

# Peckham and Nunhead Community Council

Theme: Education, Employment and Training

**Saturday 7 February 2015**

**1.00 pm**

The Damilola Taylor Centre, 1 East Surrey Grove,  
Peckham, London SE15 6DR

## Membership

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

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

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Members of the committee are summoned to attend this meeting

**Eleanor Kelly**

Chief Executive

Date: Friday 30 January 2015



## Order of Business

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

Item No.	Title	Time
	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.	
<b>4.</b>	<b>ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT</b>	
	The chair to advise whether they have agreed to any item of urgent business being admitted to the agenda.	
<b>5.</b>	<b>MINUTES FROM THE PREVIOUS MEETING</b>	
	To agree the minutes of the meeting held on 10 November 2014. (To follow)	
<b>6.</b>	<b>DEPUTATIONS/PETITIONS (IF ANY)</b>	3.15 pm
	Deputation request (report to follow).	
<b>7.</b>	<b>COMMUNITY ANNOUNCEMENTS AND PRESENTATIONS</b>	3.20 pm
	<ul style="list-style-type: none"> <li>• Launch of the new Neighbourhood Funding 2015.</li> <li>• Licensing Policy Consultation – information stall at the meeting.</li> <li>• Community safety updates and stall – Police representatives.</li> </ul>	
<b>8.</b>	<b>THEME: EDUCATION EMPLOYMENT AND TRAINING</b>	

Item No.	Title	Time
	<p><b>Jobs Fair will start at 1.00 pm – 3.00 pm</b> There will be a wide range of employers and employment related agencies present at the jobs fair and subsequent meeting.</p>	
	<p><b>Meeting 7 February 2015 at 3.10 pm</b></p> <p>Presentation about Southwark apprenticeships: Lorna Fraser, organisational development.</p> <p>Information: Southwark apprenticeship week and apprenticeship working in the youth service.</p> <p>Presentation from cabinet member, Cllr Ian Wingfield</p> <p>Specialist panel for public questions.</p> <p>Primary school admissions and school places, Glenn Garcia (Head of pupil access).</p> <p>New sixth form for Nunhead.</p> <p>Youth Community Council: Presentation on SWOT (strength, weaknesses and opportunities) analysis of Peckham.</p> <p>News about Southwark, Lambeth, and Lewisham councils win £1.1 million award for pioneering local employment scheme.</p>	
	<b>REPORTS:ROAD SAFETY AND TRAFFIC SCHEMES</b>	
9.	<b>CYCLE PERMEABILITY SCHEME - REPORT</b> (Pages 2 - 10)	3.35 pm
10.	<p><b>WORKS TO IMPROVE THE STREETScape TO QUEENS ROAD</b></p> <p>To brief the community council on the programme of works and receive feedback during the consultation process.</p>	3.45 pm
11.	<p><b>BRAYARDS ROAD NEIGHBOURHOOD: WALKING AND CYCLING IMPROVEMENTS</b> (Pages 11 - 38)</p>	3.55 pm
	<b>BREAK AT 4.05 PM</b>	
	An opportunity for residents to talk to Councillors and Officers.	
12.	<p><b>CLEANER GREENER SAFER - FUNDING REALLOCATION</b> (Pages 39 - 45)</p>	4.15 pm

Item No.	Title	Time
	<p><b>Note:</b> This is an executive function.</p> <p>Members to consider the recommendations in the report.</p>	
13.	<p><b>CLEANER GREENER SAFER CAPITAL FUNDING PROGRAMME 2015 - 2016</b> (Pages 46 - 54)</p>	4.25 pm
	<p><b>Note:</b> This is an executive function.</p> <p>Members to consider the recommendations in the report.</p>	
14.	<p><b>PUBLIC QUESTION TIME</b> (Page 55)</p>	4.45 pm
	<p>A public question form is included on page .....</p> <p>This is an opportunity for public questions to be addressed to the chair.</p> <p>Residents or persons working in the borough may ask questions on any matter in relation to which the council has powers or duties.</p> <p>Public questions submitted will be announced by the chair.</p> <p>Any questions submitted in advance will receive responses at the meeting or a future meeting.</p>	
15.	<p><b>COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY</b></p>	4.55 pm
	<p>Each community council may submit one question to a council assembly meeting that has previously been considered and noted by the community council.</p> <p>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.</p> <p>The community council is invited to consider if it wishes to submit a question to the ordinary meeting of council assembly in March 2015.</p>	
16.	<p><b>LOCAL PARKING AMENDMENTS</b> (Pages 56 - 74)</p>	5.00 pm
	<p><b>Note:</b> This is an executive function.</p> <p>Members to consider the recommendations in the report.</p>	

Date: Friday 30 January 2015



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

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

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### **ACCESS TO INFORMATION**

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

### **ACCESSIBLE MEETINGS**

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

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

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

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

### **DEPUTATIONS**

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

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

<b>Item No.</b> 9.	<b>Classification:</b> Open	<b>Date:</b> 7 February 2015	<b>Meeting Name:</b> Peckham & Nunhead Community Council
<b>Report title:</b>		Cycle Permeability	
<b>Ward(s) or groups affected:</b>		Peckham	
<b>From:</b>		Head of Public Realm	

## RECOMMENDATION

1. That the community council support the recommendation to be made to the cabinet member for Regeneration, Planning, and Transport to implement the cycle permeability proposals outlined in table 1 and appendix A.

## BACKGROUND INFORMATION

2. In accordance with Part 3H paragraph 19 of the Southwark Constitution community councils are to be consulted on the detail of strategic parking / traffic / safety schemes.
3. The community council is now being given opportunity to make final representation to the cabinet member for regeneration, planning, and transport as part of the consultation process.
4. The scheme is part of the councils filtered permeability programme funded by Transport for London, through the Local Implementation Programme for 2014-15.
5. The scheme is identified as one which will help achieve the following targets as set out in the Southwark transport plan :
  - increasing proportion of those cycling from 2.9% to 5.5% by 2027
  - Reduce traffic levels by 6% from 2010 to 2016.
  - Increase the walking mode share in Southwark to a third (33%) by 2017

## KEY ISSUES FOR CONSIDERATION

6. The locations identified for cycle permeability improvements measures have low traffic volumes due to existing closures. The relatively quiet nature of the road attracts cyclists. The proposed measures aim to improve safety and comfort for cyclists using the road. In all cases existing emergency access will be maintained.

Location	How existing closure affect cyclists adversely	Proposed changes
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Chandler Way , near Burcher Gale Grove	Emergency gate does not allow access for cyclists	<ul style="list-style-type: none"> <li>• Modify existing gate to allow cycle gap</li> <li>• Introduce double yellow lines at junction of Burcher Gale Grove with Chandler Way to improve safe access</li> </ul>
Chandler Way, near Commercial Way junction	Bollard spacing impedes cycle access.	<ul style="list-style-type: none"> <li>• Reduce number of bollards</li> <li>• Footway buildout</li> </ul>
Naylor Road	Emergency gate does not allow access for cyclists.	<ul style="list-style-type: none"> <li>• Modify existing gate to allow cycle gap</li> </ul>
Kelly Avenue / Peckham Road junction	Bollard spacing impedes cycle access.	<ul style="list-style-type: none"> <li>• Re-position bollard.</li> <li>• Introduce double yellow lines to improve safe access.</li> </ul>

Table 1

- Emergency services (Fire, ambulance and the Police) have been consulted on the proposed changes but no response received. Southwark cyclists have expressed support for the proposals. No consultation with local residents has taken place given the minor nature of the changes.
- Statutory consultation is scheduled to commence in February 2015

### **Recommendations to the Cabinet Member for Regeneration, Planning, and Transports**

- The Cabinet Member is recommended to:
  - Note representation from the community council
  - Approve the cycle permeability proposals to be taken forward for implementation, subject to outcome of statutory consultation. If objections are received during the statutory period a further report will be presented to the Cabinet member for a consideration and determination of those objections.

### **Policy Implications**

- 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 2.3 – promote and encourage sustainable travel choices in the borough
  - Policy 4.2 – create places that people can enjoy
  - Policy 5.1 – improve safety on our roads and to help make all modes of Transport safer

### **Community impact statement**

11. The implementation of any transport project creates a range of community impacts. All transport schemes aim to improve the safety and security of vulnerable groups and support economic development by improving the overall transport system and access to it.
12. This scheme was identified as one which would help to deliver Southwark's aim of increasing walking and cycling levels in the borough by improving safe access to local amenities/ shops without any noticeable adverse impact on the vulnerable road users
13. This scheme is intended to encourage the use of sustainable modes of transport.

### **Resource implications**

14. The project is wholly funded by Transport for London Local Implementation Programme for 2014/15 filtered permeability .The project is within the scope of permitted uses of the funding. The total allocated budget is £97,000 for 2014/15. All funding sources have been confirm and approved by Cabinet.
15. Works will be implemented by the Council's highways term contractor, Conway Aecom, and are expected to be carried out in March 2015.

### **Consultation**

16. Ward members were consulted prior to commencement of the public consultation.
17. Emergency services have been consulted on proposal, although no response received.
18. Southwark Cyclists are in support of the proposals
19. The report provides an opportunity for the final comment to be made by the community council prior to a non-key decisions scheduled to be made by the Cabinet member for Regeneration, Planning, and Transport in February 2015.
20. If approved for implementation proposal will be subject to statutory consultation, required in the making of any permanent Traffic Management Orders

### **APPENDICES**

<b>No.</b>	<b>Title</b>
Appendix A	Cycle Permeability proposals

### **BACKGROUND PAPERS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
Transport Plan 2011	Council website also Southwark Council 160 Tooley Street London SE1 2QH	Clement Agyei –Frempong Tel: 0207 525 2305

**AUDIT TRAIL**

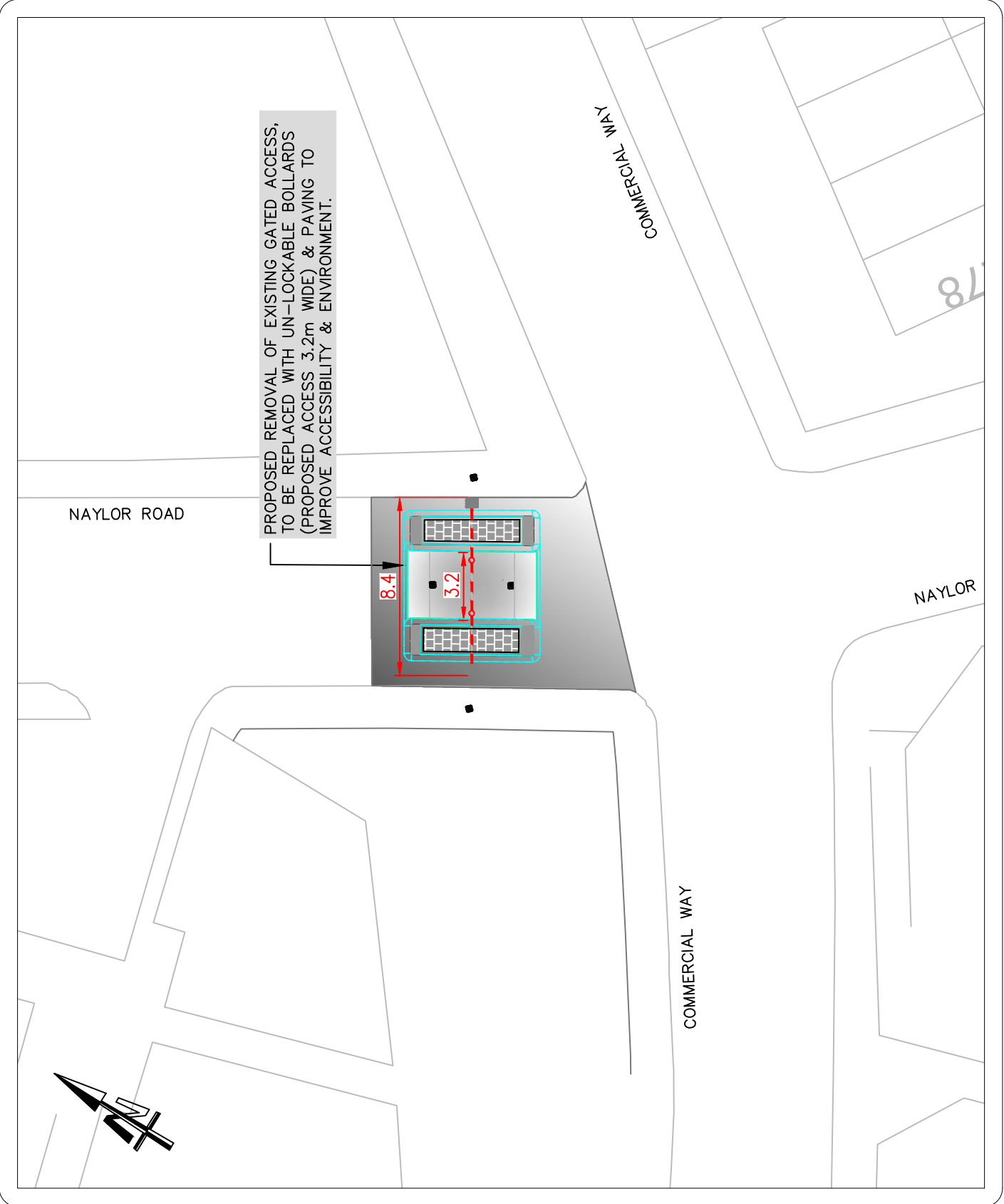
<b>Lead Officer</b>	Matthew Hill, Public Realm Programme Manager	
<b>Report Author</b>	Clement Agyei-Frempong, Senior Engineer	
<b>Version</b>	final	
<b>Dated</b>	27 January 2015	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
<b>Date final report sent to Constitutional Team</b>		30 January 2015

LEGEND / NOTES.

No.	Date	Revision



Project		FILTERED PERMEABILITY	
Title	NAYLOR ROAD JUNCTION WITH COMMERCIAL ROAD TWO DRAWING		
Contract No.	HWZ013 NEC3	Drawn	LOD
Scale	1:250 @ A4	Checked	LOD
Drawing No.	14807-IN-04	Approved	LOD
Issue No.			
Date Issued	DEC 2014		

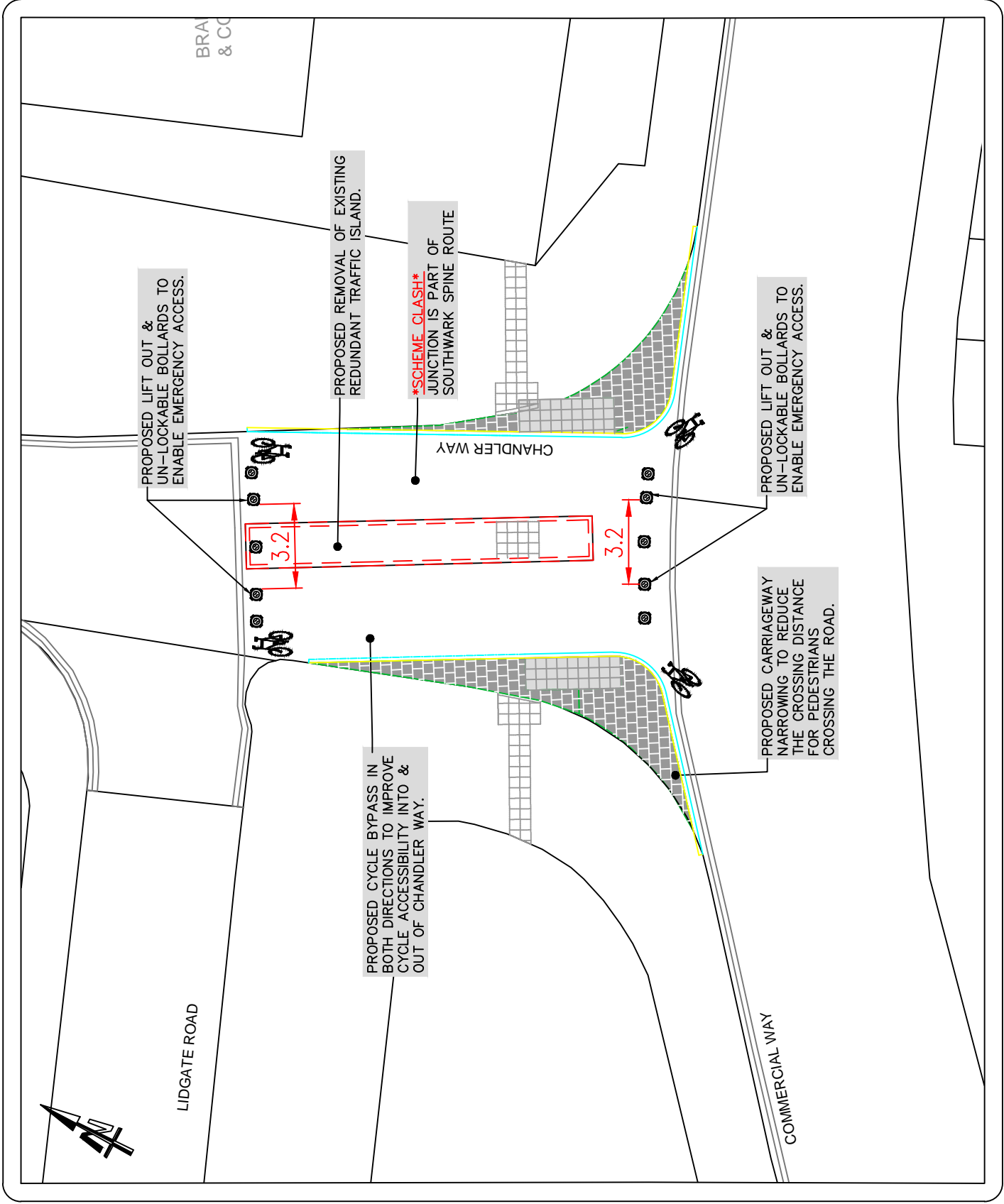


LEGEND / NOTES.

No.	Date	Revision



Project		FILTERED PERMEABILITY	
Title	CHANDLER WAY JUNCTION WITH COMMERCIAL WAY - TMO DRAWING		
Contract No.	HW2013 NEC3	Scale	1:200 @ A4
Drawing No.	14606-IN-01	Rev.	A
Date	DEC 2014		



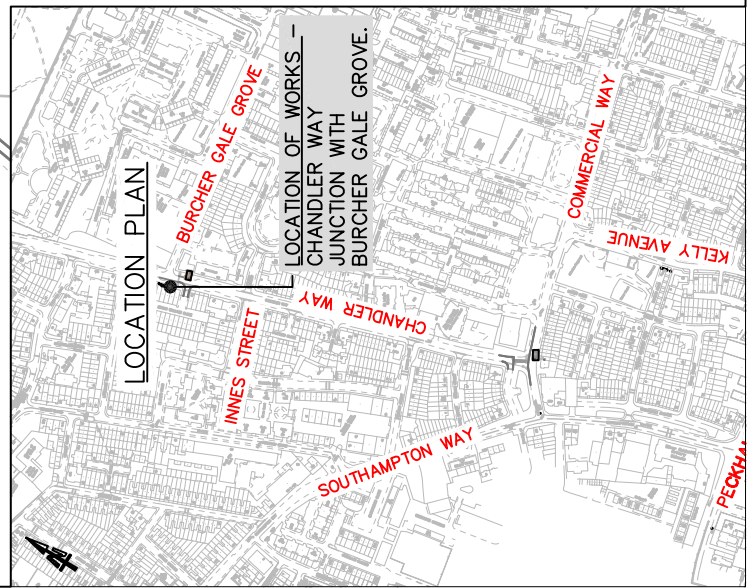
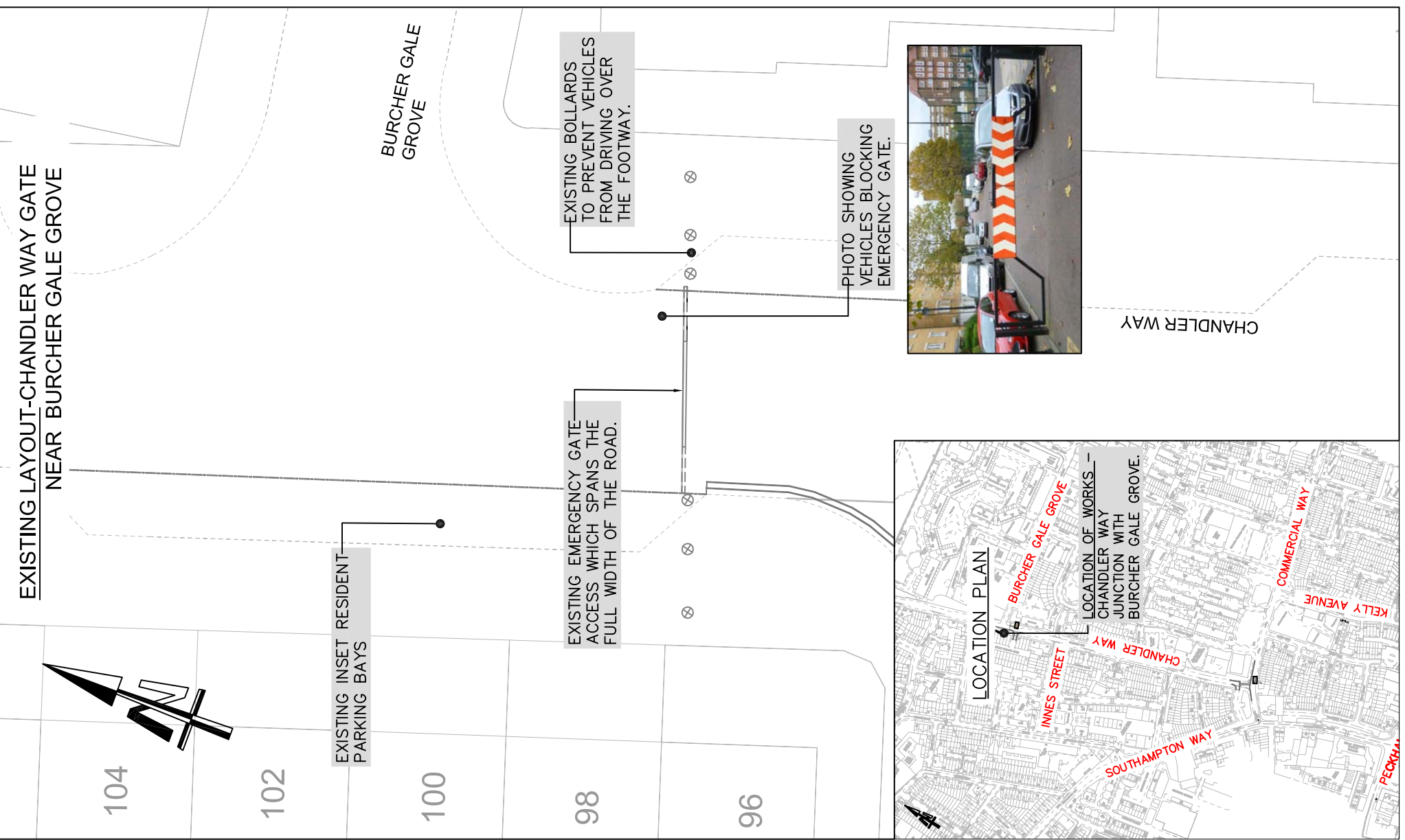
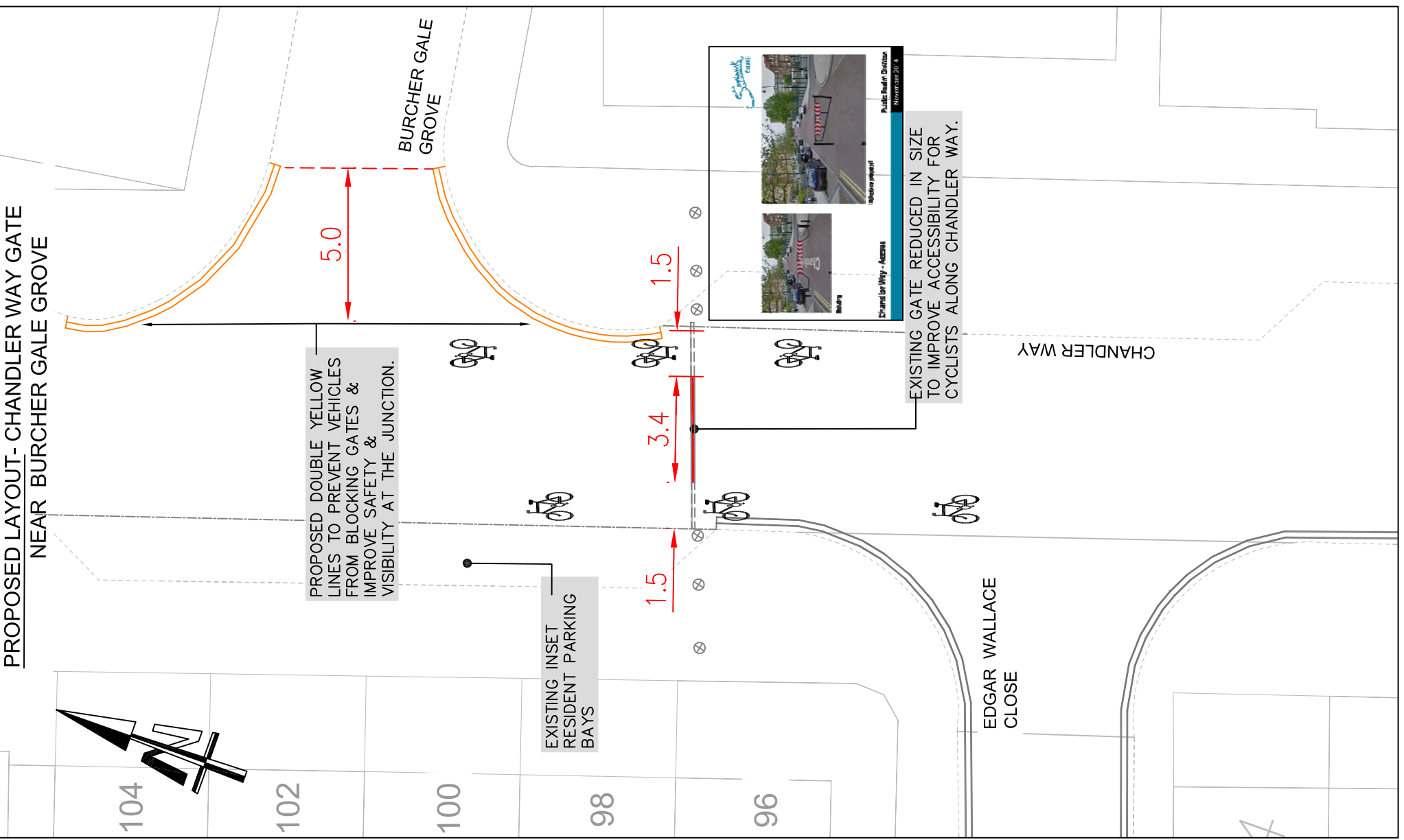
LIDGATE ROAD

CHANDLER WAY

COMMERCIAL WAY

BRA  
& CC

LEGEND / NOTES.



EXISTING GATE REDUCED IN SIZE TO IMPROVE ACCESSIBILITY FOR CYCLISTS ALONG CHANDLER WAY.

No.	Date	Revision



Project		FILTERED PERMEABILITY	
Title CHANDLER WAY JUNCTION WITH BURCHER GALE GROVE - CONSULTATION DRAWING			
Contract No.	-	Drawn	CD
Scale	1:250 @ A4	Checked	CD
Drawing No.	14606/002	Approved	CD
Date Drawn	NOV 2014	Rev.	-





LEGEND / NOTES.

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No.	Date	Revision



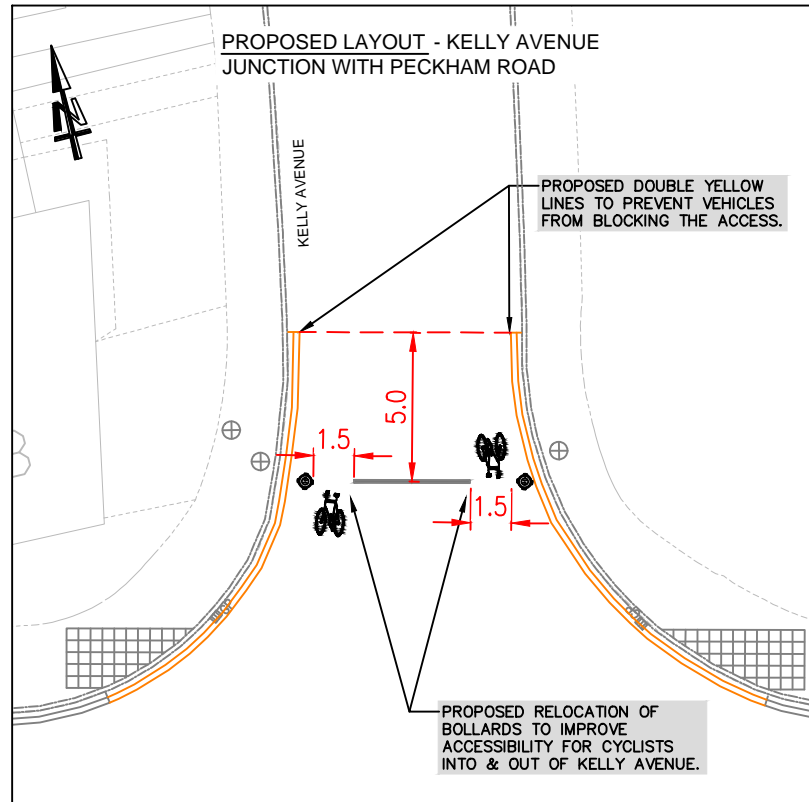
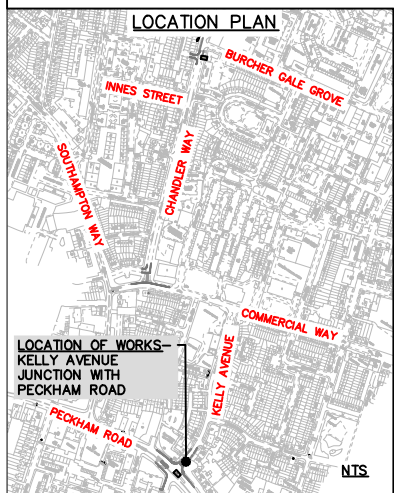
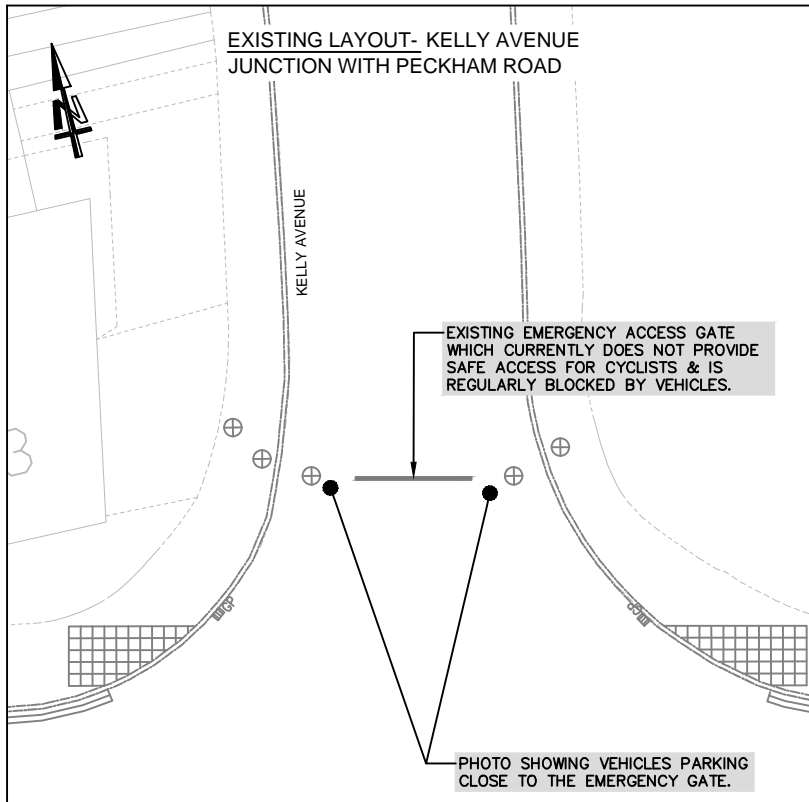
Project: **FILTERED PERMEABILITY**

Title: **LOCATION PLAN**

Contract No.	-	Drawn	CD
		Designed	CD
Scale	NTS	Checked	
		Approved	

Drawing No. **14606/003**

Date Drawn: **DEC 2014**      Date Issued: **-**



LEGEND / NOTES.

No.	Date	Revision



Project		FILTERED PERMEABILITY	
Title			
KELLY AVENUE JUNCTION WITH PECKHAM ROAD - CONSULTATION DRAWING			
Contract No.	-	Drawn	CD
		Checked	CD
Scale	1:500 @ A4	Approved	CD
Drawing No.	14606/003	Rev.	-
Date Drawn	NOV 2014	Date Issued	-

<b>Item No.</b> 11.	<b>Classification:</b> Open	<b>Date:</b> 7 February 2015	<b>Meeting Name:</b> Peckham and Nunhead Community Council
<b>Report title:</b>		Brayards Road Neighbourhood Walking and Cycling Improvements	
<b>Ward(s) or groups affected:</b>		The Lane and Nunhead	
<b>From:</b>		Head of Public Realm	

### RECOMMENDATION

That the Community Council:

1. Support the recommendation to be made to the cabinet member for Regeneration, Planning and Transport, as per paragraph 19, to implement the Brayards Road neighbourhood improvement project as detailed in APPENDIX A.

### BACKGROUND INFORMATION

2. In accordance with Part 3H paragraph 19 of the Southwark Constitution community councils are to be consulted on the detail of strategic parking / traffic / safety schemes. In practice this is carried out following public consultation.
3. The community council is now being given opportunity to make final representation to the cabinet member for Regeneration, Planning and Transport as part of the consultation process.
4. The objectives of the scheme are to:
  - Improve walking environment for pedestrians;
  - Discourage speeding in the area;
  - Encourage cycling in the area; and
  - Improve the general public realm and introduce greenery
5. The Brayards Road neighbourhood improvements scheme was identified in the Peckham and Nunhead Local Implementation Plan and was planned for implementation in the 2014/15 financial year.
6. The Brayards road neighbourhood area is located to the east of Rye Lane and northwest of Nunhead town centre. The area is built up with a mix of residential and commercial properties. The area to the north west of the study area is mainly commercial in nature with a mix of light industrial uses and car garages. The remainder of the area is mainly residential with pockets of commercial activities and educational facilities, amenity uses in the area consist of Consort Park and Dr Harold Moody Park which includes a games court and a playground.

The main vehicular routes through the area are Copeland Road and Consort Road, and to a lesser extent Brayards Road. The study area west of the rail bridge is currently part of a controlled parking zone (CPZ). Parking is a major issue east of the rail bridge with both sides of the roads constantly fully parked not only by the residents

but also by the car mechanics and commuters.

7. An initial scoping study was carried out which identified opportunities for improvement of the general public realm and to improve safety for all road users. Collision analysis was carried out to identify if any patterns could be identified from the recorded collisions in the area, recommendations were made to improve the carriageway condition particularly along Brayards Road.

Officers visited the study area and identified opportunities to improve the footway conditions at various locations to improve access for pedestrians. Improvement to existing infrastructure to help vulnerable people such as tactile paving and dropped kerb provisions were also identified. Opportunities to reduce vehicular speeds in the area were also identified by replacing existing traffic calming features with more effective measures such as sinusoidal humps and speed tables.

Public realm officers also identified opportunities to improve the environment under the two rail bridges in the area located on Brayards road and Kirkwood road to improve the amenity value at these locations and encourage these locations as potential areas for communal gatherings of the residents in the area. Locations for potential greening opportunities were identified which would help improve the streetscape characteristics of the area.

## **KEY ISSUES FOR CONSIDERATION**

8. Local residents were engaged during the scheme development process, officers have identified the key concerns raised by residents:
  - Brayards road under the rail bridge is unfriendly and unsafe due to its alignment and poor visibility.
  - Car mechanics within the area leave damaged cars or cars waiting to be repaired in the area; at times repair works are carried out on public highway.
  - Traffic speed along Brayards road and area as a whole.
  - Footway conditions and accessibility along Brayards road is poor.
  - Improve greening in the area.
  - Parking in the area is a major issue, especially east of the rail bridge.
  - Parking demands are high and made worse by the illegal parked cars from car mechanics.
9. A preliminary design was developed, incorporating the comments from the stakeholder meeting and ensuring the proposed layout is feasible for implementation. See Appendix A for scheme layout. The key elements of the scheme are:
  - Bournemouth road – improve greenery and carriageway renewal.
  - Copeland road between Bournemouth road and Brayards road – widening and greening of eastern footpath. Tightening of junctions to improve pedestrian accessibility by footway buildouts.
  - Brayards road west of Consort road – widen northern footway by removing parking bays, footway and carriageway renewal and improve greenery.

- Brayards road between Consort road and Gordon Road – widen northern footway, relocating parking bays to Consort road and improve greenery.
- Brayards road rail bridge – footway widening to improve visibility for all users and discourage vehicle parking under the bridge, bridge cleaning and repair works, lighting improvement, introduce greenery.
- Brayards road east of rail bridge – footway buildouts at junctions to improve pedestrian accessibility and provide opportunity for greening, dropped kerbs at junctions, replace speed cushion with sinusoidal speed humps, footway and carriageway renewal.
- Kirkwood road – footway and carriageway renewal, bridge cleaning / repair and lighting improvements, replace existing speed cushions, realignment of Kirkwood road / Kimberley Avenue junction to give priority to Kirkwood road.

10. A public consultation was held in November 2014 for a period of three weeks.
11. Out of the 512 consultation leaflets delivered in the November consultation, a total of 51 responses were received during the consultation period, equating to a 10% response rate. (see appendix B)
12. 77% of respondents are in favour of the proposals in general. Broadly most respondents felt that proposals are an improvement on the existing situation.

All specific schemes elements received over 70% of support except the relocation of parking bays from Brayards road to Consort road which receive 66% support. From the comments received, the reason for the lower level of support is due to the loss/relocation of parking.

13. Southwark Living Streets is very supportive of all the proposals. There are a number of comments made as part of the response, which is included in appendix B in full, which include:
  - Concerns about vehicles speed on Consort road and Copeland road;
  - Give pedestrian priority over vehicle access into Atwell Estate;
14. Southwark Cyclists feels there is no cycle improvement from the scheme. A number of comments and suggestions were made, a full response is included in B2, the following summarises the comments:
  - Buildouts are dangerous for cyclists as they force cyclists to swerve and into the general traffic flow.
  - Remove one side of parking on Bournemouth road.
  - Introduce cycle lane on Copeland road rather than footway widening.;
  - Brayards road between Copeland road and Consort road, introduce cycle lane on both side of the road instead of footway widening on north side.
  - Brayards road between Consort road and Gordon Road, would like to see a contra-flow cycle lane.
  - Under the rail bridge - a fully segregated cycle lane should be introduced.
  - Brayards road east - do not feel buildouts will achieve much as the area is fully parked.
  - Give Kirkwood road priority over Brayards Road east-west movement.
  - Changing priority at Kimberley Avenue / Kirkwood road junction would make it difficult for cyclists on LCN 65. Suggested to square up the junction and retaining existing priority.



15. Stage 1 Road Safety Audit has been carried out for the scheme. One of the concerns is vehicles emerging from Kimberley Avenue might not be aware of cyclists on Kirkwood road in the southbound direction. Other issues raised can be resolved by minor amendments. This issue will be investigated further as part of the detailed design process.

16. **Response to Consultation Comments**

Officers response to comments by Southwark Cyclists and Living Streets is addressed in appendix B.

**Recommendations to the Cabinet Member for Regeneration, Planning and Transport**

17. On the basis of the results of the public consultation the cabinet member is recommended to:

- Approve the implementation of the non-statutory elements of Brayards Road neighbourhood proposal as shown in consultation document in **APPENDIX A**, subject to minor amendments from safety audit.
  - a) Footway widening
  - b) Kerb realignment
  - c) Pedestrian refuge islands
  - d) Junction priority amendment
  - e) Bridge cleaning and repair work
- Approve the implementation of the statutory features of the proposal subject to the outcome of statutory consultation and minor amendments from road safety audit which is programmed to commence in spring 2015.
  - a) Raised tables
  - b) Replace speed cushions with sinusoidal humps
  - c) Proposed removal and relocation of parking bays

18. If any objections are received during the statutory period a further report will be presented to the cabinet member for a decision.

**Policy Implications**

19. 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 1.8 – Improve the walking environment and ensure that people have the information and confidence to use it

Policy 1.10 – Improve the cycling environment and ensure that people have the information and confidence to use it

Policy 2.3 – Promote and encourage sustainable travel choices in the borough

Policy 4.2 – Create places that people can enjoy

Policy 4.4 – Make our streets greener

Policy 5.1 – Improve safety on our roads and to help make all modes of transport safer

Policy 5.4 – Seek to reduce vehicle speeds and educate and enforce against those who break speed limits

## Policy 6.1 – Make our streets more accessible for pedestrians

### **Community impact statement**

20. The implementation of any transport project creates a range of community impacts. All transport schemes aim to improve the safety and security of vulnerable groups and support economic development by improving the overall transport system and access to it.
21. This scheme was identified as one which would help to deliver Southwark's aim of increasing walking and cycling levels in the borough by improving safe access without any noticeable adverse impact on the vulnerable road users
22. The scheme will result in a loss of three parking spaces and gain two loading spaces in total.
23. This scheme is intended to encourage the use of sustainable modes of transport.

### **Resource implications**

24. The project is wholly funded by Transport for London Local Implementation Programme for 2014/15 (£255k) and 2015/16 (£200). The project is within the scope of permitted uses of the funding. The total allocated budget is £455,000. All funding sources have been confirmed and approved by Cabinet.
25. Works will be implemented by the Council's highways term contractor, CONWAY AECOM, and are expected to be carried out in spring 2015.

### **Consultation**

26. Prior to developing proposal for consultation several meetings were held with local stakeholders.
  - Meeting Brayards Road resident representatives (Andy Tweedley and Howard Garfield) in August 2014 on site.
  - Meeting at the Council office with Prof. Bruce Lynn (Southwark Cyclists representative) in December 2014.
  - Meeting with local councillors prior to consultation.
27. Ward members were consulted prior to commencement of the public consultation.
28. The scheme has been developed in partnership with residents and stakeholders to ensure proposals have the clear support of the local community.
29. The report provides an opportunity for the final comment to be made by the Community Council prior to a non-key decision scheduled to be made by the cabinet member for Regeneration, Planning and Transport in February 2015.

**BACKGROUND PAPERS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
Transport Plan 2011	Southwark Council Environment and Leisure Public Realm projects 160 Tooley Street London SE1 2QH  <a href="http://www.southwark.gov.uk/info/20010/transport-policy/1947/southwark-transport-plan-2011">http://www.southwark.gov.uk/info/20010/transport-policy/1947/southwark-transport-plan-2011</a>	Clement Agyei-Frempong 020 7525 2305

**APPENDICES**

<b>No.</b>	<b>Title</b>
Appendix A	Consultation plan
Appendix B	Consultation report and comments
Appendix C	Consultation Area 1 and 2

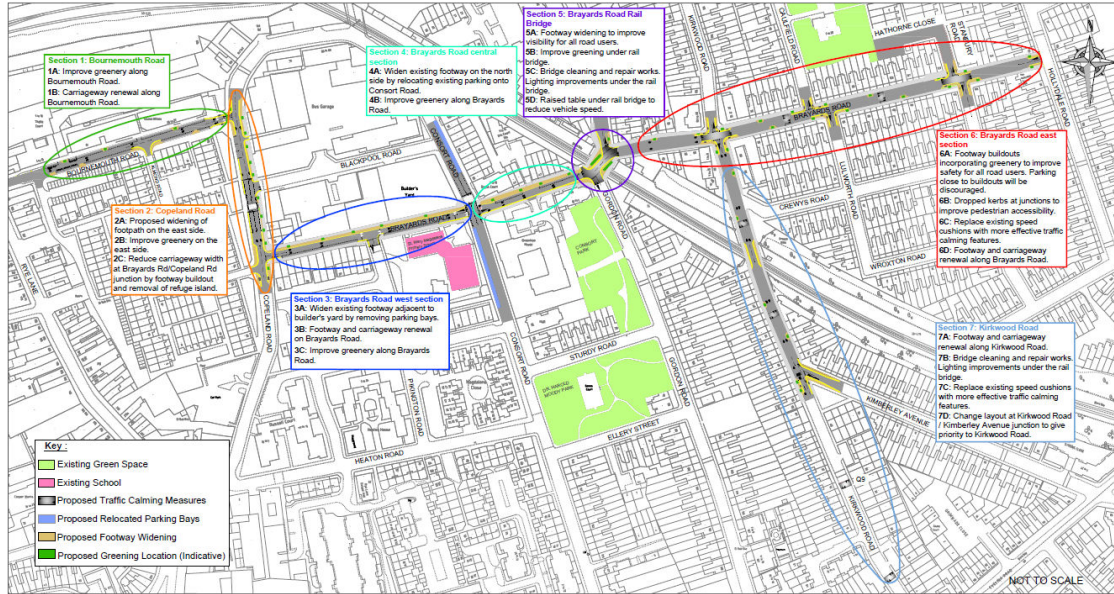
**AUDIT TRAIL**

<b>Lead Officer</b>	Matthew Hill, Public Realm Programme Manager	
<b>Report Author</b>	Clement Agyei-Frempong, Senior Engineer	
<b>Version</b>	Final	
<b>Dated</b>	27 January 2015	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
<b>Date final report sent to Constitutional Team</b>		27 January 2015



# APPENDIX A

Consultation plans - see attachment









# Brayards Road Neighbourhood: Walking and cycling improvements

Public consultation

November 2014

[www.southwark.gov.uk](http://www.southwark.gov.uk)



This document contains information about street improvement works in Southwark.  
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 the address below

## Chinese

这篇文件包含关于在 Southwark 的街道进行信息。  
 如果您需要一份关于您自己的语言的翻译文本或  
 另外形式的出版例如录音带或大字本，请查看下  
 面的地址。

## Bengali

এই ডকুমেন্টটি সাউথওয়ার্ক রাস্তা উন্নতির সম্বন্ধে তথ্য ধারণ  
 করে। যদি আপনি অন্যান্য অনুবাদ অথবা অন্যান্য বিন্যাস  
 যেমন অডিও অথবা বড় লেখা প্রিন্টের সঙ্গে প্রয়োজন বোধ,  
 দয়া করে নিচে সম্বোধন করা ঠিকানায় পরিদর্শন করুন।

## Arabic

تتوفر هذه الوثيقة على معلومات حول تحسين شكل الطرقات في  
 سادك، وإذا كنت بحاجة للمساعدة بخصوص

الترجمة أو أي تنسيقات مثل نسخة صوتية أو طباعة بأحرف أكبر  
 فالرجو الاتصال بالعنوان المذكور أدناه.

## French

Ce document contient des informations  
 concernant des améliorations dans les rues de  
 Southwark. Si vous avez besoin d'aide avec la  
 traduction ou autre formats tel que audio ou en  
 gros caractères, s'il vous plait visitez l'adresse ci-  
 dessous.

## Somali

Dokumiintigaan wuxuu ka hadlayaa macluumaad  
 ku saabsan horumarinta waddooyinka  
 Southwark. Haddii aad u baahan tahay in lagaa  
 caawiyo in lagu tarjumo ama haddii aad u  
 baahatid qaabab kale sida cajalad ahaan ama  
 nuqul ballaaran, fadlan booqo cinwaanka hoos  
 ku qoran.jumoa di

## Spanish

Este documento contiene información sobre el  
 mejoramiento de las calles en Southwark. Si  
 desea ayuda con la traducción u otros requiere  
 otros formatos como audio o letra mas grande,  
 por favor visite la dirección que se indica.

## Turkish

Bu belge Southwark'taki sokak düzenlemeleri  
 hakkında bilgi içermektedir. Tercüme veya  
 seslendirme konusunda yardım almak, ya da bu  
 yazının büyük harflerle yazılmış biçimini elde  
 etmek için lütfen aşağıdaki adresi ziyaret ediniz.

## Vietnamese

Tài liệu này chứa thông tin về việc cải tiến  
 đường phố ở Southwark. Nếu bạn cần giúp đỡ  
 về dịch thuật hoặc các định dạng khác như âm  
 thanh hay in chữ lớn, xin vui lòng truy cập vào  
 địa chỉ dưới đây.

## One Stop Shops

122 Peckham Hill Street,  
 London SE15

Wansey Street  
 (off Walworth Road)  
 London SE17

17 Spa Road,  
 London SE16

Customer Centre  
 Telephone 020 7525 5000

To complete online follow link <http://www.southwark.gov.uk/consultations>

For more information contact: Clement A-Frempong

Tel: 020 7525 2305

Or

E-mail: [streetcare@southwark.gov.uk](mailto:streetcare@southwark.gov.uk)

Return by 21 November 2014

FREPOST SE1919/14

SE1P 5LX

London

Clement A-Frempong (Hub1 - 3rd Floor)

Public Realm Projects: (Brayards Road)

Environment and Leisure Department

LONDON BOROUGH OF SOUTHWARK

NO  
 STAMP  
 REQUIRED

BUSINESS REPLY SERVICE  
 FREPOST SE1919/14

Fold Here

Please fold the completed questionnaire as  
 indicated by the dotted line, using the self adhesive  
 strip and return to the address above. There is no  
 need to use a stamp.



# Brayards Road Neighbourhood: Walking and cycling improvements

## Aim of proposal

- Create a safer, greener and pleasant environment for walking and cycling
- Improve environment under rail bridges
- Improve the general public realm and introduce greenery
- Traffic calming

## What are the main proposals and benefits?

- Widening footway on Brayards Road and Copeland Road to improve walking conditions.
- Carriageway realignment under rail bridge on Bryards Road to improve safety for all road users
- Cleaning, repair and lighting improvements under rail bridges
- Tighten junctions along Brayards Road to improve pedestrian safety at crossing points
- Greening of the area to improve streetscene
- Replace speed cushions with speed humps and speed tables
- Carriageway and footway renewal

## Have your say about Brayards Road Neighbourhood: Walking and cycling improvements

Please let us know what you think by completing the boxes below, then tear off this page, fold and post to the FREEPOST address by 21 November 2014

Q1 Please state your name

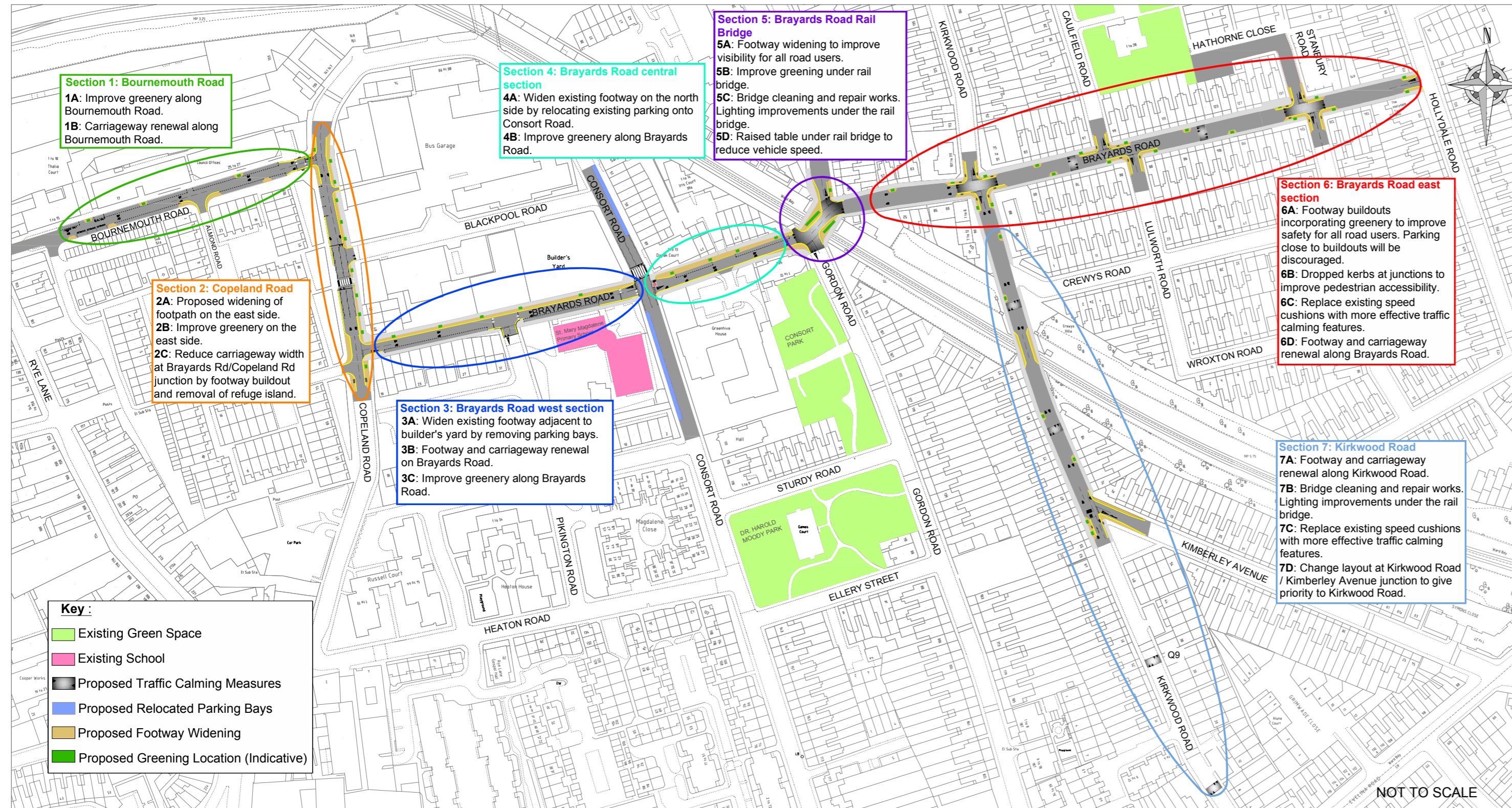
Q2 Please provide your address

Q3 Postcode

The numbering below corresponds to that on the appended plan.

	Yes	No
Q4 Generally do you support the proposed improvements?		
Q5 Do you support the proposal to widen footway on Brayards Road between Copeland Road and Gordon Road?		
Q6 Do you support the relocation of parking bays from Brayards Road to Copeland Road and Consort Road?		
Q7 Do you support footway widening at junctions along Brayards Road to improve pedestrian access and safety?		
Q8 Do you support new layout at Kirkwood Road / Kimberley Avenue junction, to give priority to Kirkwood Road ?		
Q9 Do you support the traffic calming proposal for the area?		

Please write any comment that you may have on the proposals in the box below:





## APPENDIX B

### 1 Introduction

#### 1.1 Background

Southwark Council had commissioned CONWAY AECOM (CA) to develop proposal to improve walking and cycling between Rye Lane and Nunhead town centres and to enhance the general amenity of the Brayards Road neighbourhood area.

As part of the scheme development, the design team met resident representatives to discuss the existing issues and opportunities for improvement in the area.

Preliminary design was developed and it was decided to consult the local residents and businesses to gauge their support of the scheme. Consultation leaflets were distributed to the area shown in Figure 1. A questionnaire was attached to the consultation leaflet for residents and businesses to fill in with FREEPOST address provided. The aim for the questionnaire is to gauge the level support for the scheme in general and also specific elements of the proposal.

Consultation materials were also published on the Council's consultation website to allow residents to response online. The consultation period ran between 1st November and 21st November 2014.

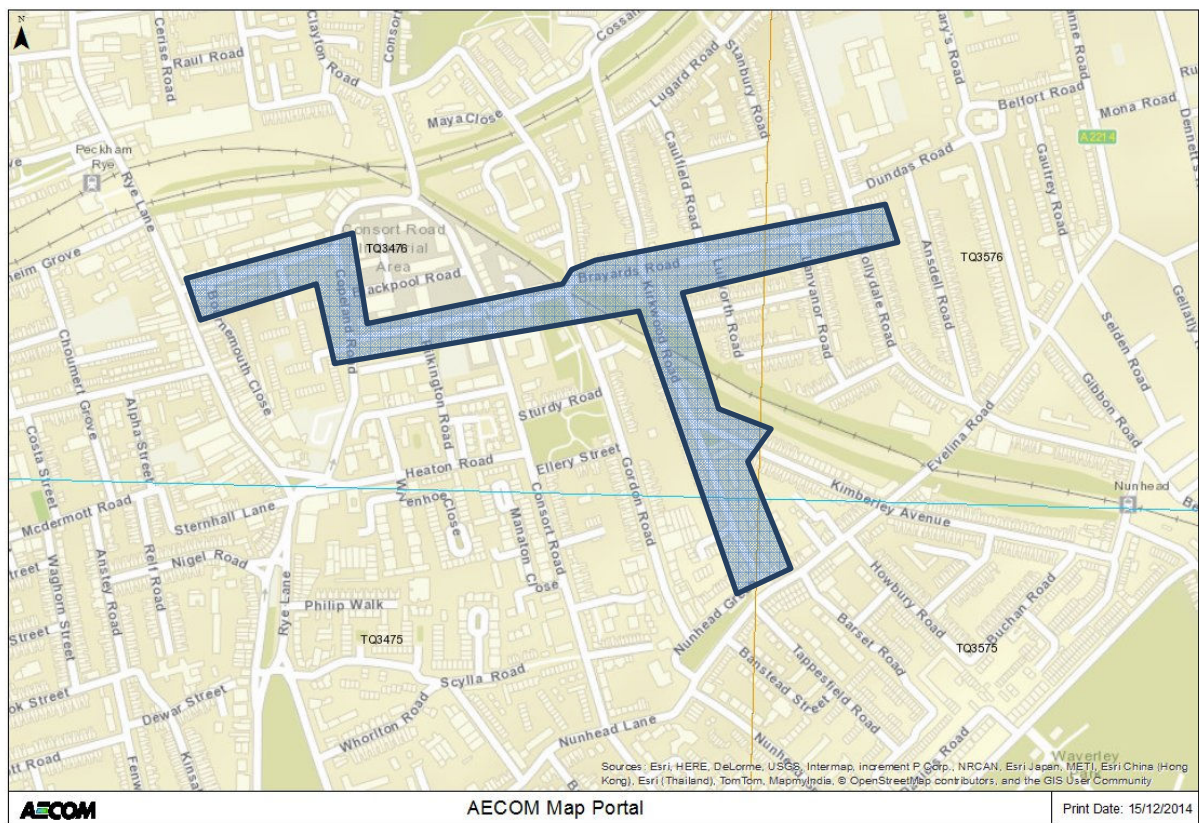


Figure 1 Consultation leaflet distribution area

### 2 Consultation Responses

Summary of the consultation responses

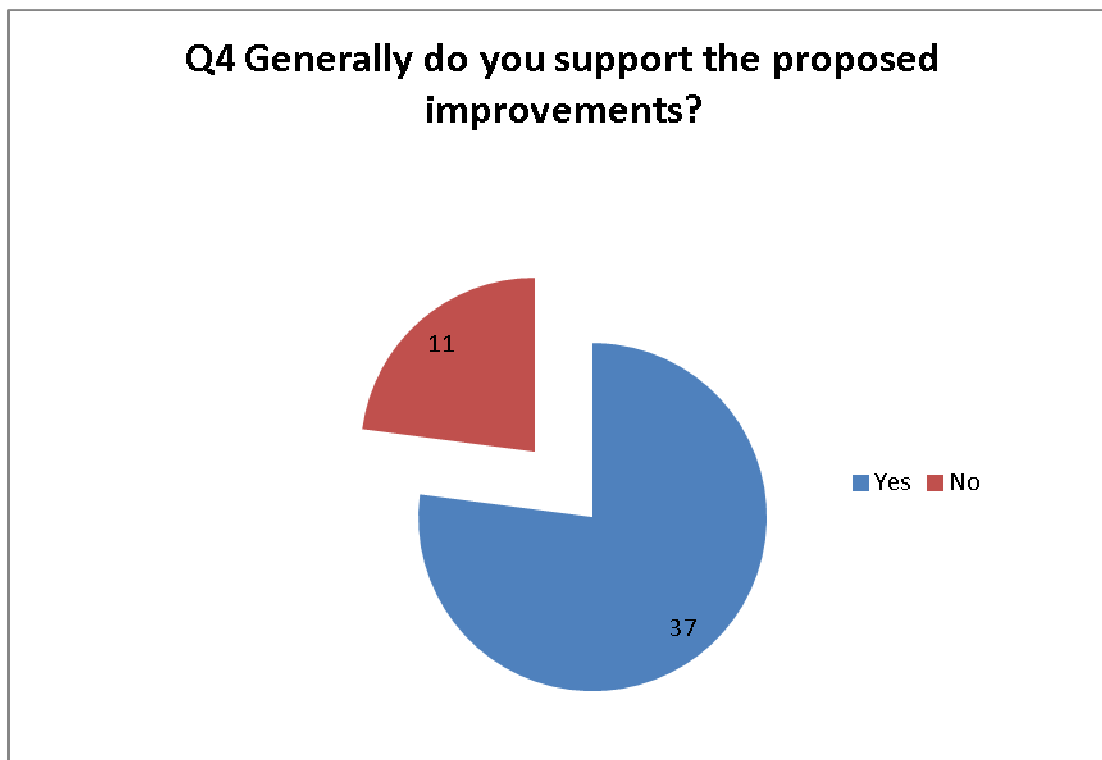
## **2.1 General**

Out of the 512 consultation leaflets delivered in the November consultation, a total of 51 responses were received during the consultation period, equating to 10% response rate. The comments raised and highlighted frequently have been noted in the report.

Question 1 to 3 in the questionnaire ask about personal details such as name and address and will not be summarised in the report.

Responses received are collated and can be found in Appendix A. The following summarises the responses to each question and also specific comments.

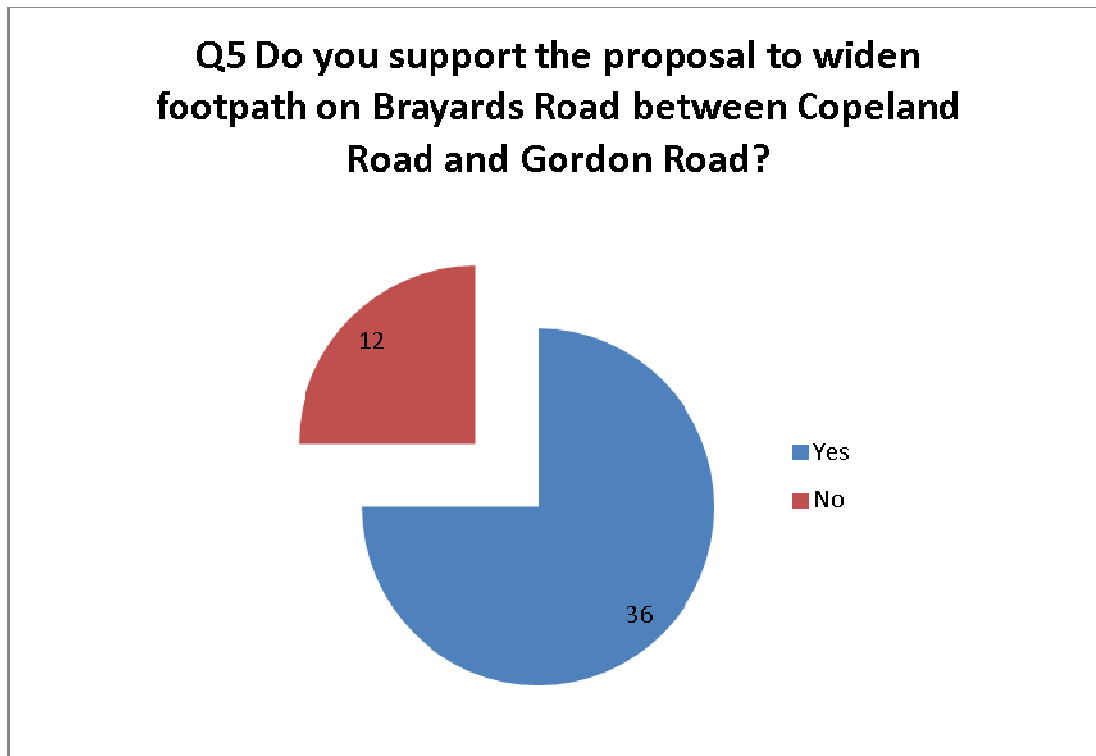
## Summary of the consultation responses

**2.2 Responses**

This question aims to gauge the level of support for the overall scheme. The response to this question shows 77% are in support for the proposals in general, showing a good level of support.



## Summary of the consultation responses

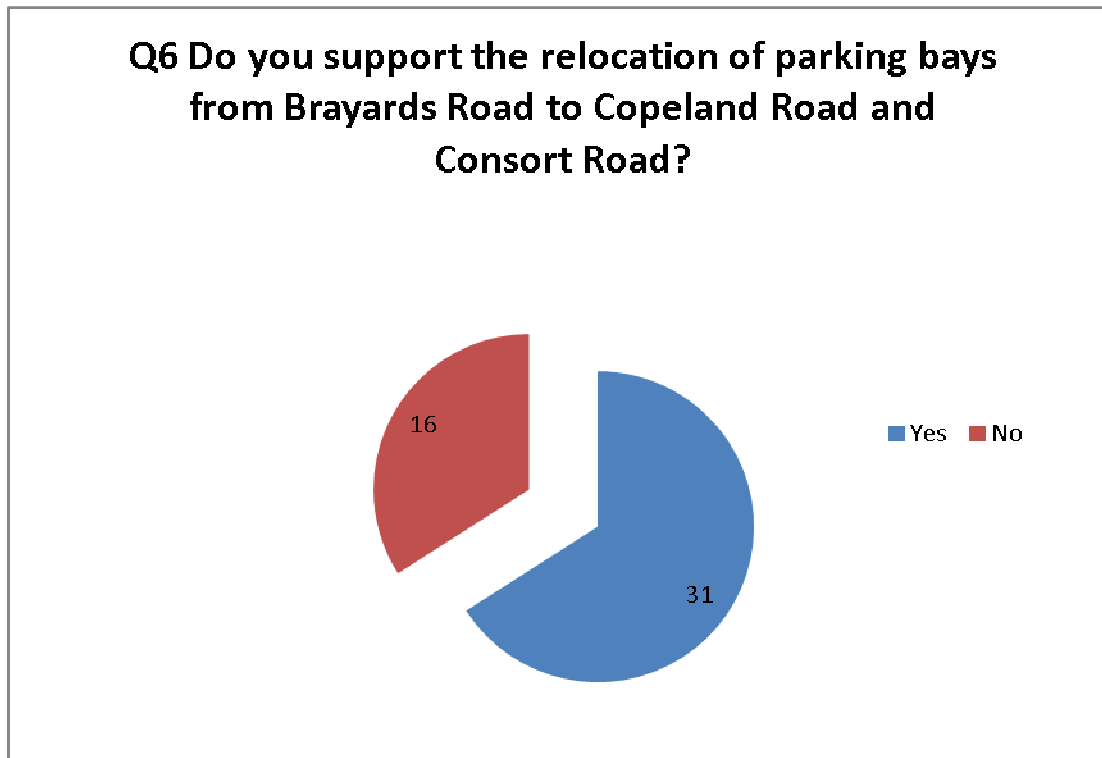


This question aimed specifically to the proposed improvement to the walking environment and accessibility on Brayards Road between Copeland Road and Gordon Road. The response to this question shows 75% are in support for this proposal.

The majority of those consulted are greatly in favour of footway improvements. They were very keen to see in this proposal:

- The footway widening under the railway arches as this would prevent the owners of the car mechanics from parking their customer vehicles nearby which restrict access and reduce road safety.
- Also, they would like to see more of these measures around the local shops to allow for tables and chairs and for convivial street activities.
- A number of cyclists commented that there is nothing in these proposals to enhance cycle safety and that these features are very dangerous to their freedom to ride safely as well as create a 'pinch point' between them and the vehicles that pass at speed.

## Summary of the consultation responses

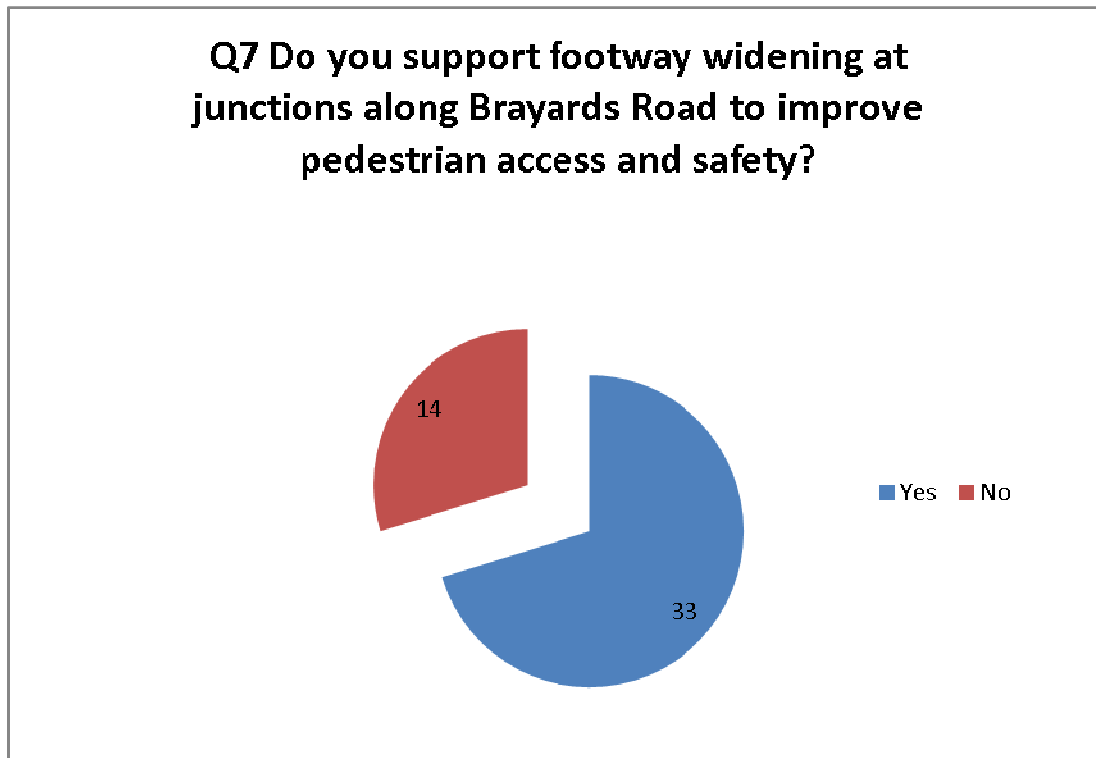


The response to this question shows 66% are in support for this proposal which is majority; however, at a slightly lower level than the other proposals.

The following concerns were made:

- Reduced freedom to park their vehicles on Brayards Road, especially amongst the elderly who feel that this will affect them the most as there is no other alternative transport nearby which link to and from their properties.
- They would find it difficult 'due to demand' in the area to park elsewhere especially during the week as local businesses take up most of the allocated parking bays and the inevitable consequence of the displacement of parking on other local roads in the area.

## Summary of the consultation responses

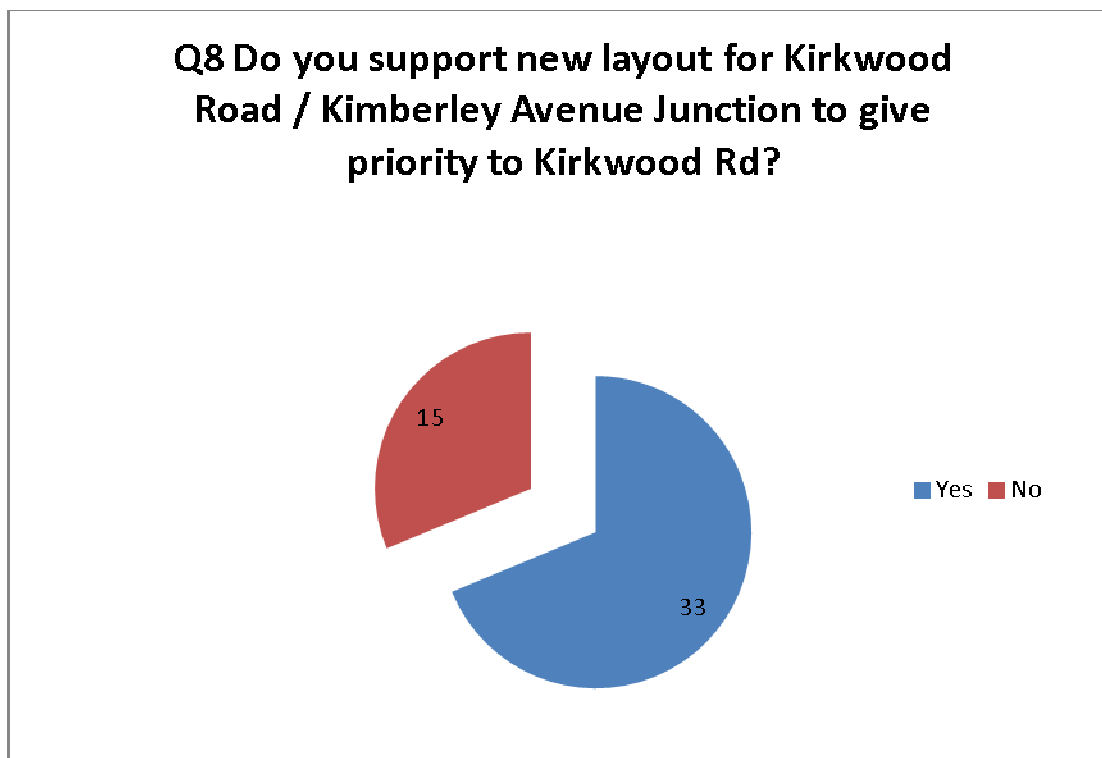


The responses to this question show 70% of residents and businesses who responded are in support for this proposal to tighten the junctions along Brayards Road to improve pedestrian access and safety.

The following concern was made:

- A number of the cyclists commented that the proposed buildouts in their view are unsafe for cyclists; as cyclists have to move in and out to avoid the buildouts and also potentially squeeze by vehicles through these pinch points.

## Summary of the consultation responses

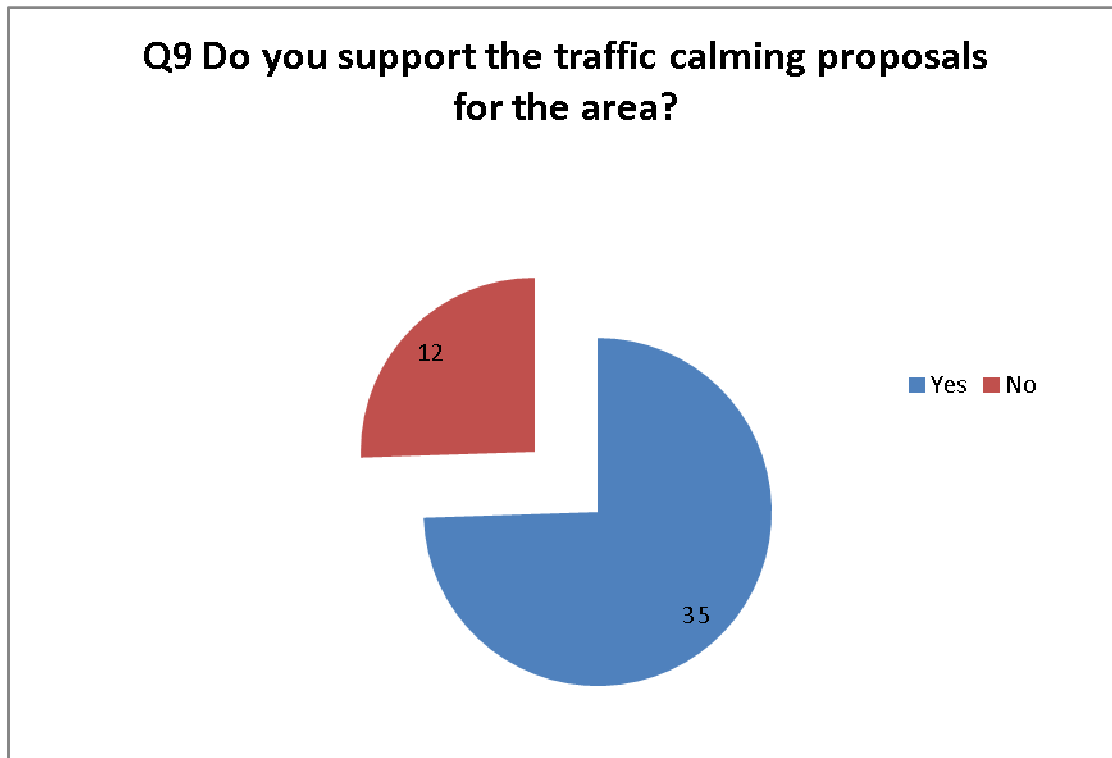


The response to this question shows 69% of the responds are in support for the new layout at Kirkwood Road / Kimberly Avenue junction to give priority to improve traffic movement and permeability for their local network.

A few individual comments were made:

- This new layout of this junction might encourage vehicles to use Kirkwood Road as a 'through route' in order to avoid traffic on the main roads.
- There is a suggestion of a raised table at this junction.
- Also a suggestion to consider realigning Kimberley Avenue to be perpendicular to Kirkwood Road at the junction.

## Summary of the consultation responses



The response to this question shows 74% are in support for the overall traffic calming proposals which include kerb buildouts, junction tables and speed humps with the intention of reducing traffic speed as well as to improve safety for pedestrian and cyclists.

There are specific suggestions for further traffic calming features to be introduced on:

- Consort Road junction with Copeland Road; and
- Kimberley Avenue junction with Kirkwood Road.

Brayards Road – Walking and Cycling improvements:  
Summary of the consultation responses

### 3 Stakeholders Responses

This section focuses on the response from the official response from the key stakeholders. Southwark Cyclists did not provide answers to the questions, comments / suggestions for specific areas have been provide instead.

<b>Q4 Generally do you support the proposed improvements</b>	<b>YES</b>	<b>NO</b>
Southwark Cyclists		
Southwark Living Streets	✓	

<b>Q5 Do you support the proposal to widen footway on Brayards Road between Copeland Road and Gordon Road</b>	<b>YES</b>	<b>NO</b>
Southwark Cyclists		
Southwark Living Streets	✓	

<b>Q6 Do you support the relocation of parking bays from Brayards Road to Copeland Road and Consort Road.</b>	<b>YES</b>	<b>NO</b>
Southwark Cyclists		
Southwark Living Streets	✓	

<b>Q7 Do you support footway widening at junctions along Brayards Road to improve pedestrian access and safety</b>	<b>YES</b>	<b>NO</b>
Southwark Cyclists		
Southwark Living Streets	✓	

<b>Q8 Do you support new layout at Kirkwood Road/Kimberley Avenue junction, to give priority to Kirkwood Road</b>	<b>YES</b>	<b>NO</b>
Southwark Cyclists		
Southwark Living Streets	✓	

<b>Q9 Do you support the traffic calming proposal for the area</b>	<b>YES</b>	<b>NO</b>
Southwark Cyclists		
Southwark Living Streets	✓	

In summary, Southwark Living Streets is very supportive of all the proposals. There are a number of comments made as part of the response, which is included in Appendix B in full, which include:

- Concerns about vehicles speed on Consort Road and Copeland Road;
- Give pedestrian priority over vehicle access into Atwell Estate;

## Summary of the consultation responses

Southwark Cyclists feels there is no cycle improvement from the scheme. A number of comments and suggestions were made, a full response is included in Appendix B2, the following summarises the comments:

- Buildouts are dangerous for cyclists as they force cyclists to swerve and into the general traffic flow;
- Remove one side of parking on Bournemouth Road;
- Introduce cycle lane on Copeland Road rather than footway widening;
- Brayards Road between Copeland Road and Consort Road, introduce cycle lane on both side of the road instead of footway widening on north side;
- Brayards Road between Consort Road and Gordon Road, would like to see a contra-flow cycle lane;
- Under the rail bridge - a fully segregated cycle lane should be introduced;
- Brayards Road east - do not feel buildouts will achieve much as the area is fully parked;
- Give Kirkwood Road priority over Brayards Road east-west movement;
- Changing priority at Kimberley Avenue / Kirkwood Road junction would make it difficult for cyclists on LCN 65. Suggested to square up the junction and retaining existing priority.

## Officers response to Consultation Comments

The responses from the public consultation show support of the scheme with 77% in favour. Specific measures also received high level of support (all over 66%).

**Southwark Living Streets** raised concerns regarding vehicle speed on Consort Road and Copeland Road. The kerb buildouts on Copeland Road will narrow the down the carriageway width and tighten the junction bell mouths which will help reduce vehicle speed. Addressing speeding concerns on the entire length of Copeland road and Consort road is beyond the scope of the project. This will be referred to our transport policy team for future review. Pedestrians priority recommended at Atwell Estate will be reviewed during detail design

**Southwark Cyclists** comments that buildouts are dangerous for cyclists as they force cyclists to swerve and into the general traffic this however is not the case in this instance because all the kerbside space is already fully parked on Brayards Road and Bournemouth Road. Cyclists will not be required to swerve out into general traffic as the buildouts will not be wider than the existing line of parked cars.

Regarding the removal of parking on Bournemouth Road, the location is close to the town centre on Rye Lane, removing parking bays may adversely impact the businesses in the area. Also traffic level on Bournemouth Road is low. For these reasons, removing further parking on Bournemouth Road is not considered desirable.

Southwark Cyclists suggested to introducing a cycle lane on Copeland Road instead of footway widening. The proposed footway widening will form part of the walking route linking Rye Lane and Nunhead town centres. The widening of the footway will also open opportunities to introducing some greenery along the western side of Copeland Road. The design reflects a balanced approach which will benefit pedestrians and cyclists. Cycle markings will be introduced on Copeland road to reinforce the presence of cyclists.

## Summary of the consultation responses

Regarding the suggestion to introduce a cycle lane on Brayards Road between Copeland Road and Consort Road instead of footway widening; The footway is currently narrow especially next to existing trees where effective footway width is less than 1m. Footway widening is essential to improve pedestrian accessibility through this section.

Southwark Cyclists also suggested a fully segregated cycle lane to be introduced at the eastern arm of Brayards road. This option has been investigated during feasibility stage and was rejected on safety grounds. By introducing a segregated cycle lane, cyclists will have to swerve out into general traffic at the junctions of Gordon Road due to the parked cars hence this option was not progressed.

Southwark Cyclists do not feel buildouts will achieve much on Brayards Road as the area is fully parked. The reason for the buildouts was to break up the parking and provide space for pedestrian to cross the road. They will also provide opportunities for greening.

Southwark Cyclists suggested to give Kirkwood Road priority over Brayards Road east-west movement. Brayards Road is the main east-west route through the area; drivers will not expect to have to give-way to Kirkwood Road traffic. This would create a potential safety issue.

There is also a suggestion to square up the Kimberley Avenue / Kirkwood Road junction and maintain existing priority. The reason to reverse the priority was that traffic on Kimberley Avenue travels around the bend at speed. Giving priority to Kirkwood Road, which has better sightline, will force the Kimberley Avenue traffic to slow down on the approach to the junction. The suggestion to square up the junction have been investigated, it will mean the loss of a mature tree, hence was not progressed.

## **4 Summary**

Public consultation was carried out for the proposed Brayards Road Neighbourhood area in November. A total of 512 leaflets were distributed. 51 responses were received at the end of the consultation period, equating to 10% response rate.

The responses for each of the measures were all around 70% in favour of the proposals; except for Question 6, the relocation of parking bays from Brayards Way to Copeland Road and Consort Road, which has slightly lower support.

Responses from key stakeholders are mixed with Southwark Living Streets in favour of the proposals while Southwark Cyclists felt there is no cycle improvement and would like to see more cycle specific measures to be implemented.

## **5 Recommendations**

On the basis of the results of the public consultation it is recommended to implement the proposals for Brayards Road – Walking and Cycling improvements subject to statutory consultation and results of Road Safety Audits.



## Summary of the consultation responses

**Response from Southwark Living Streets****Brayards Road Consultation – Autumn 2014: Response from Southwark Living Streets**

We are very supportive of these proposals and would answer Yes to questions 4 to 9. We would make the following additional comments again in the spirit of strong support for the scheme.

- **Vehicle speeds.** We are very supportive of the removal of the former gyratory in this area and are pleased that a review is occurring of that scheme. We would point out that from the “after” traffic counts, vehicle speeds still remained high and higher than the 20mph speed limit that is coming into force across the borough. We feel that this review should contribute to reducing speeds on these roads more towards the 20mph target. We notice that, at the traffic counts taken in April 2012, the Copeland Road northbound average speed of vehicles was 25mph and the 85th percentile speed was 28.9mph. Southbound, the average speed of vehicles was 25.1mph and the 85th percentile speed was 29.3mph. As part of this project, we would like to see some cost effective calming measures introduced to reduce vehicle speeds and thus complement the benefit of the removal of the gyratory. We feel that a similar approach would not be unreasonable on Bournemouth Rd and more importantly on Consort Rd and would complement the proposals on Brayards Rd (east of Consort Rd) and Kirkwood Rd where traffic calming improvements are being made with the up grade from cushions to sinusoidal humps.
- **Cross-over.** Very near this point is the vehicle access road into the Atwell Estate. The plan shows this also having widened pavements but could be a case for a treatment giving the pavement of Copeland Road priority over the access as it is not a public road.
- We attached a couple of pictures below of the entry treatments to Cambria Rd in Lambeth (off Coldharbour Lane SE5). Although we understand the need to use tactile paving to give the appropriate indications to those with impaired vision we feel that this approach is one that gives pedestrians far more priority and could be useful for the Attwell Estate entrance.



Judith Harries & Jeremy Leach Southwark Living Streets 13<sup>th</sup> November 2014

## Summary of the consultation responses

### Response from Southwark Cyclists

#### General points.

1. This consultation is titled “Brayards Road neighbourhood- walking and cycling improvements” but there are no cycling improvements. Actually there are some cycling UNIMPROVEMENTS. We rather think someone on Public Realm is having a little joke with us cyclists. But if one penny of this scheme is paid for out of the cycling budget, then look out!
2. The scheme is full of pavement build outs. For cyclists, build outs can be dangerous as they force cyclists into the general traffic flow. This is widely recognised:

London Cycling Design Standard, 2005. Section 3.6.6

Footway build-outs should not restrict cycle flows or require cyclists to swerve into the path of other vehicles

The new LCDS draft says: 5.4.2

Cyclists are particularly susceptible to being destabilised by abrupt changes in road surface level or being made to deviate sharply from their course. For those reasons, methods of traffic calming designed for motorised vehicles that are a problem for cyclists include: rumble-strips, steep humps with upstands, sharply angled footway build-outs, pinch points and ramps with bumpy or slippery surfacing. These should be avoided on cycle routes, unless the intention is to slow cyclists.

Cycling England’s Design Portfolio

A.03 Traffic Calming

Road narrowings

Central refuges, build-outs and other forms of road narrowing are often used as traffic calming measures by reducing the available width. However, this can often lead to problems if the resulting gap is not wide enough for cyclists to be overtaken safely.

(Continues...)

Where sufficient space exists, a properly designed cycle by-pass will allow cyclists to safely and conveniently avoid the build out. If limited space precludes the construction of an arrangement that can be mechanically swept, a ramped by-pass can be considered.

[http://www.ciltuk.org.uk/Portals/0/Documents/The%20Hub/Design%20Toolkit/A03\\_Design\\_portfolio\\_traffic\\_calming.pdf](http://www.ciltuk.org.uk/Portals/0/Documents/The%20Hub/Design%20Toolkit/A03_Design_portfolio_traffic_calming.pdf)

3. Note that most of the streets here are part of London Cycling Network 65
4. In practice the aim of reducing traffic speeds and improving things for pedestrians and cyclists could be easily achieved in this area, So here are my proposals, section by section.

#### Specific suggestions

1. Bournemouth Rd. Build outs will make little difference here as there is lots of parking. Best way to improve this road is to ban parking, at least on one side. It would then be possible to widen pavements and put in cycle lanes. This is LCN 65 after all and a useful route that allow cyclists to get off congested Rye Lane.

## Summary of the consultation responses

2. Copeland Rd. Widening the pavements at the junction with Bournemouth Rd will be dangerous for cyclists. Along this road the east side is non-residential and a wide pavement is not needed. Much better to narrow the road by introducing a cycle lane, Again this is LCN 65. Continue cycle lane to junction to narrow this. Also remove the existing build out at the crossing. On the west side, there is no need to widen the existing pavement and anyway there is a broad grass strip between pavement and houses. Much better to put in a cycle lane. On Copeland Rd might use light segregation (armadillos) to ensure cycle lane is respected (and not used for parking).
3. Brayards Rd West. Build out at Copeland Rd junction is not marked as new. It is not needed. Same effect can be achieved by continuing a cycle lane round this corner. Removal of the island at this junction is fine. Removal of parking on north side is good. But why not the south side as well? Am appalled to see the parking bays by the Primary School. Maybe they are not available during school hours. If such a restriction is not present, then this should certainly be introduced. There appears no case for widening the pavement on the north side where it is all commercial. So a cycle lane could be run there. Existing carriageway widening at Pilkington Rd junction is interesting as it is at carriageway height, so could allow cycling if marked appropriately, thus avoiding cyclists being forced out. But better to have a proper cycle lane along both sides of this road. It is also a surprise to me that there are not more crossings near the school, for example of Consort Rd south arm and Pilkington Rd.
4. Brayards Rd Central. Again good to get rid of some parking, this time on the south side. This section used to be one way westwards with a cycle contraflow. This was a much better arrangement for cyclists. Returning to this arrangement would allow a proper cycle lane on both sides plus some pavement widening.
5. Rail Bridge. Well you have excelled yourselves here, turning a reasonably straightforward route for cyclists into a death trap. Well done. You should by all means narrow the carriageway to slow traffic, but do this while giving cyclists a safe lane. So instead of a massively widened pavement, have a bit more pavement plus a semi of fully segregated bike lane.
6. Brayards Rd East. Build outs will achieve little and affect little as parking is allowed on both sides of this road. Like many terraced streets in London, this one is marred by parking. Fiddling around with a few planters is not going to change anything. A way to slow traffic would be to change the priority at Kirkwood Rd. This would be nice as this is the LCN 65 turn.
7. Changing the priority at the Kimberley Ave junction will make it more difficult for cyclists on LCN 65. It would be better to keep the existing priority. If there is a concern about motor traffic speeding round the fast right hand bend from Kimberley to Kirkwood, then a neat solution would be to square up the junction by turning the bottom of Kimberley left across the present small green space. Any space lost on the south side would be matched by new space on the north side. Some trees would need to go, but new ones could be planted. The proposed build outs under the rail bridge are potentially very dangerous. This is the least parked part of the road and so the build outs would push cyclists into the traffic flow. If it is desired to widen the pavement, then the road side of the build out should be a cycle path, perhaps dual use. As with most of the roads in this consultation, it is

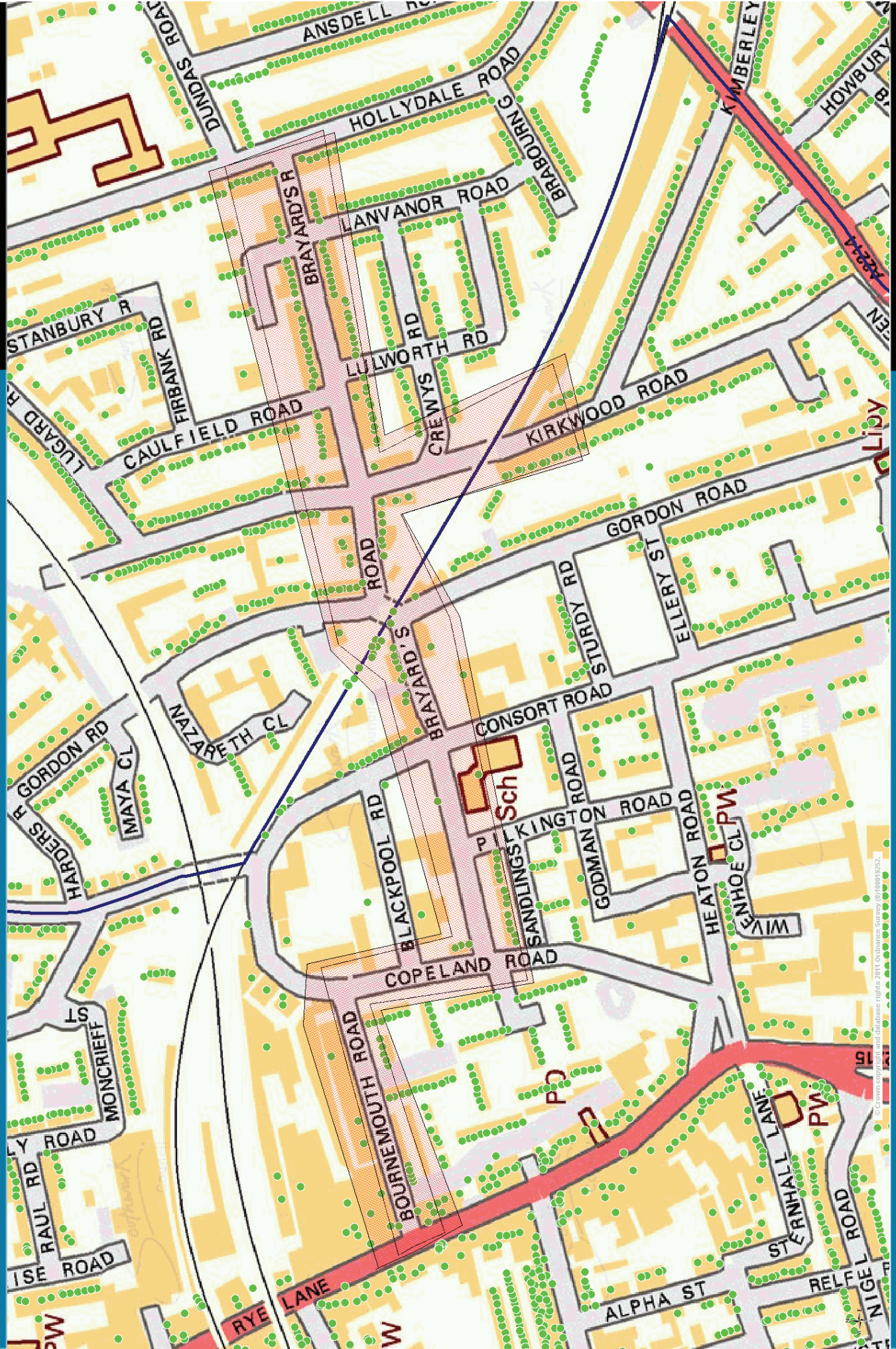
### Summary of the consultation responses

heavily parked and would benefit from a drastic reduction in parking that would allow better pavements and cycle lanes.



Date 21/10/2014

Brayards Road Consultation Map1



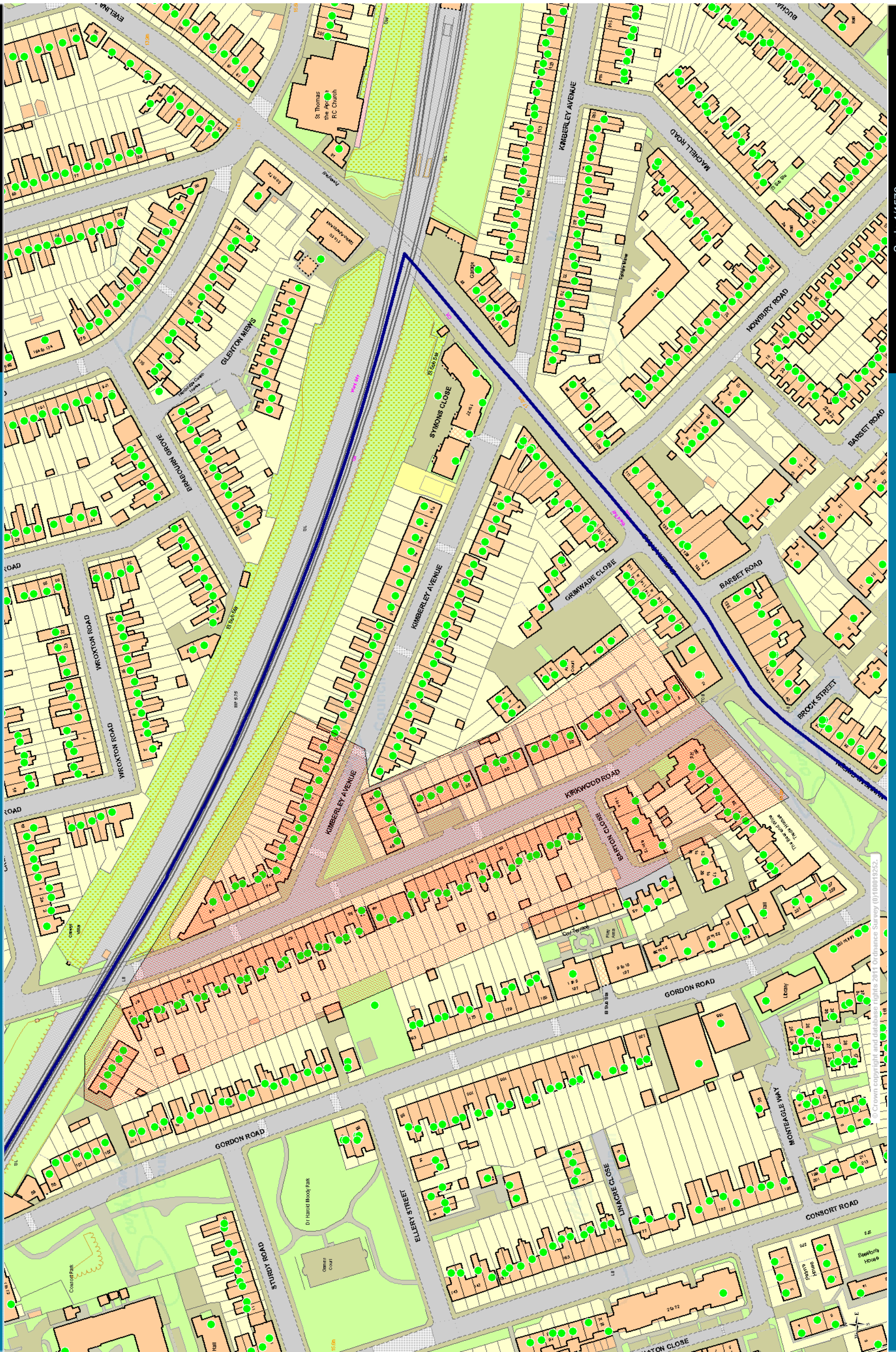
This map is based on Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to production or civil proceedings. (0)100019252) 2009

Scale 1:2632 SK 2014



Date 29/10/2014

Brayards Road 2



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<b>Item No.</b> 13.	<b>Classification:</b> Open	<b>Date:</b> 7 February 2015	<b>Meeting Name:</b> Peckham and Nunhead Community Council
<b>Report title:</b>		Cleaner Greener Safer: Funding Reallocation	
<b>Ward(s) or groups affected:</b>		Peckham, Peckham and Livesey	
<b>From:</b>		Head of Public Realm	

### RECOMMENDATION

1. That Peckham and Nunhead Community Council approve the re-allocation of a total of £93,000 to two projects in the 2014/2015 Cleaner Greener Safer capital programme and as part of the 2015/2016 programme, as set out in Appendix 1.

### BACKGROUND INFORMATION

2. Cleaner Greener Safer (CGS) is part of the London Borough of Southwark's capital programme. Between 2003 and 2014 £7.85m has been made available local residents in Peckham and Nunhead to apply for awards to make their local area a better place to live. The programme attracts hundreds of proposals ranging from a few hundred pounds for bulb planting to brighten up open spaces to tens of thousands of pounds to create community gardens. These projects often introduce new ideas such as outdoor gyms in public spaces, community gardens, public art and energy saving projects which not only make the borough cleaner, greener and safer but greatly contribute to a sustainable public realm by involving residents in the funding process and in the delivery of projects.

### KEY ISSUES FOR CONSIDERATION

3. Appendix 1 highlights seven projects which have a total under spend of £93,000.
4. It is recommended that Northfield House traffic barrier, project reference [000610], is cancelled and the remaining £9,500 funding is reallocated to projects where additional funding is required. It is not feasible to install a traffic barrier and alternative solutions have not been approved by Northfield House Tenants and Residents Association.
5. It is recommended that the under spend of £44,000 from Unwin Estate security improvements, project reference [000818], is reallocated to projects where additional funding is required.
6. It is recommended that the under spend of £5,000 from Damilola Taylor Centre multi-games area improvements, project reference [001187], is reallocated to projects where additional funding is required.
7. It is recommended that the under spend of £20,000 from Cardiff and Grantham House extension of the green railings, project reference [104490], is reallocated



to projects where additional funding is required.

8. It is recommended that the under spend of £4,500 from Northfield House bike lockers II, project reference [105627], is reallocated to projects where additional funding is required. The bike lockers were installed with funding from an alternative programme.
9. It is recommended that the under spend of £3,000 from Pentridge Street play area refurbishment, project reference [105881], is reallocated to projects where additional funding is required.
10. It is recommended that the under spend of £7,000 from Bells Gardens lighting, project reference [106372], is reallocated to projects where additional funding is required.
11. It is recommended that Peckham ward allocate an additional £2,000 to Bells Gardens community garden, project reference [105869] which requires additional funding to proceed.
12. It is recommended that £7,000 is reallocated to Lindley Estate children's playground, project reference [106045]. This project was originally evaluated as requiring a budget of £37,000. The proposal was awarded £24,000 in 2013/14 and £8,000 2014/2015. Additional works to improve the entrances to the play area have been highlighted as part of the pre-installation inspection. The additional funding will allow the final works to be undertaken and the project completed.
13. It is recommended that the remaining £84,000 is reallocated as part of the 2015/2016 CGS programme.

### **Policy implications**

14. None.

### **Community impact statement**

15. The roles and functions of community councils include the promotion of involvement of local people in the democratic process. community councils take decisions on local matters including environmental improvement and community safety as well as consultation on a wide range of policies and strategies that affect the area.
16. An explicit objective within community councils is that they be used to actively engage as widely as possible with, and bring together, Southwark's diverse local communities on issues of shared or mutual interest. The cleaner greener safer programme is an important tool in achieving community participation.
17. In fulfilling the above objectives that community councils have of bringing together and involving Southwark's diverse local communities, consideration has also been give to the council's duty under The Equality Act 2010 which requires the council to have due regard when taking decision to the need to:
  - a. Eliminate discrimination, harassment, victimisation or other prohibited conduct;

- b. Advance of equality of opportunity between persons who share a relevant protected characteristics and those who do not share it;
  - c. Foster good relations between those who share a relevant characteristic and those that do not share it.
18. Of particular regard are issues of age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation.
19. Having due regard to the need to advance equality of opportunity is further defined in s.149 as having due regard to the need of:
- a. Remove or minimise disadvantages connected with a relevant protected characteristic;
  - b. Take steps to meet the different needs of persons who share a relevant protected characteristic;
  - c. Encourage persons who share a relevant protected characteristic to participate in public life or any other activity in which they are under-represented.

### **Resource implications**

20. This is the reallocation of existing CGS funding that was originally awarded in 2007/2008, 2008/2009, 2010/2011, 2012/2013, 2013/2014 and 2014/2015. CGS funding is devolved to community councils to spend on suitable projects.
21. All professional fees related to the project are also treated as the capital costs of the project. Where projects are awarded as a grant to organisations, the community council award letter will not include the professional fees which will be charged direct to project costs.
22. CGS projects must be completed within two years of award of funding. Projects that are unlikely to be completed within two years will be reported to community council and available budgets may be reallocated to other projects. Revenue costs not covered by maintenance or the contractual liability period will fall upon the asset owner. The business unit will be notified of the likely costs before the schemes proceeds, in order to secure permission to implement the scheme.
23. After the defects and liability period, or three year maintenance period in the case of planting works, all future maintenance is assumed by the asset owner, for example Housing, Parks, Highways, or in some cases external asset owners. Therefore, there are no revenue implications to the Public Realm projects business unit as a result of approving the proposed allocation.
24. The total expenditure and sources of funding for the scheme will be monitored and reported on as part of the overall capital programme.

### **Consultation**

25. All cleaner greener safer projects require consultation with stakeholders, including the project applicant, local residents and Tenants and Residents Associations where appropriate.

## **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

### **Director of Legal Services**

26. The allocation of the cleaner greener safer capital fund ('CGS') is an executive function, delegated by the Leader to community councils.
27. Community councils are 'area committees' within the meaning of the Act and executive functions can be delegated to them by the Leader.
28. This report is recommending that the Peckham and Nunhead Community Council approve the reallocation of available funds from the 2007/2008, 2008/2009, 2010/2011, 2012/2013, 2013/2014 and 2014/2015 programmes as specified at appendix 1 to the 2015/2016 capital funding allocation. The power for this function is derived from Part 3H paragraph 11 of the Constitution which states that community councils have the power of "Approval of the allocation of funds to cleaner, greener, safer capital and revenue schemes of a local nature, using the resources and criteria identified by the cabinet".
29. The executive member for environment approved the funding for the 2007/2008 programme in April 2007, the 2008/2009 programme in May 2008 and the 2010/2011 programme in October 2009. The cabinet member for transport environment and recycling approved the funding for the 2012/2013 programme in October 2011, the 2013/2014 programme in September 2012 and the 2014/2015 programme in October 2013 by exercising his powers under Part 3D paragraph 2 of the Constitution. Where funding needs to be reallocated the community council approval being sought here is therefore the appropriate constitutional step in the process.
30. Community council members also have powers under paragraph 12 of Part 3H of the Constitution to oversee and take responsibility for the development and implementation of the local schemes.
31. In allocating funding under the CGS community councils must have regard to the council's equality duty set out in section 149 of the Equality Act 2010. The report author has demonstrated how those duties need to be considered in the body of the report at paragraphs 14 to 17 in the Community Impact Statement.

### **Strategic Director of Finance and Corporate Services**

32. The report requests the approval of Peckham and Nunhead Community Council for the re-allocation of a total of £93,000 to projects in the 2014/2015 and 2015/2016 Cleaner Greener Safer programmes, as set out in Appendix 1.
33. It is noted that the re-allocation of the funding will be contained within the existing departmental cleaner greener safer capital budgets allocated as part the council's capital programme.
34. Staffing and any other costs connected with this recommendation to be contained within existing departmental revenue budgets.

**BACKGROUND DOCUMENTS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
<p>Peckham Community Council Meeting held on Wednesday 5 September 2007, Minutes item 10b</p> <p><a href="http://modern.gov.southwarksites.com/Data/Peckham%20Community%20Council/20070905/Agenda/Minutes%20Agreement%20Form.pdf">http://modern.gov.southwarksites.com/Data/Peckham%20Community%20Council/20070905/Agenda/Minutes%20Agreement%20Form.pdf</a></p>	<p>Environment and Leisure / Public Realm Projects 160 Tooley Street</p>	<p>Michelle Normanly 020 7525 0862</p>
<p>Peckham Community Council, Meeting held on Wednesday 10 October 2007, Minutes item 5b</p> <p><a href="http://modern.gov.southwarksites.com/Data/Peckham%20Community%20Council/20071010/Agenda/PCC%20MAF%20101007.pdf">http://modern.gov.southwarksites.com/Data/Peckham%20Community%20Council/20071010/Agenda/PCC%20MAF%20101007.pdf</a></p>	<p>Environment and Leisure / Public Realm Projects 160 Tooley Street</p>	<p>Michelle Normanly 020 7525 0862</p>
<p>Peckham Community Council, Meeting held on Tuesday 10 June 2008, Minutes item 8b</p> <p><a href="http://modern.gov.southwarksites.com/Data/Peckham%20Community%20Council/20080610/Agenda/Microsoft%20Word%20-%20PCC%20MAF%20June%202010%202008%20version%20FINAL%204.pdf">http://modern.gov.southwarksites.com/Data/Peckham%20Community%20Council/20080610/Agenda/Microsoft%20Word%20-%20PCC%20MAF%20June%202010%202008%20version%20FINAL%204.pdf</a></p>	<p>Environment and Leisure / Public Realm Projects 160 Tooley Street</p>	<p>Michelle Normanly 020 7525 0862</p>
<p>Peckham Community Council Meeting held on Tuesday 23 March 2010, Minutes item 11 and Minutes Appendix</p> <p><a href="http://modern.gov.southwarksites.com/documents/g2817/Printed%20minutes%20Tuesday%2023-Mar-2010%2019.00%20Peckham%20Community%20Council.pdf?T=1">http://modern.gov.southwarksites.com/documents/g2817/Printed%20minutes%20Tuesday%2023-Mar-2010%2019.00%20Peckham%20Community%20Council.pdf?T=1</a></p> <p><a href="http://modern.gov.southwarksites.com/documents/b3874/Cleaner%20Greener%20Safer%20Minute%20Appendix%20Tuesday%2023-Mar-2010%2019.00%20Peckham%20Community%20Council.pdf?T=9">http://modern.gov.southwarksites.com/documents/b3874/Cleaner%20Greener%20Safer%20Minute%20Appendix%20Tuesday%2023-Mar-2010%2019.00%20Peckham%20Community%20Council.pdf?T=9</a></p>	<p>Environment and Leisure / Public Realm Projects 160 Tooley Street</p>	<p>Michelle Normanly 020 7525 0862</p>
<p>Peckham Community Council Meeting held on Saturday 24 March 2012, Minutes Item 15</p> <p><a href="http://modern.gov.southwarksites.com/documents/g3945/Printed%20minute">http://modern.gov.southwarksites.com/documents/g3945/Printed%20minute</a></p>	<p>Environment and Leisure / Public Realm Projects 160 Tooley Street</p>	<p>Michelle Normanly 020 7525 0862</p>

s%20Saturday%2024-Mar-2012%2013.00%20Peckham%20Community%20Council.pdf?T=1		
Peckham and Nunhead Community Council Meeting held on Wednesday 17 April 2013, Minutes item 12  <a href="http://moderngov.southwarksites.com/documents/g4361/Printed%20minutes%20Wednesday%2017-Apr-2013%2019.00%20Peckham%20and%20Nunhead%20Community%20Council.pdf?T=1">http://moderngov.southwarksites.com/documents/g4361/Printed%20minutes%20Wednesday%2017-Apr-2013%2019.00%20Peckham%20and%20Nunhead%20Community%20Council.pdf?T=1</a>	Environment and Leisure / Public Realm Projects 160 Tooley Street	Michelle Normanly 020 7525 0862
Peckham and Nunhead Community Council Meeting held on Wednesday 12 February 2014, Minutes item 14  <a href="http://moderngov.southwarksites.com/documents/g4705/Printed%20minutes%20Wednesday%2012-Feb-2014%2019.00%20Peckham%20and%20Nunhead%20Community%20Council.pdf?T=1">http://moderngov.southwarksites.com/documents/g4705/Printed%20minutes%20Wednesday%2012-Feb-2014%2019.00%20Peckham%20and%20Nunhead%20Community%20Council.pdf?T=1</a>	Environment and Leisure / Public Realm Projects 160 Tooley Street	Michelle Normanly 020 7525 0862

## APPENDICES

No.	Title
Appendix 1	Cleaner Greener Safer programme funding reallocation - 7 February 2015

## AUDIT TRAIL

<b>Lead Officer</b>	Des Waters, Head of Public Realm	
<b>Report Author</b>	Michelle Normanly, Project Manager	
<b>Version</b>	Final	
<b>Dated</b>	28 January 2015	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments Included</b>
Director of Legal Services	Yes	Yes
Strategic Director of Finance and Corporate Services	Yes	Yes
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>	28 January 2015	

**Appendix 1**  
**Peckham and Nunhead Community Council**  
**Cleaner Greener Safer programme**  
**Funding reallocation - 7 February 2015**

<b>PROJECTS WITH UNDERSPENDS</b>						
Project name	Year of Award	Approval date	Ward	Reason for under spend	Original award	Amount to be returned to Community Council
0000610 Northfield House - Traffic Barrier	2007 - 2008	05/09/07	Livesey	Original proposal is not feasible. An alternative proposal was proposed but not agreed by Northfield House TRA	£9,750	£9,500
000818 Unwin Estate security improvements	2007 - 2008	05/09/2007 & 10/10/2007	Livesey	Project underspend	£50,000	£44,000
001187 Damilola Taylor Centre multi-games area improvements	2008 - 2009	10/06/08	Peckham	Project underspend	£25,000	£5,000
104490 Cardiff and Grantham House extension of the green railings	2010 - 2011	23/03/10	Livesey	Project underspend	£55,000	£20,000
105627 Northfield House bike lockers II	2012 - 2013	24/03/12	Livesey	Lockers were installed with alternative funding	£4,703	£4,500
105881 Pentridge Street play area refurbishment	2013 - 2014	17/04/13	Peckham	Project underspend	£28,054	£3,000
106372 Bells Gardens lighting	2014 - 2015	12/02/14	Peckham	Project underspend	£10,400	£7,000

**Total to be returned to Peckham and Nunhead Community Council** **£93,000**

<b>EXISTING PROJECTS</b>						
Proposal	Year of Application	Approval date	Ward	Reason for allocation	Original award	Amount to be allocated
105869 Bells Gardens community garden	2013 - 2014	17/04/13	Peckham	Additional funding required to deliver planting and maintenance.	£3,900	£2,000
106045 Lindley Estate children's playground	2013 -2014	19/06/2013 & 12/02/2014	Livesey	Additional funding required to improve entrances and safety surfacing	£32,000	£7,000

**Total to be allocated to existing projects** **£9,000**

**Total available to be reallocated as part of the 2015 - 2016 programme** **£84,000**

Peckham						£13,000
Livesey						£71,000

<b>Item No.</b> 14.	<b>Classification:</b> Open	<b>Date:</b> 7 February 2015	<b>Meeting Name:</b> Peckham and Nunhead Community Council
<b>Report title:</b>		Cleaner Greener Safer 2015/16: Capital Funding Allocation	
<b>Ward(s) or groups affected:</b>		Peckham, Peckham, Livesey, Nunhead, Peckham Rye and The Lane	
<b>From:</b>		Head of Public Realm	

## RECOMMENDATION

1. To approve the allocation of funds for the 2015-16 Cleaner Greener Safer capital programme in the Peckham and Nunhead Community Council area from the list of applications set out in appendix 1.

## BACKGROUND INFORMATION

2. The Council's Cleaner Greener Safer capital programme has been running since 2003.
3. In the first twelve years of the CGS programme, £30,393,000 has been allocated to Community Councils leading to 1,973 projects being approved.
4. In the Peckham and Nunhead Community Council area, £7,853,357 has been allocated to 466 projects, 416 of which have been completed to date.
5. Examples of the types of projects that have been funded include:
  - Parks, community gardens, landscaping, tree planting and wildlife areas
  - Children's playgrounds, youth facilities, ball courts and cycle tracks
  - Lighting, security measures, pavements, streets, and tackling 'grot spots'
  - Grants to local groups to self-deliver projects

## KEY ISSUES FOR CONSIDERATION

6. There is £402,857 available for the 2015/16 CGS capital programme for new projects in the Peckham and Nunhead Community Council area.
7. Unallocated funding from previous years' programmes will also be reallocated subject to approval in a separate report.
8. Eligible proposals must bring about a permanent improvement and make an area cleaner, greener or safer.
9. Proposals with revenue costs, including salaries or computer equipment, feasibility studies, costs for events, festivals, workshops or other one-off events are not eligible for capital funding. CCTV proposals, internal improvements to housing property, works on schools where there is no access to the general public are also not eligible. Works on private property are not eligible unless there is a long-term guarantee of public access or a demonstrable public



benefit.

10. The application form invited expressions of interest for the applicants to deliver projects themselves. A due diligence exercise to ensure that this is both practical and realistic has been undertaken as part of the feasibility process. In such cases, the council would give the funding allocation to the applicant in the form of a capital grant, with appropriate conditions attached.

### **Policy implications**

11. The Cleaner Green Safer programme is fully aligned with the council's policies around sustainability, regeneration and community engagement.

### **Community impact statement**

12. The roles and functions of community councils include the promotion of involvement of local people in the democratic process. Community Councils take decisions on local matters including environmental improvement and community safety as well as consultation on a wide range of policies and strategies that affect the area.
13. An explicit objective within community councils is that they be used to actively engage as widely as possible with, and bring together, Southwark's diverse local communities on issues of shared or mutual interest. The cleaner greener safer programme is an important tool in achieving community participation.
14. In fulfilling the above objectives that community councils have of bringing together and involving Southwark's diverse local communities, consideration has also been given to the council's duty under The Equality Act 2010 which requires the council to have due regard when taking decision to the need to:
  - a. Eliminate discrimination, harassment, victimisation or other prohibited conduct;
  - b. Advance of equality of opportunity between persons who share a relevant protected characteristics and those who do not share it;
  - c. Foster good relations between those who share a relevant characteristic and those that do not share it.
15. Of particular regard are issues of age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation.
16. Having due regard to the need to advance equality of opportunity is further defined in s.149 as having due regard to the need of:
  - a. Remove or minimise disadvantages connected with a relevant protected characteristic;
  - b. Take steps to meet the different needs of persons who share a relevant protected characteristic;
  - c. Encourage persons who share a relevant protected characteristic participate in public life or any other activity in which they are under-represented.
17. All ideas for CGS projects come directly from the local community via a simple project nomination form available in electronic and paper format.

### **Resource implications**

18. The funding for the 2015/16 CGS capital programme was approved by the cabinet and is part of the council's overall capital programme as detailed in the launch of cleaner greener safer capital programme 2015/16 report dated August 2014.
19. All professional fees related to the project are also treated as the capital costs of the project. Where projects are awarded as a grant to organisations, the community council award letter will not include the professional fees which will be charged direct to project costs.
20. CGS projects must be completed within two years of award of funding. Projects that are unlikely to be completed within two years will be reported to community council and available budgets may be reallocated to other projects. Revenue costs not covered by maintenance or the contractual liability period will fall upon the asset owner. The business unit will be notified of the likely costs before the schemes proceeds, in order to secure permission to implement the scheme.
21. After the defects and liability period, or three year maintenance period in the case of planting works, all future maintenance is assumed by the asset owner, for example Housing, Parks, Highways, or in some cases external asset owners. Therefore, there are no revenue implications to the public realm projects business unit as a result of approving the proposed allocation.
22. The total expenditure and sources of funding for the scheme will be monitored and reported on as part of the overall capital programme.
23. Value for money will be ensured when the contract is procured by following the council's contract standing orders.

### **Consultation**

24. All cleaner greener safer projects require consultation with stakeholders, including the project applicant, local residents, Tenants and Residents Associations and local community groups where appropriate.

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

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

25. The allocation of the cleaner, greener, safer capital fund ('CGS') is an executive function, delegated by the Leader to community councils.
26. Community councils are 'area committees' within the meaning of the Act and executive functions can be delegated to them by the Leader.
27. This report is recommending that the Peckham and Nunhead community council approve the allocation of funds to the individual projects specified at appendix 1. The power for this function is derived from Part 3H paragraph 11 of the Constitution which states that community councils have the power of "approval of the allocation of funds to cleaner, greener, safer capital and revenue schemes of a local nature, using the resources and criteria identified by the cabinet".

28. The cabinet member for Transport Environment and Recycling approved the funding for the 2015/2016 programme in August 2014 by exercising his powers under Part 3D paragraph 2 of the Constitution; and the community council approval being sought here is therefore the next constitutional step in the process.
29. Community council Members also have powers under paragraph 12 of Part 3H of the Constitution to oversee and take responsibility for the development and implementation of the local schemes.
30. In allocating funding under the CGS community councils must have regard to the council's equality duty set out in section 149 of the Equality Act 2010. The report author has demonstrated how those duties need to be considered in the body of the report at paragraphs 14 to 17 in the community impact statement.

### **Strategic Director of Finance and Corporate Resources**

31. This report recommends approval of the allocation of funds for the 2015/16 cleaner greener safer programme in the Peckham and Nunhead Community Council area from the list of applications set out in appendix 1.
32. The strategic director of finance and corporate resources notes the resource implications contained within the report, and confirms that the capital funding for the CGS programme has been approved as part of the overall council capital programme.
33. Officer time and any other costs connected with this recommendation will be contained within existing budgeted revenue resources.

### **BACKGROUND DOCUMENTS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
Launch of Cleaner Greener Safer Capital Programme 2015/16 - August 2014	Southwark council Environment and Leisure Public realm projects 160 Tooley Street London SE1 2QH  <a href="http://modern.gov.southwark.gov.uk/ieDecisionDetails.aspx?ID=4798">http://modern.gov.southwark.gov.uk/ieDecisionDetails.aspx?ID=4798</a>	Michelle Normanly 020 7525 0862

### **APPENDICES**

<b>No.</b>	<b>Title</b>
Appendix 1	Peckham and Nunhead Community Council Cleaner Greener Safer Capital programme 2015/16: Applications

**AUDIT TRAIL**

<b>Lead Officer</b>	Strategic Director of Environment and Leisure	
<b>Report Author</b>	Michelle Normanly, Senior Project Manager	
<b>Version</b>	Final	
<b>Dated</b>	28 January 2015	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
<b>Director of Legal Services</b>	Yes	Yes
<b>Strategic Director of Finance and Corporate Resources</b>	Yes	Yes
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>	28 January 2015	

## Appendix 1

**Peckham and Nunhead Community Council  
Cleaner Greener Safer Capital programme 2015/16: Applications**

Reference	Proposal Name	Ward
400174	Tappesfield Estate Tree planting	Nunhead
400175	Shrub planting on Tappersfield Estate landscape	Nunhead
400177	Community Youth Engagement - Brayards Estate	Nunhead
356339	Cycle hanger on Hollydale Road Nunhead	Nunhead
360776	Lugard Luminaries. Two windows, street level, covered with render, blank canvasses, visible from Queens Rd.	Nunhead
363201	Cycling in Southwark - bike hangar in Nunhead (near south of cemetery Harlescott / Limesford Road)	Nunhead
363321	Community Bike Hangars - please see <a href="http://lcc.org.uk/articles/cyclehoop-brings-dutch-style-secure-residential-cycle-parking-to-six-london-boroughs">http://lcc.org.uk/articles/cyclehoop-brings-dutch-style-secure-residential-cycle-parking-to-six-london-boroughs</a>	Nunhead
364892	Refurbishment of the Cossall Park Children's Playground.	Nunhead
372134	Goldwin Close children's play area	Nunhead
372149	Goldwin Close flower bed	Nunhead
372166	Juniper House play ground	Nunhead
372174	Disabled access needed at Montague Square park	Nunhead
372185	Safer steps for Pomeroy Street properties	Nunhead
373122	Citron Terrace gates	Nunhead
374257	The Buchan ball park project	Nunhead
375054	St Marys Road Communal Garden	Nunhead
375119	The Cossall in bloom	Nunhead
375520	King Arthur Close peace garden	Nunhead
375953	Phase 2 - Cossall Lighting	Nunhead
376014	Hooks CIs improved play area for younger children	Nunhead
377217	Cheer up Harold Moody	Nunhead
400190	Arara residents safe cycle storage	Nunhead
377653	90 Queens Road improvements	Nunhead
400199	Greener for cleaner - Cossall Estate	Nunhead
400203	Greener for cleaner - Cossall Estate	Nunhead
377895	St Mary Magdalene Church & Community Centre Landscaping	Nunhead
377956	John Donne Urban Woodland Project	Nunhead
378048	Brimmington Park - Old Kent Rd Development	Nunhead

## Appendix 1

**Peckham and Nunhead Community Council  
Cleaner Greener Safer Capital programme 2015/16: Applications**

Reference	Proposal Name	Ward
378241	Joe Richards growing house	Nunhead
378293	Ivydale Road speed hump removal and road safety improvement	Nunhead
400223	A GREENER QUEEN'S ROAD	Nunhead
400231	Starting the restoration of the East Lodge	Nunhead
400233	Evelina Road Shrubs	Nunhead
400234	Evelina Road railings	Nunhead
400246	Pattball	Nunhead
375228	Peckham Square artwork (working title)	Peckham
376816	Improvement works to Gloucester Grove play area	Peckham
377232	Developing a green environment for Gloucester Grove residents	Peckham
377730	Community Wardens Peckham Square "cleaner greener, safer and brighter"	Peckham
400208	Keep the spirit of Christmas alive in Peckham	Peckham
378182	The Bradfield Club in Peckham Solar Energy Project	Peckham
400237	Peckham Square notice board	Peckham
400232	Oliver Goldsmith Community Allotment	Peckham
374797	Old Lindley Estate	Peckham Livesey
376551	Lindley Estate playground lights	Peckham Livesey
377237	Garden power	Peckham Livesey
377627	Rejuvenation	Peckham Livesey
377642	Fruitful Friary	Peckham Livesey
377775	Communal benches at Caroline Gardens	Peckham Livesey
400201	Lympstone peace garden	Peckham Livesey
377902	Peckham Park Community Garden Gate	Peckham Livesey
378160	The Community roots garden	Peckham Livesey
378243	Lewes House recycling bin area	Peckham Livesey
378244	A greener Queen's Road	Peckham Livesey
400225	Regenerate Football Pen and Lighting	Peckham Livesey
400226	Regenerate Gym on Ledbury Estate	Peckham Livesey
400227	Breathing Life into the Livesey - garden walls	Peckham Livesey
400229	Breathing Life into the Livesey - signage and notice boards	Peckham Livesey
400257	Peckham hanging baskets 2015/16	Peckham, Peckham Livesey
358424	Communal green space	Peckham Rye
365752	Peckham Rye ward Crime Prevention Fund	Peckham Rye
369226	Save Brenchley Gardens from bad driving	Peckham Rye

## Appendix 1

**Peckham and Nunhead Community Council  
Cleaner Greener Safer Capital programme 2015/16: Applications**

Reference	Proposal Name	Ward
375768	Cheltenham Road (CRD) speeding enforcement cameras	Peckham Rye
376661	57 Crystal Palace Road	Peckham Rye
400196	Priory court wildflower project	Peckham Rye
377809	Habitat space	Peckham Rye
378154	Rye Hill Park- tower blocks - playground	Peckham Rye
378180	Solomons Passage meadow	Peckham Rye
378202	Rey Hill Estate fencing	Peckham Rye
378217	51-57 Cheltenham Road communal garden	Peckham Rye
378223	Priory Court additional trees	Peckham Rye
378246	Landscape Strategy for Limes Walk Estate	Peckham Rye
378255	Garden room for Limes Walk Estate	Peckham Rye
378305	Rye Hill Park- additional lighting in garages	Peckham Rye
378326	16-29 Solomons Passage-Japanese Cherry Tree	Peckham Rye
400236	WETLAND HABITAT PROJECT	Peckham Rye
400238	Notice Boards	Peckham Rye
400251	Torridge Gardens washing area resurfacing	Peckham Rye
378747	Goose Green Gardening & Planting	Peckham Rye
368451	Lighting Improvements to Rye Passage, Peckham	The Lane
369791	Uplighting trees as wayfinding	The Lane
373498	New Railings/Gate 1-6 Almond Close	The Lane
373772	Winford Court security gate	The Lane
376292	Pelican Estate outdoor table tennis	The Lane
400181	Safer, cleaner shrubbery	The Lane
376728	Atwell Estate football cage	The Lane
376772	Atwell football cage improvements	The Lane
376982	Community Garden for 'THE GREEN'	The Lane
377359	McDermott Grove Garden orchard development project	The Lane
377679	Atwell Estate signage	The Lane
377737	Phase 2 - plants/shrubs and play equipments	The Lane
377831	Pelican Plus outdoor sports facility	The Lane
377838	"Pelican birds-art for safety"	The Lane
378132	Beautification outside Crane House	The Lane
378221	Consort Estate guerilla gardening	The Lane
378225	Philip Walk/ Manaton Close and Wivenhoe Close/ Gospel Hall floodlights	The Lane
378233	Consort estate signage: Phase 2	The Lane
378238	Consort estate outside table tennis area	The Lane



**Appendix 1****Peckham and Nunhead Community Council  
Cleaner Greener Safer Capital programme 2015/16: Applications**

<b>Reference</b>	<b>Proposal Name</b>	<b>Ward</b>
378310	New James Court japanese cherry tree	The Lane
378322	1-31 New James Court-Recycling Area	The Lane



## Peckham and Nunhead Community Council

### Public Question form

**Your name:**

**Your mailing address:**

**What is your question?**

Please give this form to Beverley Olamijulo, Constitutional Officer, or Gill Kelly, Community Council Development Officer

<b>Item No.</b> 17.	<b>Classification:</b> Open	<b>Date:</b> 7 February 2015	<b>Meeting Name:</b> Peckham and Nunhead Community Council
<b>Report title:</b>		Local traffic and parking amendments	
<b>Ward(s) or groups affected:</b>		Nunhead, Peckham, Peckham Rye and The Lane	
<b>From:</b>		Head of Public Realm	

**RECOMMENDATION**

1. It is recommended that the following local traffic and parking amendments, detailed in the appendices to this report, are approved for implementation subject to the outcome of any necessary statutory procedures:
  - Adys Road – install double yellow lines at the junction with Oglander Road to prevent obstructive parking and improve sight lines.
  - Clifton Way – install double yellow lines at the junctions with Pomeroy Street and Loder Street to prevent obstructive parking and improve sight lines.
  - Forest Hill Road – install double yellow lines adjacent to a planned vehicle crossover that will provide access to No.76.
  - Marmora Road – install double yellow lines adjacent to a planned vehicle crossover that will provide access to No. 60.
  - St George’s Way – install double yellow lines at the junction with Trafalgar Avenue to prevent obstructive parking and improve sight lines.

**BACKGROUND INFORMATION**

2. Part 3H of the Southwark Constitution delegates decision making for non-strategic traffic management matters to the community council.
3. Paragraph 16 of Part 3H of the Southwark Constitution sets out that the community council will take decisions on the following local non-strategic matters:
  - the introduction of single traffic signs
  - the introduction of short lengths of waiting and loading restrictions
  - the introduction of road markings
  - the setting of consultation boundaries for consultation on traffic schemes
  - the introduction of destination disabled parking bays
  - statutory objections to origin disabled parking bays.
4. This report gives recommendations for five local traffic and parking amendments, involving traffic signs, waiting restrictions and road markings.

5. The origins and reasons for the recommendations are discussed with the key issues section of this report.

## **KEY ISSUES FOR CONSIDERATION**

### **Adys Road**

1. The council was contacted by a local resident who is concerned about vehicles that are parked on the junction of Adys Road and Oglander Road reducing the inter-visibility between road users.
2. Adys Road and Oglander Road have unrestricted parking with short lengths of waiting restrictions and disabled parking bays.
3. The resident reported that they had a traffic collision at this junction and it was a result of the significantly reduced visibility as cars can park all the way round the shallow corner.
4. As the resident reported that they had been involved in a traffic collision we contacted the road safety team and they responded that they had reviewed the junction and there have been no collisions reported to the police (Stats19) within the last 3 years (up to the end of July 2014).
5. However, the road safety team also commented that they considered that installing double yellow lines at this location would improve sight lines for all road users which would, in turn, improve road safety.
6. An officer carried out a site visit on 9 September 2014 and there were vehicles parked within 5 metres of this junction.
7. It is noted that the eastern side of the junction is in Peckham and Nunhead and the western side is in Camberwell. Therefore a report is being submitted to both community council areas.
8. It is recommended, as shown in Appendix 1, that double yellow lines are installed to improve visibility at a priority road junction.

### **Clifton Way**

6. A local resident contacted the parking design team to request that double yellow lines are installed on the junctions of Clifton Way and Loder Road and Pomeroy Street to prevent obstructive parking and to improve sight lines.
7. Clifton Way is mostly unrestricted parking but has some short lengths of double yellow lines and disabled bays.
8. An officer met with the resident and carried out a site visit on 22 August 2014 and it noted that vehicles were parked with 5 metres of both junctions.
9. The junction of Clifton Way and Loder Street has existing footway build-outs that are designed to prevent parking in Clifton Way immediately adjacent to the junction and these appear to be effective. However, in Loder Street, there are two pedestrian dropped kerbs (no tactile paving) that were both obstructed by

- parked cars. This prevents those with reduced mobility from crossing at this location.
10. The junction of Clifton Way and Pomeroy Street has no parking restrictions and one build out in Clifton Way. It was noted that large high sided vehicles were parked close to the junction and this was further reducing visibility of oncoming traffic.
  11. It is recommended, as shown in Appendix 2, that double yellow lines are installed at those junctions with Pomeroy Street and Loder Road to prevent obstructive parking and improve sight lines for all road users.

### **Forest Hill Road and Marmora Road**

12. 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.
13. The SSDM contains design standards that set out the detailed requirements for construction of highway features. Design standard DS.132 (Appendix 3) explains how any new vehicle crossover must be designed.
14. 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.
15. Double yellow lines prohibit waiting (generally referred to as parking) "at any time" however loading and unloading is permitted.
16. 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.76 Forest Hill Road (1415Q3013)
  - leading to No.60 Marmora Road (1415Q3024)
17. It is recommended, as shown in Appendices 4 and 5, that double yellow lines are installed so that the vehicle crossing outside the above locations may be approved for construction

### **St George's Way – 1415Q3020**

18. Cllr Hargrove contacted the parking design team on behalf of one of his constituents regarding the junction of St George's Way and Trafalgar Avenue
19. The resident commented that parking "*continues to be an issue and is clearly driven by commuters who use Chandler Way and more so St George's Way to catch buses. In particular St George's Way is effectively reduced to a one way street. Cars are entitled to park so close to the intersection with Trafalgar Avenue that this is becoming a queuing and traffic hazard.*"
20. The council does not have plans to consult upon a parking zone in this street which would be effective in removing commuter and long-stay visitor parking however, this programme of local parking amendments provides opportunity to

improve traffic flow.

21. St George's Way runs parallel with the south side of Burgess Park between Trafalgar Avenue and Wells Way. Parking is mostly unrestricted with short sections of double yellow lines, including at the junction of St George's Way and Trafalgar Way.
22. An officer carried out a site visit on 13 November 2014 and confirmed that parking was occurring on both sides of the carriageway, beyond the limit of the existing double yellow lines. This has the effect of reducing the effective carriageway so that vehicles must give way to oncoming traffic. It was observed that, in general, westbound vehicles had to wait for on-coming eastbound vehicles and that those vehicles were queuing through junction.
23. It is therefore recommended, as shown in appendix 6 that the existing double yellow lines on the south side are extended to improve the flow of traffic at this location.

### **Policy implications**

24. 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**

25. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
26. 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.
27. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
28. 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.
29. 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.
30. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
31. Providing improved access for key services such as emergency and refuge vehicles.

32. Improving road safety, in particular for vulnerable road users, on the public highway.

### **Resource implications**

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

### **Legal implications**

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

40. Where public or stakeholder consultation has already been completed, this is described within the key issues section of the report.
41. 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.

42. 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
43. 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.
44. 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**

45. If these items are approved by the community council they will progressed in line with the below, approximate timeframe:
- Traffic orders (statutory consultation) – March to April 2015
  - Implementation – May to June 2015

#### **Background Documents**

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



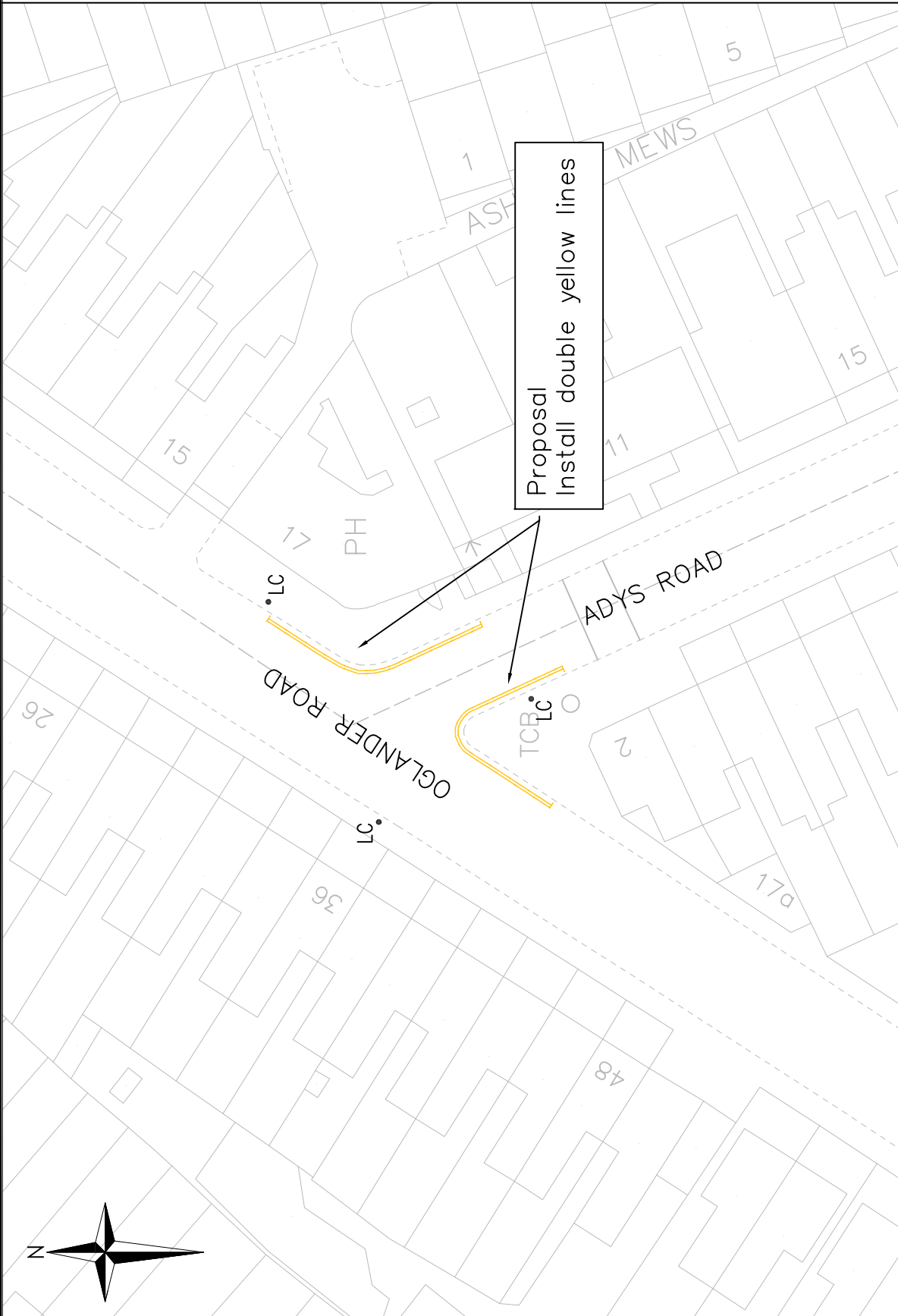
**APPENDICES**

<b>No.</b>	<b>Title</b>
Appendix 1	Adys Road – install double yellow lines
Appendix 2	Clifton way – install double yellow lines
Appendix 3	Vehicle Crossings design standard DS.132
Appendix 4	Forest Hill Road – install double yellow lines
Appendix 5	Marmora Road – install double yellow lines
Appendix 6	St George's Way – install double yellow lines

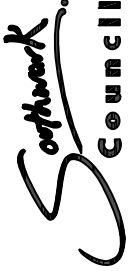
**AUDIT TRAIL**

<b>Lead Officer</b>	Head of Public Realm - Des Waters	
<b>Report Author</b>	Tim Walker, Senior Engineer	
<b>Version</b>	Final	
<b>Dated</b>	27 January 2015	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments Included</b>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>		28 January 2015

Proposed Double yellow lines



Proposal  
Install double yellow lines

Public Realm Projects Parking Design  Environment and Leisure Floor 3, Hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX  <a href="http://www.southwark.gov.uk/parkingprojects">www.southwark.gov.uk/parkingprojects</a>		Project <b>141503 LOCAL PARKING AMENDMENTS</b>	Community Council <b>PECKHAM AND NUNHEAD</b>			
		Drawing Title <b>ADYS ROAD/ OGLANDER ROAD                  PROPOSED DOUBLE YELLOW LINES</b>	Ward(s) <b>THE LANE</b>			
		Date <b>09/09/14</b>	Scale <b>1:500 @ A4</b>	Drn <b>MH</b>	Chk <b>TW</b>	App <b>TW</b>
		Dwg No. <b>141503_001</b>	Rev <b>A</b>	Rev <b>A</b>	Description © Crown copyright and database rights 2014. Ordnance Survey 1010001922Z	Drn Chk App



## 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](http://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.  $\leq 6$  commercial vehicles movements and/or
  - ii.  $\leq 12$  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><b>NOTES</b></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><b>NOTE</b> 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><b>NOTE</b> 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**

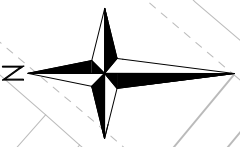
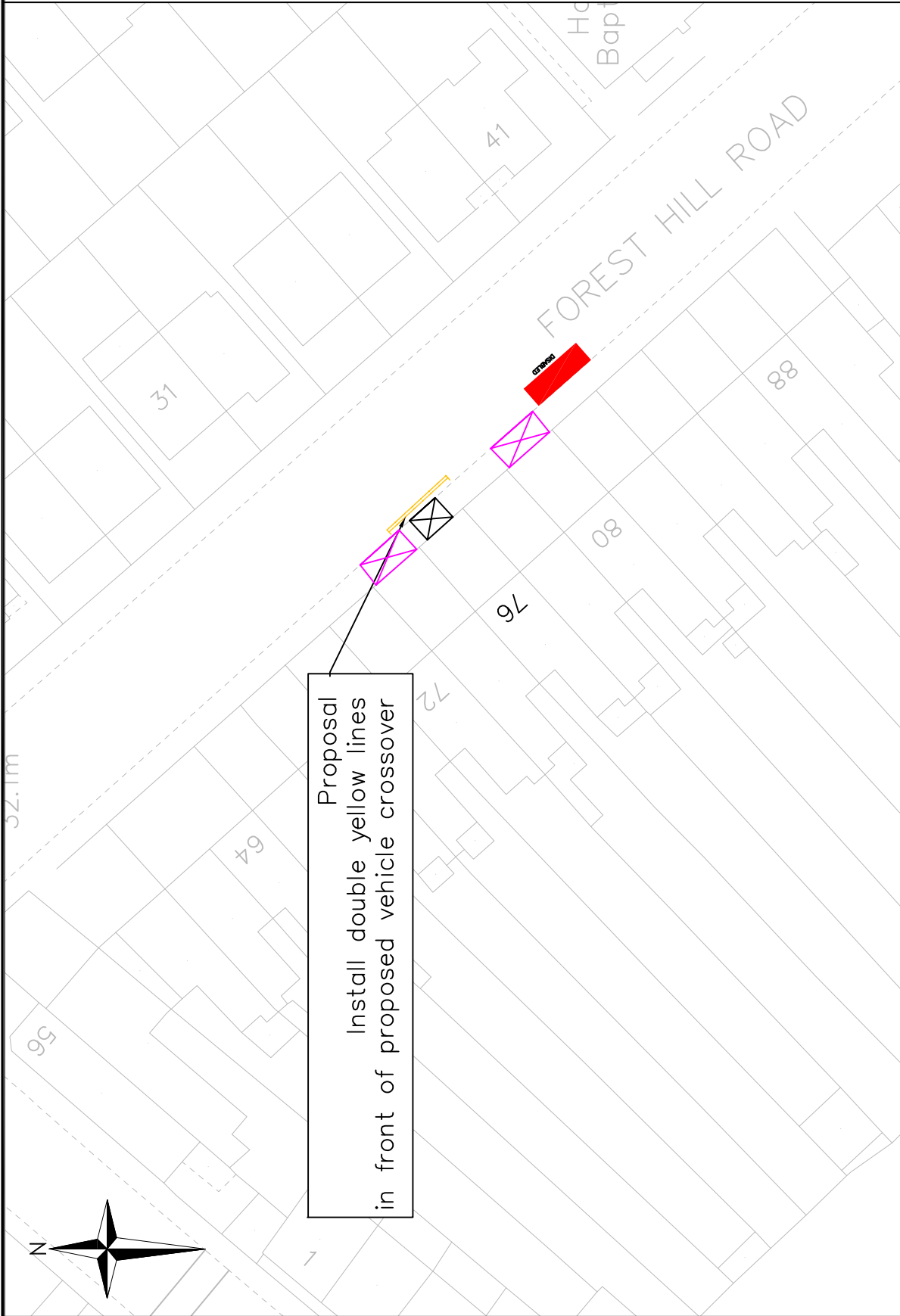
- a. See standard DS.002 about providing No Waiting At Any Time restrictions through and in the vicinity of Vehicle Crossings.

*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).*

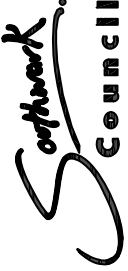
- b. See standard DS.007 about introducing H-Bar markings and treatment of any existing encountered within a project area.

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

-  Proposed double yellow lines
-  Proposed vehicle crossover
-  Existing vehicle crossover
-  Existing disabled bay

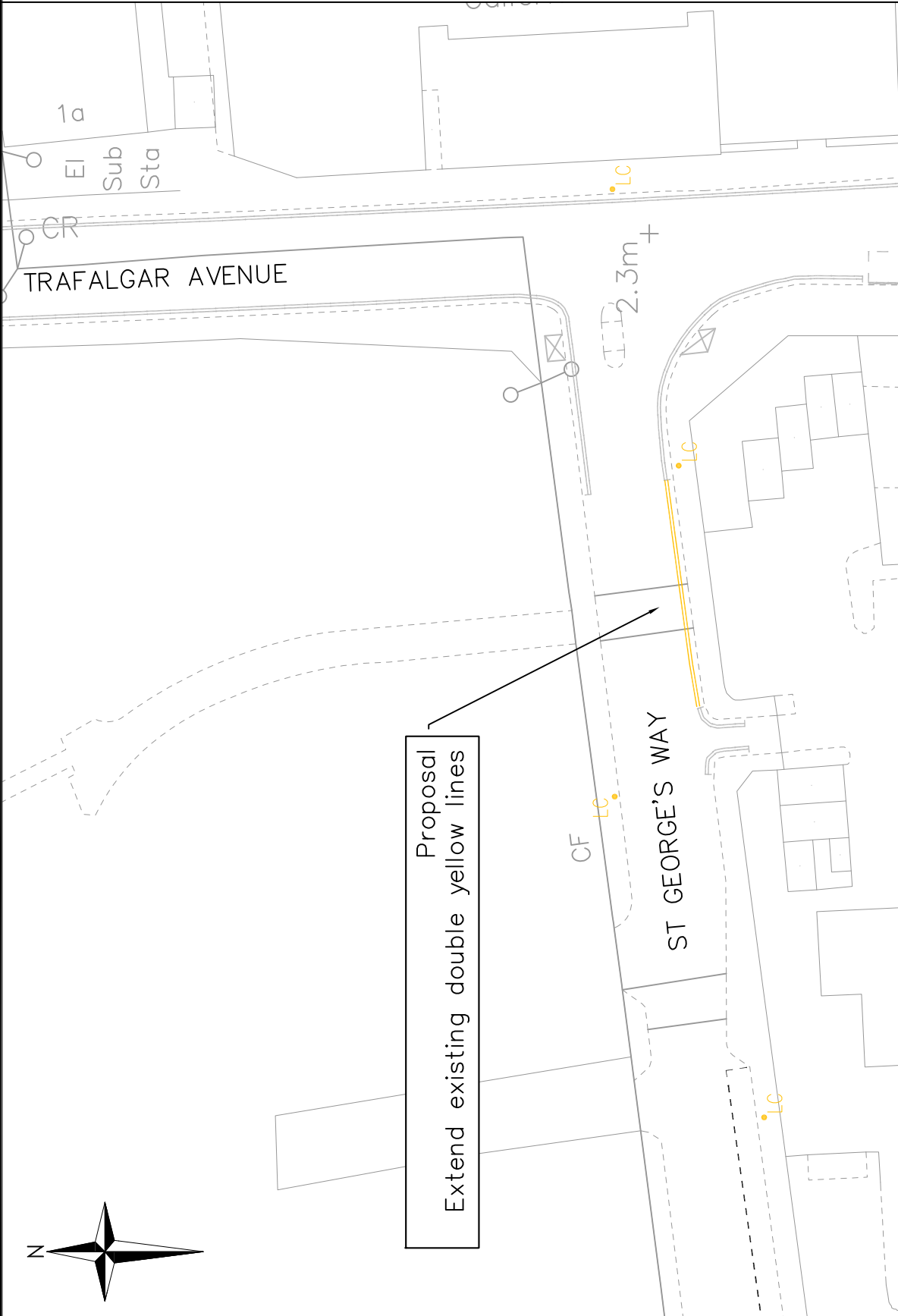


Proposal  
Install double yellow lines  
in front of proposed vehicle crossover

Public Realm Projects Parking Design  Environment and Leisure Floor 3, hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX  www.southwark.gov.uk/parkingprojects		Project <b>1415Q3 LOCAL PARKING AMENDMENTS</b>	Community Council <b>PECKHAM AND NUNHEAD</b>	Date <b>18/09/14</b>	Scale <b>1:500 @ A4</b>	Drn <b>MH</b>	Chk <b>MH</b>	App <b>CJ</b>
		Drawing Title <b>FOREST HILL ROAD PROPOSED DOUBLE YELLOW LINES PLANNED VEHICLE CROSSOVER</b>	Ward(s) <b>PECKHAM RYE</b>	Dwg No. <b>1415Q3013</b>	Rev <b>A</b>	Description © Crown copyright and database rights 2014 Ordnance Survey (0100019232)	Rev Date Drn Chk App	



LEGEND  
 EXISTING DOUBLE YELLOW LINES  
 PROPOSED DOUBLE YELLOW LINES



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		Drawing Title ST GEORGES WAY PROPOSED DOUBLE YELLOW LINES	Ward(s) PECKHAM	Dwg No. 1415Q3020	Rev A	Description APPENDIX 6	Rev A	Date	Drm

\\bsh-cbr-nst15\share\NET\_DEV\07\_PROJECTS\2014\_15\1415 - Local Parking Amendments\031 DEE ITEMS\14-15\_03\_LPA\_020 St Georges WS1\_George\_Win.dwg © Crown copyright and database right 2014 Ordnance Survey 100019292

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MUNICIPAL YEAR 2014-15**

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