

Peckham and Nunhead Community Council

THEME: TRAFFIC AND PUBLIC HIGHWAYS

Monday 10 November 2014

7.00 pm

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

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

Members of the committee are summoned to attend this meeting

Eleanor Kelly

Chief Executive

Date: 31 October 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 and dispensation and the nature of that interest or dispensation in any of the items under consideration 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 2 - 9)

To agree the minutes of the meeting held on 29 September 2014 as a correct record of the meeting.

6. DEPUTATIONS/PETITIONS (IF ANY) 7.05 pm

The chair to advise on any deputations or petitions received.

7. CHAIR'S ANNOUNCEMENTS (Page 10) 7.10 pm

- Welfare Reform – attached flyer about event on 4 November 2014. Further updates will be given at a future meeting.
- NHS Southwark Clinical Commissioning Group – announcement about extended access to urgent appointments for Southwark residents (Dr Sian Howell).
- Local Flood Risk Strategy consultation: The local flood risk strategy is available to the public from Monday 3 November 2014 to Friday 6 February 2015. Consultation documents can be found on the council's webpage and local libraries.
- The council hopes to consult on the following schemes during the month of November and December 2014 respectively:

Consultations

Brayards Road area walking and cycling improvements from the 3 November to 21 November 2014

Bellenden area traffic management scheme from 1 December to the 19 December 2014

As part of the consultation process the council will be sending out consultation documents via royal mail, second class post to residents within these areas. In addition online representation can also be made through the council's website www.southwark.gov.uk/consultation or contact Clement Agyei-Frempong on 020 7525 2305

8. PECKHAM RYE STATION SQUARE - UPDATE 7.20 pm

Peckham Rye Station square – update on the works (Cany Ash).

Item No.	Title	Time
9.	THEME ON TRAFFIC AND PUBLIC HIGHWAYS	7.30 pm
	This segment of the meeting will be the theme on traffic and transport.	
	<ul style="list-style-type: none"> • Draft cycling strategy – consultation (Simon Phillips) • Bakerloo Line Extension and East – West Cycle Superhighway (TfL) The consultation period on the east – west cycle superhighway closes on 9 November 2014, if people wish to comment on the scheme you can do so by this date. Please use the TfL consultation hub - link below: https://consultations.tfl.gov.uk/cycling/eastwest • Southwark Living Streets – issues to raise under the draft cycling strategy and pedestrian access (Jeremy Leach) • Air Quality in Southwark – evaluation /survey (Bill Leggasick) • Peckham Rye Park Cycle project • Community group: People Empowering People, Building Stronger Communities. (Nicholas Okulu) • Pocket Places Peckham (Hannah Padgett) 	
10.	YOUTH COMMUNITY SLOT	8.00 pm
	<ul style="list-style-type: none"> • Damilola Taylor Centre – Vox Pops 	
11.	ONE HOUR FREE PARKING AT SHOPPING PARADES (Pages 11 - 18)	8.05 pm
	Note: This is an executive function.	
	Members to consider the locations that have been scoped for the one hour free parking in the shopping parades.	
12.	BUDGET CHALLENGE - CONSULTATION	8.10 pm
	The community council are consulting on where efficiency savings could be made in the council. The cabinet member for finance & strategy and performance will provide a brief introduction which will be followed by a question and answer session.	
	An interactive session (cheque exercise) will take place during the break.	
	BREAK AT 8.20 PM	

Item No.	Title	Time
13.	DRAFT SOUTHWARK PLAN CONSULTATION	8.30 pm
	Presentations from Southwark officers and Southwark Living Streets.	
14.	PUBLIC QUESTION TIME (Page 19)	8.35 pm
	A public question form is included on page 19.	
	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.	
	Public questions submitted in advance of the meeting will be announced by the chair.	
	Any questions submitted in advance will receive responses at the meeting or a future meeting.	
15.	COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY	8.40 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 26 November 2014.	
16.	COMMUNITY COUNCIL HIGHWAYS CAPITAL INVESTMENT 2014 - 2015 (Pages 20 - 23)	8.45 pm
	Note: This is an executive function.	
	Members to consider the highway schemes in the Peckham and Nunhead area.	

17. LOCAL PARKING AMENDMENTS (Pages 24 - 57)

8.50 pm

Note: This is an executive function.

Members to consider the recommendations contained within the report.

Date: 31 October 2014

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.

**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 29 September 2014 at 7.00 pm at Thomas Calton Centre (Southwark Adult Education), Alpha Street London SE15 4NX

PRESENT:

- Councillor Johnson Situ (Chair)
- Councillor Cleo Soanes (Vice Chair)
- Councillor Evelyn Akoto
- Councillor Jasmine Ali
- Councillor Sunil Chopra
- Councillor Renata Hamvas
- Councillor Barrie Hargrove
- Councillor Richard Livingstone
- Councillor Victoria Mills
- Councillor Jamille Mohammed
- Councillor Sandra Rhule
- Councillor Michael Situ

OTHER MEMBERS

PRESENT: Councillor Radha Burgess

OFFICER SUPPORT:

- John Daley, Private Sector Housing Manager
- Alistair Huggett, Planning Projects Manager
- Michelle Normanly, CGS Projects Officer
- George Roscoe, Community Safety Officer
- Jessica Leech, Community Engagement Officer
- Zayd Al-Jawad, S106 and CIL Manager
- Gill Kelly, Community Council 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 submitted on behalf of Councillors Nick Dolezal and Fiona Colley. Apologies for lateness were received on behalf of Councillors, Evelyn Akoto,

Renata Hamvas, Cleo Soanes and Michael Situ.

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

The following member made a declaration regarding the agenda item below:

Agenda item 10 – Peckham Rye Station

Councillor Sunil Chopra, non pecuniary, in relation to Peckham Rye Station under the theme “Pride in our Neighbourhood” as he owns a business in Rye Lane.

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 7 July 2014 be agreed as an accurate record of the meeting and signed by the chair.

6. **DEPUTATIONS/PETITIONS**

There were no deputations or petitions.

7. **COMMUNITY ANNOUNCEMENTS AND PRESENTATIONS**

The following announcements were made at the meeting:

Cleaner greener safer funding programme 2015 – 2016

Michelle Normanly CGS Project Manager introduced the launch and explained that the cleaner greener safer funding programme had been running since 2003. Michelle said at least 85% of schemes were completed in the community council area. The officer referred to schemes that were currently ongoing in the community council area. People were encouraged to submit their application online and forms were available at the meeting. The closing date for applications was 27 November 2014.

Michelle explained the process and outlined that all eligible ideas would be looked at by councillors. A feasibility study would be undertaken by officers that included the costings. It was noted that a final decision would be made in the January /February 2015 cycle of meetings and the awards would be given in April 2015.

The chair encouraged groups to submit their applications.

For information contact Michelle Normanly on 020 7525 0682 or email

michelle.normanly@southwark.gov.uk

2015 – 2016 budget process

The chair read out a statement about the budget process for 2015 -2016

Like many households, Southwark Council must balance its budget each year. With hundreds of vital services to provide for over 300,000 people, spending money wisely is at the core of what the council does.

Over the past four years the council has had the equivalent of around £90m in funding cuts – which is about a quarter of its total budget. Like many other boroughs the massive reduction had a major impact on local services in the borough.

The council is likely to lose a further £70m of funding over the next three years as the cuts continue. The community council need to decide how best to spend the funding that would be available. In the past the council asked for local people's views on the council's budget.

In the coming months, residents would be consulted and hear their views. The council would be carrying out a consultation exercise at each of the community councils in the November and December cycle of meetings.

Southwark Faith open day

Councillor Jamille Mohammed spoke about Southwark Faith open week that would take on 15 November to 22 November 2014 at Tooley Street and would be hosted by the Mayor of Southwark. The open day formed part of the interfaith week which promoted better understanding and awareness of different faith groups. The event would involve visiting and entering into dialogue with many faith places in Southwark – e.g. Christian churches, mosques and Sikh centres. In response to a question Councillor Mohammed said they were looking into which interfaith groups they would visit, which would be finalised at a later date.

Petition for more police officers

Councillor Richard Livingstone explained that Councillor Michael Situ, cabinet member for environment, recycling, community safety and volunteering had sent his apologies as he was at a Borough, Bankside and Walworth meeting to highlight the issue of more police officers. Councillor Livingstone explained that the borough had their fair share of crime and that around 1000 police officers were needed in the borough, but due to cuts from the Mayor of London there were fewer officers. Previously each ward had approximately six officers including a PCSO and other wards had an even higher number than that and they were able to cut crime in Peckham. People were encouraged to sign the paper petition at the meeting or submit their signature online on the met police website.

For further details of the petition view: www.southwark.gov.uk/policenumbers

Community councils online forum

A new online forum had been launched that enabled residents to discuss items from community council meetings or begin new conversations and debates. See <https://forums.southwark.gov.uk/>

Police updates on community safety matters

Inspector Lloyd was at the meeting to give an update on policing matters. He said there had been a reduction in crime where there had been a reduction in robbery and theft. The priorities were anti-social behaviour patrols, addressing low level violence and improving the response time for emergency calls. It meant that emergency calls were responded to within 15 minutes of a call.

Inspector Lloyd said community engagement needed to be addressed further in order to target diverse groups, faith groups, young people and older people.

Black History Month – October 2014

Residents were encouraged to take part in a variety of events taking place throughout the borough in October to celebrate and raise awareness of black cultural heritage, history and experiences. www.southwark.gov.uk/blackhistorymonth

The chair thanked the speakers for their presentations.

8. YOUTH COMMUNITY SLOT

The chair announced that the film from the Damilola Taylor Centre was deferred until the next meeting.

9. CONSULTATION ANNOUNCEMENTS FOR THE COMMUNITY

Community conversations:

The domestic abuse strategy and the women's safety charter

Councillor Radha Burgess, deputy cabinet member for women's safety introduced the item and highlighted that there was a real willingness for the council to address women's safety so that a good night out should be a safe night out. Councillor Burgess mentioned that Peckham, Camberwell and Borough and Bankside had asked licensed premises to sign up to the domestic abuse and women's safety so they could treat the harassment of women seriously and ensure the premises report any such incidents. The aim was to make Southwark a safer borough.

Councillor Burgess and George Roscoe, community safety officer also spoke about the domestic abuse strategy and the council's campaign to raise awareness of domestic abuse.

The campaign aimed to inform residents about domestic abuse and how victims could seek help. The forms of abuse included threatening behaviour, intimidation, emotional, physical or psychological abuse.

George explained that the council were involved in outreach walkabouts in the saturation zones, attending events at shopping centres and visiting focus groups. They had received positive feedback on the survey and strategy.

Residents were encouraged to complete the consultation form online, for the charter and strategy and George asked for people's views on harassment and domestic abuse.

In response to questions, Councillor Burgess agreed that women and girls should be included in the charter particularly in light of the Rotherham report which was about the sexual exploitation of girls. Councillor Burgess said she had close links to young advisors, the youth council and youth services.

Councillor Victoria Mills, cabinet member for children's services, spoke about this important issue being discussed at Southwark's children's safe guarding board and a cabinet meeting scheduled for October 2014, particularly in light of what had happened in Rotherham.

Private sector housing licensing scheme – consultation

John Daley, private sector housing manager talked about the private sector housing licensing scheme and that the council were consulting residents about it. It meant the scheme would monitor the management of private sector housing to target overcrowding, poor maintenance fly tipping, anti social behaviour and generally poor accommodation. The officer mentioned there were 28,500 "let" properties in Southwark. The licensing proposal would cover a third of let properties in the borough. Information and questionnaires were available for residents to complete. John was available during the break to respond to questions.

Charter of principles for delivering 11,000 new council homes

Jessica Leech from the community engagement team explained that the council was currently consulting residents on a charter of principles which would set the framework for how the council delivers 11,000 new council homes. The council would like to know what the community thought about these pledges. The consultation period would close on 13 October 2014. Forms were available at the meeting. They were also on online at www.southwark.gov.uk choose link on "community and living" and refer to "community conversations" for more information.

The chair thanked the speakers for their presentation.

10. THEME FOR THE MEETING "PRIDE IN OUR NEIGHBOURHOOD"

Peckham Rye Station

Alistair Huggett, planning projects manager spoke about the design shop and weekly updates and views on blogs from traders, commuters and residents concerning the refurbishment of Peckham Rye station and programme of works in the surrounding areas. The majority of views expressed were in favour of the works taking place as soon as possible. During the consultation process a number of questions came up about the road works and the chaos this would cause to the area.

In response to questions and comments from representatives, it was noted that the regeneration programme included Peckham High Street and Rye Lane.

In addition, Network Rail was due to carry out an accessibility study of the station taking

into account that any changes that were required would need planning permission from the council. People felt the council should ensure they work closely with Network Rail in regard to its access issues especially to the rear, as well as the lift and public toilet issues.

Peckham Townscape Initiative (THI)

Alistair Huggett, also spoke about the townscape initiative. He explained it was about funding that had been made available to improve and restore architectural detail and shop fronts and facades. There was also scope for some internal work.

The officer reported that the council was recruiting a dedicated officer which would kick off the townscape initiative.

The chair thanked Alistair for his presentation.

11. COMMUNITY INFRASTRUCTURE PROJECT LIST (CIPL) AND COMMUNITY INFRASTRUCTURE LEVY (CIL)

Zayd Al-Jawad, Section 106 and CIL Manager talked about the council consulting people on the community project list which was contained in the agenda. He said the list was approved by the community council in June 2013 and officers promised to come back to the community council to discuss the projects and update the meeting on the latest developments.

The community council noted the funded schemes listed in the report.

12. PUBLIC QUESTION TIME

The following questions were highlighted at the meeting:

Q1 Dulwich Hamlet Football club: What was the council doing to develop and to ensure the football club is kept at its current location in light of the proposed plans to regenerate the Greendale site?

A1 Residents were asked to submit their views to the consultation for the Greendale site and outline what they would want out of the consultation.

Q2 Cleaner greener safer (CGS) funding for bicycle hangars; what happened when the funding was transferred to the sustainable team in 2007?

A2 To follow this up with officers in the CGS team to find out why this particular project was not delivered.

Q3 Affordable housing: What percentage would the council charge for rent because residents were more likely to be worse off when the new rent for these homes are set?

A3 Councillor Livingstone said 85% of affordable housing would be kept at a reasonable level. He referred to the community conversation that was held on 11,000 new council homes pledge.

13. COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY

The chair announced that there was a leader's question event to be held on 22 October 2014 at City Hall. He asked people if they had any ideas of what of questions they would put to the leader of the council.

The following were noted as suggested questions to the leader:

1. Delivery around housing and the council's plans to build around 11,000 new council homes?
2. Football clubs: How would the leader of the council support and protect local football clubs?
3. A question concerning regeneration in the Peckham and Nunhead area, and the maintenance of new builds and to ensure they remain sustainable for the future?
4. A question related to temporary licences being granted for vacant community spaces in the area?

The meeting voted on each of the questions. It was noted that question 3 received the majority of votes (25) as a question to submit to the leader of the council, followed by question 1 which received 14 votes.

14. LOCAL PARKING AMENDMENTS

Note: This item is an executive function.

Officers considered the recommendations contained within the report.

RESOLVED:

1. That the following local parking amendment, set out in the appendix of the report be approved for implementation subject to the outcome of any necessary statutory procedures:
 - Install double yellow lines adjacent to a planned vehicle crossover that would provide access to No.173 and to ensure the proposed double yellow lines do not have a dropped kerb or over stretch to the neighbouring properties.
2. That the following local parking amendments be deferred:
 - 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.
- 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.

Note:

The community council requested that a parking design officer be present when the (deferred) parking schemes are next considered at the meeting.

Meeting ended at 9.40 pm

CHAIR:

DATED:

Agenda Item ¹⁰7

MONEY SAVVY SOUTHWARK

In Partnership with Brunswick Park Tenants and Residents Association

Have you been affected by cuts to your welfare benefits?

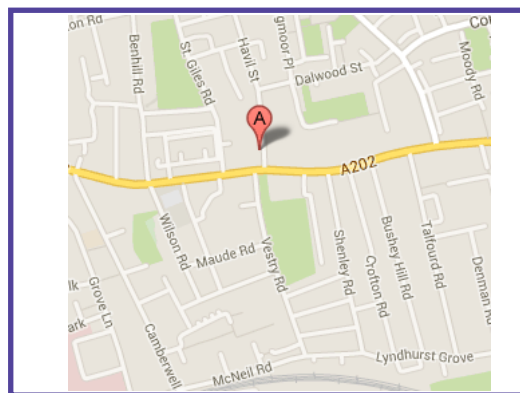
Are you struggling to manage your rent and bills?

Don't sit at home worrying find out if help is available, come along to our advice and information event

Tuesday 4th November
4-7pm

The Employment Academy
29 Peckham Road
SE5 8UA

- Independent money advice will be provided by Southwark Citizens Advice Bureaux, Blackfriars Advice Centre and Southwark Law Centre
- The Rightfully Yours benefits advice service will help to check you are receiving all the welfare benefits you are entitled to
- Council officers who deal with rent arrears, council tax and Discretionary Housing payments will be there
- There will be advice on finding work and accessing childcare



Supported by



LOTTERY FUNDED

Item No. 11.	Classification: Open	Date: 10 November 2014	Meeting Name: Peckham and Nunhead Community Council
Report title:		One hour free parking for shopping parades – consultation locations	
Ward(s) or groups affected:		All wards	
From:		Head of Public Realm	

RECOMMENDATION

1. It is recommended that the community council:
 - Approve or amend the list of locations (Appendix 1) that will be consulted on the introduction of one hour free parking.

BACKGROUND INFORMATION

2. In July 2014 the Cabinet agreed, the new fairer future promises, the fairer future principles and the commitments of the council for the next four years including a commitment to “deliver an hour’s free parking in our shopping parades”.
3. The cabinet member for Regeneration, Planning and Transport is currently considering a report to approve the detail of how to deliver that commitment, including the approach to consultation and the decision making process, this process is summarised in Figure 1.

Figure 1

Stage	Dates	Task
1	Oct ‘14	Cabinet member to agree scope of project and decision making process
2	Nov / Dec	Community councils to agree exact locations
3	Jan ‘15	Informal consultation on initial design
4	Feb	Cabinet member to consider results and agree statutory consultation
5	March	Statutory consultation
6	April / May	Implement (or further decision to consider any objections)

4. This report (Stage 2 in Figure 1 above) provides opportunity for the community council to approve or amend the list of locations that will be consulted on regarding the initial design and extent of one hour free parking.

KEY ISSUES FOR CONSIDERATION

5. The council recognizes that small shopping parades rely on local and passing trade and that convenient car parking is one factor that can contribute to a stronger local economy.

6. Not all shopping parades have parking facilities near them and so the objective of this project is to secure the availability of short-term on-street parking at small retail parades as a means of supporting local businesses in competing with major retail centres and /or superstores with off-street car parks.

Locations for consultation

7. Shopping parades are not defined in planning terms and not all parades will be suitable for free parking. To provide a basis for discussion with each community council, officers have carried out a scoping exercise to identify parades and to make an initial recommendation of whether or not they should be consulted on provision of one hour free parking.
8. Locations recommended for consultation (Appendix 1) have one or more of the following characteristics:
 - a) paid-for parking outside the shops and no free (time-limited) bays
 - b) time-limited (free) parking of less than one hour
 - c) free, unrestricted (unregulated) parking.

Locations not recommended for consultation (Appendix 2) have one or more of the following characteristics:

- d) located within the designated planning areas of the central activity zone or within a major town centre
- e) located on the red route (Transport for London Road Network)
- f) have existing highway constraints that prevent safe parking or would lead to congestion (e.g. existing bus stops, bus/cycle lanes or have double yellow lines that are needed for road safety)
- g) currently have time-limited free parking of more than 1 hour
- h) not a parade of shops (i.e. a single retail unit)
9. The locations recommended in and out of scope of consultation are mapped in Appendix 3.
10. A final list of consultation locations will be prepared that takes account of the feedback from this community council.

Policy implications

11. The Transport Plan 2011 provides the policy framework for transport, including parking, in Southwark.
12. The plan sets out specific targets to reduce the impact of road traffic (emissions, traffic levels, collisions) and to increase the modal share of walking and cycling. Therefore the recommendations made in this report potentially conflict with those existing policies.
13. The plan provides a parking hierarchy which identifies short-stay shopper /visitor parking as of greater priority than long-stay visitor or commuter parking. In that context, the recommendations made in this report for non-CPZ areas are consistent with policy.

Community impact statement

14. The recommendations are not considered to have any disproportionate affect upon any people identified as possessing protected characteristics.
15. The recommendations are area based and therefore will have greatest effect upon those people living, working or traveling in the vicinity of the areas where the proposals are made.
16. The provision of short-stay parking bays will be of greatest benefit to motorists who want to stop for short periods of time.
17. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighbouring properties at that location. However this cannot be predicted until the recommendations have been implemented and observed.
18. 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.

Resource implications

19. The total project cost, for all five community council areas, is approximately £35k. In addition, there will be a potential loss of income of up to £25k per annum. This is based upon the assumption that all paid parking bays are deleted in the locations identified in the initial scoping exercise, however the exact extent is subject to consultation and therefore may be less or more.
20. The estimated total costs of the proposal of can be contained within the overall parking account.
21. The revenue costs associated with the civil enforcement officer patrols will be met from within the existing contractual costs.

Consultation

22. No consultation has yet taken place.
23. Future consultation phases are planned, as summarised. This will include stakeholder consultation and statutory (traffic order) consultation. Since this is a strategic scheme, no further formal consultation will occur with community councils.
24. Potentially a further two IDM reports, detailing the results of the consultation phases, will be presented to the cabinet member for Regeneration, Planning and Transport.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Legal Services

25. The intention is to carry out consultation in relation to the proposed introduction of one hour free parking in shopping parades which is in accordance with the council plan adopted in July 2014.
26. The proposal does not relate to the main road arteries as these fall under the control of TfL but only to the roads which fall under the council's control. There are no legal issues arising from the carrying out of the consultation.

Strategic Director of Finance and Corporate Services

27. The strategic director of finance and corporate services notes that the proposed changes to parking arrangements following consultation, as outlined in this report, will not adversely affect the budgeted surplus from the ring fenced parking account.
28. It is also noted that staffing and other costs of implementing the changes will be contained within existing departmental revenue budgets.

BACKGROUND DOCUMENTS

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

APPENDICES

No.	Title
Appendix 1	List of streets recommended for consultation
Appendix 2	List of streets not recommended for consultation
Appendix 3	Map of locations recommended in and out of scope of consultation

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Tim Walker, Senior Engineer	
Version	Final	
Dated	29 October 2014	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Legal Services	Yes	Yes
Strategic Director of Finance and Corporate Services	Yes	Yes
Cabinet Member	Yes	No
Date final report sent to Constitutional Team	29 October 2014	

APPENDIX 1**Locations recommended for consultation**

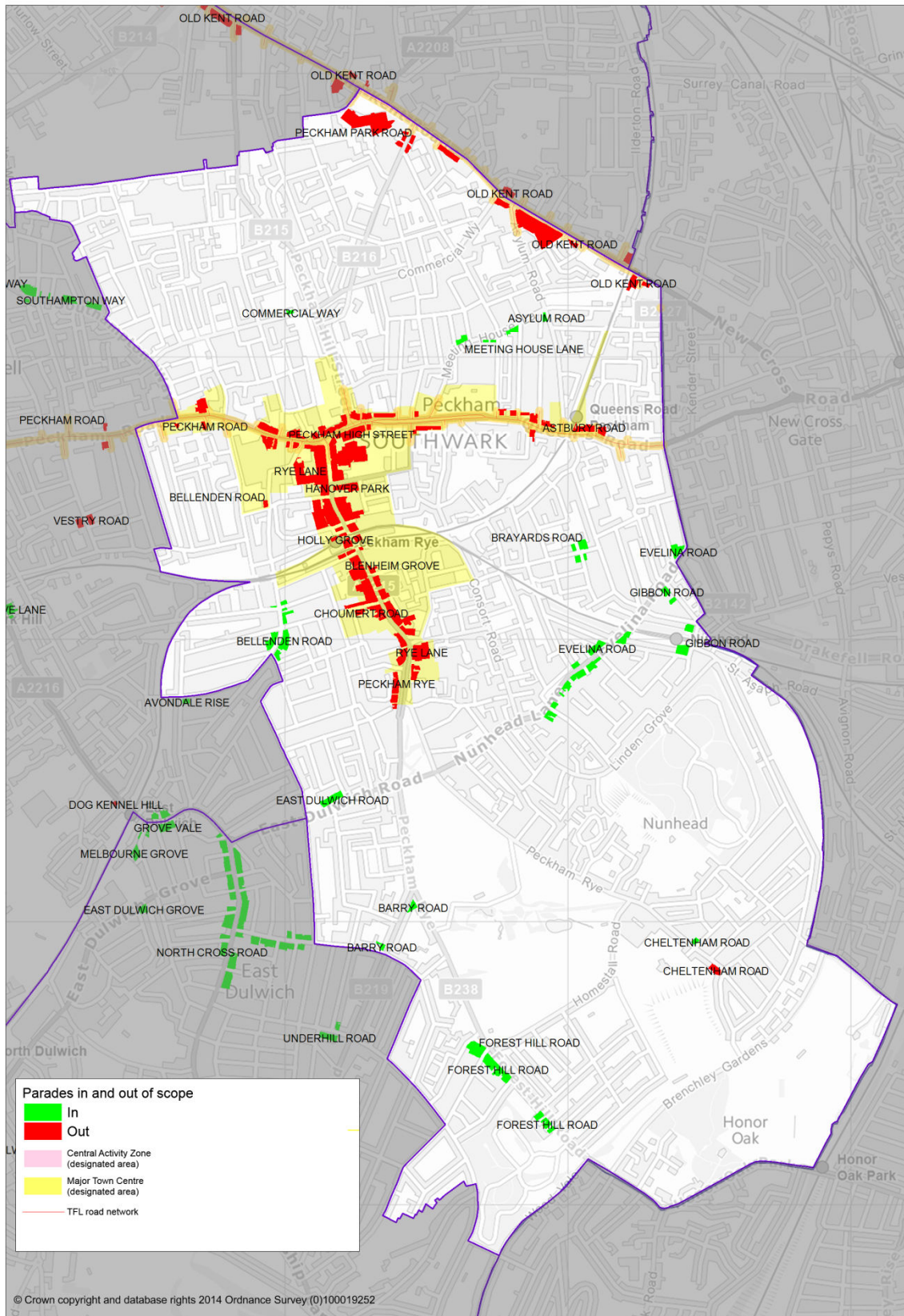
In or out consultation scope	Primary reason for recommendation	Street	Locations
Peckham and Nunhead			16
In			16
	Existing free bays < 1hr		6
		BARRY ROAD	1
		BELLENDEN ROAD	1
		EAST DULWICH ROAD	1
		EVELINA ROAD	1
		FOREST HILL ROAD	1
		GIBBON ROAD	1
	Unrestricted parking		10
		ASYLUM ROAD	1
		BARRY ROAD	1
		BRAYARDS ROAD	1
		CHELtenham ROAD	1
		COMMERCIAL WAY	1
		EVELINA ROAD	1
		FOREST HILL ROAD	2
		GIBBON ROAD	1
		MEETING HOUSE LANE	1
Grand Total			16

APPENDIX 2**Locations not recommended for consultation**

In or out consultation scope	Primary reason for recommendation	Street	Locations
Peckham and Nunhead			25
Out			25
	Designated area		8
		BELLENDEN ROAD	1
		BLENHEIM GROVE	1
		CHOUMERT ROAD	1
		HANOVER PARK	1
		HOLLY GROVE	1
		PECKHAM RYE	1
		RYE LANE	2
	TLRN		15
		ASTBURY ROAD	1
		NEW CROSS ROAD	1
		OLD KENT ROAD	5
		PECKHAM HIGH STREET	3
		PECKHAM ROAD	3
		QUEENS ROAD	2
	Traffic management		2
		CHELTENHAM ROAD	1
		PECKHAM PARK ROAD	1
Grand Total			25

APPENDIX 3

Map of locations recommended in and out of consultation Peckham and Nunhead Community Council





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

Item No. 16.	Classification: Open	Date: 10 November 2014	Meeting Name: Peckham and Nunhead Community Council
Report title:		Community Council Highways Capital Investment 2014/15	
Ward(s) or groups affected:		All in the Community Council areas	
From:		Head of Public Realm	

RECOMMENDATION

1. To agree the funding of the proposed schemes for the Peckham and Nunhead Community Council as set out in Appendix 1. These are proposed by ward members, or to agree alternative schemes subject to officer investigation and feasibility.

BACKGROUND INFORMATION

2. The declining quality of public highway combined with extreme weather events has led to further deterioration in recent years – with some non principal, unclassified roads being particularly affected. Given the nature of these roads and the lower level of traffic flows it is unlikely that such locations will feature in any major resurfacing programme. Without the necessary capital allocation to attend to such locations, complaints of poor road surfaces can only be dealt with through the council’s reactive maintenance programme.
3. The Council’s non-principal road investment programme prioritises works on non-principal roads on a borough-wide basis and this investment forms the largest part of the annual investment programme.
4. In August 2011 and the cabinet member for Transport, Environment and Recycling committed to the provision of an allocation of £100k (£800k total) to each Community Council for local investment selections in highways surfacing. This is drawn from and not in addition to the £5.05m available for 2014/15.
5. The financial provision for each community councils is pro-rata by ward, as published in highways capital investment programme 2014/15 dated 12 December 2013 (Appendix 4) and also found at:
<http://moderngov.southwark.gov.uk/documents/s43081/Report.pdf#search=%22highways%20capital%20investment%20programme%202014%22>
6. Peckham and Nunhead Community Council are allocated £171,430 in 2014/15 to be used for its highways surface improvements (carriageway or footway) of its choice. These can be spent on any non-principal road in the area. Any under /over spends from previous years can also be carry forward.

KEY ISSUES FOR CONSIDERATION

7. The overall budget available to the Peckham and Nunhead Community Council is £178,685 (£171,430 for 2014/15 plus £19,255 carried over from 2013/14 minus implementation fees £12,000). Appendix 1
8. The commencement and completion of the schemes within the current financial year will depend upon the decision by the community council, subject to any adverse weather conditions later in the winter months.

Community Council Selections

9. This money can be spent on any asset renewal or replacement project selected by the community council with the caveats that it cannot be spent on traffic safety or parking schemes, non-functional or decorative installations and / or non-essential works. In addition to the resurfacing selections provided it, the money (or part thereof) could be spent on minor patching and pothole repairs should a community council wish to do so.

Delivery

10. Once the community council has made its selections by the method of its choice they will be designed and delivered as soon as possible in 2013/14. Any under spends or projected overspends will be reported back to community council for resolution or reallocation.

Community Impact Statement

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

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Highways Capital Investment Programme Decision 12 December 2013	160 Tooley Street PO Box 64529 Southwark Council London SE1P 5LX	Himanshu Jansari 0207525 3291 / Matthew Hill 020 7525 3541

APPENDICES

No.	Title
Appendix 1	Ward Members Proposals for 2014 -15
Appendix 2	Extract from the Highways Capital Investment programme for 2014/15 - Community Council Investment Allocations (Appendix 4)

AUDIT TRAIL

Lead Officer	Matthew Hill, Public Realm Programme Manager	
Report Author	Himanshu Jansari, Project Engineer	
Version	Final	
Dated	15 October 2014	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES		
Officer Title	Comments Sought	Comments included
Strategic Director of Environment and Leisure	No	No
Strategic Director of Finance & Corporate Services	No	No
Date final report sent to Constitutional Team	23 October 2014	

APPENDIX 1
Devolved Community Council Funded Schemes

Community Council : Peckham and Nunhead Cc
Date: 29 October 2014

Funding

Under spend from previous years	£19,255
Allocation for FY 2014/15	£171,430
Implementation Fees	-£12,000
Total available for 2014/15	£178,685

Ward Member's Proposals

Candidate Road	Ward	Carriageway/Footway	Estimated Cost	Comments
Astbury Road	Nunhead	Footway (Western Section)	£27,698	On-Going NPR Schemes Eastern Section
Colls Road	Nunhead	Footway	£28,490	On-Going NPR Schemes
Highshore Road	The Lane	Footway	£43,650	North Footway = £20,700 and South Footway = £22,950
Elm Grove	The Lane	Footway	£84,679	
Ivydale Road	Nunhead	Carriageway	£7,500	
Bird In Bush Road	Livesey	Carriageway	£40,000	(1) Friary Road Junction = £6,400 and (2) Baptist Chapel to Hereford Retreat = £33,600
Furley Road	Peckham	Carriageway	£82,400	
Furley Road	Peckham	Footway	£102,881	Eastern Footway = £47,483 and Western Footway = £53,397
Elcot Avenue	Peckham	Carriageway	£43,744	
Elcot Avenue	Peckham	Footway (Eastern Section)	£26,116	
Elcot Avenue	Peckham	Footway (Western Section)	£27,698	
Peckham Park Road	Livesey	Footway	£17,750	Section from Green Hundred Road to 30m both sides.
		Overall Total	£532,606	

APPENDIX 2

Extract (Appendix 4 of the Highways Capital Investment Programme for 2014/15 – Community Council Investment Allocations)

Community Council	Ward	Allocation (£k's)	Total (£k's)
Bermondsey and Rotherhithe	Grange	38.095	209,525
	Livesey (part)	19.050	
	Riverside	38.095	
	Rotherhithe	38.095	
	South Bermondsey	38.095	
Borough, Bankside and Walworth	Surrey Docks	38.095	190,475
	Cathedrals	38.095	
	Chaucer	38.095	
	East Walworth	38.095	
	Faraday	38.095	
Camberwell	Newington	38.095	114,285
	Brunswick Park	38.095	
	Camberwell Green	38.095	
Dulwich	South Camberwell	38.095	114,285
	College	38.095	
	East Dulwich Village	38.095	
Peckham and Nunhead	Livesey (part)	19.050	171,430
	Nunhead	38.095	
	Peckham	38.095	
	Peckham Rye	38.095	
	The Lane	38.095	
			800,000

Item No. 17.	Classification: Open	Date: 10 November 2014	Meeting Name: Peckham and Nunhead Community Council
Report title:		Local traffic and 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 traffic and parking amendments, detailed in the appendices to this report, are approved for implementation subject to the outcome of any necessary statutory procedures:
 - Friern Road – install double yellow lines adjacent to a planned vehicle crossover that will provide access to No. 37.
 - Therapia Road – install double yellow lines adjacent to a planned vehicle crossover that will provide access to No. 10.
 - 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.
 - Gervase Street and 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. On 29 September 2014 Peckham and Nunhead Community Council deferred the seven local parking amendments listed above to seek further information from officers. At that meeting, members asked that an officer attend when the deferred parking schemes were next considered at the meeting.
3. Part 3H of the Southwark constitution delegates decision making for non-strategic traffic management matters to the community council.

4. 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.
5. This report gives recommendations for seven local traffic and parking amendments, involving traffic signs, waiting restrictions and road markings.
6. The origins and reasons for the recommendations are discussed within the key issues section of this report.

KEY ISSUES FOR CONSIDERATION

Friern Road and Therapia Road

7. The council's adopted streetscape design manual (SSDM) provides the policy framework for the appearance and design of streets where the council acts as Local Highway Authority.
8. The SSDM contains design standards that set out the detailed requirements for construction of highway features. Design standard DS.132 (Appendix 1) explains how any new vehicle crossover must be designed.
9. It is a requirement of that standard that any new crossover must provide no waiting at any time restrictions (double yellow lines) for at least 2 metres on either side of the crossover. This is to ensure a degree of visibility to motorists exiting from the driveway.
10. Double yellow lines prohibit waiting (generally referred to as parking) "at any time" however loading and unloading is permitted.
11. 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.37 Friern Road
 - leading to No.10 Therapia Road
12. It is recommended, as shown in Appendices 2 and 3, that double yellow lines are installed so that the above vehicle crossings may be approved for construction.

Sternhall Lane

13. The Chairman of the Sternhall Lane Surgery Patient Participation Group (PPG) contacted the parking design team to request that a destination disabled parking be provided outside the surgery.

14. 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.
15. 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.
16. 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 doctor permits on issue for use of these bays.
17. Officers therefore consider that the doctor bays can be 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.
18. In view of the above it is recommended, as shown in Appendix 4, that:
 - i) one 4 hour destination disabled bay is installed directly outside the Sternhall Lane Surgery, to meet the initial request of the PPG
 - ii) two doctor bays are replaced with pay and display bays to provide visitor parking for the surgery

Sandison Street

19. The council was advised that the existing doctor's bay in Sandison Street could be removed as it was no longer in use.
20. 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.
21. It is recommended that, as shown in Appendix 5, 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.

Gervase Street and Leo Street

22. On the weekend of 22 March 2014 London Fire Brigade (LFB) was called out to a vehicle fire on Leo Street where two vehicles had been set alight.
23. As a result of their observations of the event, a resident contacted the council raising concern that parking obstructs access for larger vehicles, particularly the fire brigade and refuse vehicles.
24. An officer carried out a site visit on 10 April 2014 and noted that Gervase Street and Leo Street have fluctuating carriageway widths between 4 and 5.8 metres and 4 and 8.3 metres, respectively.

25. In April 2014, LFB (New Cross) confirmed that they have substantial concerns regarding access in this area because vehicles regularly park on one side of the carriageway. LFB noted that if a fire appliance was to pass it would have to mount the footway and this would not be possible if the vehicle was parked opposite a tree.
26. On 7 July 2014 a recommendation for double yellow lines was made to Peckham and Nunhead Community Council. A decision was deferred and officers were asked to carry out informal consultation with local residents before a decision was made.
27. On 15 August 2014 officers distributed a consultation letter and proposal plan to the 79 properties that front Gervase Street, Leo Street and all addresses in Burnhill Close. Recipients were invited to give comment by 10 September 2014.
28. 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
29. Appendix 6 contains full detail of the responses.
30. Officers have reviewed the plans and consider that the original proposals are proportionate to ensure that the council meets its statutory duty to secure the convenient and safe movement of traffic whilst maintaining parking where it is safe to do so.
31. 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.
32. 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.

Meeting House Lane

33. The council was contacted by Father Peter from St John Chrysostom Parish Church, Meeting House Lane who requested two blue badge (disabled) bays to assist disabled visitors who want to come to the church. In particular it was noted that space was needed to allow 'Dial-a-ride' or Taxi-card users to be conveniently picked up and set down as well as space for blue badge holders that arrive by car.
34. Meeting House Lane is mainly unrestricted parking with some lengths of double yellow lines at junctions. There are also a number of original disabled bays outside residents' homes.

35. An officer carried out a site visit on Monday 18 August 2014 and observed that parking occupancy was low to medium and that space was available for any visitors who may have wanted to stop and park.
36. The priest later confirmed that demand for parking space was highest when church services were taking place but also between Tuesday and Sunday when cultural events and meetings were scheduled.
37. The council's policy is to provide destination disabled parking places in locations that people want to visit.
38. It is recommended that two destination disabled bays (8am to 8pm, max stay 4 hours) are installed in front of the entrance to the church as detailed on Appendix 8 to assist blue badge holders visiting the church. The operational hours will ensure turnover of space and allow overnight residential parking.

Peckham Rye

39. 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.
40. 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.
41. The vehicle 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.
42. Officers prepared an initial design for new double yellow lines and sought comment from the resident who had raised the issue. The resident confirmed that she had spoken to the Vet and they were happy with the proposal. Officers have attempted to seek a direct response from the veterinary centre but, to date, have not received any response. In view of the resident's comments, officers expect that the proposed design will meet the aims and expectations of the veterinary centre.
43. On 7 July 2014 a recommendation for double yellow lines was made to Peckham and Nunhead Community Council. A decision was deferred so that members could consult further with officers. Officers were also asked to ascertain whether those who use the vets were responsible for the obstruction.
44. On the 7 August 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 also 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.

45. It is recommended that double yellow lines are installed in front of the car park of the Neighbourhood Veterinary Centre as detailed on Appendix 9 to prevent obstructive parking and improve sight lines.

Policy implications

46. 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

47. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
48. 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.
49. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
50. 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.
51. 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.
52. 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

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

Legal Implications

54. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.

55. 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.
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.
56. 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.
57. 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.
58. 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

59. Where public or stakeholder consultation has already been completed, this is described within the key issues section of the report.
60. 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.
61. 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:
 - a) publication of a proposal notice in a local newspaper (Southwark News)
 - b) publication of a proposal notice in the London Gazette
 - c) display of notices in roads affected by the orders
 - d) consultation with statutory authorities
 - e) 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
 - f) a 21 day consultation period during which time any person may comment upon or object to the proposed order
62. 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.

63. 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

64. If these items are approved by the community council they will progressed in line with the below, approximate timeframe:

- Traffic orders (statutory consultation) – November to December 2014
- Implementation – January to February 2015

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	Vehicle Crossings design standard DS.132
Appendix 2	Friern Road – install double yellow lines
Appendix 3	Therapia Road – install double yellow lines
Appendix 4	Sternhall Lane – convert existing doctor bays to pay and display and install new destination disabled bay
Appendix 5	Sandison Street – convert existing doctors bay to shared bay
Appendix 6	Gervase Street/Leo Street – consultation comments
Appendix 7	Gervase Street/Leo Street – install double yellow lines
Appendix 8	Meeting House Lane – install destination disabled bays
Appendix 9	Peckham Rye – install double yellow lines

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Tim Walker, Senior Engineer	
Version	Final	
Dated	29 October 2014	
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	29 October 2014	

DS.132

Vehicle Crossings

Rev.	Status	Created by	Date	Approved by	Date
A	Final	D.Farnham/R.Mahama	07.02.12	D.Waters	08.02.12
B	Final	D.Farnham	28.09.12	D.Waters	02.10.12
C	Final	D.Farnham	29.01.13	D.Waters	08.02.13
D	Final	D.Farnham	08.12.13	M.Hill	12.12.13

1 Introduction

1.1 Notes

- a. This standard explains requirements about the use and the design of crossings over footways and Cycle Tracks to allow motorised vehicles to reach private land from the carriageway (Vehicle Crossings). It does not apply to crossings to allow pedal cyclists access over footways, for which see standard DS.205.
- b. See standard DS.900 for definitions of terms used in this design standard. Note in particular the definitions for 'should', 'will', 'may', 'level 1 departure', 'level 2 departure' and 'approving officer' as used to describe requirements.
- c. See SSDM/TDR drawing LBS/G/010 for typical details for Vehicle Crossings.
- d. See SSDM/PR procedure PC.082 about the status of any revised version of this standard that may be issued during the active life of a project.
- e. See the SSDM webpages at www.southwark.gov.uk/ssdm for a list of frequently asked questions about the design of streets and spaces.

1.2 Discussion

- a. Vehicle Crossings are features that allow vehicles access over footways so that they can reach driveways or other hard standing areas on private land. They have to be appropriately located and designed so that, amongst other things
 - i. the footway is not damaged as vehicles pass over it
 - ii. vehicles do not overhang the Highway when parked on private land or dwell on the Highway when entering/exiting it, so causing an obstruction
 - iii. the visual impact of the Crossing is minimised and, wherever possible, sense of continuity of the footway and pedestrian priority along it is maintained
 - iv. potential conflict with pedestrians (and in the case of emerging vehicles) other vehicles in the carriageway is safely managed

2 Use requirements

2.1 Authorisation

- a. New Vehicle Crossings must be designed and approved in accordance with SSDM requirements, including those found in other standards and procedures.

- b. See the 'Sustainable Transport' (Southwark Council, 2010) Supplementary Planning Document for details of the council acting as Local Planning Authority's requirements for the assessment of Applications to create private accesses when this would require a change in land use.

NOTE: In the event of any difference between SSDM design requirements and those of the Sustainable Transport SPD, the Highway Authority will give precedence to those in the SSDM. The opposite is likely to apply for the council acting as Local Planning Authority.

- c. Due to the requirement as section 3.7 to introduce No Waiting At Any Time restrictions through and in the vicinity of Vehicle Crossings (and the possible need in some circumstances to make other adjustments to existing parking bays etc....), Authorisation of new Vehicle Crossings will almost always be subject to confirmation of Traffic Management Orders as per statutory and constitutional order making procedures.
- d. See 'b' about the need for legal agreements with the Borough Solicitor. New Vehicle Crossings will not be Authorised by the Highway Authority until these have been concluded.

2.2 Vehicle Crossing or road junction

- a. If combined vehicle movements in and out of an access to private land in any hour are estimated to be
 - i. ≤ 6 commercial vehicles movements and/or
 - ii. ≤ 12 vehicles movements of any kind

then the access should be designed as a Vehicle Crossing in accordance with the requirements in this standard.

- b. If combined vehicle movements in and out of an access to private land in any hour exceed the values in 'a' then a road junction should be provided instead. The access from private land should be designed and treated as a carriageway, with a Raised Table as standard DS.111 applied at the junction.

2.3 Locating Vehicle Crossings

- a. New Vehicle Crossings should not be located where they will conflict with any of the instances in Table 1.

Instance		New streets and spaces
A	Zig-zag lines	New Vehicle Crossings should not be located within the confines of existing zig-zag lines associated with controlled crossings. Any adjustment of lines is subject to the requirements of standard DS.308
B	Bus stop cages	New Vehicle Crossings should not be located within any bus cage or closer than 10m (on the same side of the road) to one. Any proposal to relocate an existing bus cage is subject to level 1 departure
C	Raised Tables, Speed cushions, Speed humps	New Vehicle Crossings should not be located adjacent to any of these features. The Highway Authority will consider reasonable proposals to relocate existing features at the proponent's expense. However, the requirements of relevant SSDM design standards must be met
D	Existing prescribed parking spaces	New Vehicle Crossings should not be located where they will conflict with existing prescribed parking spaces for waiting or loading (either in respect to the physical location of the proposed access or by obstructing related visibility splays). The Highway Authority will consider reasonable proposals to relocate such bays or, exceptionally, remove them without replacement. However, as this will require existing Traffic Management Orders (TMO) to be adjusted it is subject to statutory and constitutional Traffic Management Order making procedures (see note 1). In order to avoid potential waste of time a level 1 departure is required before such proposals will be considered. Approving officers must be satisfied that the proposals stand a reasonable chance of being approved via those order making processes
E	Close proximity to side roads	On streets that are within a 20mph zone or that have a 20 mph speed limit, new Vehicle Crossings should not be located within 10m of a side road junction to the same side of the road. This should be measured from the projected edge of the nearest kerb of the interfacing road (prior to any corner radii) to the nearest edge of the private access. On Classified Road (A and B roads) and any streets with 30mph speed limits, then the distance should be 20m
F	Locations with poor visibility for road users	New Vehicle Crossings should not be introduced on the inside of bends if the radius of curvature at the centre line of the carriageway is less than 90 metres.
G	Street trees	New Vehicle Crossings should not be introduced where it will require removal of any existing tree or otherwise impact unacceptably upon any existing tree (see note 2). Any proposal to remove a tree is subject to the requirements of standard DS.501.
H	Green verges	New Vehicle Crossings should not be introduced where it will require an existing grassed or planted verge or other area of landscaping to be broken. Any departure request to do so will normally be subject to the provision of compensatory landscaped areas. See also note 3
I	Land Ownership	Private hard standings (and associated visibility splays for vehicle emerging from these onto the Highway – see section 3.6) should normally be within the Applicant's freehold ownership. If this is not the case then the Applicant will need to obtain the consent of the freeholder. See also section 3.1
<p>NOTES</p> <p>1) These Order making procedures require the public to be consulted. If objections are received then proposals will normally be referred to the members of the relevant Community Council for the final decision, which will be taken at one of their programmed meetings.</p> <p>2) Examples of unacceptable impact include risk of collision with trunks due to the width of the access or damage to the rooting zone of trees due to vehicle overrun. It is unlikely to be permitted to construct Vehicle Crossings over previously soft landscaped areas of a tree's Root Protection Zone. See also note 3.</p> <p>3) As per standard DS.601, the Highway Authority will not normally permit the use of 'no-dig' constructions as a means of allowing <u>existing</u> soft landscaped areas within the Highway to be paved over whilst avoiding impact drainage or root protection areas.</p>		

Table 1 - Location constraints on new Vehicle Crossings

3 Design requirements

3.1 Private land owner's responsibilities

- a. When they apply for new Vehicle Crossings, private land owners are responsible for
 - i. covering all costs associated with both
 - works within the Highway to design, build, construct and approve the Vehicle Crossing
 - any necessary legal agreements with the Borough Solicitor (for which see 'b')
 - ii. re-grading their land at the interface with the Highway to accommodate nominated Vehicle Crossing details and prevent risk of vehicle grounding (see section 3.2)
 - iii. providing a hard standing on their land of the dimensions required as 3.2
 - iv. putting in place suitable drainage measures at the limits of the Highway to prevent surface water from their land shedding onto the Highway (see section 3.4)
 - v. (If the Applicant is not the owner of the property) obtaining the written consent of the owner to necessary legal agreements. See 'b' for further information
 - vi. carrying out any other works necessary on private land to make the Vehicle Crossing acceptable (e.g. amending walls or hedge lines to provide adequate visibility, widening accesses)
- b. In addition to the above, private land owners are required to enter into one or more legal agreements with the Borough Solicitor agreeing and undertaking
 - i. not to allow any vehicle parked on their land to overhang the footway. See section 3.2 for further information
 - ii. not to construct any gates over the private drive unless they are set back by $\geq 6\text{m}$. See section 3.3 for further information
 - iii. to exit (and in most instances) enter the Vehicle Crossing in forward gear. See section 3.6 for further information
 - iv. not to obstruct visibility splays on their land at the interface between the private hard standing and Highway for vehicle users emerging onto the Highway. See section 3.6 for further information

These agreements will be lodged with local land charges and will form part of the deeds of the property to be transferred if the property is ever sold. If the Applicant is not the land owner then (as discussed above) they will need to obtain their consent. As discussed in section 2.1, the Highway Authority will not Authorisation construction of Vehicle Crossings until these agreements are concluded.

3.2 Hard standings on private land

- a. Vehicle Crossings must lead directly to a hard standing on private land. These must large enough to allow vehicles to park without overhanging the Highway and causing an obstruction in breach of Section 137 of the Highways Act 1980 (in relation to which see also '3.1b') . The size of the area will be considered on a case specific base. Details of the vehicle that will be using the access must be provided. However, the minimum dimensions should be as follows.
 - i. Hard standing for vehicles positioned parallel to street
2.4m deep by 6m along the street

- ii. Hard standing for vehicles positioned perpendicular to the street
 - For single vehicles - 3m along the street by 5.5m deep
 - For two vehicles - 5m along the street by 5.5m deep for two vehicles
- b. As discussed in 3.1, Applicants are responsible for profiling/grading their private hard standing to interface with the plateaus of Vehicle Crossings. This is an important point of detail as the Highway Authority will not normally lower footways to meet existing private land grades.

3.3 Gates on private land

- a. If an Applicant wishes to gate their Vehicle Crossing then those gates
 - i. may not open onto the Highway. This is as per Section 153 of the Highways Act 1980
 - ii. must be set back by $\geq 6\text{m}$ from the limit of the Highway in order to prevent vehicles from obstructing the footway or carriageway whilst they are opened. This is as per Section 137 of the Highways Act 1980. See also '3.1b' about legal agreements to ensure that these are not introduced in future.

3.4 Drainage of private land

- a. As per section 163 of the Highways Act 1980, surface water from private land may not fall or shed onto the Highway. Applicants are solely responsible for carrying out works on their private land to ensure this.

NOTE 1: The easiest way to achieve this is by profiling private hard standings to fall away from the Highway. However, if this is not possible then it may be necessary to install a linear grid drain or similar along the Highway interface.

NOTE 2: Applicants for new Vehicle Crossing should note that, as a Town & Country Planning requirement, hard standings on private land are normally required to use a pervious construction. However, this is not a matter for the Highway Authority.

3.5 Standard Details

- a. Vehicle Crossings should be designed in accordance with the SSDM/TDR drawing LBS/G/010 Details explained in Table 2 (see note). Plateau widths should be as Table 1. Minor modifications to these details may be permitted by Level 1 Departure. Any existing Vehicle Crossings encountered within project areas should be updated in accordance with these requirements.

NOTE: All of these Details require the footway to remain at grade as it passes over the Crossing plateau (as opposed to dropping down to carriageway level). Interface grades on private land must be designed to allow this.

Estimated vehicle use		Type of premises served	Detail to be used as per SSDM/TDR drawing LBS/G/010
Designation	No. of combined vehicle movements in and out of private land in any hour		
Occasional use	≤ 3 commercial vehicles or ≤ 6 vehicles of any kind	Residential	Type 1 In existing streets and spaces (but not new) Type 2 detail may be used by Level 1 Departure if ramp width (across the footway) would be either >1250mm or >40% the total width of the footway (though see note)
		Commercial	
Frequent use	> 3 but ≤ 6 commercial vehicles or > 6 but ≤ 12 vehicles of any kind	Residential	Type 3
		Commercial	Type 4
<p>NOTE In the case of existing streets and spaces, it must be demonstrated that it would not be feasible to widen the footway in order to avoid the use of a Type 2 detail.</p>			

Table 2 - Typical details to be used for Vehicle Crossings

SSDM/RP Specification Area	Minimum width of pedestrian plateau measured across the footway or cycleway (metres)	
	Existing streets and spaces (see note 2)	New streets and spaces
World Centre	1.8m	2.1m
Town Centre - Zone A (see note 1)	1.8m	2.1m
Town Centre - Zone B (see note 1)	1.5m	1.8m
Heritage	1.5m	1.8m
Village	1.5m	1.8m
Docks	1.5m	1.8m
General	1.5m	1.8m
<p>NOTE 1) See standard DS.208 for definitions of Zone A and Zone B within *Town Centre* Specification Areas. 2) If new Vehicle Crossings are proposed in existing streets and spaces then (where necessary) footways and other non-carriageway pavements should be widened so that the plateau widths in this Table are achieved. Any Requests for Departure to not do so that widening is not feasible owing to restrictions on street width or engineering constraints.</p>		

Table 3 - Minimum plateau widths for Vehicle Crossings

3.6 Visibility for emerging vehicle users

- a. Visibility splays should be provided for emerging vehicle users in accordance with standard DS.114 requirements at
 - i. the interface between the private drive/hard standing area and the Vehicle Crossing. See also '3.1b' about legal agreements to ensure that these are not obstructed in future
 - ii. (where required as standard DS.114 – see note) the interface between the Vehicle Crossing and the carriageway

NOTE: In general, standard DS.117 only requires visibility splays at carriageway interfaces for Vehicle Crossing located on Classified Roads (A and B roads)

- b. Vehicles should be able to exit and (wherever possible) enter private land in forward gear. If it is not possible to provide a turning head on private land then, except on Classified Roads (A and B Roads), reversing into the Vehicle Crossing from the carriageway may be acceptable subject to local traffic conditions and safety considerations. If reversing is the proposed solution then
 - i. this should always be made a Point Of Enquiry within a Road Safety Audit (see SSDM/PR procedure PC.040)
 - ii. the legal agreement required as '3.1b' should be varied to require this.


3.7 Parking restrictions around Vehicle Crossings

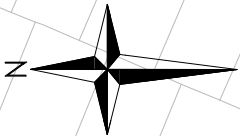
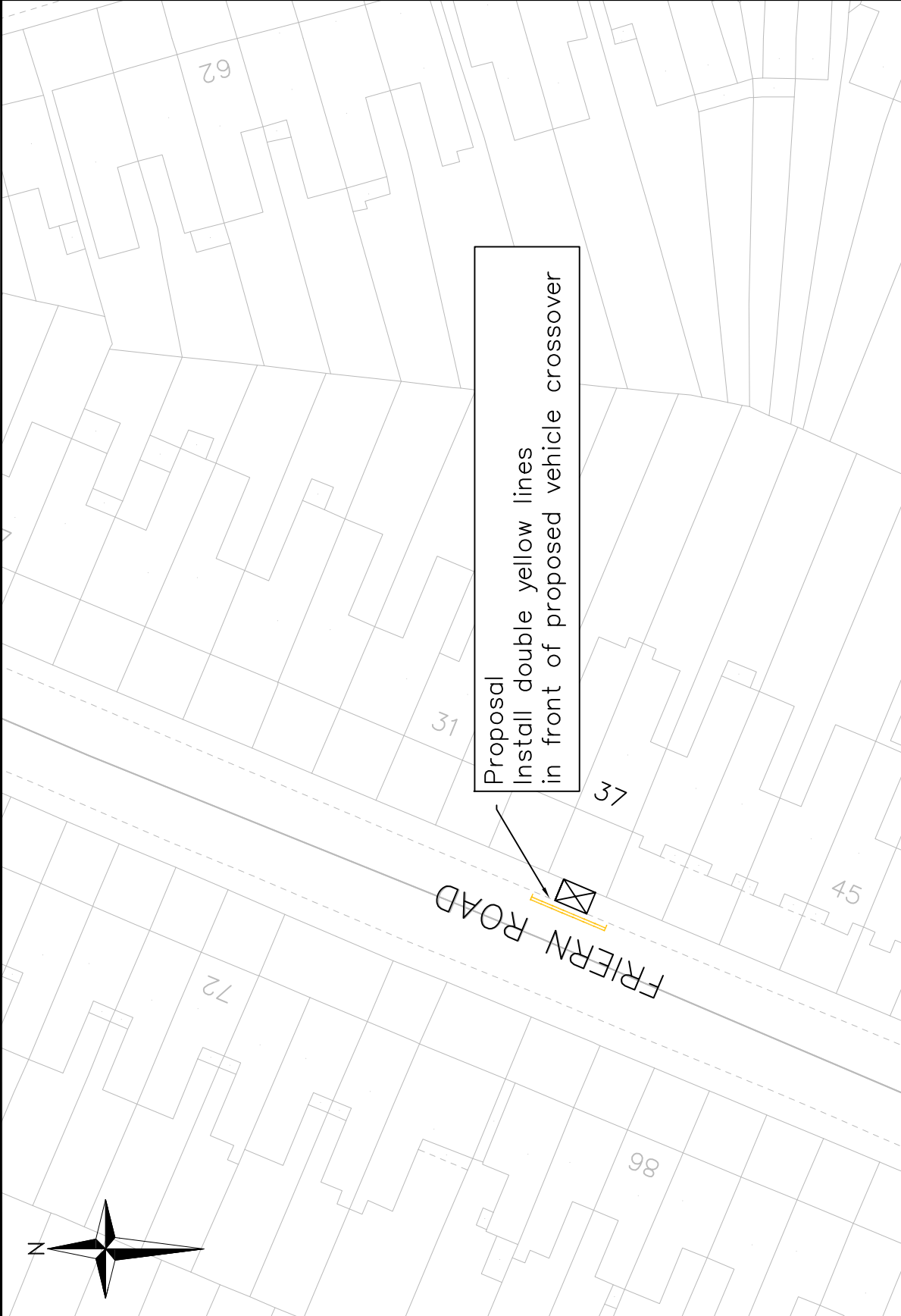
- a. See standard DS.002 about providing No Waiting At Any Time restrictions through and in the vicinity of Vehicle Crossings.


NOTE: Broadly, in most instances restrictions are needed through and to 2m either side of each Crossing. However, for Vehicle Crossings on Classified Roads (A and B roads) restrictions are normally needed to the entire extent of related visibility splays (for which see standard DS.114).

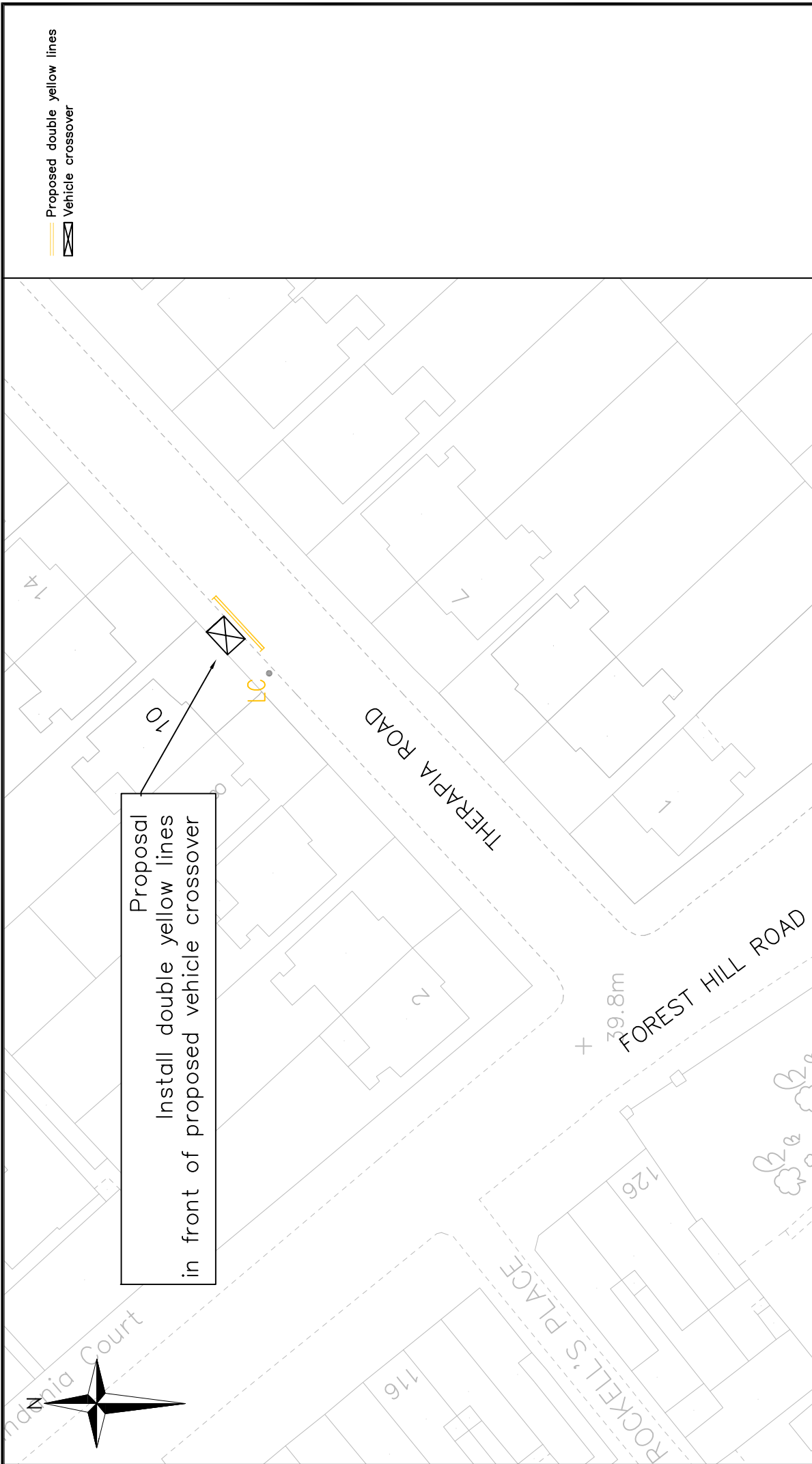
- b. See standard DS.007 about introducing H-Bar markings and treatment of any existing encountered within a project area.

NOTE: Broadly, H-Bars are not normally permitted and any existing should normally be removed.

 Proposed double yellow lines
 Vehicle crossover

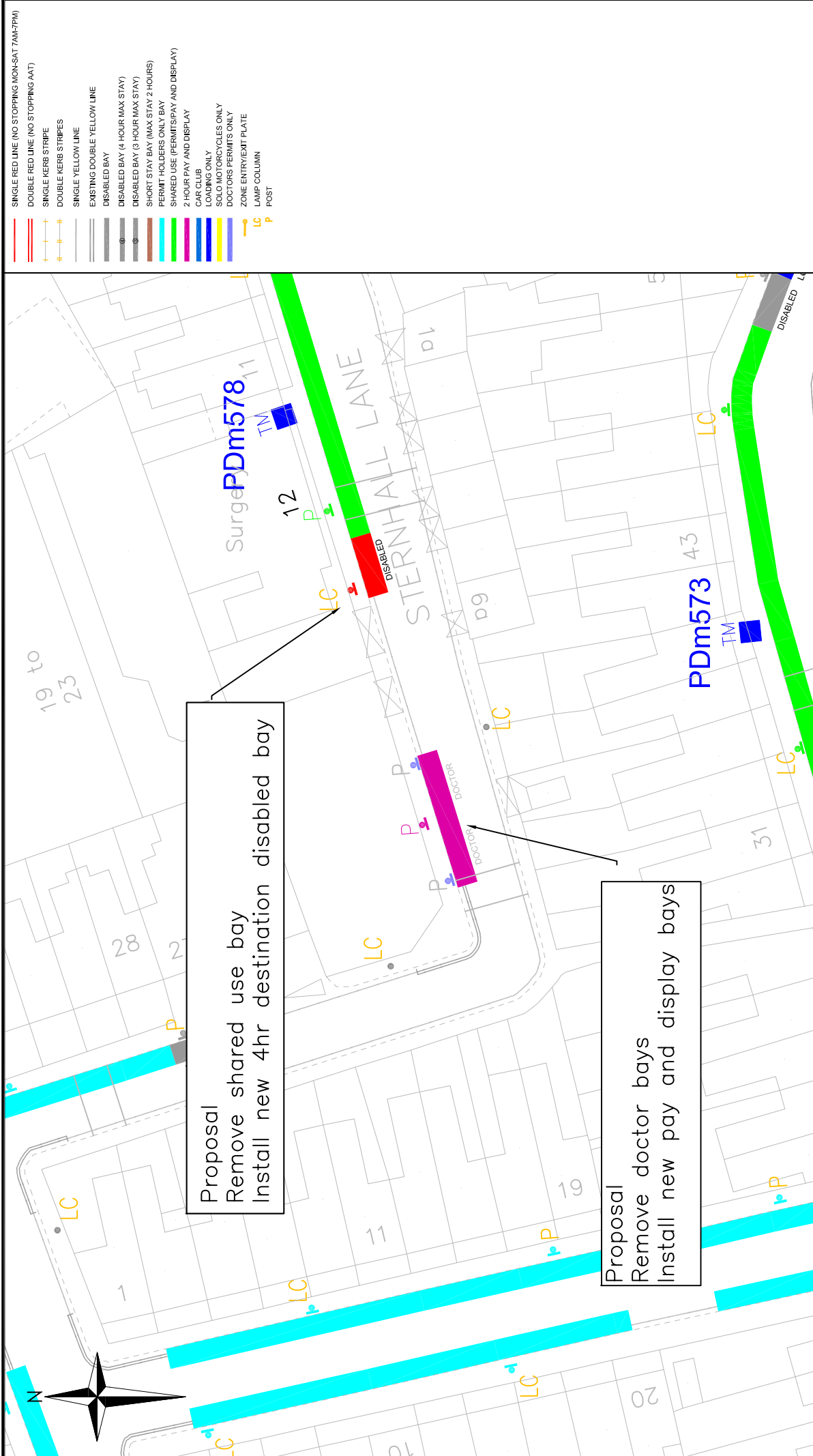


Public Realm Projects Parking Design Environment and Leisure Floor 3, Hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX www.southwark.gov.uk/parkingprojects		Project 1415Q2 LOCAL PARKING AMEENDEMENTS	Community Council PECKHAM AND NUNHEAD		Date 18/06/14	Scale 1:250 @ A4	Drn MH	Chk TW	App TW
		Drawing Title FRIERN ROAD DOUBLE YELLOW LINES PLANNED VEHICLE CROSSOVER	Ward(s) PECKHAM RYE	Dwg No. 1415Q2_006	Rev A	Description APPENDIX 2	Rev 	Date 	Drn



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		Date 24/07/14	Scale 1:500 @ A4	Drn MH	Chk TW	App TW
		Drawing Title THERAPIA ROAD PROPOSED DOUBLE YELLOW LINES	Ward(s) PECKHAM RYE	Dwg No. 1415Q2012	Status APPENDIX 3	Rev A	Description Description	Date Date	Drn Drn

\\wsh-chc-nr\15\share\NET_DRIVE\PRODUCTS\2014_15\1415 - Local Parking Amendments\Q2\1415_Q2_LP\07_Therapia Road\Therapia Road.dwg © Crown copyright. All rights reserved. (010001922) 2013



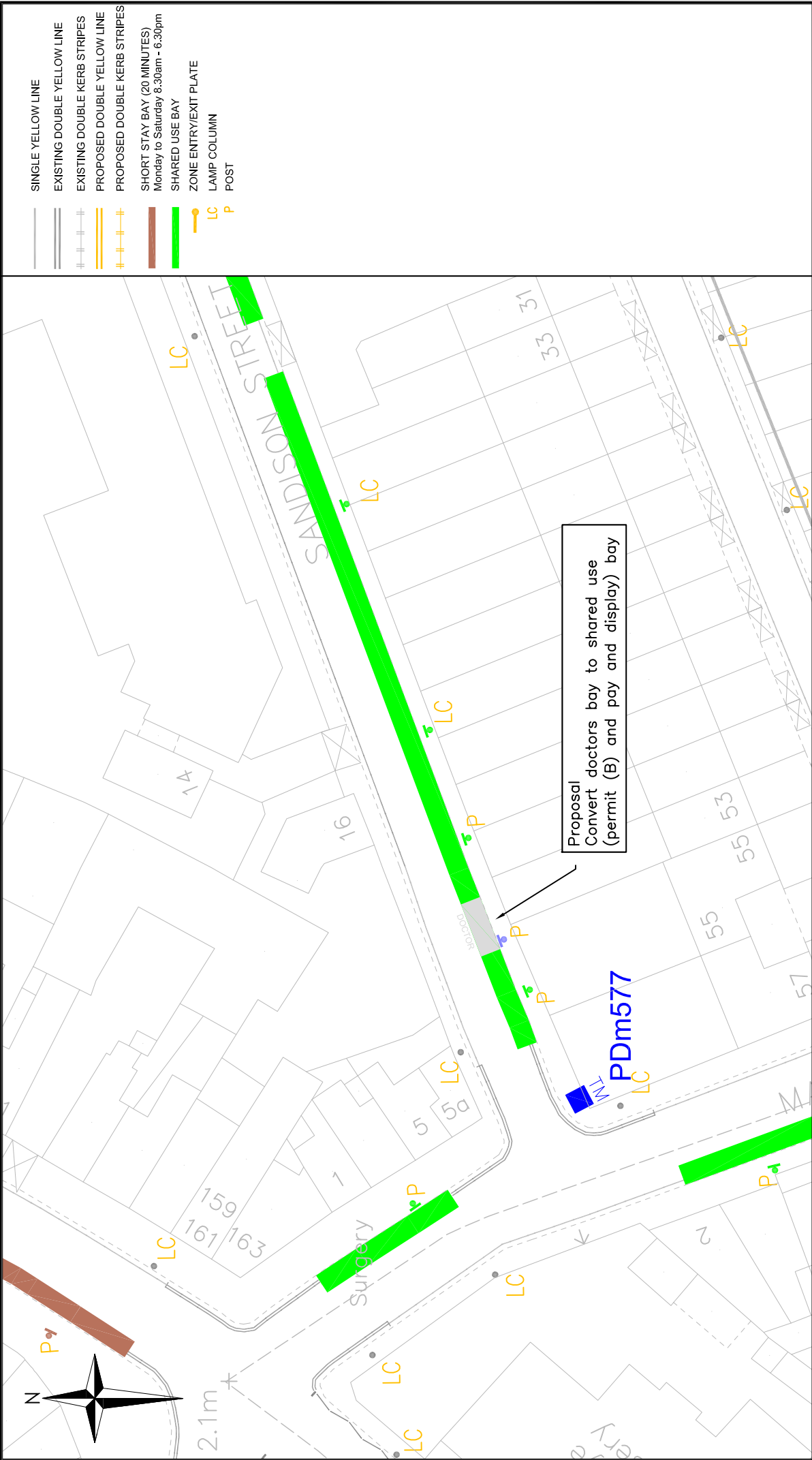
- SINGLE RED LINE (NO STOPPING MON-SAT 7AM-7PM)
- DOUBLE RED LINE (NO STOPPING AAT)
- SINGLE KERB STRIPE
- DOUBLE KERB STRIPES
- SINGLE YELLOW LINE
- EXISTING DOUBLE YELLOW LINE
- DISABLED BAY
- DISABLED BAY (4 HOUR MAX STAY)
- DISABLED BAY (3 HOUR MAX STAY)
- SHORT STAY BAY (MAX STAY 2 HOURS)
- PERMIT 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
- LAMP COLUMN
- P POST
- LC

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

Proposal
Remove doctor bays
Install new pay and display bays


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		Drawing Title PROPOSED BAY CHANGES STERNHALL LANE	Ward(s) THE LANE
		Date 18/06/14	Scale 1:500 @ A4
		Dwg No. 1415Q2_001	App TW
		Status APPENDIX 4	Rev A
		Description Description	Date Date
		Drm Drm	Chk Chk
		App App	App App

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- 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

Proposal
Convert doctors bay to shared use
(permit (B) and pay and display) 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 1415Q2 LOCAL PARKING AMENDMENTS Drawing Title CONVERT EXISTING DOCTOR BAY TO SHARED USE (PERMITS/PAY & DISPLAY) SANDISON STREET	Community Council PECKHAM AND NUNHEAD Ward(s) THE LANE	Date 18/07/14	Scale 1:500 @ A4	Dwn MH	Chk TW	App TW
		Dwg No. 1415Q2_009	Rev A	Rev TW	Date Description Rev Description Rev Description	Rev Description Rev Description Rev Description	Rev Description Rev Description Rev Description	Rev Description Rev Description Rev Description

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Herd, Michael

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

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 he 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

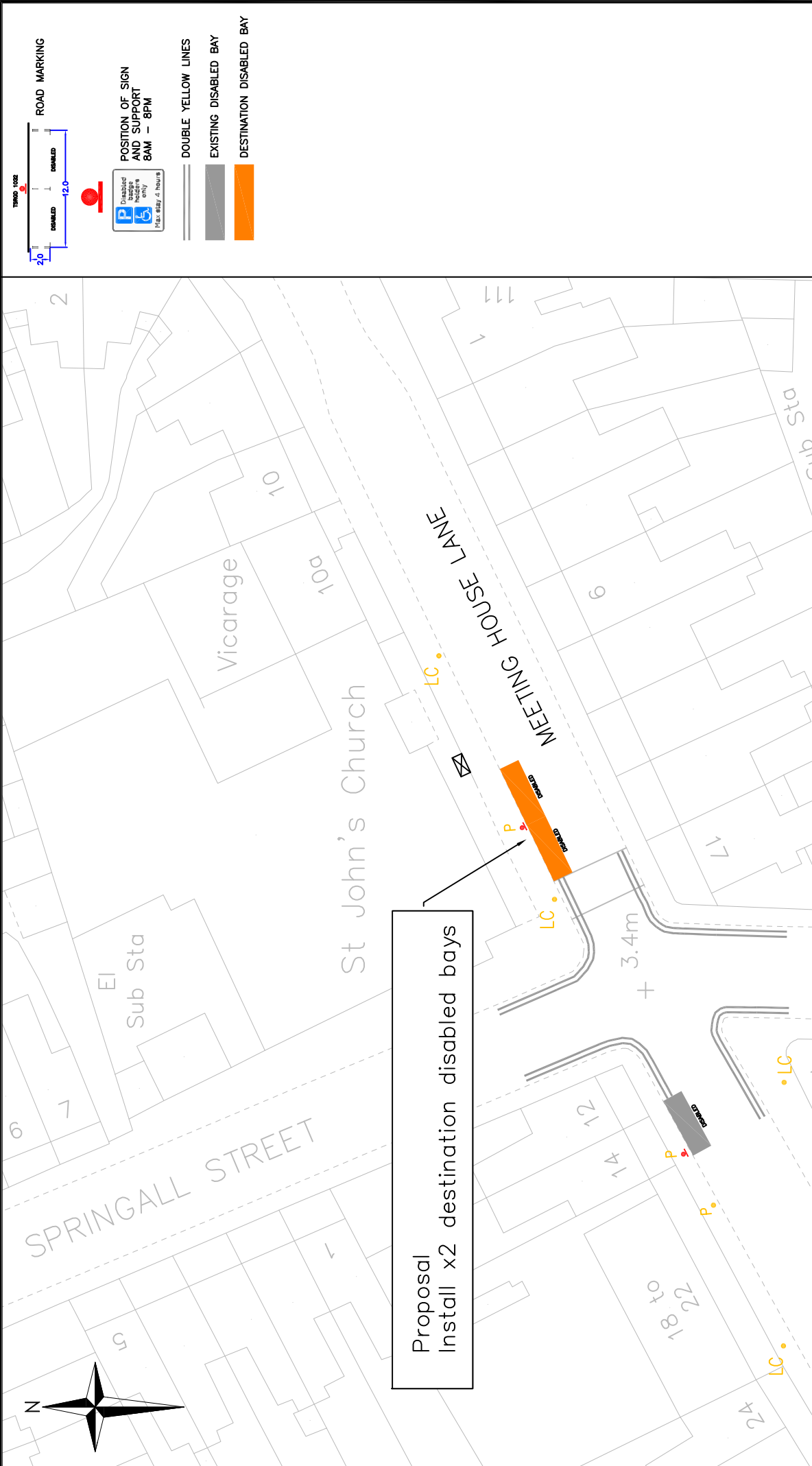
[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

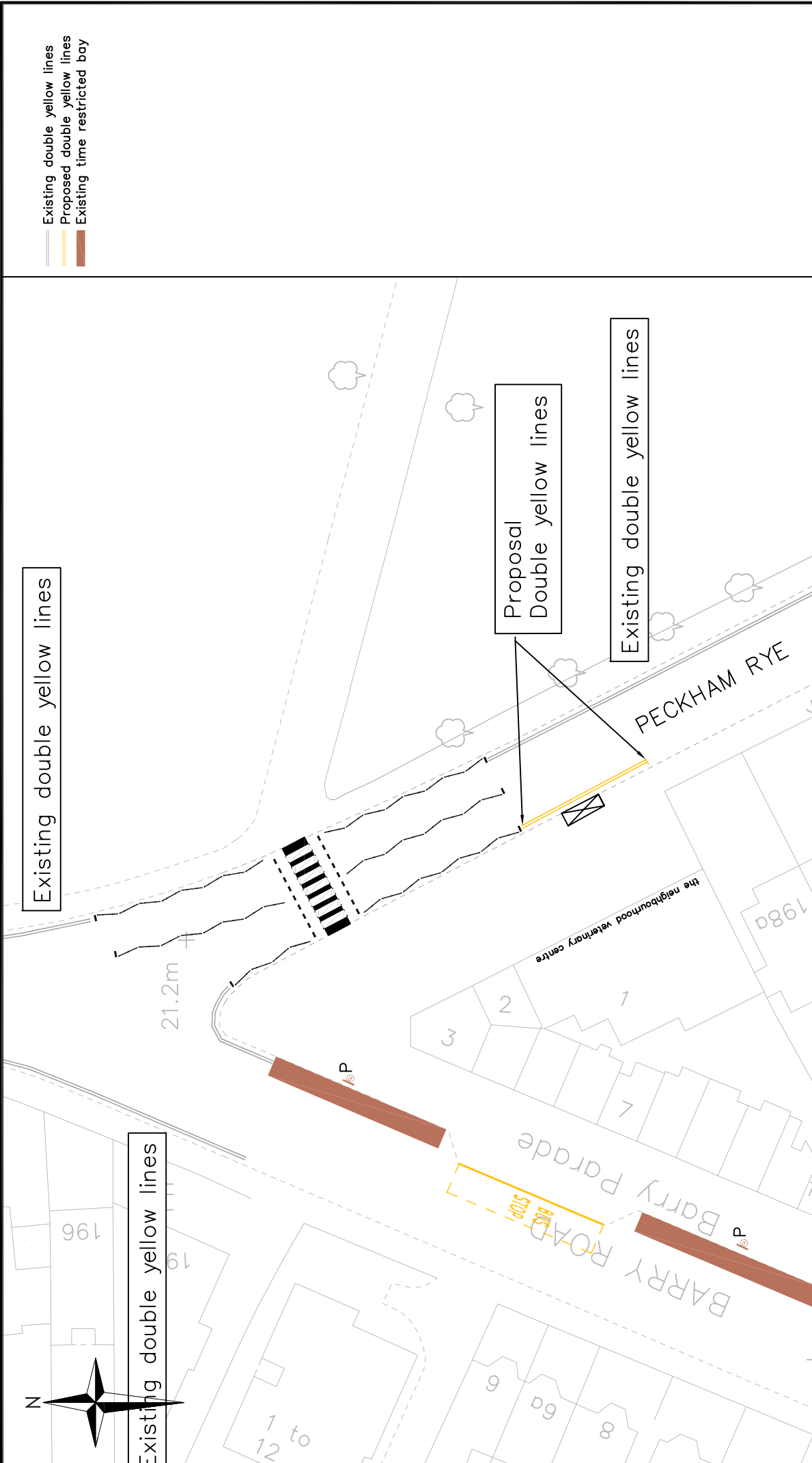
[REDACTED]



Proposal
Install x2 destination disabled 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 1415Q2 LOCAL PARKING AMENDMENTS	Community Council PECKHAM AND NUNHEAD			
		Drawing Title MEETING HOUSE LANE PROPOSED DESTINATION DISABLED BAY	Ward(s) LIVESEY			
		Date 18/08/14	Scale 1:500 @ A4	Dmn MH	Chk MH	App MH
		Dwg No. 1415Q2013	Rev 1	Rev 1	Rev 1	Rev 1
		Status APPENDIX 8	Rev A	Description APPENDIX 8	Dmn Drn	Chk Chk

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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 1415Q1 LOCAL PARKING AMENDMENTS	Community Council PECKHAM AND NUNHEAD		Date 14/05/14	Scale 1:500 @ A4	Drm MH	Chk TW	App TW
		Drawing Title PROPOSED DOUBLE YELLOW LINES PECKHAM RYE/BARRY PARADE	Ward(s) PECKHAM RYE	Dwg No. 1415Q1_011	Rev A	Description APPENDIX 9	Date 14/05/14	Drm MH	Chk TW

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MUNICIPAL YEAR 2014-15**

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Councillor Jasmine Ali	1	Total:	72
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Councillor Nick Dolezal	1		
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