

# Camberwell Community Council

Wednesday 23 July 2014

7.00 pm

Employment Academy, 29 Peckham Road, London SE5 8UA

Theme: Shaping Camberwell's Future

## Membership

Councillor Kieron Williams (Chair)  
Councillor Chris Gonde (Vice-Chair)  
Councillor Radha Burgess  
Councillor Dora Dixon-Fyle MBE  
Councillor Tom Flynn  
Councillor Peter John  
Councillor Sarah King  
Councillor Mark Williams  
Councillor Ian Wingfield

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Members of the committee are summoned to attend this meeting

**Eleanor Kelly**

Chief Executive

Date: Tuesday 15 July 2014



## Order of Business

**Item  
No.**

**Title**

**1. INTRODUCTION AND WELCOME**

Introduction to new and returning councillors.

**2. APOLOGIES**

Item No.	Title	Time
<b>3.</b>	<b>DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS</b>	
	Members to declare any interests and dispensation in respect of any item of business to be considered at this meeting.	
<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</b> (Pages 1 - 7)	
	To confirm as a correct record the minutes of the meeting held on 1 April 2014.	
<b>6.</b>	<b>DEPUTATIONS/PETITIONS (IF ANY)</b>	
	The chair to advise on any deputations or petitions received.	
<b>7.</b>	<b>REVITALISE5 CAMBERWELL</b>	7.10pm
	Library update	
<b>8.</b>	<b>FORWARD PLAN FOR THE YEAR AHEAD</b>	7.15pm
	Workshops with councillors on 4 main themes:	
	<ul style="list-style-type: none"> <li>• Housing</li> <li>• Young People</li> <li>• Regeneration &amp; Transport</li> <li>• Arts &amp; Culture</li> </ul>	
<b>9.</b>	<b>THEATRE PECKHAM PERFORMANCE</b>	8.05pm
	BREAK - Opportunity for residents to talk to councillors and officers	8.10pm
<b>10.</b>	<b>COMMUNITY ANNOUNCEMENTS</b>	8.25pm
	<ul style="list-style-type: none"> <li>- Summer Youth Programme</li> <li>- Section 106 and Community Infrastructure Levy (CIL) update</li> <li>- Any other community announcements?</li> <li>- The Big London Energy Switch presented by Southwark Citizens Advice Bureaux</li> </ul>	

Item No.	Title	Time
11.	<b>COMMUNITY SAFETY UPDATE</b>  Local Police Team	8.35pm
12.	<b>PUBLIC QUESTION TIME</b> (Page 8)  A public question form is included at page 8.  This is an opportunity for public questions to be addressed to the chair. Residents or persons working in the borough may ask questions on any matter in relation to which the council has powers or duties.  Responses may be supplied in writing following the meeting.	8.45pm
13.	<b>LOCAL PARKING AMENDMENTS</b> (Pages 9 - 48)  <b>Note:</b> This is an executive function.  Councillors to consider the recommendations set out in the report.	8.55pm
14.	<b>COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY</b>  Each community council may submit one question to a council assembly meeting that has previously been considered and noted by the community council.  Any question to be submitted from a community council to council assembly should first be the subject of discussion at a community council meeting. The subject matter and question should be clearly noted in the community council's minutes and thereafter the agreed question can be referred to the constitutional team.  The community council is invited to consider if it wishes to submit a question to the ordinary meeting of council assembly on 22 October 2014.	9.00pm

Date: Tuesday 15 July 2014

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

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

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### **ACCESS TO INFORMATION**

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### **ACCESSIBLE MEETINGS**

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 7187.**



## **CAMBERWELL COMMUNITY COUNCIL**

MINUTES of the Camberwell Community Council held on Tuesday 1 April 2014 at 7.00 pm at Employment Academy, 29 Peckham Road, London SE5 8UA

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**PRESENT:**

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

**OFFICER  
 SUPPORT:**

Jonathon Toy, Head of Community Safety & Enforcement  
 Eva Gomez, Acting Safer Southwark Partnership Team  
 Manager  
 Ana Popovic, Solace Women's Aid  
 Ruth Backhurst, Area Manager Community Wardens  
 Paul Gellard, Project Engineer  
 Grace Semakula, Community Councils Development Officer  
 Tim Murtagh, Constitutional Officer

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

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

### **2. APOLOGIES**

Apologies for absence were received from Councillor Peter John.

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

There were none.

#### **4. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS**

There were none.

#### **5. MINUTES**

##### **RESOLVED:**

That the minutes of the meeting held on 12 February 2014 be agreed as a correct record of that meeting and signed by the chair, subject to the following changes:

In Item 8, to add a note under the responses from Inspector Hynes that "The police would not pledge, due to a lack of resources, to commit to investigate any crime for which there was forensic evidence available."

In item 13, that "Friends of Burgess Park" be amended to "Friends of Brunswick Park."

The chair added that he would follow up on the police resources point with the borough commander.

#### **CERTIFICATES OF APPRECIATION**

At this point in the meeting the chair invited several young people from the Camberwell Youth Community Council to collect certificates of appreciation. The certificates were in recognition of their work in the community.

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

##### **RESOLVED:**

That a deputation from the residents of Camberwell Grove regarding high volumes of traffic on the road to be heard.

Residents said that Camberwell Grove was a mixed residential road at the heart of the Camberwell Grove conservation area. It had developed into a major "rat-run" for traffic with about 12,000 vehicles per day using it. Due to the intensity of traffic the road was dangerous for pedestrians and cyclists. The existing traffic-calming was inadequate and the 20mph speed limit was frequently ignored. There were no safe crossing points for pedestrians and it was particularly dangerous at school run times. Residents wanted effective traffic calming measures to reduce "rat-running" and to improve the quality of life for residents and road users.

##### **RESOLVED:**

That the cabinet member for transport, environment and recycling along with and

relevant traffic and planning officers be asked for a report to the July meeting of Camberwell Community Council which would look at the broader transport issues and plans for the Camberwell area. Further that the concerns raised in the deputation feed into the current work being done by Transport for London in Camberwell.

The chair thanked the members of the deputation for attending.

## 7. COMMUNITY ANNOUNCEMENTS

### **Beat the barriers: Millwall FC community football scheme**

Tom Rolt, Millwall Community Trust, explained that last summer a successful football project had taken place on four estates in Camberwell. The sessions included football, social education and enterprise workshops. There were also trips arranged to see championship fixtures at The Den stadium. Every Saturday there were about 30 young people involved. The project was going from strength to strength and more sessions were planned for 2014.

The chair thanked Tom for all the work undertaken and added there had been a lot of positive feedback from the community.

### **Youth Community Council**

Edward James, Southwark Youth Service, explained that local young people had raised a number of questions relating to community safety for the meeting including: Lighting on roads, dogs running without leads and mobile phone thefts on buses.

Jonathon Toy, Head of Community Safety & Enforcement, offered to meet with the young people from the community to discuss specific issues and offer crime prevention advice.

## 8. COMMUNITY SAFETY UPDATE

Sergeant Clair Haynes, South Camberwell ward sergeant, explained that she had been in post since June 2013. Recent activities had included tackling domestic violence, and preventing the sale of stolen mobile phones. There had also been a campaign to prevent / reduce cycling injuries in the area, particularly at certain junctions. Officers had issued tickets to offenders and the number of accidents had fallen. Daytime burglaries were also being targeted, including the use of plain-clothes officers. It had been successful with a number of arrests made and anti-social behaviour orders.

In response to questions, Sergeant Haynes made the following points:

- Quality CCTV footage was available on local buses which had proved effective in tracking down offenders. Plain clothes officers were also deployed on public transport.
- Robbery offences were down 20% on last year. Violence against the person had also fallen, in part due to police action at key times.
- Every burglary was attended by officers. However, the funds did not exist within the

budget to send a forensic team to all offences.

- Going through bins was not of itself a crime. Residents were encouraged to dispose very carefully any sensitive information such as bank details.
- Taser use was often a valuable diffuser of a situation. Taking out the taser, without actually deploying, had helped to reduce the number of attacks on police officers. Statistics on taser usage would be circulated at a future meeting.

The chair enquired about what protocols existed between the police and local mental health hospitals for taser usage. Sgt Haynes said she would take that point back to Inspector Hynes for a response. The chair thanked Sergeant Haynes for attending.

## 9. COMMUNITY SAFETY THEME

### Domestic Abuse

Eva Gomez, Safer Southwark Partnership team manager, explained that domestic abuse covered violence, emotional and financial abuse. In Southwark, there were about 2,000 domestic crimes reported each year. About 300 of those took place in Camberwell. A campaign had been launched to raise awareness of domestic abuse and promote the services on offer from Southwark. Services included:

- Emergency accommodation in different locations.
- Specially trained advocates to go to court and represent victims of sex crimes.
- Mentoring support for those involved in gangs.
- Prevention work via the safe, equal and healthy relationships programme in secondary schools.
- A programme for perpetrators seeking to change their behaviour.
- Council staff had also been trained to help victims of domestic abuse.

In response to questions, Eva said the service was for male and female victims over 16 years of age. Domestic abuse affected all groups in the community regardless of location, age, race or wealth. Contact: [Eva.Gomez@southwark.gov.uk](mailto:Eva.Gomez@southwark.gov.uk) or Tel. 020 7525 7246.

Ana Popovic, Solace Women's Aid (advocacy and support services), explained that she was a caseworker working with women and children who had experienced domestic abuse. It was a crisis intervention service offering different sorts of help depending on the circumstances. Leaving an abusive relationship was often difficult and ongoing support was provided by Solace. The Solace team advised about housing and keeping adults and children safe. There was a counselling service, advice on injunctions and a support network. Contact: [Ana.Popovic@southwark.gov.uk](mailto:Ana.Popovic@southwark.gov.uk)

### Community Wardens

Ruth Backhurst, area manager of community wardens, explained that the wardens were a patrolling uniform service within the council's community safety division. The core aims



were recording and reporting on crime, including anti-social behaviour, environmental issues and engaging with the community. The wardens worked with the housing department and the anti-social behaviour unit. The warden role was often about linking departments and agencies that could take further action. In terms of enforcement, the wardens targeted dog fouling and littering. The wardens educated people on responsibilities and issue fixed penalty notices. The Camberwell team had reported about 1,500 environmental issues during the previous year and made more than 800 visits to local businesses.

In response to questions, Ruth made the following points:

- The community warden service was cut by about 50% a few years ago so the challenge was to deliver a good service with less resources. One of the changes had been the move from a borough wide service to a town centre focused service.
- Community wardens could only seize alcohol if they witnessed associated anti-social behaviour.
- There were six community wardens working in Camberwell plus a shared team leader.

Ruth invited residents to make enquiries to the warden control room - Tel. 020 7525 5846. This was a public number to report community concerns and environmental issues.

Jonathon Toy, head of community safety and enforcement, explained that community safety was a collaboration with the police, various partners and services along with the community. Over the last few years violent crime in the borough had fallen considerably which enabled young people to socialise and play without fear. Knife and gun crime had fallen by about 25% (300 less incidents) and that had been achieved by a lot of work by agencies in the community. Community mentors, for example, did a lot of work to help improve the community and reduce crime.

In response to questions, Jonathon made the following points:

- A large part of the work involved bringing agencies together to tackle crime, anti-social behaviour and fear of crime.
- Victims of crime were often affected for months or years afterwards but there was support available. Generally crime statistics were falling and that meant people felt safer in the borough.

## **10. CLEANER GREENER SAFER (CGS) REVENUE FUND 2014-15**

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

Members considered the information contained in the report.

### **RESOLVED:**

That the following amounts of CGS revenue funding 2014/2015 be allocated to the

project listed below:

#### SOUTH CAMBERWELL

<b>Proposal</b>	<b>Amount</b>
Dog Kennel Hill Youth Outreach Project	£10,000

### **COMMUNITY COUNCIL FUNDS**

The chair, following a point made by Councillor Norma Gibbes, asked that effective monitoring take place of community council funded projects, to ensure that the funds being spent matched the purposes specified in the applications.

## **11. LOCAL PARKING AMENDMENTS**

### **11.1 LOCAL PARKING AMENDMENTS - CAMBERWELL VISITOR PARKING**

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

Members considered the information contained in the report.

#### **RESOLVED:**

That the following local parking amendments, detailed in the appendices to the report, be refused:

- Valmar Road – conversion of a permit only bay to pay by phone and installation of a loading bay near the junction of Coldharbour Lane.
- John Ruskin Street and Dartford Road:
  - conversion of existing time restricted free bays to pay by phone
  - creation of additional spaces for zone J permits
  - introduction of a 4 hour maximum stay on the existing disabled bay at the junction of Walworth Road.

### **11.2 LOCAL PARKING AMENDMENTS**

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

Members considered the information contained in the report.

#### **RESOLVED:**

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

- Crossthwaite / Woodfarrs – install double yellow lines to provide access for refuse and emergency vehicles.
- Maude Road – remove 7 metres of permit bay and install a double yellow line to provide access to a planned new dropped kerb and vehicle crossover leading to No 36 Vestry Road.

The chair asked that concerns raised by Councillor Stephen Govier about the Crossthwaite / Woodfarrs scheme: that some double yellow lines on corners can cause problems for cyclists as cars drive quicker round corners with parking restrictions in force, be considered as part of the wider review of traffic in Camberwell recommended under the deputation item 6.

## **12. PUBLIC QUESTION TIME**

There were none.

## **CLOSING COMMENTS**

The chair gave thanks to those councillors not seeking re-election for their years of dedicated service to the community.

The meeting ended at 9.00pm

**CHAIR:**

**DATED:**

**Camberwell Community Council**

**Public Question form**



**Your name:**

**Your mailing address:**

**What is your question?**

Please give this form to Tim Murtagh, Constitutional Officer, or Fitzroy Lewis, Community Council Development Officer

<b>Item No.</b> 13.	<b>Classification:</b> Open	<b>Date:</b> 23 July 2014	<b>Meeting Name:</b> Camberwell Community Council
<b>Report title:</b>		Local traffic and parking amendments	
<b>Ward(s) or groups affected:</b>		All wards within Camberwell Community Council	
<b>From:</b>		Head of Public Realm	

## RECOMMENDATIONS

1. It is recommended that the following local traffic and parking amendments, detailed in the appendices to this report, are approved for implementation subject to the outcome of any necessary statutory procedures:
  - Dowlas Street, Coleman Road and Rainbow Street – install double yellow lines on all junctions
  - Besant Place – install double yellow lines outside and opposite No.5
2. It is further recommended that 12 statutory objections, made in relation to proposed waiting restrictions in Crossthwaite Avenue, are considered and rejected and that the proposals are implemented.

## BACKGROUND INFORMATION

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

## KEY ISSUES FOR CONSIDERATION

### **Dowlas Street / Coleman Road / Rainbow Street**

7. An officer from the Camberwell community warden service contacted the parking design team on behalf of a street leader who raised concern about parking that regularly takes place very close to the junction of Dowlas Street and Rainbow Street. The street leader considered that parking was causing a blind spot and that double yellow lines should be introduced to restrict parking in this location.
8. Dowlas Street, Rainbow Street and Coleman Road have very few parking restrictions and are not part of a parking zone. They are mainly residential and are bounded by Southampton Way and Wells Way.
9. An officer carried out a site meeting with the street leader and a resident. It was noted during the visit that demand for kerb space was very high and parking was at capacity. A number of vehicles were observed circulating looking for a space to park.
10. The street leader's main concern was the junction of Dowlas Street and Rainbow Street as vehicles parked right up to the junction and the visibility was poor.
11. However, the situation is similar at all junctions in the area so it is recommended to install double yellow lines at all junctions to improve sight lines. They are proposed not only to assist motorists exiting the junctions but are also important for pedestrians who are using the dropped-kerbs and need to see oncoming traffic. The yellow lines at the junctions will also provide a passing place for two approaching vehicles, in those locations where the street is narrowed by at-capacity parking.
12. It is recommended that double yellow lines are installed all junctions, as detailed on Appendix 1 to improve sight lines and improve traffic flow.

### **Besant Place**

13. The council was contacted by a resident during the statutory consultation for Vale End who requested that double yellow lines be installed opposite the address to improve vehicular access to their property.
14. Besant Place is part public highway and part private road. The public highway is not part of a parking zone however double yellow lines have recently been installed in adjacent Vale End to improve access. It is likely that this will have had an effect on parking patterns in Besant Place.
15. Besant Place is a no-through road with a bollard positioned in the carriageway outside No.5. The bollard encourages motorists to park adjacent to the bollards which prevents vehicular access to the off-street parking of No.5.
16. An officer visited this location and noted that vehicles were parked outside and opposite the existing dropped kerb (vehicle crossover) and that this does obstruct access.
17. It is recommended that double yellow lines outside and opposite No.5 Besant Place, as detailed on Appendix 2 to provide access to off street parking.

## **Crossthwaite Avenue - Determination of statutory objections**

18. This item was presented to Camberwell Community Council on 1 April 2014. At that meeting members approved the decision to progress to statutory consultation. The statutory consultation resulted in a number of objections which are presented here for determination.

### **Background to the proposals**

19. The parking design team was contacted by three Woodfarrs residents and London Fire Brigade (LFB) who all raised concern about obstructive parking occurring in Crossthwaite Avenue and Woodfarrs. It was reported that the absence of parking restrictions was encouraging motorists to park in locations that are too narrow for larger vehicles to pass safely eg. refuse, delivery and emergency service vehicles. .
20. Officers have carried out two site assessments on 27 January and 24 February, the latter took place with the Watch Manager and crew from London Fire Brigade (LFB) Brixton Green Watch. LFB attended the site in order to test and demonstrate access requirements.
21. In general, access problems for LFB will occur where vehicles park:
  - within 7.5m of a junction; and/or
  - in locations that reduce the effective carriageway width to less than 3.1 metres (ie where cars are parked on one or both sides of the road leaving less than 3.1 metres to pass).
22. Measurements made during the site assessments identified that parking was occurring on Crossthwaite Avenue and Woodfarrs that reduced the effective carriageway to 2.3 metres in some locations. Such a width would allow a car to pass but not a fire appliance.
23. During the site assessments a number of locations were identified where fire appliances, refuse or delivery vehicles would be obstructed:
  - Crossthwaite Avenue – parking on both sides reduces the width to 2.3m
  - Woodfarrs (between Crossthwaite and Nairne Grove) – parking on both sides reduces the width to 2.4m
  - Dylways – parking at its junction with Crossthwaite Avenue prevents LFB turning (Dylways into Crossthwaite Avenue)
  - Nairne Grove – parking adjacent to the traffic island at the junctions with Dylways and Woodfarrs prevents access for refuse and delivery vehicles.
24. It is noted that Dylways is considerably narrower (5.3m kerb to kerb) than Woodfarrs and Crossthwaite Avenue. However it is of such a width that it is very clear that parking can only be accommodated on one side. Doing otherwise would completely obstruct the carriageway and therefore motorists will generally avoid parking here. In view of this, yellow lines are not considered necessary in Dylways except at the junction with Crossthwaite Avenue, to facilitate turning.
25. Comment has been sought from Bessemer Grange Primary School on the proposals. The Head has responded that the double yellow lines throughout

Woodfarrs and down to the triangle traffic island are most welcome.

### **Consultation**

26. The traffic management order was advertised in accordance with legislation and the statutory consultation period started 5 June 2014 and ended 26 June 2014.
27. During that period, the council received 16 objections. Four objections were subsequently withdrawn (when the proposal was further explained) but 12 objectors asked to maintain their objection. The objections are provided in Appendix 3. They can be summarised as;
  - Parking is already difficult, additional restrictions will make it worse
  - Parking pressure is caused by commuters (going to Kings College Hospital or onto trains and buses) and from displacement as a result of a new parking zone on the Lambeth side of Herne Hill
  - A controlled parking zone should be introduced
  - There is no problem, fire appliances and large vehicles can get round.

### **Reason for report recommendations**

28. The original recommendation to install double yellow lines adjacent was made so as to meet the duty placed upon the authority to secure the expeditious, convenient and safe movement of vehicular and other traffic.
29. It is clear from the observations made and the support by the London Fire Brigade that restrictions are, unfortunately, necessary so as to discharge that duty. This may result in parking being prevented in locations that motorists previously selected to park.
30. The consultation has, however, generated objections and therefore officers have looked carefully at each objection and at the design to see if those objections can be resolved. Unfortunately this does not seem possible and officers consider that the original proposal should be maintained as the locations cannot accommodate parking without impacting upon access or safety (with particular regard to fire brigade).

### **Recommendation**

31. In view of the above reasons, it is recommended that the community council:
  - consider the twelve objections
  - reject those objections and
  - agree to the original design shown in Appendix 4.
32. Should the recommendations be approved, officers will make the traffic order, as amended and write to the objectors to inform them of the council's decision.

### **Policy implications**

33. 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**

34. The policies within the Transport Plan are upheld within this report have been subject to an equality impact assessment.
35. 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.
36. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
37. 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.
38. 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.
39. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
  - consider the providing improved access for key services such as emergency and refuge vehicles
  - reject Improving road safety, in particular for vulnerable road users, on the public highway.

### **Resource implications**

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

### **Legal implications**

41. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
42. 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.
43. 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.
44. 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.

45. 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.
46. 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**

47. No informal (public) consultation has been carried out.
48. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
49. Should the community council approve the items, statutory consultation will take place as part of the making of the traffic management order. The process for statutory consultation is defined by national regulations.
50. The council will place a proposal notice in proximity to the site location and also publish the notice in the Southwark News and the London Gazette.
51. The notice and any associated documents and plans will also be made available for inspection on the council's website or by appointment at its Tooley Street office.
52. Any person wishing to comment upon or object to the proposed order will have 21 days in which to do so.
53. Should an objection be made that officers are unable to informally resolve, this objection will be reported to the community council for determination, in accordance with the Southwark Constitution.

### **Programme timeline**

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

## Background Documents

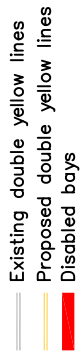
Background Papers	Held At	Contact
Transport Plan 2011 Online: <a href="http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011">http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011</a>	Southwark Council Environment and Leisure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

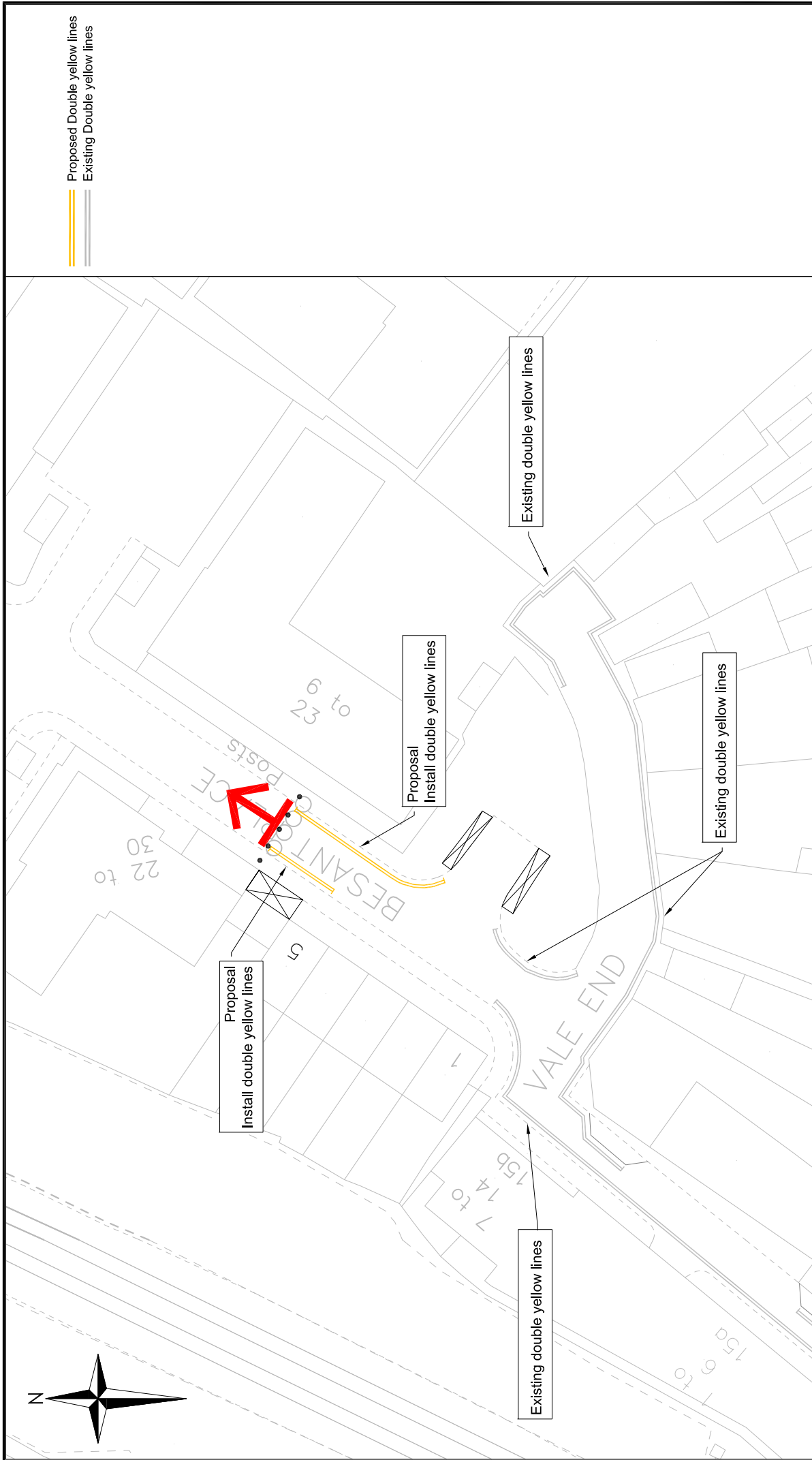
## APPENDICES

No.	Title
Appendix 1	Dowlas Street/Coleman Road/ Rainbow Street - install double yellow lines
Appendix 2	Besant Place - install double yellow lines
Appendix 3	Crossthwaite Avenue / Woodfarrs / Dylways - objections
Appendix 4	Crossthwaite Avenue / Woodfarrs / Dylways - install double yellow lines

## AUDIT TRAIL

<b>Lead Officer</b>	Des Waters, Head of Public Realm		
<b>Report Author</b>	Tim Walker, Senior Project Engineer		
<b>Version</b>	Final		
<b>Dated</b>	11 July 2014		
<b>Key Decision?</b>	No		
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>			
<b>Officer Title</b>		<b>Comments Sought</b>	<b>Comments Included</b>
Director of Legal Services		No	No
Strategic Director of Finance and Corporate Services		No	No
<b>Cabinet Member</b>		No	No
<b>Date final report sent to Constitutional Team</b>			11 July 2014

[illegible]



<b>Public Realm Projects</b> 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		<b>Project</b> 1415Q1 LOCAL PARKING AMENDMENTS <b>Drawing Title</b> PROPOSED DOUBLE YELLOW LINES BESANT PLACE	<b>Community Council</b> CAMBERWELL <b>Ward(s)</b> SOUTH CAMBERWELL					
			<b>Date</b> 29/05/14 <b>Scale</b> 1:500 @ A4 <b>Dwg No.</b> 1415Q1_013			<b>App</b> TW <b>Rev</b> A		
			<b>Status</b> APPENDIX 2			<b>Rev</b> A		
			<b>Rev</b> A			<b>Description</b> © Crown copyright. All rights reserved (0100019292) 2013		

## APPENDIX 3

**Herd, Michael**

---

**From:** [REDACTED]  
**Sent:** 13 June 2014 11:11  
**To:** [REDACTED]; Herd, Michael  
**Cc:** [REDACTED]  
**Subject:** RE: [REDACTED] Dylways - objection to proposed waiting restrictions

Dear Mr Herd,

Thank you for replying to me. I would also still like to maintain my objection to the proposed double yellow lines in our area.

I enclose the email my husband sent you which I agree with entirely.

Kind regards,

[REDACTED]

---

Date: Wed, 11 Jun 2014 20:28:34 +0100  
Subject: Re: [REDACTED] Dylways - objection to proposed waiting restrictions  
From: [REDACTED]  
To: Michael.Herd@southwark.gov.uk  
CC: [REDACTED]

Dear Mr Herd

Thank you for taking the time to reply to my objections. I would still like to maintain my objection to double yellow lines alone being implemented in this scheme.

I do understand that with the current situation it is not possible for large vehicles to easily access all the roads on the estate and that something has to be done. However, by not implementing some kind of CPZ (maybe weekday 12-2pm restrictions) and only introducing double yellow lines you are only increasing problems for local Southwark residents caused by drivers from other boroughs parking outside their homes. Currently during normal working hours in the week it is virtually impossible to park on the road we live on and quite frequently my wife is forced to park as far away as Nairne Grove and then walk back with our two small children, with the new parking restrictions there will not be any available spaces on the estate and I cannot imagine how far away she will have to go to find a space. These restrictions will cause problems for all residents on the estate as delivery vehicles will be forced to park illegally and ironically block access for emergency vehicles. Are double yellow lines also being introduced in Nairne Grove, at the junction with Dylways, as large vehicles cannot turn here with vehicles parked on both side of the road either?

As you state in your email that the council does not have a specific duty to provide on street parking, do they not have a duty of care in addressing residents concerns with other issues caused by parking. I understand that a consultation into residents parking is being or has been carried out to the adjacent estate, Arnould Avenue, Wanley Road, etc. Can you please confirm whether this is true? If this is the case then it seems logical that a similar consultation should be carried out to this estate as any schemes implemented here will have a direct effect. Simply adding more double yellow lines is not a solution to the whole problem and something more needs to be done.

04/07/2014

I would be extremely grateful if you could keep me up to date with any developments regarding parking in this area.

Thanks again for you time.

Regards

[REDACTED]

On Wed, Jun 11, 2014 at 1:04 PM, Herd, Michael <[Michael.Herd@southwark.gov.uk](mailto:Michael.Herd@southwark.gov.uk)> wrote:

Dear [REDACTED],

Thank you for your objection to the proposed double yellow lines for Dylways. I also note your suggestion that a controlled parking zone should be introduced in this area.

#### **Yellow line proposals**

As background to our proposals, the council was contacted by local residents and London Fire Brigade (LFB) who all raised concern about obstructive parking occurring in your local network of streets, particularly where the road was narrow and at junctions.

Officers have carried out two site assessments to evaluate the concerns that have been raised. These assessments took place on 27 January and 24 February 2014, the latter took place with the Watch Manager and crew from London Fire Brigade (LFB) Brixton Green Watch.

During the site assessments a number of locations were identified where fire appliances would be obstructed and delayed from proceeding along the public highway in the event of a real emergency. One of those locations is Dylways at it's junction with Crossthwaite Avenue which I understand is adjacent to your property. During the assessment LFB made clear new restrictions were needed at this particular location to enable a fire appliance to be able to turn (from Dylways into Crossthwaite Avenue).

Following the assessments, we have subsequently carried out a "swept path analysis" to track the the movement of an Fire Appliance, please see attached. This drawing clearly shows that a Fire Appliance needs the full road width to turn left. With parking occurring at the junction, appliances are forced to mount the kerb and over-run the footway, which is unacceptable to the highway authority.

Whilst I understand your concern about increased parking pressure from these proposals, the authority has an explicit duty to secure the expeditious movement of traffic (known as the network management duty). Our proposals are made to discharge that duty. There is not specific duty for us to provide on-street parking, which is not a given right.

I hope that the above explains why we have made these proposals which are, in short, to ensure access and to avoid delay to emergency service vehicles which could otherwise cost lives.

In view of the above explanation, please could you confirm to me if you wish to withdraw your objection or if you would prefer to maintain your objection.

If you do maintain your objection, a report detailing any un-withdrawn objections will be sent to Camberwell Community Council for a final decision. Should this occur, we will write to advise

you of the decision.

### **Parking Zone**

At present we do not have plans to consult on a resident permit system for your area. However, we are aware of the pressure in this area. Following local elections, the council is currently preparing its 2014/15 strategic parking project. We will consider your support for a zone when preparing that programme which will be approved by the Cabinet Member in the next 4 to 6 weeks.

Regards

Michael Herd

Network development officer

Public realm projects (Parking design)

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

From: [information.administrator@southwark.gov.uk](mailto:information.administrator@southwark.gov.uk)

[\[mailto:information.administrator@southwark.gov.uk\]](mailto:information.administrator@southwark.gov.uk)

Sent: 05 June 2014 20:34

To: traffic orders

Subject: Consultation response

[Title]

Mr

[Firstname]

██████████

[Lastname]

██████████

[Telephone number]

██████████████████

[Email address]

██

[Areyou]

A resident

[Whichconsultation]

Order 201 - The addition of double yellow lines to Denmark Hill Estate.

[overallresponse]

5. I wholly object to

[response]

We are residents at █████ Dylways where you propose to install double yellow lines outside our property, as well as to surrounding streets. The problem with parking on this estate is that during the week a lot of people that work in the area, mainly at King's College Hospital, park here leaving no room for residents who try to park during the day. This combined with new parking restrictions nearer the hospital mean that the problem has got increasingly worse and people have been forced to park where people didn't used to park a few years ago, such as on both sides of Woodfarrs and other roads. The double yellow lines that you propose to install outside our property, █████ Dylways, are



unnecessary if you install the ones proposed to Crossthwaite Avenue as lorries managed to turn down Dylways before the parking situation got this bad. Implementing these new double yellow lines will only increase the problem of parking for residents and the only real way to resolve the situation is to introduce a CPZ. This will eliminate the need to extra double yellow lines as the problems only occur during normal working hours and not when it is only residents parking, as can be seen during the evening and at weekends. I do agree that something has to be done but more double yellow lines are not the answer.

The email you received and any files transmitted with it are confidential, may be covered by legal and/or professional privilege and are intended solely for the use of the individual or entity to whom they are addressed. If you have received this in error please notify us immediately. If you are not the intended recipient of the email or the person responsible for delivering it to them you may not copy it, forward it or otherwise use it for any purpose or disclose its contents to any other person. To do so may be unlawful. Where opinions are expressed in the email they are not necessarily those of Southwark Council and Southwark Council is not responsible for any changes made to the message after it has been sent.

**Herd, Michael**

---

**From:** [REDACTED]  
**Sent:** 11 June 2014 20:29  
**To:** Herd, Michael  
**Cc:** [REDACTED]  
**Subject:** Re: [REDACTED] - Dylways - objection to proposed waiting restrictions

Dear Mr Herd

Thank you for taking the time to reply to my objections. I would still like to maintain my objection to double yellow lines alone being implemented in this scheme.

I do understand that with the current situation it is not possible for large vehicles to easily access all the roads on the estate and that something has to be done. However, by not implementing some kind of CPZ (maybe weekday 12-2pm restrictions) and only introducing double yellow lines you are only increasing problems for local Southwark residents caused by drivers from other boroughs parking outside their homes. Currently during normal working hours in the week it is virtually impossible to park on the road we live on and quite frequently my wife is forced to park as far away as Nairne Grove and then walk back with our two small children, with the new parking restrictions there will not be any available spaces on the estate and I cannot imagine how far away she will have to go to find a space. These restrictions will cause problems for all residents on the estate as delivery vehicles will be forced to park illegally and ironically block access for emergency vehicles. Are double yellow lines also being introduced in Nairne Grove, at the junction with Dylways, as large vehicles cannot turn here with vehicles parked on both side of the road either?

As you state in your email that the council does not have a specific duty to provide on street parking, do they not have a duty of care in addressing residents concerns with other issues caused by parking. I understand that a consultation into residents parking is being or has been carried out to the adjacent estate, Arnould Avenue, Wanley Road, etc. Can you please confirm whether this is true? If this is the case then it seems logical that a similar consultation should be carried out to this estate as any schemes implemented here will have a direct effect. Simply adding more double yellow lines is not a solution to the whole problem and something more needs to be done.

I would be extremely grateful if you could keep me up to date with any developments regarding parking in this area.

Thanks again for you time.

Regards

On Wed, Jun 11, 2014 at 1:04 PM, Herd, Michael <[Michael.Herd@southwark.gov.uk](mailto:Michael.Herd@southwark.gov.uk)> wrote:

Dear [REDACTED],

Thank you for your objection to the proposed double yellow lines for Dylways. I also note your suggestion that a controlled parking zone should be introduced in this area.

**Yellow line proposals**

As background to our proposals, the council was contacted by local residents and London Fire Brigade (LFB) who all raised concern about obstructive parking occurring in your local network of streets, particularly where the road was narrow and at junctions.

Officers have carried out two site assessments to evaluate the concerns that have been raised. These assessments took place on 27 January and 24 February 2014, the latter took place with the Watch Manager and crew from London Fire Brigade (LFB) Brixton Green Watch.

During the site assessments a number of locations were identified where fire appliances would be obstructed and delayed from proceeding along the public highway in the event of a real emergency. One of those locations is Dylways at it's junction with Crossthwaite Avenue which I understand is adjacent to your property. During the assessment LFB made clear new restrictions were needed at this particular location to enable a fire appliance to be able to turn (from Dylways into Crossthwaite Avenue).

Following the assessments, we have subsequently carried out a "swept path analysis" to track the the movement of an Fire Appliance, please see attached. This drawing clearly shows that a Fire Appliance needs the full road width to turn left. With parking occurring at the junction, appliances are forced to mount the kerb and over-run the footway, which is unacceptable to the highway authority.

Whilst I understand your concern about increased parking pressure from these proposals, the authority has an explicit duty to secure the expeditious movement of traffic (known as the network management duty). Our proposals are made to discharge that duty. There is not specific duty for us to provide on-street parking, which is not a given right.

I hope that the above explains why we have made these proposals which are, in short, to ensure access and to avoid delay to emergency service vehicles which could otherwise cost lives.

In view of the above explanation, please could you confirm to me if you wish to withdraw your objection or if you would prefer to maintain your objection.

If you do maintain your objection, a report detailing any un-withdrawn objections will be sent to Camberwell Community Council for a final decision. Should this occur, we will write to advise you of the decision.

### **Parking Zone**

At present we do not have plans to consult on a resident permit system for your area. However, we are aware of the pressure in this area. Following local elections, the council is currently preparing its 2014/15 strategic parking project. We will consider your support for a zone when preparing that programme which will be approved by the Cabinet Member in the next 4 to 6 weeks.

Regards

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

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

From: [information.administrator@southwark.gov.uk](mailto:information.administrator@southwark.gov.uk)  
[<mailto:information.administrator@southwark.gov.uk>]

Sent: 05 June 2014 20:34

To: traffic orders

Subject: Consultation response

[Title]



[Firstname]



[Lastname]

[Redacted]  
[Telephone number]  
[Redacted]

[Email address]  
[Redacted]

[Are you]  
A resident

[Which consultation]  
Order 201 - The addition of double yellow lines to Denmark Hill Estate.

[Overall response]  
5. I wholly object to

[response]  
We are residents at [Redacted] Dylways where you propose to install double yellow lines outside our property, as well as to surrounding streets. The problem with parking on this estate is that during the week a lot of people that work in the area, mainly at King's College Hospital, park here leaving no room for residents who try to park during the day. This combined with new parking restrictions nearer the hospital mean that the problem has got increasingly worse and people have been forced to park where people didn't used to park a few years ago, such as on both sides of Woodfarrs and other roads. The double yellow lines that you propose to install outside our property, [Redacted] Dylways, are unnecessary if you install the ones proposed to Crossthwaite Avenue as lorries managed to turn down Dylways before the parking situation got this bad. Implementing these new double yellow lines will only increase the problem of parking for residents and the only real way to resolve the situation is to introduce a CPZ. This will eliminate the need to extra double yellow lines as the problems only occur during normal working hours and not when it is only residents parking, as can be seen during the evening and at weekends. I do agree that something has to be done but more double yellow lines are not the answer.

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**Herd, Michael**

---

**From:** Herd, Michael  
**Sent:** 11 June 2014 14:29  
**To:** [REDACTED]  
**Subject:** RE: [REDACTED] - Crossthwaite Avenue - objection to proposed waiting restrictions  
**Attachments:** 1314Q4 Crossthwaite Avenue\_1.0.pdf

Dear M [REDACTED]

Thank you for your objection to the proposed double yellow lines for Dylways.

**Yellow line proposals**

As background to our proposals, the council was contacted by local residents and London Fire Brigade (LFB) who all raised concern about obstructive parking occurring in your local network of streets, particularly where the road was narrow and at junctions.

Officers have carried out two site assessments to evaluate the concerns that have been raised. These assessments took place on 27 January and 24 February 2014, the latter took place with the Watch Manager and crew from London Fire Brigade (LFB) Brixton Green Watch.

During the site assessments a number of locations were identified where fire appliances would be obstructed and delayed from proceeding along the public highway in the event of a real emergency. see attached drawing

Whilst I understand your concern about increased parking pressure from these proposals, the authority has an explicit duty to secure the expeditious movement of traffic (known as the network management duty). Our proposals are made to discharge that duty. There is not specific duty for us to provide on-street parking, which is not a given right.

I hope that the above explains why we have made these proposals which are, in short, to ensure access and to avoid delay to emergency service vehicles which could otherwise cost lives.

In view of the above explanation, please could you confirm to me if you wish to withdraw your objection or if you would prefer to maintain your objection.

If you do maintain your objection, a report detailing any un-withdrawn objections will be sent to Camberwell Community Council for a final decision. Should this occur, we will write to advise you of the decision.

Regards

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

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

From: information.administrator@southwark.gov.uk [<mailto:information.administrator@southwark.gov.uk>]  
Sent: 10 June 2014 20:54  
To: traffic orders  
Subject: Consultation response

[Title]  
[REDACTED]

[Firstname]  
[REDACTED]

[Lastname]  
[REDACTED]

[Telephone number]  
[REDACTED]

04/07/2014

[Email address]

[Are you]  
A resident

[Which consultation]

Crossthwaite Avenue/Woodfarrs/Dylways Traffic Orders local parking issues dated 5th June

[overall response]

5. I wholly object to

[response]

Having lived at [redacted] Crossthwaite since 2007 I have enjoyed parking outside my house with children aged 2 and 5. We need residents only parking or just a restriction outside the shops and bt phone box, not everywhere or else we will have to park further away from home in other people's roads carrying shopping and children hundreds of yards. Residents should not be penalized for strangers parking on our estate.

**Herd, Michael**

---

**From:** [REDACTED]  
**Sent:** 11 June 2014 14:36  
**To:** Herd, Michael  
**Subject:** Re: FW: [REDACTED] - Dylways, Woodfarrs and Crossthwaite Avenue - objection to proposed waiting restrictions

Thanks for replying Michael

Do me a favour please...

Ask the following official how many times in the last 20 years they've had to drive down these "narrow" streets:

"the latter took place with the Watch Manager and crew from London Fire Brigade (LFB) Brixton Green Watch."

I've lived here for over 20 years and can remember a fire engine on my street no more than 5' ish times.

Lets even double it and say 10 times (or 10 days)

$365 \text{ days} \times 20 \text{ years} = 7300 \text{ days}$ .

In 7300 days I can remember a fire engine on my street for an inflated number of 10 lonely days.

You do the math Michael.

Now, you want to disturb the lives of people who need to park here for another 20... 40... 60 years.

You want to do this while you may be not even be in the office in 2015 as you move on to bigger and better things.

Look, I understand the importance of saving lives but c,mon fire engine drivers are trained extremely well and I'd be amazed to hear an experienced engine driver say these roads are too narrow for him to drive on for 10 days out of every 7300 days.

Honestly... survey them, the drivers.

What's more, if "narrow" roads are the real problem why have you just spent millions on making "Blanchdowne," which leads to Dylways and Woodfars so narrow that you have to crawl through it? (Take a look at your before and after.)

With all due respect there's really no logic here.

There's must be another way to help emergency vehicles take a sharp corner without affecting the lives of people who need to park there day in and day out.

There must be a better solution that costs less, can be implemented quicker and will not add even more pressure to householders. After all, we put man on the moon.

But even if the alternative costs more... you will be doing what is right for both sides, which I'm sure is the premise of your job.

Shockingly, you said " There is not specific duty for us to provide on-street parking, which is not a given right."

That's really is a low blow Michael, and I don't know the law, but if I did, I'm pretty sure I could take you to the cleaners with such a fickle defence.

Honestly, we need rights to have a spot to park a car? Seriously.

04/07/2014

Does the British car industry know this? What's your favourite car Michael?

Think about your statement when you next...

...Driving along the road with your family for a weekend shop. Think about that when you need to take care of your aged parents who live 100 miles away. Think of that when you take your wife out on your next anniversary. Think of that when you invite all your mates home to watch England get slaughtered in the world cup (hope not)

In the meantime, remember this, human-human...

You may say we have no rights to have on street parking but I'm so pleased to see the BBC is carrying the flag... at least debating the rights of [THIS](#)

And because I would never label a fire engine driver as "butterfingered" and "inept" on the wheel

I still object to the plans **you are going to push on with anyway.**

Best

On 11 June 2014 13:37, Herd, Michael <[Michael.Herd@southwark.gov.uk](mailto:Michael.Herd@southwark.gov.uk)> wrote:

Dear [REDACTED]

Thank you for your objection to the proposed double yellow lines for Dylways.

### **Yellow line proposals**

As background to our proposals, the council was contacted by local residents and London Fire Brigade (LFB) who all raised concern about obstructive parking occurring in your local network of streets, particularly where the road was narrow and at junctions.

Officers have carried out two site assessments to evaluate the concerns that have been raised. These assessments took place on 27 January and 24 February 2014, the latter took place with the Watch Manager and crew from London Fire Brigade (LFB) Brixton Green Watch.

During the site assessments a number of locations were identified where fire appliances would be obstructed and delayed from proceeding along the public highway in the event of a real emergency. See attached drawing.

Whilst I understand your concern about increased parking pressure from these proposals, the authority has an explicit duty to secure the expeditious movement of traffic (known as the [network management duty](#)). Our proposals are made to discharge that duty. There is not specific duty for us to provide on-street parking, which is not a given right.

I hope that the above explains why we have made these proposals which are, in short, to ensure access and to avoid delay to emergency service vehicles which could otherwise cost lives.

In view of the above explanation, please could you confirm to me if you wish to withdraw your objection or if you would prefer to maintain your objection.

If you do maintain your objection, a report detailing any un-withdrawn objections will be sent to Camberwell Community Council for a final decision. Should this occur, we will write to advise you of the decision.

I note in your objection that you say that you are registered disabled, if you are in-receipt of the either the



disability living allowance (higher rate) or the personal independence payment - enhanced rate mobility, you may qualify for a blue badge disabled bay, if this is the case let me know and I can send an application form to you.

Regards

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

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

From: [information.administrator@southwark.gov.uk](mailto:information.administrator@southwark.gov.uk)  
[<mailto:information.administrator@southwark.gov.uk>]

Sent: 10 June 2014 12:15

To: traffic orders

Subject: Consultation response

[Title]  
[REDACTED]

[Firstname]  
[REDACTED]

[Lastname]  
[REDACTED]

[Telephone\_number]  
[REDACTED]

[Email address]  
[REDACTED]

[Areyou]  
A resident

[Whichconsultation]  
Dylways, Woodfarrs and Crossthwaite Avenue.

PRP/ND/TMO1415-001

[overallresponse]  
5. I wholly object to

[response]  
Hospital workers and Denmark Hill Station commuters already steal our parking without restrictions. I am registered disabled but struggle continuously to get a parking outside my home. Can you not see the difficulties already? Why not ask the residents before you waste money and make our lives more uncomfortable. With all due reasons, your reason to add these restrictions is laughable. Any more restrictions and residents will suffer.. like they already are on Blannedowne with your waste of funds pavement job. People have already lost carparking up there. Even they now have to park on Dylways. This is so basic, I am at a loss to understand how you cannot see this.

The email you received and any files transmitted with it are confidential, may be covered by legal

and/or professional privilege and are intended solely for the use of the individual or entity to whom they are addressed. If you have received this in error please notify us immediately. If you are not the intended recipient of the email or the person responsible for delivering it to them you may not copy it, forward it or otherwise use it for any purpose or disclose its contents to any other person. To do so may be unlawful. Where opinions are expressed in the email they are not necessarily those of Southwark Council and Southwark Council is not responsible for any changes made to the message after it has been sent.

**Herd, Michael**

---

**From:** Herd, Michael  
**Sent:** 30 June 2014 13:43  
**To:** [REDACTED]  
**Subject:** RE: [REDACTED] - Crossthwaite Avenue - objection to proposed waiting restrictions  
Dear M [REDACTED],

Thank you for your objection to the proposed double yellow lines for Crossthwaite Avenue, Woodfarrs and Dylways.

**Yellow line proposals**

As background to our proposals, the council was contacted by local residents and London Fire Brigade (LFB) who all raised concern about obstructive parking occurring in your local network of streets, particularly where the road was narrow and at junctions.

Officers have carried out two site assessments to evaluate the concerns that have been raised. These assessments took place on 27 January and 24 February 2014, the latter took place with the Watch Manager and crew from London Fire Brigade (LFB) Brixton Green Watch.

During the site assessments a number of locations were identified where fire appliances would be obstructed and delayed from proceeding along the public highway in the event of a real emergency.

Whilst I understand your concern about increased parking pressure from these proposals, the authority has an explicit duty to secure the expeditious movement of traffic (known as the network management duty). Our proposals are made to discharge that duty. There is not specific duty for us to provide on-street parking, which is not a given right.

I hope that the above explains why we have made these proposals which are, in short, to ensure access and to avoid delay to emergency service vehicles which could otherwise cost lives.

**Parking Zone**

At present we do not have plans to consult on a resident permit system for your area. However, we are aware of the pressure in this area. Following local elections, the council is currently preparing its 2014/15 strategic parking project. We will consider your support for a zone when preparing that programme which will be approved by the Cabinet Member in the next 4 to 6 weeks.

As we have recieved a number of objections a report detailing the objections, including yours will be sent to Camberwell Community Council for a final decision in July.

Regards

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

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

From: information.administrator@southwark.gov.uk [<mailto:information.administrator@southwark.gov.uk>]  
Sent: 29 June 2014 15:52  
To: traffic orders  
Subject: Consultation response

[Title]  
[REDACTED]

[Firstname]  
[REDACTED]

[Lastname]

04/07/2014

[REDACTED]

[Telephone number]

[REDACTED]

[Email address]

[REDACTED]

[Are you]

A resident

[Which consultation]

1081 ( double yellow lines on Crosswaithe Avenue, Woodfarrs and some of Dylways)

[overall response]

5. I wholly object to

[response]

We are already struggling with parking on Dylways. If council puts double yellow lines, the situation is going to get even worse! Where are we supposed to park our cars?

**Herd, Michael**

---

**From:** Herd, Michael  
**Sent:** 12 June 2014 11:26  
**To:** [REDACTED]  
**Subject:** RE: [REDACTED] - Dylways - objection to proposed waiting restrictions  
**Dear Mrs** [REDACTED],

Thank you for your objection to the proposed double yellow lines for Dylways. I also note your suggestion that a controlled parking zone should be introduced in this area.

**Yellow line proposals**

As background to our proposals, the council was contacted by local residents and London Fire Brigade (LFB) who all raised concern about obstructive parking occurring in your local network of streets, particularly where the road was narrow and at junctions.

Officers have carried out two site assessments to evaluate the concerns that have been raised. These assessments took place on 27 January and 24 February 2014, the latter took place with the Watch Manager and crew from London Fire Brigade (LFB) Brixton Green Watch.

During the site assessments a number of locations were identified where fire appliances would be obstructed and delayed from proceeding along the public highway in the event of a real emergency.

Whilst I understand your concern about increased parking pressure from these proposals, the authority has an explicit duty to secure the expeditious movement of traffic (known as the network management duty). Our proposals are made to discharge that duty. There is not specific duty for us to provide on-street parking, which is not a given right.

I hope that the above explains why we have made these proposals which are, in short, to ensure access and to avoid delay to emergency service vehicles which could otherwise cost lives.

A report detailing your objection will be sent to Camberwell Community Council for a final decision in July.

Regards

Michael Herd  
Network development officer

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

From: information.administrator@southwark.gov.uk [<mailto:information.administrator@southwark.gov.uk>]  
Sent: 11 June 2014 19:30  
To: traffic orders  
Subject: Consultation response

[Title]  
[REDACTED]

[Firstname]  
[REDACTED]

[Lastname]  
[REDACTED]

[Telephone number]  
[REDACTED]

[Email address]  
[REDACTED]

[Are you]  
A resident

04/07/2014

[Whichconsultation]

The cuncil want to put double yellow line.

■Dylways

[overallresponse]

5. I wholly object to

[response]

NO PLACE TO PARK MY CAR !!

**Herd, Michael**

---

**From:** Herd, Michael

**Sent:** 17 June 2014 11:13

**To:** [REDACTED]

**Subject:** RE: [REDACTED] - Dylways - objection to proposed waiting restrictions

Dear [REDACTED],

Thank you for your objection to the proposed double yellow lines for Dylways.

**Yellow line proposals**

As background to our proposals, the council was contacted by local residents and London Fire Brigade (LFB) who all raised concern about obstructive parking occurring in your local network of streets, particularly where the road was narrow and at junctions.

Officers have carried out two site assessments to evaluate the concerns that have been raised. These assessments took place on 27 January and 24 February 2014, the latter took place with the Watch Manager and crew from London Fire Brigade (LFB) Brixton Green Watch.

During the site assessments a number of locations were identified where fire appliances would be obstructed and delayed from proceeding along the public highway in the event of a real emergency.

Whilst I understand your concern about increased parking pressure from these proposals, the authority has an explicit duty to secure the expeditious movement of traffic (known as the network management duty). Our proposals are made to discharge that duty. There is not specific duty for us to provide on-street parking, which is not a given right.

I hope that the above explains why we have made these proposals which are, in short, to ensure access and to avoid delay to emergency service vehicles which could otherwise cost lives.

As we have recieved a number of objections a report detailing the objections, including yours will be sent to Camberwell Community Council for a final decision in July.

Regards

Michael Herd  
Network development officer

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

From: Herbert, Richard On Behalf Of traffic orders

Sent: 17 June 2014 10:46

To: Herd, Michael

Subject: [REDACTED] - Dylways - objection to proposed waiting restrictions

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

From: information.administrator@southwark.gov.uk [<mailto:information.administrator@southwark.gov.uk>]

Sent: 15 June 2014 12:19

To: traffic orders

Subject: Consultation response

[Title]  
[REDACTED]

[Firstname]  
[REDACTED]

[Lastname]  
[REDACTED]

[Telephone number]  
[REDACTED]

04/07/2014

[Email address]

[REDACTED]

[Are you]

A resident

[Which consultation]

Dylways

[overall response]

4. I object to part

[response]

I think that adding double yellow line on Dylways will add additional problems for residence parking. This need to be agreed with local community.



**Herd, Michael**

---

**From:** Herd, Michael

**Sent:** 12 June 2014 11:37

**To:** [REDACTED]

**Subject:** RE: [REDACTED] - Crossthwaite Avenue - objection to proposed waiting restrictions

Dear Miss [REDACTED],

Thank you for your objection to the proposed double yellow lines for Crossthwaite Avenue, I also note your suggestion that a controlled parking zone should be introduced in this area.

**Yellow line proposals**

As background to our proposals, the council was contacted by local residents and London Fire Brigade (LFB) who all raised concern about obstructive parking occurring in your local network of streets, particularly where the road was narrow and at junctions.

Officers have carried out two site assessments to evaluate the concerns that have been raised. These assessments took place on 27 January and 24 February 2014, the latter took place with the Watch Manager and crew from London Fire Brigade (LFB) Brixton Green Watch.

During the site assessments a number of locations were identified where fire appliances would be obstructed and delayed from proceeding along the public highway in the event of a real emergency.

Whilst I understand your concern about increased parking pressure from these proposals, the authority has an explicit duty to secure the expeditious movement of traffic (known as the network management duty). Our proposals are made to discharge that duty. There is not specific duty for us to provide on-street parking, which is not a given right.

I hope that the above explains why we have made these proposals which are, in short, to ensure access and to avoid delay to emergency service vehicles which could otherwise cost lives.

A report detailing your objection will be sent to Camberwell Community Council for a final decision in July.

I note in your objection that you say that your father is disabled, if he are in-receipt of the either the disability living allowance (higher rate) or the personal independence payment - enhanced rate mobility, he may qualify for a blue badge disabled bay, if this is the case let me know and I can send an application form to you.

Regards

Michael Herd  
Network development officer

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

From: information.administrator@southwark.gov.uk [<mailto:information.administrator@southwark.gov.uk>]

Sent: 11 June 2014 20:48

To: traffic orders

Subject: Consultation response

[Title]

Miss

[Firstname]

[Lastname]

[Telephone number]

[Email address]

04/07/2014

[Areyou]  
A resident

[Whichconsultation]  
Double yellow lines in SE5 [REDACTED]

[overallresponse]  
5. I wholly object to

[response]  
I object to this proposal, my father lives in no [REDACTED] he is disabled and cannot walk long distances we need the car close by when he wants to go out it is unfair as we have been home owners for over 15yrs and we have a right to park our cars close to our homes, recently parking on the streets of this neighbourhood has become ridiculous due to some homes have been rented out and tenants have not been parking the cars inappropriately for vans and lorries to be able to drive through and the hairdressers clients across the road park inappropriately. I don't believe it is fair that actually residents should have to suffer and park further away from their homes. Maybe the council should consider residents parking?? And a disabled by for my father?? I look forward to your reply thank you

**Herd, Michael**

---

**From:** Herd, Michael  
**Sent:** 12 June 2014 11:29  
**To:** [REDACTED]  
**Subject:** RE: [REDACTED] - Crossthwaite Avenue - objection to proposed waiting restrictions  
**Dear** [REDACTED]

Thank you for your objection to the proposed double yellow lines for Crossthwaite Avenue.

**Yellow line proposals**

As background to our proposals, the council was contacted by local residents and London Fire Brigade (LFB) who all raised concern about obstructive parking occurring in your local network of streets, particularly where the road was narrow and at junctions.

Officers have carried out two site assessments to evaluate the concerns that have been raised. These assessments took place on 27 January and 24 February 2014, the latter took place with the Watch Manager and crew from London Fire Brigade (LFB) Brixton Green Watch.

During the site assessments a number of locations were identified where fire appliances would be obstructed and delayed from proceeding along the public highway in the event of a real emergency.

Whilst I understand your concern about increased parking pressure from these proposals, the authority has an explicit duty to secure the expeditious movement of traffic (known as the network management duty). Our proposals are made to discharge that duty. There is not specific duty for us to provide on-street parking, which is not a given right.

I hope that the above explains why we have made these proposals which are, in short, to ensure access and to avoid delay to emergency service vehicles which could otherwise cost lives.

A report detailing your objection will be sent to Camberwell Community Council for a final decision in July.

Regards

Michael Herd  
Network development officer

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

**From:** information.administrator@southwark.gov.uk [<mailto:information.administrator@southwark.gov.uk>]  
**Sent:** 11 June 2014 20:37  
**To:** traffic orders  
**Subject:** Consultation response

[Title]  
Mr

[REDACTED]

[Lastname]  
[REDACTED]

[Telephone number]  
[REDACTED]

[Email address]  
[REDACTED]

[Areyou]  
A resident

[Whichconsultation]

04/07/2014

Double yellow lines in Crossthwaite Ave SE5 [REDACTED]

[overallresponse]

5. I wholly object to

[response]

I object as this will affect my access to my car as I am disabled and I live in [REDACTED] Crossthwaite Ave, I cannot walk long distances without getting out of breath and it is already difficult on occasions when non-residents abuse parking and my family have to drop me off and then find parking, I wouldn't mind if the council decide to in force residents parking on one side of the street or if they could give me a disabled parking section (please advise) but overall I object to this proposal!

**Herd, Michael**

---

**From:** Herd, Michael  
**Sent:** 17 June 2014 11:23  
**To:** [REDACTED]  
**Subject:** RE: [REDACTED] - Dylways - objection to proposed waiting restrictions  
**Dear Mr** [REDACTED]

Thank you for your objection to the proposed double yellow lines for Crossthwaite Avenue and Dylways. I also note your suggestion that a controlled parking zone should be introduced in this area.

### **Yellow line proposals**

As background to our proposals, the council was contacted by local residents and London Fire Brigade (LFB) who all raised concern about obstructive parking occurring in your local network of streets, particularly where the road was narrow and at junctions.

Officers have carried out two site assessments to evaluate the concerns that have been raised. These assessments took place on 27 January and 24 February 2014, the latter took place with the Watch Manager and crew from London Fire Brigade (LFB) Brixton Green Watch.

During the site assessments a number of locations were identified where fire appliances would be obstructed and delayed from proceeding along the public highway in the event of a real emergency.

Whilst I understand your concern about increased parking pressure from these proposals, the authority has an explicit duty to secure the expeditious movement of traffic (known as the network management duty). Our proposals are made to discharge that duty. There is not specific duty for us to provide on-street parking, which is not a given right.

I hope that the above explains why we have made these proposals which are, in short, to ensure access and to avoid delay to emergency service vehicles which could otherwise cost lives.

### **Parking Zone**

At present we do not have plans to consult on a resident permit system for your area. However, we are aware of the pressure in this area. Following local elections, the council is currently preparing its 2014/15 strategic parking project. We will consider your support for a zone when preparing that programme which will be approved by the Cabinet Member in the next 4 to 6 weeks.

As we have received a number of objections a report detailing the objections, including yours will be sent to Camberwell Community Council for a final decision in July.

Regards

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

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

From: information.administrator@southwark.gov.uk [<mailto:information.administrator@southwark.gov.uk>]  
Sent: 15 June 2014 20:24  
To: traffic orders  
Subject: Consultation response

[Title]  
Mr

[Firstname]  
[REDACTED]

[Lastname]  
[REDACTED]

04/07/2014

[Telephone number]

[REDACTED]

[Email address]

[REDACTED]

[Are you]

A resident

[Which consultation]

Dylways, Crossthwaite Avenue double yellow lines proposal.

[Overall response]

5. I wholly object to

[response]

The above roads and all nearby ones are targeted by non residents as free parking space for their cars.

As it is already it's difficult for us residents find a convenient space to park our car near our house, (we are a family with baby). Although we understand the need for some of those roads to be given double yellow lines, without a proper residents parking scheme in operation it will only increase parking congestion and lead to possible arguing with non residents looking to park on our streets.

Please run a consultation on residents parking only.

**Herd, Michael**

---

**From:** Herd, Michael  
**Sent:** 16 June 2014 14:51  
**To:** [REDACTED]  
**Subject:** RE: [REDACTED] - Crossthwaite Avenue - objection to proposed waiting restrictions  
**Dear** [REDACTED],

My apologies if my response has given you the impression that a decision has already been made, it has not. The email detailed the reasons for proposing the double yellow lines.

A report detailing all objections, including yours will be presented to the Dulwich community council for ward members to make a determination on whether to up hold or reject objections. This not a power held by officers.

Regards

Michael Herd

---

**From:** [REDACTED]  
**Sent:** 16 June 2014 14:39  
**To:** Herd, Michael  
**Subject:** Re: [REDACTED] - Crossthwaite Avenue - objection to proposed waiting restrictions

Dear Mr Michael Herd,

From your response it is clear that this is not a consultation with residents of the area. This decision appears to have already been cast in stone, no matter what the impact of those of us that live here.

It is no wonder that there is little trust with the council.

Your sincerely  
[REDACTED]

On Thu, Jun 12, 2014 at 11:32 AM, Herd, Michael <[Michael.Herd@southwark.gov.uk](mailto:Michael.Herd@southwark.gov.uk)> wrote:

**Dear** [REDACTED],

Thank you for your objection to the proposed double yellow lines for Crossthwaite Avenue.

**Yellow line proposals**

As background to our proposals, the council was contacted by local residents and London Fire Brigade (LFB) who all raised concern about obstructive parking occurring in your local network of streets, particularly where the road was narrow and at junctions.

Officers have carried out two site assessments to evaluate the concerns that have been raised. These assessments took place on 27 January and 24 February 2014, the latter took place with the Watch Manager and crew from London Fire Brigade (LFB) Brixton Green Watch.

During the site assessments a number of locations were identified where fire appliances would be obstructed and delayed from proceeding along the public highway in the event of a real emergency.

Whilst I understand your concern about increased parking pressure from these proposals, the authority has an explicit duty to secure the expeditious movement of traffic (known as the network management duty). Our proposals are made to discharge that duty. There is not specific duty for us to provide on-street parking, which is not a given right.

I hope that the above explains why we have made these proposals which are, in short, to ensure access and to avoid delay to emergency service vehicles which could otherwise cost lives.

A report detailing your objection will be sent to Camberwell Community Council for a final decision in July.

Regards

Michael Herd  
Network development officer

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

From: [information.administrator@southwark.gov.uk](mailto:information.administrator@southwark.gov.uk)  
[<mailto:information.administrator@southwark.gov.uk>]

Sent: 11 June 2014 20:42

To: traffic orders

Subject: Consultation response

[Title]

Mrs

[Firstname]

[REDACTED]

[Lastname]

[REDACTED]

[Telephone number]

[REDACTED]

[Email address]

[REDACTED]

[Areyou]

A resident

[Whichconsultation]

CROSTHWAITE AVENUE, to introduce 'at any time' waiting restrictions on the northwest side: [i] outside Nos. 2-4 Crossthwaite Avenue, [ii] outside Turner Court, [iii] outside Hunter Court, and [iv] on the south-east side outside Nos. 21-27 Crossthwaite Avenue; DYLWAYS, to introduce 'at any time' waiting restrictions on the north-east side opposite its junction with Crossthwaite Avenue; WOODFARRS, to introduce 'at any time' waiting restrictions throughout the south-west side, and on all sides of the island site located at its junction with Dylways/Nairne Grove;

[overallresponse]

5. I wholly object to

[response]

I am an elderly person and there isn't sufficient parking in order for resident cars, visitor or even being able to use taxi service. Removing parking will make life very difficult.

The email you received and any files transmitted with it are confidential, may be covered by legal and/or professional privilege and are intended solely for the use of the individual or entity to whom they are addressed. If you have received this in error please notify us immediately. If you are not the intended recipient of the email or the person responsible for delivering it to them you may not copy it, forward it or otherwise use it for any purpose or disclose its contents to any other



person. To do so may be unlawful. Where opinions are expressed in the email they are not necessarily those of Southwark Council and Southwark Council is not responsible for any changes made to the message after it has been sent.

**Herd, Michael**

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**From:** Herd, Michael  
**Sent:** 17 June 2014 11:18  
**To:** [REDACTED]  
**Subject:** RE: [REDACTED] - Crossthwaite Avenue - objection/representation re proposed waiting restrictions  
**Dear [REDACTED],**

Thank you for your objection to the proposed double yellow lines for Crossthwaite Avenue. I also note your suggestion that a controlled parking zone should be introduced in this area.

#### **Yellow line proposals**

As background to our proposals, the council was contacted by local residents and London Fire Brigade (LFB) who all raised concern about obstructive parking occurring in your local network of streets, particularly where the road was narrow and at junctions.

Officers have carried out two site assessments to evaluate the concerns that have been raised. These assessments took place on 27 January and 24 February 2014, the latter took place with the Watch Manager and crew from London Fire Brigade (LFB) Brixton Green Watch.

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#### **Parking Zone**

At present we do not have plans to consult on a resident permit system for your area. However, we are aware of the pressure in this area. Following local elections, the council is currently preparing its 2014/15 strategic parking project. We will consider your support for a zone when preparing that programme which will be approved by the Cabinet Member in the next 4 to 6 weeks.

As we have received a number of objections a report detailing the objections, including yours will be sent to Camberwell Community Council for a final decision in July.

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

---

**From:** Herbert, Richard **On Behalf Of** traffic orders  
**Sent:** 17 June 2014 10:47  
**To:** Herd, Michael  
**Subject:** [REDACTED] - Crossthwaite Avenue - objection/representation re proposed waiting restrictions

---

**From:** [REDACTED]  
**Sent:** 15 June 2014 16:53  
**To:** traffic orders  
**Subject:** ref prp/nd/tmo1415-001

Dear Sir, As a resident and car owner,I am writing regarding the proposed double yellow lines on Crossthwaite Avenue.

Having lived on the estate for 64 years,when my Father's car was the only car on the street! I have seen the increase in

cars ,especially in the last 6 years since the closure of roads for parking around kings College Hospital and surrounding

area.People come and park their cars and go off to catch trains and buses then return in the evening,leaving our housing

estate a glorified car park ! .I agree something needs to be done for the reasons of safety ,but why penalise the residents?

Give us some form of parking permit and the yellow lines so we can get rid of the day trippers!.

yours sincerely [REDACTED]

ps please direct to Nicky Costin



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