lines for the following reasons:
    - loss of parking to residents and visitors
    - the proposals are disproportionate to the frequency of event
    - that double yellow lines are only required on one side of the road
26. Appendix 6 contains full detail of the responses.
27. Officers have reviewed the plans and consider that the proposals are proportionate to ensuring that the council meets its statutory duty to secure the convenient and safe movement of traffic.
28. Yellow lines have only been proposed on both sides of the road where the effective carriageway width would be reduced (if parking was occurring) to below 3.1m. 3.1m is the minimum width required by London Fire Brigade to enable them to proceed through a gateway (including between parked cars). The council is clear that it puts the safe movement of traffic above the provision of parking in such a scenario.
29. In view of the above it is recommended that double yellow lines are installed on Gervase Street and Leo Street, as detailed in Appendix 7, to prevent obstructive parking and improve access for larger vehicles

### **Peckham Rye**

30. This item was presented for decision to Peckham and Nunhead community council at the meeting held 7 July 2014. At that meeting members deferred the decision and asked that officers carry out further investigations.
31. As background, the council was contacted by a resident who was acting on behalf of the Neighbourhood Veterinary Centre at No.1 Barry Parade, Peckham Rye. They explained that, when leaving the Vet's car park, they had concerns about the poor level on inter-visibility with oncoming traffic.
32. The Veterinary Centre has an off-street car park in front of the surgery with a capacity of approximately four vehicles. The car park is accessed from the highway via a vehicle crossover situated immediately south of a pedestrian crossing.
33. The vehicles crossover has no restrictions in front or immediately adjacent to it and, on 12 May 2014, when an officer carried out a site visit it was noted that vehicles were parked very close to the dropped kerb reducing sight lines.
34. Officers have sought comment from the Veterinary Centre upon the initial design but, to date, have not received any feedback. The resident who is acting on behalf of the Veterinary Centre said that she had spoken to the Vet and they were happy with the proposal. Officers therefore expect that the proposal design



will meet the aims and expectations of the Veterinary Centre.

35. At the meeting held 9 July 2014 member deferred their decision so they could consult further with officers about the obstructive parking in and around the Veterinary Centre and ascertain whether those who use the Centre were responsible for the obstruction.
36. On the 7 August 2014 officers wrote to the Peckham Rye members and asked if they would like to meet on site or if they had any comments, no replies were received. Members were advised that it was not possible to ascertain who parks on the public highway and whether or not they are associated with the Vets. Casual observations have observed different vehicles at different times and we do not have a method, with the budget available, to trace owner or identify the final destination of those vehicles owners.
37. It is recommended that double yellow lines are installed in front of the car park of the Neighbourhood Veterinary Centre as detailed on Appendix 8 to prevent obstructive parking and improve sight lines.

### **Policy implications**

38. 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**

39. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
40. 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.
41. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
42. 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.
43. 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.
44. 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**

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

### **Legal implications**

46. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
47. 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.
48. 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.
49. 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.
50. 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.
51. 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**

52. Where public or stakeholder consultation has already been completed, this is described within the key issues section of the report.
53. The implementation of changes to parking requires the making of a traffic order. The procedures for making a traffic order are defined by national Regulations which include statutory consultation and the consideration of any arising objections.

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

#### **Programme timeline**

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

#### **BACKGROUND DOCUMENTS**

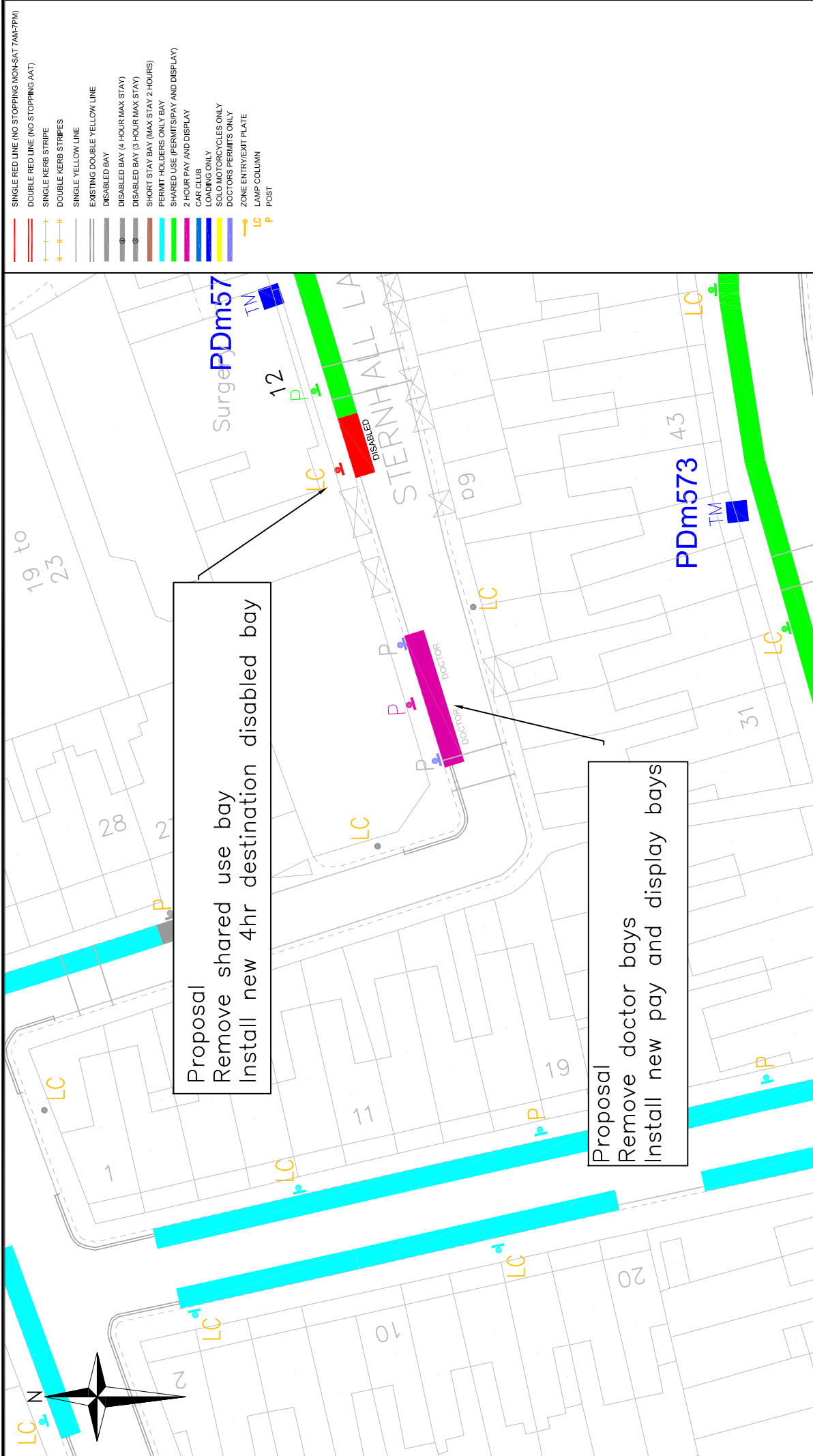
<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
Transport Plan 2011	Southwark Council Environment and Leisure Public Realm projects Parking design 160 Tooley Street London SE1 2QH  Online: <a href="http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011">http://www.southwark.gov.uk/info/200107/transport_policy/1947/sout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

## APPENDICES

No.	Title
Appendix 1	Sternhall Lane – convert existing doctor bays to pay and display and install new destination disabled bay
Appendix 2	Sandison Street – convert existing doctors bay to shared bay
Appendix 3	Therapia Road – install double yellow lines
Appendix 4	Dunstans Road – install double yellow lines
Appendix 5	Friern Road - install double yellow lines
Appendix 6	Gervase Street/Leo Street – consultation comments
Appendix 7	Gervase Street/Leo Street – install double yellow lines
Appendix 8	Peckham Rye – install double yellow lines

## AUDIT TRAIL

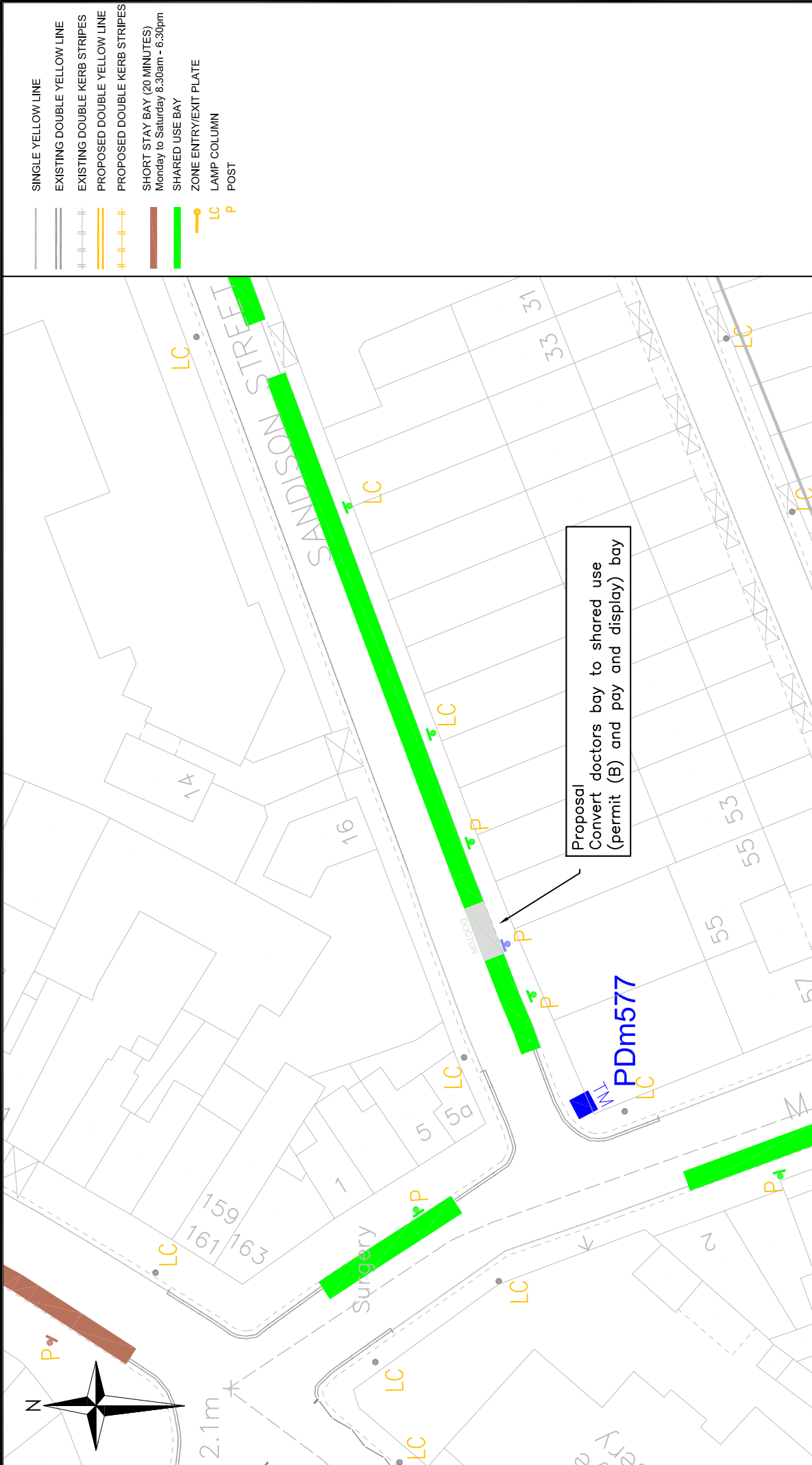
<b>Lead Officer</b>	Des Waters, Head of Public Realm	
<b>Report Author</b>	Tim Walker, Senior Engineer	
<b>Version</b>	Final	
<b>Dated</b>	17 September 2014	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments Included</b>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>	17 September 2014	



Proposal  
Remove shared use bay  
Install new 4hr destination disabled bay

Proposal  
Remove doctor bays  
Install new pay and display bays

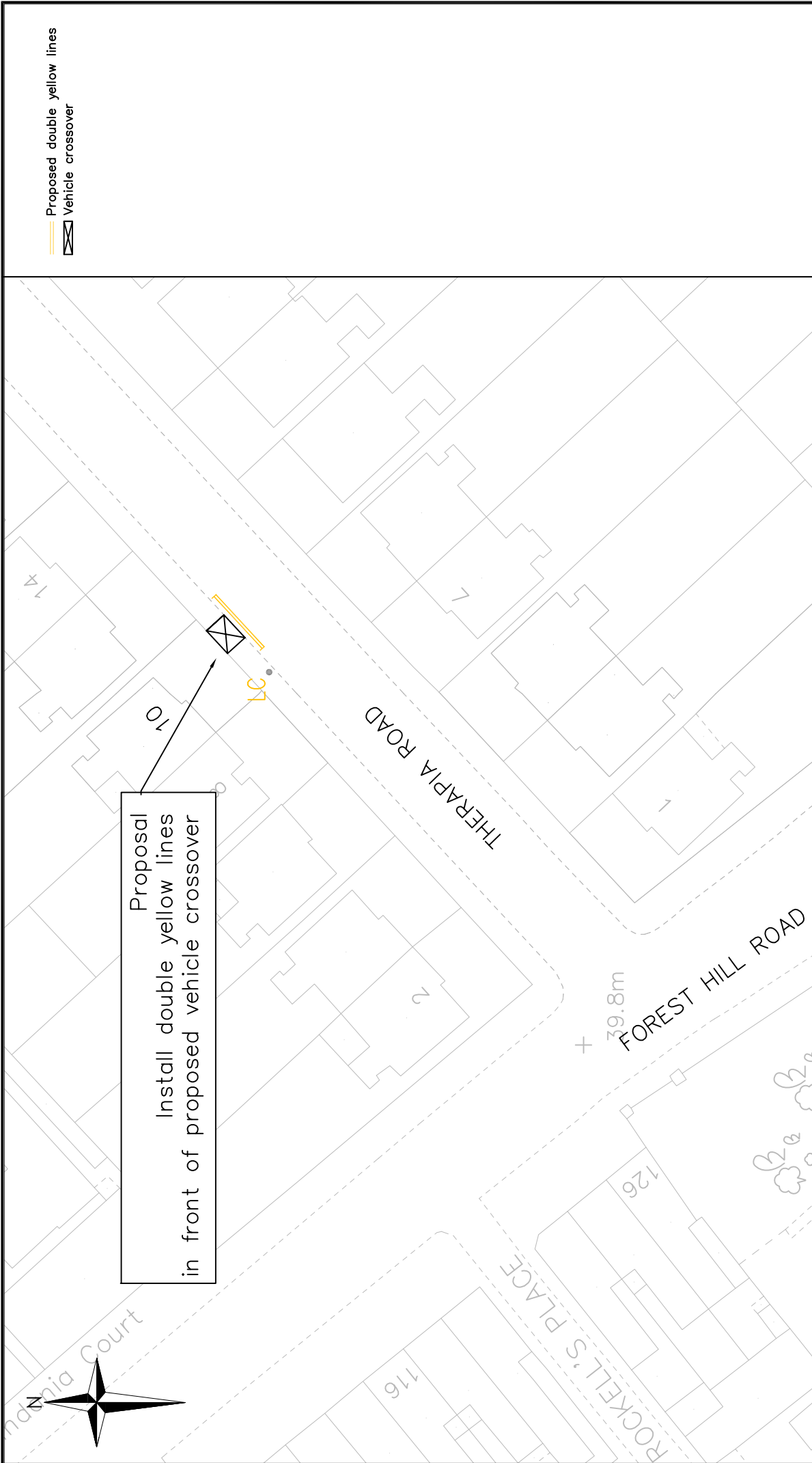
Public Realm Projects Parking Design Environment and Leisure Floor 3, Hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX www.southwark.gov.uk/parkingprojects		Project <b>1415Q2 LOCAL PARKING AMENDMENTS</b>	Community Council <b>PECKHAM AND NUNHEAD</b>		
		Drawing Title <b>PROPOSED BAY CHANGES STERNHALL LANE</b>	Ward(s) <b>THE LANE</b>		
		Date <b>18/06/14</b>	Scale <b>1:500 @ A4</b>	Dwn <b>MH</b>	Chk <b>TW</b>
		Dwg No. <b>1415Q2_001</b>	Status <b>APPENDIX 1</b>	Rev <b>A</b>	Description © Crown copyright. All rights reserved. (0100019292) 2013
		Rev Date Dwn Chk App			



- SINGLE YELLOW LINE
- EXISTING DOUBLE YELLOW LINE
- EXISTING DOUBLE KERB STRIPES
- PROPOSED DOUBLE YELLOW LINE
- PROPOSED DOUBLE KERB STRIPES
- SHORT STAY BAY (20 MINUTES)  
Monday to Saturday 8.30am - 6.30pm
- SHARED USE BAY
- ZONE ENTRY/EXIT PLATE
- LAMP COLUMN
- POST



Public Realm Projects Parking Design  Environment and Leisure Floor 3, hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX  <a href="http://www.southwark.gov.uk/parkingprojects">www.southwark.gov.uk/parkingprojects</a>		Project <b>1415Q2 LOCAL PARKING AMENDMENTS</b>	Community Council <b>PECKHAM AND NUNHEAD</b>
		Drawing Title <b>CONVERT EXISTING DOCTOR BAY TO SHARED USE (PERMITS/PAY &amp; DISPLAY) SANDISON STREET</b>	Ward(s) <b>THE LANE</b>
		Date <b>18/07/14</b>	Scale <b>1:500 @ A4</b>
		Dwg No. <b>1415Q2_009</b>	Chk <b>TW</b>
		Status <b>APPENDIX 2</b>	App <b>TW</b>
		Rev <b>A</b>	Description <b>APPENDIX 2</b>
		Rev <b>1415Q2_009</b>	Date <b>18/07/14</b>
		Dm <b>MH</b>	Dm <b>MH</b>
		Chk <b>TW</b>	Chk <b>TW</b>
		App <b>TW</b>	App <b>TW</b>
		Description <b>APPENDIX 2</b>	Description <b>APPENDIX 2</b>

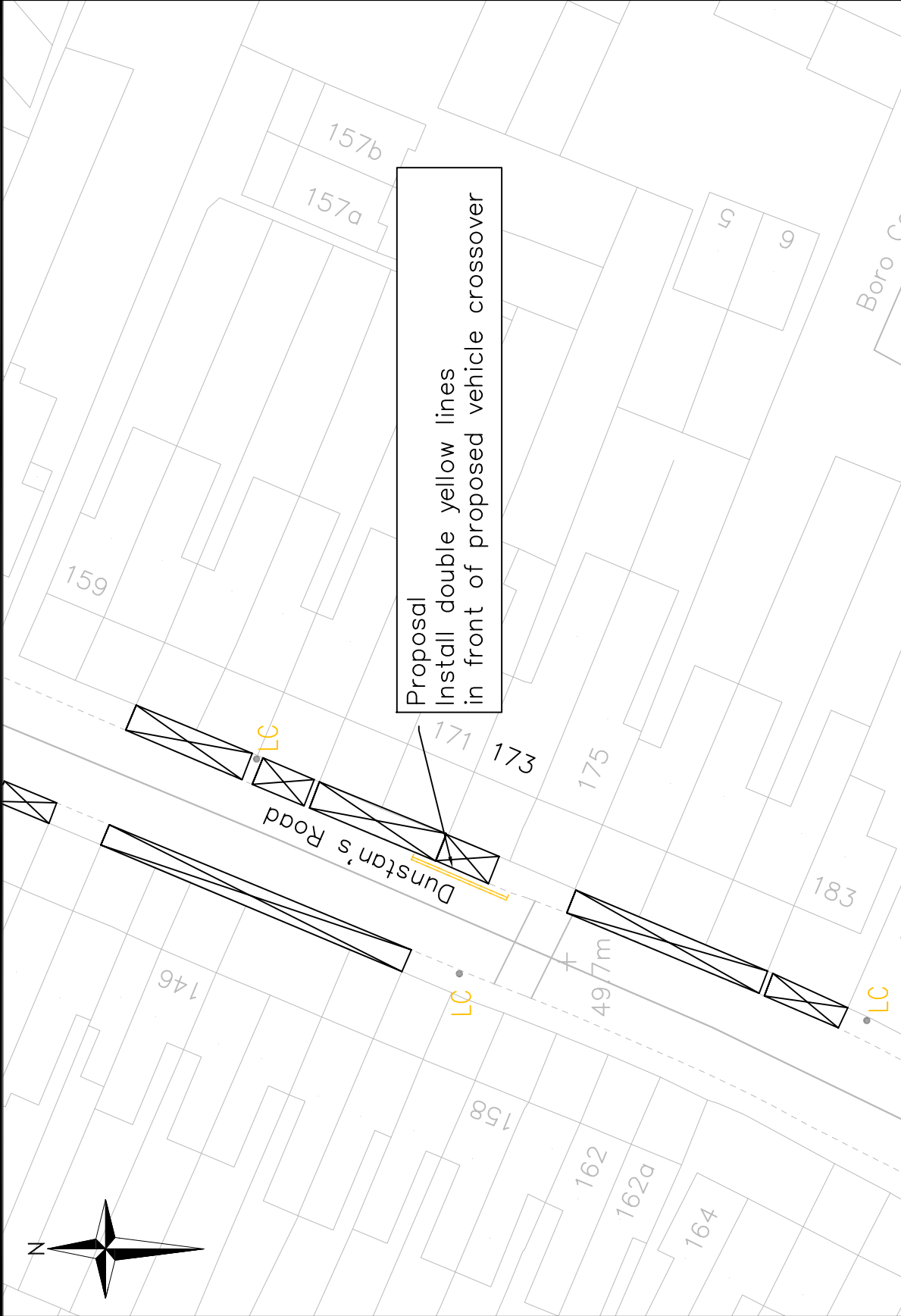


Proposed double yellow lines  
 Vehicle crossover

Proposal  
 Install double yellow lines  
 in front of proposed  
 vehicle crossover

Public Realm Projects Parking Design Environment and Leisure Floor 3, Hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX www.southwark.gov.uk/parkingprojects				Project 1415Q2 LOCAL PARKING AMENDMENTS				Community Council PECKHAM AND NUNHEAD			
				Drawing Title THERAPIA ROAD PROPOSED DOUBLE YELLOW LINES		Ward(s) PECKHAM RYE		Date 24/07/14		Scale 1:500 @ A4	
				Status APPENDIX 3		Date MH		Rev TW		Description App	

Proposed double yellow lines  
 Vehicle crossover



Proposal  
 Install double yellow lines  
 in front of proposed vehicle crossover

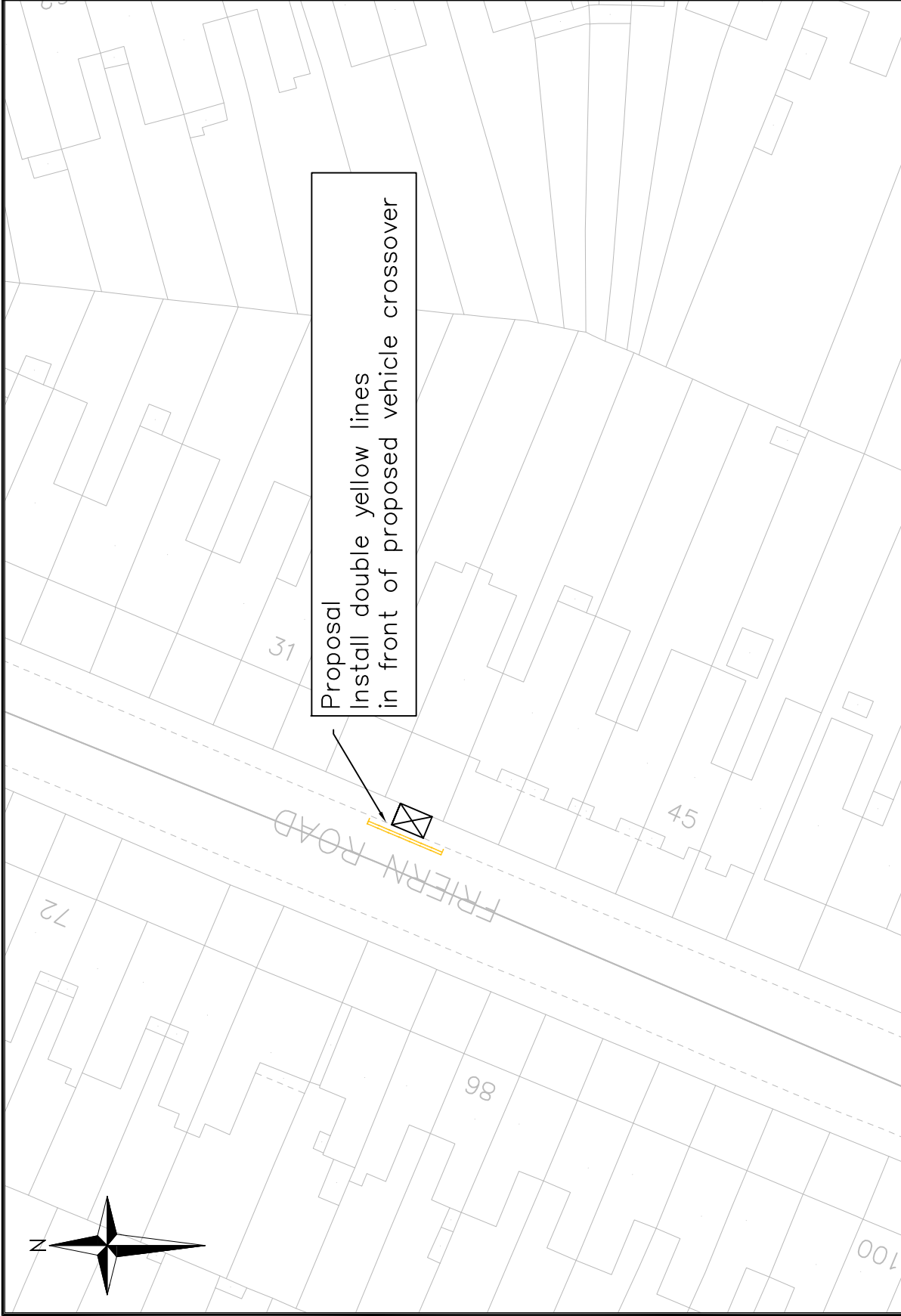
Public Realm Projects Parking Design Environment and Leisure Floor 3, Hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX www.southwark.gov.uk/parkingprojects		Project 1415Q2 LOCAL PARKING AMENDEMENTS	Community Council PECKHAM AND NUNHEAD	Rev Description Date Drn Chk App		
		Drawing Title PROPOSED DOUBLE YELLOW LINES PROPOSED VEHICLE CROSSOVER DUNSTAN'S ROAD	Ward(s) PECKHAM RYE	Date 18/06/14	Scale 1:500 @ A4	Drn MH
			Dwg No. 1415Q2_005	Rev A	Status APPENDIX 4	

\\wsl-uk-01\5share\NET\_DRA\01\_PROD\015\2014\_15\1415 - Local Parking Amendments\04\_LIVE\_IMAGES\14-15\_02\_LPA\_005\_Dunstons\_Road\_01.dwg

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Proposed double yellow lines  
 Vehicle crossover



Proposal  
 Install double yellow lines  
 in front of proposed vehicle crossover

Public Realm Projects Parking Design  Environment and Leisure Floor 3, hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX  www.southwark.gov.uk/parkingprojects		Project 1415Q2 LOCAL PARKING AMENDEMENTS	Community Council PECKHAM AND NUNHEAD	Rev Date Description	
		Drawing Title FRIERN ROAD PROPOSED DOUBLE YELLOW LINES	Ward(s) PECKHAM RYE	App CJ	Drn MH
		Date 18/06/14	Scale 1:500 @ A4	Drn MH	Chk MH
		Dwg No. 1415Q2_006	Rev A	Drn MH	Chk MH
		Status APPENDIX 5	Rev A	Drn MH	Chk MH

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**Herd, Michael**

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**From:** [REDACTED]  
**Sent:** 19 August 2014 23:10  
**To:** Herd, Michael  
**Subject:** 1415Q1 Local parking amendments

Hi Michael,

In response to your letter dated August 14, we would like to let you know that we are in favour of the proposed double yellow lines in Leo Str and Gervase Str, as per your proposal quoted above, to ensure better access for emergency vehicles.

Best regards,

[REDACTED]

[REDACTED]

[REDACTED]

**Herd, Michael**

---

**From:** [REDACTED]  
**Sent:** 20 August 2014 11:30  
**To:** Herd, Michael  
**Subject:** Gervase Street/ Leo Street

Dear Michael,

Im responding to your letter regarding the proposal for double yellow lines on Gervase Street. It is a fantastic idea. I have been blocked in so many times by people parking across our gates which are literally the only way in and out for fire engines or emergency vehicles and its is really dangerous.

On the night of the fire the flames came up to our windows which face onto Leo Street and it was obvious that the situation of getting the fire engines in and out with all the cars parked along the street was really dangerous.

There is also the other problem of cars coming down Gervase street from Asylum road and taking illegal turns down Gervase Street (which is supposed to be one- way) to take a short cut to Old Kent Road and turn into Leo Street. This along with all the cars parked along Gervase Street makes it extremely dangerous and also stressful as there are stand off's all the time and if you turn into Gervase Street from Old Kent Road the angle of the road means you cant see people steaming down the one way road the wrong way until you turn in. There have been many near misses and accidents on that turning.

Im not sure if putting double yellow lines along Gervase Street will do anything to alleviate the issue of the illegal turns down the one way street, but I guess it would make it easier to miss the cars driving down it the wrong way and so less accidents.

If you guys could look into this problem too, that would really be fantastic. Im all in favour of the double yellow lines as at the moment its a bit of a free for all out there especially at weekends when people park all up and down our streets to go to 805 restaurant on old kent road and block our access all the time.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**Herd, Michael**

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**From:** Herd, Michael  
**Sent:** 11 September 2014 07:29  
**To:** [REDACTED]  
**Subject:** RE: Comments on Double Yellow Lines; Gervase Street and Leo Street - ref: 1415Q1\_008  
**Attachments:** Appendix 3.pdf

Dear [REDACTED]

Thank you for your email regarding the proposed double yellow lines for Gervase Street and Leo Street. At the stage we are seeking comments through an informal consultation, so we can include these in a report to local ward members at the next Peckham and Nunhead community council meeting being held 29 September 2014. If the proposal is approved by community council we will then carry out a statutory consultation at which stage you can object to the proposal.

Thank you for your comments regarding the proposed double yellow lines and having the double yellow lines down one side, the double yellow lines are proposed to prevent parking where the carriageway is too narrow to support parking, we have left sections of the carriageway where it is wide enough to support parking on one side, I have attached a drawing showing the proposal. There will still be parking available on both Gervase Street and Leo Street.

I also note your suggestion of removing the existing double yellow lines outside Meridian Court.

Regards

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

---

**From:** [REDACTED]  
**Sent:** Tuesday, September 09, 2014 8:50 PM  
**To:** Herd, Michael  
**Subject:** Comments on Double Yellow Lines; Gervase Street and Leo Street - ref: 1415Q1\_008

Dear Mr Michael Herd,

**RE: Proposed double yellow lines - Gervase Street and Leo Street**

Proposal to install double yellow lines in parts of both Gervase Street and Leo Street to prevent obstructive parking and to maintain access for emergency and refuse vehicles.

Interest and general line of person making representation:

I write in connection with the above proposed change. As a resident of Gervase Street, I am familiar with the road and would like to object to the proposal as parking in this area is already limited and the proposal will only restrict parking further.

Although I do sympathise with the reason for the proposal, I would suggest that event sited for the change is an isolated event. Refuse and Emergency services are a regular occurrence at Harry Lambourn House and they never seem to have a problem with entry via Gervase Street.

It is also worth noting:

1. It is likely that the resident who raised the concern regarding access resides in Grenier Apartments or the mobile home site, of with both residence which have access to private parking and therefore not be impacted by any reduction to existing on street parking
2. Despite the speed restriction on Gervase Street, since the addition of double yellow lines to the top end of Gervase Street (approximately six years ago) traffic flow and speed of traffic has increase. I have also noticed a material increase in the number of potential car accidents (large number of near misses). Before the double yellow lines were laid at the Meridian Court end of Gervase Street, traffic flow was slower and drivers were more cautious, plus drivers were never tempted to enter Gervase stress from the wrong end (another frequent occurrence since the addition of the double yellow lines).

May I suggest a suitable and safe compromise for Gervase Street:

- Entire Road has double yellow lines (on one side) where road is at its narrowest and at potentially blind spots such as on corners
- Asylum road end of Gervase Street double yellow lines are removed from the area directly outside of Meridian Court, but remain on the opposite side of the road (therefore still permitting emergency access to Harry Lambert House and potentially mitigating incorrect traffic flow.

Please confirm receipt of this letter and do not hesitate to contact me if you require further assistance during your site visit.

Kind regards, [REDACTED]

---

[REDACTED]

**Herd, Michael**

---

**From:** Herd, Michael  
**Sent:** 08 September 2014 07:51  
**To:** [REDACTED]  
**Subject:** RE: Proposed dbl yellow lines Gervase/Leo street  
**Attachments:** 1415Q1008\_Leo Street\_Gervase Street\_1.1.pdf

Dear [REDACTED]

Thank you for your email regarding the proposed double yellow lines for Gervase Street and Leo Street, please accept my apologies for the delay in my reply as I have been on leave.

Thank you for your suggestion regarding the proposed double yellow lines and having the double yellow lines down one side, the double yellow lines are proposed to prevent parking where the carriageway is too narrow to support parking, we have left sections of the carriageway where it is wide enough to support parking on one side, I have attached a drawing showing the proposal. There will still be parking available on both Gervase Street and Leo Street.

I hope this answers your enquires.

Regards

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

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

**From:** [REDACTED]  
**Sent:** Sunday, August 31, 2014 7:08 PM  
**To:** Herd, Michael  
**Subject:** Proposed dbl yellow lines Gervase/Leo street

Hi Michael,

I think to take parking away completely in these roads would be a mistake as residents and visitors need somewhere to park.

My suggestion would be to have double yellows on one side of the road with immediate towing if caught parked on them, this way there will be guaranteed access but still the option for people to park their cars.

Best regards,

[REDACTED]

[REDACTED]

[REDACTED]

**Herd, Michael**

---

**From:** Herd, Michael  
**Sent:** 08 September 2014 07:41  
**To:** [REDACTED]  
**Subject:** RE: Proposed double yellow lines - Gervase and Leo Streets  
**Attachments:** 1415Q1008\_Leo Street\_Gervase Street\_1.1.pdf

Dear [REDACTED]

Thank you for your email regarding the proposed double yellow lines for Gervase Street and Leo Street, I note your support. Please accept my apologies for the delay in my reply as I have been on leave.

I have attached a drawing showing the proposal. The double yellow lines shown on Dover place are existing lines and are not included in this proposal.

Regards

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

**From:** [REDACTED]  
**Sent:** Sunday, August 31, 2014 7:03 PM  
**To:** Herd, Michael  
**Subject:** Proposed double yellow lines - Gervase and Leo Streets

Michael,

I am writing in reference to your letting dated 14 August 2014 regarding the proposed installation of double yellow lines in parts of both Gervase Street and Leo Street.

I am a resident of Grenier Apartments at [REDACTED]

Please be aware that both Leo Street and Gervase Street are consistently used for parking most notably by residents of the traveller community who have multiple vehicles (as demonstrated by the vans set alight in the incident your letter describes) and by visitors to the 805 Restaurant on Old Kent Road.

I support the proposal as far as yellow lines on Gervase and Leo Streets are concerned as these are actually busy rat-runs. However, I am unsure of their relevance along Drovers Place given that this is a residential setting where, I suspect, home owners may wish to park their own cars outside their homes.

Best regards,  
 [REDACTED]

Confidentiality notice

[REDACTED]

[REDACTED]





**Herd, Michael**

---

**From:** [REDACTED]  
**Sent:** 11 September 2014 14:14  
**To:** Herd, Michael  
**Subject:** Re: Proposed Double Yellow Lines - Gervase Street and Leo Street

Dear Mr Herd

Thank you for your reply.

I'll have another look at the plan and the position of the trees. I had a look at the position of the trees when you first sent the letter and tried to recall the details last night when trying to make the deadline. I apologize if there was any inaccuracy in what I said.

Regarding the bottleneck issue, for the avoidance of doubt, I wasn't advocating vehicles mounting the pavement, just pointing out that this is possible and generally the practice. It is possible because there is no tree there and it is something I have frequently observed larger cars doing.

Many thanks.

Kind regards

[REDACTED]  
On 11 September 2014 00:01, [REDACTED]  
Dear Mr Herd

I write in response to your letter of 14 August 2014.

I note that there are no trees in Leo Street. There is a bit of a bottleneck at one point, roughly at the entrance to the Burnhill Close travellers site but this can be negotiated by mounting the pavement.

In Gervase Street running from the Old Kent Road up to Asylum Road there are no trees of a problematic nature. The one potential problem area is some road signage on the righthand of the pavement, but this is generally not a problem as far as I have observed - I have lived in Grenier Apartments overlooking Leo and Gervase Street since 2001.

There are a couple of trees in Gervase Street that connects from Leo Street. These are on the righthand side and could possibly impede access of a fire engine as cars are generally parked on the lefthand side. Therefore, if anywhere should have double yellow lines, this section would have more justification than the two aforementioned parts. However, until the incident in March, I am not sure that access has ever been a problem for any emergency vehicles and in fact the concerns that have been raised were raised not by the London Fire Brigade, but a resident.

Therefore, I question whether the proposal is a proportionate response to any actual problem. On the other hand, the proposal could mean a reduction in late-night noise in the environs as presently many patrons of the 805 Restaurant situated on the Old Kent Road nearby tend to use Leo and Gervase Streets to park and return late and noisily to their vehicles, especially at the weekend. However, this would more appropriately be dealt with as a licensing issue.

Please do not hesitate to contact me if I can be of any further assistance.

Yours sincerely

[Redacted signature]

--

Kind regards

[Redacted signature]

**Herd, Michael**

---

**From:** Herd, Michael  
**Sent:** 20 August 2014 14:18  
**To:** [REDACTED]  
**Subject:** RE: Scanned from a Xerox multifunction device

Dear [REDACTED]

Thank you for your email regarding the proposed double yellow lines for Gervase Street and Leo Street. I note your support for the proposal.

Regards

Michael Herd

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

**From:** [REDACTED]  
**Sent:** Wednesday, August 20, 2014 1:15 PM  
**To:** Herd, Michael  
**Subject:** Scanned from a Xerox multifunction device

Good afternoon Michael, we wholeheartedly agree with your plans as you can hardly fit a car down either road when one vehicle is parked on one side of the road. That will allow access to the Emergency Services and the Waste disposal guys as well as making it much easier for standard cars to use the roads.

Cheers.

[REDACTED]

[REDACTED]

[REDACTED]

Please open the attached document. It was scanned and sent to you using a Xerox multifunction device.

Attachment File Type: pdf

multifunction device Location: [REDACTED]

Device Name: XRX9C934E12F133

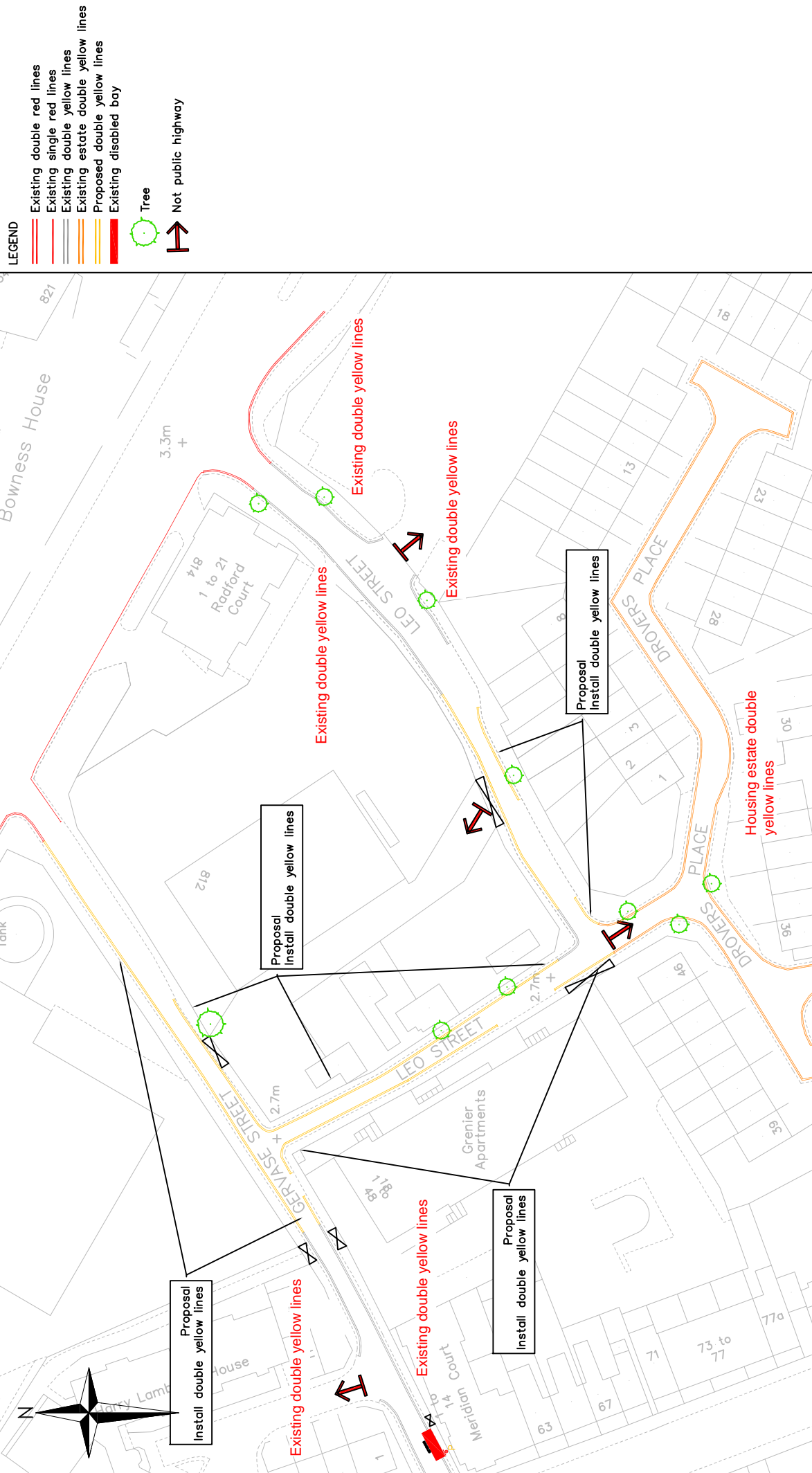
[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



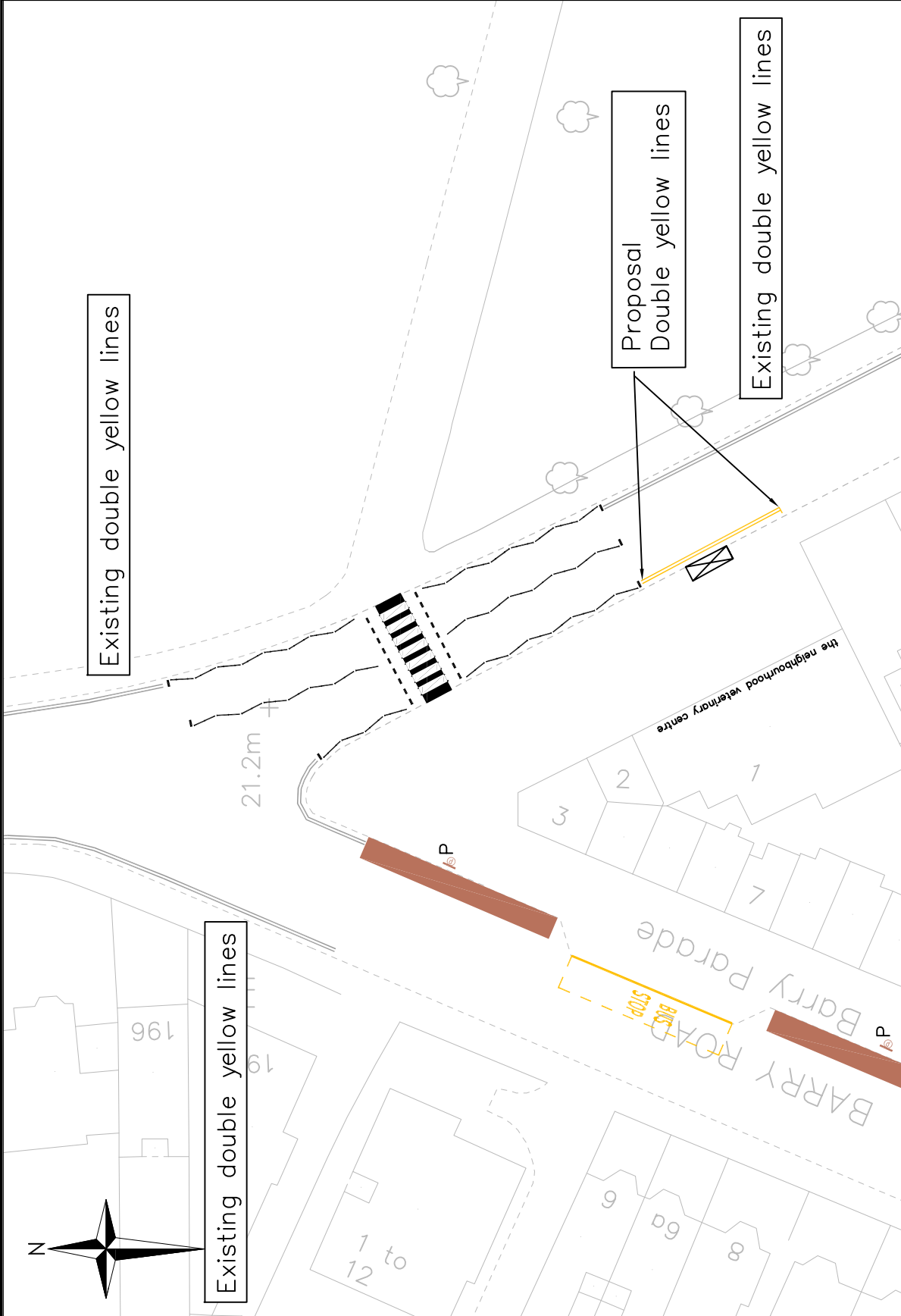
**LEGEND**

- Existing double red lines
- Existing single red lines
- Existing double yellow lines
- Existing estate double yellow lines
- Proposed double yellow lines
- Existing disabled bay
- Tree
- ↔ Not public highway

<p>Public Realm Projects Parking Design</p> <p>Environment and Leisure Floor 3, hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX</p> <p>www.southwark.gov.uk/parkingprojects</p>		<p><b>Project</b></p> <p>1415Q1 LOCAL PARKING AMENDMENTS</p> <p><b>Drawing Title</b></p> <p>PROPOSED DOUBLE YELLOW LINES LEO STREET/GERVASE STREET</p>	<p><b>Community Council</b></p> <p>PECKHAM AND NUNHEAD</p> <p><b>Ward(s)</b></p> <p>LIVSEY</p>
		<p><b>Date</b></p> <p>15/05/14</p> <p><b>Dwg No.</b></p> <p>1415Q1_008</p>	<p><b>Scale</b></p> <p>1:500 @ A4</p> <p><b>Status</b></p> <p>APPENDIX 7</p>
		<p><b>Date</b></p> <p></p> <p><b>Description</b></p> <p></p>	<p><b>Rev</b></p> <p></p> <p><b>Chk</b></p> <p></p> <p><b>App</b></p> <p></p>

\\hsh-cb-net\1515shw\NET\_DESIGN\_PROJECTS\2014\_15\1415 - Local Parking Amendments\01\11 OF 14\008 - Leo Street\10 Leo Street.dwg

- Existing double yellow lines
- Proposed double yellow lines
- Existing time restricted bay



Public Realm Projects Parking Design  Environment and Leisure Floor 3, Hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX  www.southwark.gov.uk/parkingprojects		Project <b>1415Q1 LOCAL PARKING AMENDMENTS</b>	Community Council <b>PECKHAM AND NUNHEAD</b>	Date <b>14/05/14</b>	Scale <b>1:500 @ A4</b>	Drn <b>MH</b>	Chk <b>TW</b>	App <b>TW</b>
		Drawing Title <b>PROPOSED DOUBLE YELLOW LINES PECKHAM RYE/BARRY PARADE</b>	Ward(s) <b>PECKHAM RYE</b>	Date <b>14/05/14</b>	Scale <b>1:500 @ A4</b>	Drn <b>MH</b>	Chk <b>TW</b>	App <b>TW</b>
		Rev <b>A</b>	Date 	Description 	Drn 	Chk 	App 	

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MUNICIPAL YEAR 2014-15**

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