

# Peckham and Nunhead Community Council

Theme: Caring for all our communities

Saturday 6 February 2016

1.00 pm

St Mary Magdalene Church, 17 St Mary's Road, (Off Queens Road) London,  
SE15 2EA

## 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 29 January 2016



## Order of Business

**Item  
No.**

**Title**

<b>Item No.</b>	<b>Title</b>	<b>Time</b>
	<b>WELLBEING AND CARING EXHIBITION</b>	
	The wellbeing and caring exhibition will take place at 12.15 pm.	
<b>1.</b>	<b>INTRODUCTION AND WELCOME</b>	<b>1.00 pm</b>
<b>2.</b>	<b>APOLOGIES</b>	
<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 FROM THE PREVIOUS MEETING</b> (Pages 1 - 8)	
	To approve the minutes of the previous meeting held on 10 November 2015.	
<b>6.</b>	<b>DEPUTATION REQUESTS</b>	<b>1.10 pm</b>
	Deputation requests – report to follow.	
<b>7.</b>	<b>COMMUNITY ANNOUNCEMENTS AND PRESENTATIONS</b>	<b>1.30 pm</b>
	<ul style="list-style-type: none"> <li>• Introducing CANs at Community Council meetings (Ian Redding)</li> <li>• Announcement about the New Southwark Plan (Tom Buttrick)</li> </ul>	
<b>8.</b>	<b>YOUTH COMMUNITY SLOT</b>	<b>1.20 pm</b>
	<ul style="list-style-type: none"> <li>• Simone Powderly, young model and community activist – talks about her own experiences to empower young women and her work in the community.</li> </ul>	
<b>9.</b>	<b>THEME - CARING FOR ALL OUR COMMUNITIES</b>	<b>1.45 pm</b>

Item No.	Title	Time
	<p><b>The theme – caring for all our communities</b></p> <ul style="list-style-type: none"> <li>The chair’s introduction.</li> </ul> <p><b>Presentations from the following people</b></p> <p>The cabinet member for Adult Care and Financial Inclusion – Cllr Stephanie Cryan</p> <ul style="list-style-type: none"> <li>Link Age Southwark – Gemma Juma</li> <li>Short presentation on Age Friendly Southwark – Jessica Leech, Southwark Council</li> </ul> <p>Overview of the council’s work on Safety - The cabinet member for Communities and Safety – Cllr Michael Situ</p> <p>Eva Gomez, Southwark Council – to cover the following topics:</p> <ul style="list-style-type: none"> <li>Women’s safety charter – short film clip (tackle everyday harassment that women experience in their everyday lives).</li> </ul> <p><b>The workshops</b></p> <ul style="list-style-type: none"> <li>Women’s safety and domestic violence</li> <li>Children’s safety/Child exploitation and abuse.</li> <li>Age Friendly Southwark</li> <li>Mental health</li> </ul> <p><b>BREAK - 3.00 PM</b></p> <p>An opportunity for residents to talk to Councillors and Officers.</p>	
10.	<p><b>SAFE GUARDING OUR VULNERABLE YOUNG PEOPLE AND FEEDBACK FROM WORKSHOPS</b></p> <p>Cabinet member for Children and Schools - Cllr Victoria Mills</p> <ul style="list-style-type: none"> <li>Safeguarding our young people</li> <li>Feedback from workshops</li> </ul>	3.15 pm
11.	<p><b>PUBLIC QUESTION TIME</b></p> <p><b>You said we did!</b></p> <p>This is an opportunity for public questions to be addressed to the chair.</p> <p>Residents or persons working in the borough may ask questions on any matter in relation to which the council has powers or duties.</p> <p>Responses may be supplied in writing following the meeting.</p>	3.25 pm

Item No.	Title	Time
12.	<b>COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY</b>	3.30 pm
	Each community council may submit one question to a council assembly meeting that has previously been considered and noted by the community council.	
	Any question to be submitted from a community council to council assembly should first be the subject of discussion at a community council meeting. The subject matter and question should be clearly noted in the community council's minutes and thereafter the agreed question can be referred to the constitutional team.	
	The community council is invited to consider if it wishes to submit a question to the ordinary meeting of council assembly.	
13.	<b>CLEANER GREENER SAFER FUNDING REALLOCATION</b> (Pages 9 - 16)	3.40 pm
14.	<b>CLEANER GREENER SAFER FUNDING 2015-16 AWARDS</b> (Pages 17 - 24)	3.50 pm
	<b>Note:</b> This is an executive function	
	Members considered the recommendations contained within the report.	
15.	<b>LOCAL PARKING AMENDMENTS</b> (Pages 25 - 47)	4.00 pm
	Executive Function	
	Members to consider the local parking schemes contained within the report.	
16.	<b>BIKE HANGARS - PECKHAM AND NUNHEAD AREA</b> (Pages 48 - 56)	4.20 pm
17.	<b>LOCAL PARKING REPORT: ESTATE PARKING SCHEME - MONTEAGLE WAY</b> (Pages 57 - 61)	4.30 pm
	<b>Note:</b> This is an executive function.	
	Members to consider the recommendations in the report.	
18.	<b>BELLENDEN ROAD HOLLY GROVE, LYNDHURST WAY - WALKING AND CYCLING IMPROVEMENTS</b> (Pages 62 - 121)	4.40 pm
	Results of the Public Consultation.	

**Item No.**

**Title**

**Time**

Date: Friday 29 January 2016



## Peckham and Nunhead Community Council

MINUTES of the OPEN section of the Peckham and Nunhead Community Council held on Tuesday 10 November 2015 at 7.00 pm at Harris Academy Peckham, 112 Peckham Road, London SE15 5DZ

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**PRESENT:**

- Councillor Johnson Situ (Chair)
- Councillor Cleo Soanes
- Councillor Evelyn Akoto
- Councillor Jasmine Ali
- Councillor Fiona Colley
- Councillor Sunil Chopra
- Councillor Nick Dolezal
- Councillor Gavin Edwards
- Councillor Renata Hamvas
- Councillor Richard Livingstone
- Councillor Jamille Mohammed
- Councillor Sandra Rhule
- Councillor Michael Situ

### OTHER MEMBERS

**PRESENT:** Councillor Radha Burgess

**OFFICER SUPPORT:**

- Kevin Dykes, Senior Development Officer
- Jessica Leech, Resident Participation Co-ordinator
- Daniel Rankine, Head of Housing and Modernisation
- Ambrose Omoma, Community Involvement Project Officer
- Gill Kelly, Community Council Development Officer
- Beverley Olamijulo, Constitutional Officer

### 1. INTRODUCTION AND WELCOME

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

The chair thanked Harris Academy Peckham for hosting the meeting and arranging for the community council meeting to be live streamed with the assistance from officer, Fitzroy Williams in the scrutiny team.

### 2. APOLOGIES

There were apologies for absence from Councillors Victoria Mills and Barrie Hargrove.

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

None were disclosed.

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

There were no urgent items.

**5. MINUTES FROM THE PREVIOUS MEETING**

**RESOLVED:**

That the minutes of meeting held on the 16 September 2015 be agreed as an accurate record of the meeting and signed by the chair.

**6. DEPUTATIONS/PETITIONS**

There were none.

**7. YOUTH COMMUNITY SLOT**

Joe Dobson, main spokesperson and secretary of the board of Trustees for the United All Stars which was formerly Carrib FC addressed the meeting. United All Stars received funding from the neighbourhoods fund and the representatives were present to talk about the local community work they do for the children in the area. They run the project from Peckham Rye Park.

Also in attendance was Rilwan, one of the coaches at United All Stars. He said the project was a voluntary organisation which he attended previously as young person. The representatives said the project was awarded £1,000 from the neighbourhoods funding. The project organised a trip to York for around 30 young people.

The were recently asked to share their thoughts about their local area and issues relating to crime. The representatives also spoke about the youth champions and the activities they do and those that show leadership skills would lead on activities.

The speaker mentioned that some young people from United All Stars were involved in clearing up the Peckham Rye park.

The chair thanked both representatives for attending the meeting.

**8. COMMUNITY ANNOUNCEMENTS AND PRESENTATIONS**

### **Neighbourhoods fund 2015 - 2016**

Gill Kelly, community council development officer announced the launch of the neighbourhoods fund for 2016-17. Gill explained the neighbourhoods fund was a pot of money available to the community where they could do some excellent projects in their area. The funding programme is ward based fund and has to benefit the community. It was open from 2 November 2015 to 6 January 2016.

Details were available at the website. People were encouraged to think about what they could do in their area. Gill asked those present to speak to her during the break or their ward councillors.

For more information contact: [gill.kelly@southwark.gov.uk](mailto:gill.kelly@southwark.gov.uk) or Tel. 020 7525 7690

### **Peckham Vision**

Eileen Conn talked about the work Peckham vision, a neighbourhood funded project and the development and regeneration of the Peckham town centre. Peckham vision work with local residents and traders on planning matters and planning process over the last ten years which led to the creation of planning network.

Eileen said that there were any local people who were interested in planning should join the network and get themselves involved in various planning aspects of the town centre, whether it was a planning application, development site, conservation area, historic buildings and planning policy (the new Southwark plan). The consultation for the plan had just begun so she wanted to encourage people to get involved in project. The planning network were also involved in the Peckham area action plan because the network were very much involved in the process and fifteen residents attended the public hearing. The network was also interested in spaces between buildings. The transport for London study with Southwark highlights how to improve walking spaces around Peckham and the town centre. The networks also look at community rights in planning which arose out of the localism act.

Eileen said having a keen interest in planning also allows one to know the history of Peckham which has an amazing collection of buildings with various types of architecture. One of the key points to this people working together to improve their neighbourhood. Eileen thanked the community council for their funding contribution.

Councillor Ali mentioned the funding allocation was money well spent because it helped with a lot of projects like the clean up event in Rye Lane that was scheduled in December last year and working in partnership with Peckham vision and local traders.

### **Bellenden traffic calming proposals**

The chair announced that officers would be consulting on the proposals for the Bellenden Road traffic calming review by the end of the year with a view to consult formally with the community council at the meeting in February 2016.

### **Create Peckham**

Paula Sky Crook from CREATE Peckham, a new arts and craft project based in Livesey



ward. The project was set up through a community group on the Unwin and Friary Estate. Many local residents at the time felt there was a lack of regular activities for people to meet and try out new things in the area. The project offers a range of arts and crafts activities including cake decorating, embroidery skills and sewing. The project encourages people to get involved in their local area and help the more vulnerable residents with their shopping and other organised trips.

For more information about the CREATE project visit Christ Church in Peckham on Saturday mornings at 11am or email [createpeckham@gmail.com](mailto:createpeckham@gmail.com)

### **Resident led delivery**

Jessica Leech, Resident Participation Co-ordinator explained that a series of workshops and area panels have been organised for the community. The workshops were set up following the housing area forum meetings and feedback from the consultation on the housing commission. The service panel would firstly look at housing repairs. Jessica said she would be available during the break and asked people to get involved with the workshops and area panels.

For more information contact Jessica Leech on 020 7525 5853 or email [jessica.leech@southwark.gov.uk](mailto:jessica.leech@southwark.gov.uk)

### **Police updates**

Sergeant Richard Warren from The Lane safer neighbourhood team was present to give an update on policing matters. He responded to questions and highlighted matters relating to general nuisance with aggressive begging in the area, reduced knife crime in the Peckham Town area and crime prevention measures like smart water.

The officer mentioned the safer neighbourhood team were involved in local youth groups and schools as part of working with the community to address the issue of knife crime. Councillor Michael Situ also mentioned the council were also trying to tackle the problem by working with young people.

## **9. THEME - ENTERPRISE AND DIGITAL INCLUSION**

The chair introduced the theme and welcomed Councillor Radha Burgess, deputy cabinet member for Digital Strategy.

Councillor Burgess presented the three major priorities the council were focussing on for digital inclusion:

- How to improve services – example house repairs
- Increase transparency and trust
- To help the community and the council work together effectively.

Daniel Rankin, Housing service management was present to talk about how the council were delivering its services to the local community for both those that used online services and those that did not.

The meeting then went into workshops and the representatives that facilitated the workshops mentioned that “my Southwark” on the council’s website proved quite popular amongst residents.

Ahmed Kabba spoke about the digital work the SGTO (Southwark Group of Tenants Organisations) do with the tenant associations. He talked about “Get online with SGTO” in order to bring awareness of digital inclusion.

The chair thanked everyone that participated in the workshops.

## **10. INTRODUCTION TO THE BUDGET PROCESS**

Councillor Fiona Colley, cabinet member for finance, modernisation and performance, explained that, as in previous years, the council was carrying out a consultation on its budget. The council had to make a substantial amount of saving since the last spending review. Councillor Colley explained that the council had been forced to make savings over the last five years of £156 million. Over the next three years, there would be a further funding reduction of about £96 million.

This year’s consultation exercise was interactive voting, in response to a series of questions on the council’s future funding priorities.

Residents in attendance were given voting pads and their responses were noted for analysis.

## **11. PEDESTRIAN SAFETY "WALK IN PECKHAM"**

The item was deferred to a future meeting.

## **12. PUBLIC QUESTION TIME**

The following questions were raised at the meeting:

Public question 1:

Could the community council agree to support in let’s make London the first ever national park city. No public funding would be used or asked of. The idea would be to help local councils to protect their local parks, create tree wardens and park rangers. The national parks for England are behind this proposal and is also fully supported by the London Greater Assembly. Lesley called upon the other areas of Southwark to support the proposal.

Public question 2:

When will the Peckham Town Centre – Rye Lane and Peckham High Street be free from clutter with local shop keepers blocking access and pavements with boxes and other street clutter – when will this be addressed by the council?

Public question 3:

Neighbourhood fund – how can people get involved in activities in the local area?

Public question 4:

When will the community receive an update on the Peckham Co-design and is there likely to be a full consultation on this so that people can look at the plans?

Public question 5:

Why are the council owned swimming pools are of poor standard and lack regular maintenance – they need to be brought up to an acceptable standard (e.g. Peckham Pulse and Elephant and Castle swimming pools)?

Public question 6:

Clear bags for recycling – these bags have not been delivered to residents for over a year – why is that?

Public question 7:

Bulky waste and collection of large of items which is free at the moment – if the council intends to impose a charge for the collection of such item, this could lead to fly tipping which rarely happens at the moment. Also consideration should be given to elderly residents who may not afford the cost of disposing large items.

Public question 8:

Rubbish around Thomas Calton Learning Centre and the Leisure Centre (Peckham Pulse?)

Public question 9:

The community council should encourage young people to attend and engage more with the community particularly at the community council meetings.

### **13. COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY**

There were no community council questions at this meeting.

#### **Note**

The chair reminded the community council that the question which was submitted in July 2015 concerning the update on Peckham Square arch would be tabled at council assembly on the 25 November 2015. Following council assembly, a response to the question is provided below.

The question which was submitted at the meeting in September 2015; regarding a new the bus stop along Peckham High Street would be tabled at council assembly in January 2016.

### **Community council question in July 2015**

“Will the cabinet member for regeneration give an update to the Peckham and Nunhead community council on the Peckham Square arch?”

### **Response**

Since December 2014, residents and local businesses have been invited to take part in a CoDesign process for the development of 91-93 Peckham High Street and improvements to Peckham Square. A total of seven workshops have been held, the last one being on the 9 November 2015.

After discussing the options for redeveloping the square and with local residents and whether to remove or retain Peckham Arch, in July 2015 a decision was made by the council to remove the arch and develop the two new buildings. Since then, three more workshops have been held to develop options for the two new buildings to create an attractive, accessible and active gateway in to the square.

The architects, CTA, have listened closely to what local residents have said they would like to see in this development, from the materials on the outside, the height and massing to the internal layout and uses. The proposals are also being taken forward in the context of Mountview’s proposal for the theatre academy at Eagle Wharf.

The final workshop was held in November and the scheme will shortly be submitted to the planning department to commence pre-applications discussions ahead of the submission of a full application early in the new year.

The key benefits of this scheme include:

- Up to 17 new homes, some of which will be council homes.
- A new co-working space at ground floor to increase employment and small business opportunities for local people.
- A new community gallery space that opens up into the square and provides a more active frontage.
- An opportunity to address a number of accessibility issues regarding ramps and stairs into the square.
- An opportunity to redesign the entrance to the square to ease pedestrian / cyclist conflicts.
- Better views through to the square making it feel better connected to the high street.
- A better environment, encouraging more people to spend time in the square rather than just pass through.

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

The item was withdrawn.

Meeting ended at 9.35 pm

**CHAIR:**

**DATED:**

<b>Item No.</b> 13.	<b>Classification:</b> Open	<b>Date:</b> 6 February 2016	<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>		Livesey, Nunhead, Peckham, Peckham Rye, The Lane	
<b>From:</b>		Head of Highways	

### RECOMMENDATION

1. That Peckham and Nunhead Community Council approve the re-allocation of a total of £155,899 as part of the 2016/2017 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 2015 £8.26m 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 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 13 projects which have a total under spend of £155,899.
4. It is recommended that the under spend of £6,000 from Dunstall House bulky waste storage, project reference [106366], is reallocated as part of the 2016/2017 CGS programme.
5. It is recommended that the under spend of £9,000 from Dunstall House entrance improvements, project reference [106369], is reallocated as part of the 2016/2017 CGS programme.
6. It is recommended that Refreshing the planting on Peckham Square, project reference [105880], is cancelled and the remaining £13,400 is reallocated as part of the 2016/2017 CGS programme. The planting beds where this project was to take place fall within the redevelopment plans for Peckham Square. The area will be re-landscaped and planted as part of these plans.
7. It is recommended that Peckham home energy efficiency, project reference [105491], is cancelled and the remaining £18,500 is reallocated as part of the 2016/2017 CGS programme. The original scope of this project is no longer

feasible. Potential capital improvements to household energy efficiency are being rolled out by utility companies and Southwark council's warm, dry and safe programme.

8. It is recommended that clean up behind Andoversford Court West, project reference [105877], is cancelled and the original award of £300 is reallocated as part of the 2016/2017 CGS programme. The area has been cleared by another council department.
9. It is recommended that the Asylum Road wheelie bin storage, project reference [105621], is cancelled and the remaining £30,000 is reallocated as part of the 2016/2017 CGS programme. The original proposal to create build outs on the carriageway was rejected by residents at feasibility design stage due to the loss of parking spaces.
10. It is recommended that the under spend of £1,000 from Goldsmiths Nature Garden fencing, project reference [106371], is reallocated as part of the 2016/2017 CGS programme.
11. It is recommended that the under spend of £1,100 from transition Town Peckham green corridors, project reference [106368], is reallocated as part of the 2016/17 CGS programme.
12. It is recommended that 12 -18 Kirkwood Road, project reference [106024], is cancelled and the remaining £16,526 is reallocated as part of the 2016/2017 CGS programme. The original proposal to create individual front gardens could not be delivered as not all affected residents signed up to the proposal.
13. It is recommended that Bournemouth Close – lighting proposal, project reference [106781], is cancelled and the remaining £14,533 is reallocated as part of the 2016/2017 CGS programme. The original proposal could not be delivered as it was superseded by the proposed "Beauty Boulevard" project.
14. It is recommended that 1-31 New James Court, project reference [106801], is cancelled and the remaining £5,593 is reallocated as part of the 2016/2017 CGS programme. The original proposal was to create a bin storage area but the estate has bag collection (not paladins) and there are health and safety rules as to how far Veolia operatives can pull paladins to the kerbside collection.
15. It is recommended that Holmleigh Road, project reference [106812], is cancelled and the remaining £20,000 is reallocated as part of the 2016/2017 CGS programme. The funding was not required as the works have been paid for from the Devolved Highways programme.
16. It is recommended that Peckham Rye Park wetland habitat, project reference [106803], is cancelled and the remaining £19,947 is reallocated as part of the 2016/2017 CGS programme. The funding was awarded to develop a unique wetland habitat in an area of the park where it was assumed an underground spring was present. Thames Water has now repaired a long-standing leak in the park which was the source of the water. The project is unfeasible.

### **Policy implications**

17. None.

## Community impact statement

18. 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.
19. 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.
20. 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.
21. Of particular regard are issues of age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation.
22. 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

23. This is the reallocation of existing CGS funding that was originally awarded in 2011/2012, 2012/2013, 2013/2014, 2014/2015 and 2015/2016. CGS funding is devolved to community councils to spend on suitable projects.
24. 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.
25. 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.

26. 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.
27. The total expenditure and sources of funding for the scheme will be monitored and reported on as part of the overall capital programme.

### **Consultation**

28. 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 Law and Democracy**

29. The allocation of the cleaner greener safer capital fund ('CGS') is an executive function, delegated by the Leader to community councils.
30. Community councils are 'area committees' within the meaning of the Act and executive functions can be delegated to them by the Leader.
31. This report is recommending that the Peckham and Nunhead Community Council approve the reallocation of available funds from the 2009/2010, 2011/2012, 2012/2013, 2013/2014, 2014/2015 and 2015/2016 programme as specified at appendix 1 to the 2014/2015 capital funding allocation. The power for this function is detailed in 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".
32. The appropriate cabinet member approved the funding for the 2009/2010 programme in June 2009, 2010/2011 programme in October 2009, the 2012/2013 programme in October 2011, the 2013/2014 programme in September 2012, the 2014/2015 programme in September 2013 and the 2015/2016 programme in August 2014 by virtue of 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.
33. 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.
34. 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 33 to 36 in the community impact statement.

### Strategic Director of Finance and Governance

35. This report requests the approval of the Peckham and Nunhead Community Council for the re-allocation of a total of £155,899, originally allocated to projects under the cleaner greener safer (CGS) programme, to other projects in the 2016/2017 cleaner greener safer programme, as set out in Appendix 1.
36. The strategic director of finance and governance notes that the re-allocation of the funding will be contained within the existing departmental capital budgets for cleaner greener safer allocated as part the council's capital programme.
37. Staffing and any other costs connected with this recommendation to be contained within existing departmental revenue budgets.

### BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
<p>Nunhead and Peckham Rye Community Council meeting held on Wednesday 10 June 2009, Minutes item 8</p> <p><a href="http://moderngov.southwarksites.com/documents/g2796/Public%20minutes%20Wednesday%2010-Jun-2009%2019.00%20Nunhead%20and%20Peckham%20Rye%20Community%20Council.pdf?T=11">http://moderngov.southwarksites.com/documents/g2796/Public%20minutes%20Wednesday%2010-Jun-2009%2019.00%20Nunhead%20and%20Peckham%20Rye%20Community%20Council.pdf?T=11</a></p>	<p>Environment and Leisure / Highways 160 Tooley Street</p>	<p>Michelle Normanly 020 7525 0862</p>
<p>Peckham Community Council meeting held on Monday 31 October 2011, Minutes item 14</p> <p><a href="http://moderngov.southwarksites.com/documents/g3943/Printed%20minutes%20Monday%2031-Oct-2011%2018.30%20Peckham%20Community%20Council.pdf?T=1">http://moderngov.southwarksites.com/documents/g3943/Printed%20minutes%20Monday%2031-Oct-2011%2018.30%20Peckham%20Community%20Council.pdf?T=1</a></p>	<p>Environment and Leisure / Highways 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://moderngov.southwarksites.com/documents/g3945/Printed%20minutes%20Saturday%2024-Mar-2012%2013.00%20Peckham%20Community%20Council.pdf?T=1">http://moderngov.southwarksites.com/documents/g3945/Printed%20minutes%20Saturday%2024-Mar-2012%2013.00%20Peckham%20Community%20Council.pdf?T=1</a></p>	<p>Environment and Leisure / Highways 160 Tooley Street</p>	<p>Michelle Normanly 020 7525 0862</p>
<p>Peckham and Nunhead Community Council meeting held on Wednesday 17 April 2013, Minutes item 12</p>	<p>Environment and Leisure / Highways 160 Tooley Street</p>	<p>Michelle Normanly 020 7525 0862</p>

<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>		
<p>Peckham and Nunhead Community Council meeting held on Wednesday 12 February 2014, Minutes item 14</p> <p><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></p>	<p>Environment and Leisure / Highways 160 Tooley Street</p>	<p>Michelle Normanly 020 7525 0862</p>
<p>Peckham and Nunhead Community Council meeting held on Monday 23 March 2015, Minutes item 13</p> <p><a href="http://moderngov.southwarksites.com/documents/g4846/Printed%20minutes%20Monday%2023-Mar-2015%2019.00%20Peckham%20and%20Nunhead%20Community%20Council.pdf?T=1">http://moderngov.southwarksites.com/documents/g4846/Printed%20minutes%20Monday%2023-Mar-2015%2019.00%20Peckham%20and%20Nunhead%20Community%20Council.pdf?T=1</a></p>	<p>Environment and Leisure / Highways 160 Tooley Street</p>	<p>Michelle Normanly 020 7525 0862</p>

## APPENDICES

No.	Title
Appendix 1	Cleaner Greener Safer programme funding reallocation - 6 February 2016

## AUDIT TRAIL

<b>Lead Officer</b>	Eamon Doran, Group Manager Road Safety & Community Projects	
<b>Report Author</b>	Michelle Normanly, Senior Project Manager	
<b>Version</b>	Final	
<b>Dated</b>	28 January 2016	
<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 Law and Democracy	Yes	Yes
Strategic Director of Finance and Governance	Yes	Yes
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>	28 January 2016	

**Appendix 1**  
**Peckham and Nunhead Community Council**  
**Cleaner Greener Safer programme**  
**Funding reallocation - 6 February 2016**

<b>PROJECTS WITH UNDERSPENDS</b>						
<b>Project name</b>	<b>Year of Award</b>	<b>Approval date</b>	<b>Ward</b>	<b>Reason for under spend</b>	<b>Original award</b>	<b>Amount to be returned to Community Council</b>
106024 12 - 18 Kirkwood Road	2009 - 2010 & 2013 - 2014	10/06/2009 & 17/04/2015	The Lane	Recommended for cancellation. Not all residents agreed to the proposal to create individual front gardens.	£20,000	£16,526
105491 Peckham Home Energy Efficiency	2011 - 2012	31/10/11	Peckham	Recommended for cancellation. Potential capital improvements to household energy efficiency are being rolled out by utility companies and Southwark Council's Warm, Dry and Safe programme.	£20,000	£18,500
105621 Asylum Road wheelie bin storage	2012 - 2013	24/03/12	Livesey	Recommended for cancellation. Proposals for build-outs which would result in loss of parking was rejected at initial consultation.	£36,600	£30,000
105880 Refreshing the planting on Peckham Square	2013 - 2014	17/04/13	Peckham	Recommended for cancellation. The area of works is part of the redevelopment plans for Peckham Square.	£14,200	£13,400
105877 Cleanup behind Andoversford Court West	2013 - 2014	17/04/13	Peckham	Recommended for cancellation. Clearance has been undertaken by another council department.	£300	£300
106366 Dunstall House bulky waste storage	2014 - 2015	12/02/14	Peckham	Project completed under budget	£21,500	£6,000
106369 Dunstall House entrance improvements	2014 - 2015	12/02/14	Peckham	Project completed under budget	£21,500	£9,000
106371 Goldsmiths Nature Garden fencing	2014 - 2015	12/02/14	Peckham	Project completed under budget	£9,100	£1,000
106368 Transition Town Peckham green corridors	2014 - 2015	12/02/14	Peckham	Project completed under budget.	£3,565	£1,100
106812 Holmleigh Road	2015-2016	23/03/15	Peckham Rye	Recommended for cancellation. The works have been funded within the Devolved Highways programme.	£20,486	£20,000
106803 Peckham Rye Park wetland habitat	2015-2016	23/03/15	Peckham Rye	Recommended for cancellation. The project is unfeasible.	£20,000	£19,947
106781 Bournemouth Close - lighting proposal	2015-2016	23/03/15	The Lane	Recommended for cancellation. The original proposal has been superseded by the proposed "Beauty Boulevard" project.	£15,000	£14,533
106801 1-31 New James Court - Recycling area	2015-2016	23/03/15	The Lane	Recommended for cancellation. Veolia's Health and Safety rules will not allow the creation of a bin store at the proposed distance from the kerbside.	£6,000	£5,593

**Total to be returned to Peckham and Nunhead Community Council** **£155,899**

<b>Total available to be reallocated to the 2016/2017 CGS programme by ward</b>						
Livesey						£30,000
Nunhead						£0
Peckham						£49,300
Peckham Rye						£39,947
The Lane						£36,652

**Total to be allocated to 2016/17 programme** **£155,899**

<b>Item No.</b> 14.	<b>Classification:</b> Open	<b>Date:</b> 6 February 2016	<b>Meeting Name:</b> Peckham and Nunhead Community Council
<b>Report title:</b>		Cleaner Greener Safer 2016/17: Capital Funding Allocation	
<b>Ward(s) or groups affected:</b>		Livesey (Peckham), Nunhead, Peckham, Peckham Rye, The Lane	
<b>From:</b>		Head of Highways	

### RECOMMENDATION

1. To approve the allocation of funds for the 2016-17 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 (CGS) has been running since 2003.
3. In the first thirteen years of the CGS programme, £32,273,000 has been allocated to community councils leading to 2,242 projects being approved.
4. In the Peckham and Nunhead Community Council area, £8,256,241 has been allocated to 515 projects, 467 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 2016/17 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, costs for events, festivals, workshops or other one-off events are not eligible for capital funding. Internal improvements to housing property and works on schools where there is no access to the general public are also not eligible. CCTV proposals are eligible only where ongoing revenue costs have been secured. 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 of community councils to bring together and involve 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 2016/17 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 Law and Democracy**

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 detailed in 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 2016/2017 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 16 in the community impact statement.

### **Strategic Director of Finance and Governance**

31. This report seeks the approval of Peckham and Nunhead Community Council for the allocation of funds for the 2016/17 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 governance notes the resource implications contained within the report that the proposed allocation will be contained within the councils capital programme.
33. It is also noted that officers' time and any other costs connected with this recommendation will be contained within existing departmental revenue budgets.

### **BACKGROUND DOCUMENTS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
Launch of Cleaner Greener Safer Capital Programme 2015/16 - August 2014	Cleaner Greener Safer, Public Realm, 160 Tooley Street London SE1 2TZ  <a href="http://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?ID=4798">http://moderngov.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 2016/17: Applications

**AUDIT TRAIL**

<b>Lead Officer</b>	Eamon Doran, Group Manager - Road Safety and Community Projects	
<b>Report Author</b>	Michelle Normanly, Senior Project Manager	
<b>Version</b>	Final	
<b>Dated</b>	26 January 2016	
<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 Law and Democracy	Yes	Yes
Strategic Director of Finance and Governance	Yes	Yes
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional team</b>	26 January 2016	

## Appendix 1

### Peckham and Nunhead Community Council

### Cleaner Greener Safer Capital programme 2016/17: Applications

Reference	Proposal Name	Ward
525817	Asylum Road Grassy Bank	Nunhead
526641	Cossall clean up	Nunhead
700015	Honiton Lighting	Nunhead
526941	Kissing Gate Project	Nunhead
530293	Kirkwood Nature Reserve Pond Plants.	Nunhead
700015	Honiton Lighting	Nunhead
700017	Turn around of waste garden	Nunhead
532295	The Green Doors of the Brimington Waste Storage Unit	Nunhead
700022	Evelina Road Railings	Nunhead
532603	Brayards Estate healthy living Project	Nunhead
533513	Community Garden for THE GREEN	Nunhead
533635	The Buchan Edible Garden - Community Orchard and Herb Garden	Nunhead
534182	Completion of the restoration of ARARA walkways.	Nunhead
534193	Cossall Estate Refuse Area	Nunhead
700027	111 A-C Evelina Road Car Park Improvements	Nunhead
534557	Buchan Estate Hall Project	Nunhead
534571	Westminster House youth club - Car Park Improvements	Nunhead
534712	Cossall TRA Sound Proofing Project.	Nunhead
534803	Stand Alone Kissing Gates Project Request Security Safety Measures: For Stand Alone Kissing Gates along Walkway to Sunwell Close.	Nunhead
535019	Cossall TRA Sound Proofing Project.	Nunhead
535522	Cossall Estate planting and greening	Nunhead
535608	Making a difference for childrens health, play and wellbeing in Dr Harold Moody Park (DHMP)	Nunhead
700043	Cheer up Harold Moody	Nunhead
700048	"Cheer up Dr Harold Moody"- Interpretive signage & improved	Nunhead
536213	Light up Clifton Way and Montague alleyways	Nunhead
536242	Light up the back of Juniper House	Nunhead
700050	Brightening & Enhancing north entry to Kirkwood at Bidwell St	Nunhead
700052	Old Tuke Garden	Nunhead
700057	A sign for Nunhead	Nunhead
700058	Nunhead Bridges Revitalisation	Nunhead
518825	Counteraction of gambling area	Peckham

519501	Brightening the Estate	Peckham
520667	Goldsmiths Nature Garden Pond and Pollinator Meadow	Peckham
524035	Bike hangar	Peckham
527877	The Surrey Canal Allotment Society	Peckham
528450	Willowbrook Estate Garage Roofs (Prevent football games and ensure children's Safety)	Peckham
533182	Re-location of dog area	Peckham
533243	Geldart Road Front Wall Renewal and Tree Planting Scheme	Peckham
533654	Hoyland Wild Flower Meadow	Peckham
533672	Hoyland Close Bin Stores	Peckham
535453	Keep Kelly Safe extend path	Peckham
535462	Keep Kelly Safe 2 archways designed by local children	Peckham
535467	Keep Kelly Safe the blind spot	Peckham
700045	Pennack Road bollard project	Peckham
700047	Pennack Road bike project	Peckham
536007	A Community Training Hub	Peckham
536178	Bells Fitness & Wellbeing Project	Peckham
536259	Garnies Close lighting	Peckham
536347	Shannon Court Pigeon netting	Peckham
700054	The Pennack Road Garden Project	Peckham
529558	Acorn Parade shop hoarding	Peckham Livesey
530333	Bike hangar for Latona Road	Peckham Livesey
530357	Lindley Estate Safer for All	Peckham Livesey
530535	Lindley Estate TRA Greener Spaces for All - 1	Peckham Livesey
700018	Credenhill House Safety Railings	Peckham Livesey
700019	Dog Bins	Peckham Livesey
700020	Notice Boards	Peckham Livesey
533283	Communal Benches at Caroline Gardens (Part II)	Peckham Livesey
534097	The re-development of Friary Estate football pitch	Peckham Livesey
535020	Bird in Bush Road bike hangar	Peckham Livesey
536442	Provision of bike and pram shed for residents of Cardiff, Exeter and Grantham houses	Peckham Livesey
700078	Asylum Road Grassy Bank	Peckham Livesey
700083	Lindley Estate TRA Greener Spaces for All - 2	Peckham Livesey
700084	Lindley Estate notice boards	Peckham Livesey
511439	Mundania Road garden project	Peckham Rye
511475	Mundania Gardens project	Peckham Rye
529579	Cycle Parking The Gardens	Peckham Rye
529639	New Zebra crossing Barry Road	Peckham Rye
529984	Memorial information board to the loss of life on the Corset Factory by a V1 rocket on the 22nd June 1944.	Peckham Rye

533294	Aquarius Golf Club ground maintenance	Peckham Rye
534558	Francesca Cabrini Outdoor Classroom	Peckham Rye
535066	Tools for One Tree Hill	Peckham Rye
535410	Raised beds for Stepping Stones at Stuart Road Allotments	Peckham Rye
535476	57 Crystal Palace Rd - Safety First in SE22	Peckham Rye
536017	Brenchley Gardens Community Raised Beds	Peckham Rye
536081	Welcome to Athenlay Football Club	Peckham Rye
536084	51-57 Cheltenham Road, Communal Garden	Peckham Rye
536104	Rye Hill Park and Rye Hill Estate-Motorbikes Shelter	Peckham Rye
536168	Rye Hill Park-Improvements to Playground(s)	Peckham Rye
536208	Rye Hill Park Garages-Additional Lighting	Peckham Rye
536453	Rother and Waveney House- Car Park resurfacing	Peckham Rye
700059	Limes Walk Tree	Peckham Rye
700062	Peckham Rye Super Play top up	Peckham Rye
700063	Peckham Rye Common Approach	Peckham Rye
700064	Peckham Rye Adventure Playground	Peckham Rye
536235	Rye Hill Estate-Renew missing metal fencing to boundary walls	Peckham Rye
521268	Cleanup Gowlett Road, SE15 (The Lane ward)	The Lane
521460	Boxing for Better Futures - Cycle Racks	The Lane
524603	Street bicycle parking	The Lane
535094	Gowlett Road cycle parking	The Lane
535228	Atwell Garden of Bloom	The Lane
535594	Pelican Plus Outdoor Gym	The Lane
535666	Equipment for the maintenance of McDermott Grove Gardens	The Lane
535949	Consort estate safety lighting	The Lane
535962	Planters for consort estate	The Lane
535982	Recycling bins for Consort estate	The Lane
536123	1-16 New James Court-Recycling Facilities	The Lane
536552	SAFER F4OAP in our Community.	The Lane
700061	Phase 2- Beautification to Crane House Area Pelican Estate	The Lane
700071	OPD block on Clifton Estate	The Lane
700089	Top of Rye Lane clean up	The Lane
700090	Cerise Road Car Park	The Lane
700091	Hanging basket in Elm Grove	The Lane
700092	Exercise machines	The Lane

<b>Item No.</b> 15.	<b>Classification:</b> Open	<b>Date:</b> 6 February 2016	<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>		Peckham, Nunhead, The Lane and Peckham Rye	
<b>From:</b>		Head of Highways	

### 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 consultation and procedures:
  - 1.1 Beaton Close – extend the existing double yellow lines to provide access to the close and opposite No.14 to allow vehicles access to the parking spaces.
  - 1.2 Clifton Way – Install double yellow lines at the entrance to the estate car park adjacent to No.47 to improve access and sight lines for all road users.
  - 1.3 Astbury Road – Install double yellow lines to improve access and traffic flow for all road users at the following locations
    - junction with Loader Street
    - junction with Colls Road
    - entrance to Astbury Business Park
    - adjacent to Nos. 62, 20 and No.107
  - 1.4 Peckham Rye – install double yellow lines and school keep clears outside Harris Academy and double yellow lines opposite Harris Academy.
  - 1.5 Friern Road – install double yellow lines at the junction with Upland Road to improve access and safety for all road users
  - 1.6 The Lane Ward – install new double yellow lines on unrestricted junctions and upgrade junctions with existing single yellow lines to double yellow lines to improve inter-visibility and road safety for all road users

### BACKGROUND INFORMATION

2. 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
3. This report gives recommendations for eight local traffic and parking amendments, involving traffic signs, waiting restrictions and road markings.
  4. The origins and reasons for the recommendations are discussed within the key issues section of this report.
    - details of the background to the submission of the report
    - any previous decisions taken in relation to the subject matter.

### KEY ISSUES FOR CONSIDERATION

5. A local parking amendment (LPA) is small project to change an existing parking restriction or to introduce a new one.
6. These tend to be carried out in locations where we have had a request to look at dangerous or obstructive parking and where small lengths of restrictions could provide a solution.
7. Local parking amendments (LPA) are batched together and carried through a quarterly programme. During the third quarter of 2015/16, the council is proposing eight LPAs as summarised in figure 1.
8. The rationale for each proposal is discussed in the associated appendix. A detailed design of the proposal is included.

Location	Proposal	Appendix
Beaton Close - junction with Gastonby Street	To extend double yellow lines at the junction with Gatonby Street and opposite No.14 to improve access for residents.	1
Clifton Way – entrance to estate car park	To install double yellow lines at the entrance to the estate car park adjacent to No.47 to improve access and sight lines for all road users	2
Astbury Road/ Colls Road	To Install double yellow lines to improve access and traffic flow for all road users at the following locations <ul style="list-style-type: none"> <li>• junction with Loader Street</li> <li>• junction with Colls Road</li> <li>• entrance to Astbury Business Park</li> <li>• adjacent to Nos. 62, 20 and No.107</li> </ul>	3
Peckham Rye outside and opposite Harris Academy	To install double yellow lines and school keep clears to restrict parking and improve safety for school children entering and leaving Harris Academy	4

Friern Road	To install double yellow lines to improve access and traffic flow for all road users on Upland Road and Friern Road	5
The Lane Ward	To install new double yellow lines on unrestricted junctions and upgrade junctions with existing single yellow lines to double yellow lines to improve inter-visibility and road safety for all road users	6

**Figure 1****Policy implications**

9. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011,
- 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**

10. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment
11. 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.
12. All The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
13. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighbouring properties at that location. However this cannot be entirely preempted until the recommendation have been implemented and observed.
14. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate effect on any other community or group.
15. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
- Providing improved access for key services such as emergency and refuse vehicles.
  - Improving road safety, in particular for vulnerable road users, on the public highway.

**Resource implications**

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



### **Legal implications**

17. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
18. 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).
19. 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.
20. Should any objections be received they must be properly considered in light of administrative law principles, Human Rights law and relevant statutory powers.
21. 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 provision of suitable and adequate parking facilities on and off the highway.
22. 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**

23. Where public or stakeholder consultation has already been completed, this is described within the key issues section of the report.
24. 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.
25. Should the recommendations be approved the council must follow the procedures contained with Part II and III of the Regulation 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

26. 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 to the address specified on the notice.
27. 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 proposal, accede to or reject the objection. The council will subsequently notify all objectors of the final decision.

### Programme Timeline

28. If these items are approved by the community council they will be progressed in line with the below, approximate timeline:
- Traffic orders (statutory consultation) – March to April 2016
  - Implementation – May to June 2016

### BACKGROUND DOCUMENTS



Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment and Leisure Network development Highways 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>	Leah Coburn 020 7525 4744

### APPENDICES

No.	Title
Appendix 1	Beaton Close – install double yellow lines
Appendix 2	Clifton Way – install double yellow lines
Appendix 3	Astbury Road – install double yellow lines
Appendix 4	Peckham Rye – install double yellow lines and school keep clears
Appendix 5	Friern Road – install double yellow lines
Appendix 6	The Lane Ward – install double yellow lines

**AUDIT TRAIL**

<b>Lead Officer</b>	Matthew Hill, Head of Highways	
<b>Report Author</b>	Paul Gellard, Senior Engineer, Parking Projects	
<b>Version</b>	Final	
<b>Dated</b>	26 January 2016	
<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 Law and Democracy	No	No
Strategic Director of Finance and Governance	No	No
List other officers here	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>	26 January 2016	

		Local parking amendment	Appendix 1
<b>Reference</b>	15/16_Q2_029	<b>Location overview</b>	
<b>Location</b>	Beaton Close – Junction with Gatonby Street and opposite No.14		
<b>Proposal</b>	To extend the existing double yellow lines to provide access to the close and opposite No.14 to allow vehicles access to the parking spaces		
<b>Community council meeting</b>	Peckham and Nunhead		
<b>Community council date</b>	6 February 2016		
<b>Ward(s) affected</b>	Peckham		

### Background

In August 2015, the parking design team was contacted by Councillor John (South Camberwell ward) on behalf of a resident who had enquired if a length of double yellow line could be installed to improve vehicular access to the close. The resident raised concerns that access for emergency and refuse vehicles is obstructed when vehicles park on one side of the street south of the junction with Gatonby Street.

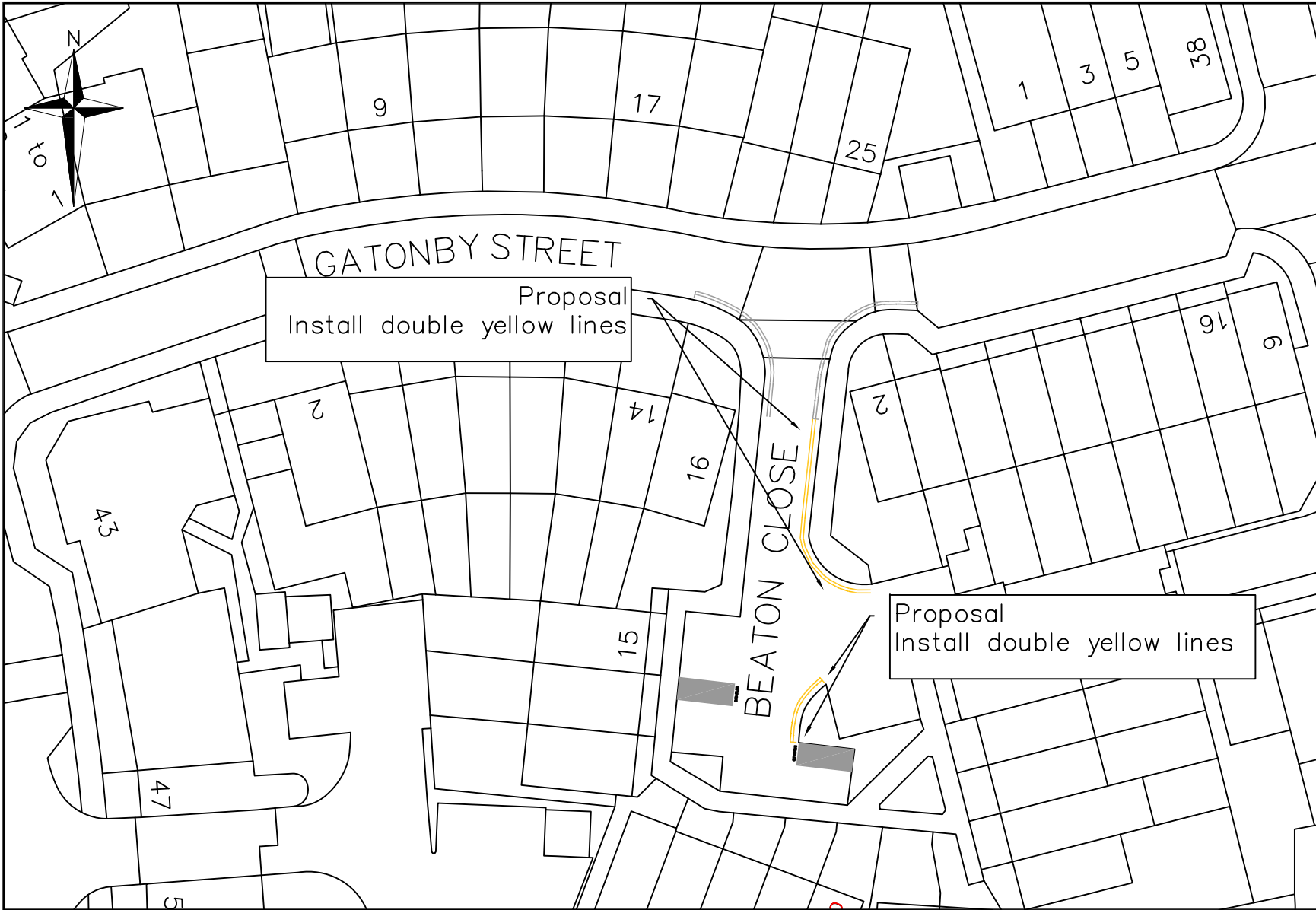
### Officers investigation and recommendation

Beaton Close is a quiet residential close and the highway is unrestricted which allows anyone to park for as long as is necessary. There are existing double yellow lines on the junction with Gatonby Street.

There is only one access point to Beaton Close; this is from Gatonby Street. Vehicles currently park partially on footway, on both sides of the close, which severely restricts access for large vehicles such as emergency and refuse.

In addition a concern has been raised regarding access to the disabled bay adjacent to No.8 when vehicles park against the kerb opposite No.14. Officers note if a vehicle were to park at this location, it would make it difficult (or impossible) to enter or leave the disabled bay.

It is therefore recommended, as shown in drawing overleaf, to install double yellow lines on the southeast side of the entrance to Beaton Close and opposite No.14, to provide access to the close and the disabled bay adjacent to No.8 at any time.



- Legend
- Proposed double yellow lines
  - Existing double yellow lines
  - Existing disabled bay

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160 Tooley Street  
PO Box 64529  
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Project  
**1516 LOCAL PARKING AMENDMENTS**

Drawing Title  
**CLIFTON WAY  
PROPOSED DOUBLE YELLOW LINES**


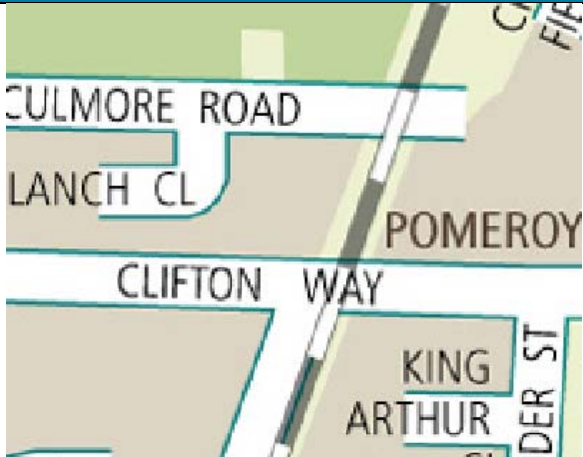
Community Council  
**PECKHAM AND NUNHEAD**

Ward(s)  
**PECKHAM**

Date	Scale	Drn	Chk	App
07/10/15	1:500 @ A4	MH	PG	PG
Dwg No.	1516Q3001			Rev
Status	DETAILED DESIGN			A

Rev	Date	Description	Drn	Chk	App

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		Local parking amendment	Appendix 2
Reference	15/16_Q3_001	Location overview	
Location	Clifton Way – the entrance to the estate car park adjacent to No.47		
Proposal	To install double yellow lines at the entrance to the estate car park adjacent to No.47 to improve access and sight lines for all road users		
Community council meeting	Peckham and Nunhead		
Community council date	6 February 2016		
Ward(s) affected	Nunhead		

### Background

In August 2015, the parking design team was contacted by a resident who enquired if a length of double yellow line could be installed to improve access and sight lines to the car park on the estate. The resident is concerned that access and sight lines for vehicles is obstructed by parked vehicles.

The parking in Clifton Way is largely unrestricted. The street is a mixture of residential and commercial properties and is adjacent to a car repair garage. Clifton Way is within walking distance to Queens Road railway station.

### Officers investigation and recommendation

At present many of the road junctions on Clifton Way have double yellow line protection. Clifton Way is unrestricted and parking demand in the area is in high which can lead to motorists parking inconsiderately or dangerously.

An officer carried out a site visit on 7 October 2015 and it was noted that vehicles were parked adjacent to the car park entrance reducing sight lines. The car parking area is part of Pomeroy housing estate.

For vehicles exiting the car park, sight lines are already restricted by a high brick wall and trees. Cars parking on Clifton Way either side of the access further restrict visibility until vehicles are adjacent to the carriageway.

Ensuring adequate visibility between road users is important for safety. Visibility should generally be sufficient to allow road users to see potential conflicts or dangers in the advance of the distance in which they will be able to brake and come to a stop.

Vehicles that are parked at a junction have the effect of substantially reducing visibility between road users and reducing stopping sight distances (SSD). This is the viewable distance required for a driver to see so that they can make a complete stop before colliding with something in the street, e.g. pedestrian, cyclist or a stopped vehicle.

Children and those in wheelchairs (whose eyelevel is below the height of a parked car) are disproportionately affected by vehicles parked too close to a junction. The Guide Dogs for the Blind Association (Guide Dogs) strongly recommend that yellow lines are implemented at junctions as these are potentially more dangerous.

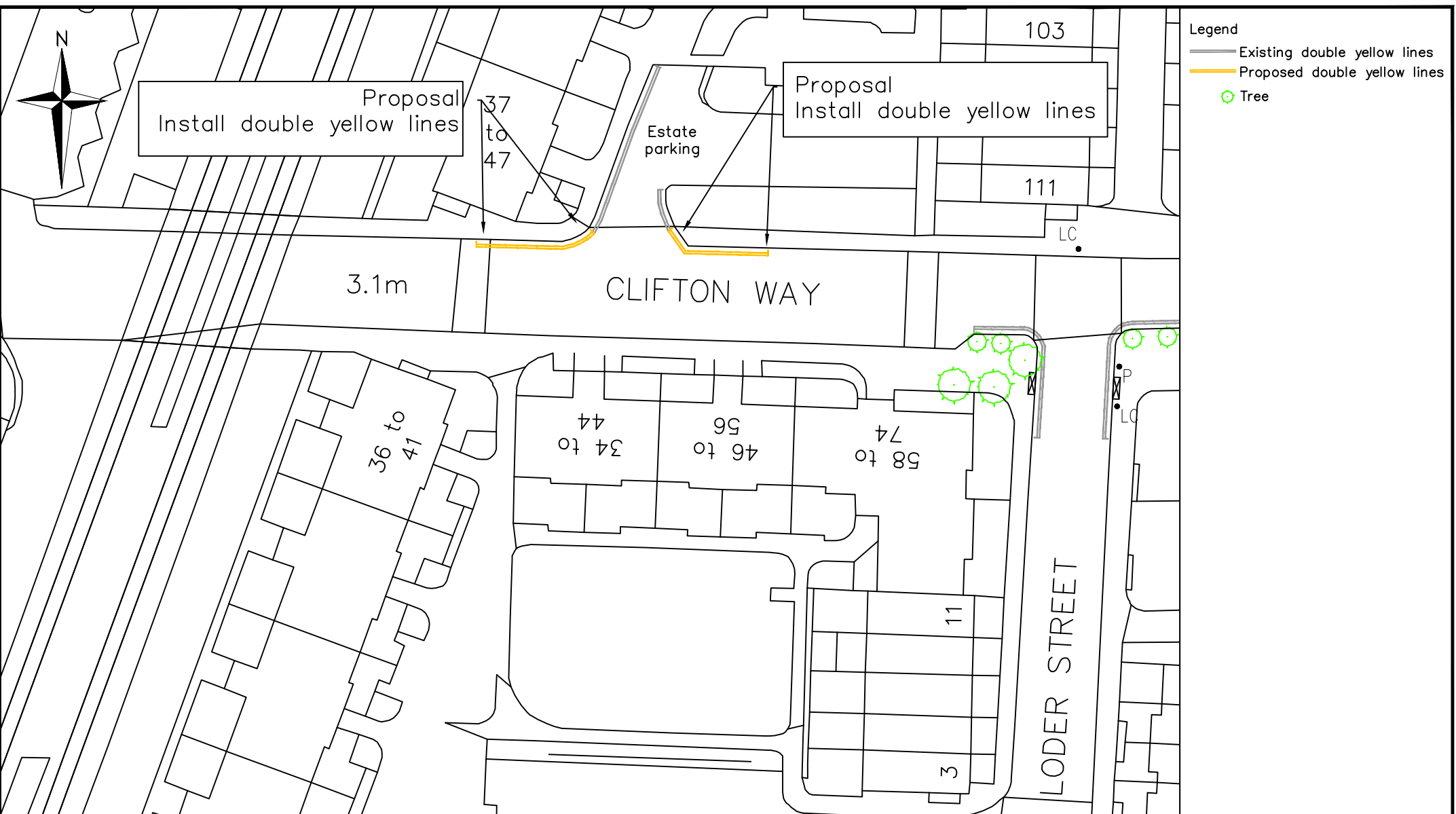
The Highway Code makes it clear that motorists must not park within 10 metres of a junction, unless in a designated parking bay. However the council has no power to enforce this without the introduction of a







traffic order and subsequent implementation of waiting restrictions (yellow lines).

The proposal to install yellow lines at this junction is in accordance with the council's adopted Southwark Streetscape Design Manual (SSDM) design standard on Highway Visibility (DS114 – Highway Visibility)


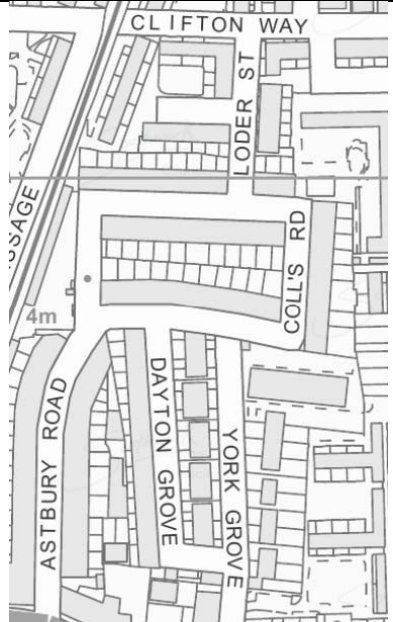
It is therefore recommended, as shown drawing overleaf, that double yellow lines are installed on both sides of the entrance to car park, to provide access to the car park and improve sight lines at any time.



- Legend
-  Existing double yellow lines
  -  Proposed double yellow lines
  -  Tree

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	Community Council																
		1516 LOCAL PARKING AMENDMENTS	PECKHAM AND NUNHEAD																
		Drawing Title	Ward(s)																
		CLIFTON WAY PROPOSED DOUBLE YELLOW LINES	NUNHEAD					Date	Scale	Drn	Chk	App							
			07/10/15	1:500 @ A4	MH	PG	PG												
			Dwg No.	1516Q3001					Rev										
			Status	DETAILED DESIGN					A										
			Rev	Date	Description														



		Local parking amendment	Appendix 3
Reference	15/16_Q3_009	Location overview	
Location	Astbury Road: <ol style="list-style-type: none"> <li>Junction with Loder Street,</li> <li>Outside No. 62</li> <li>Entrance to Astbury Business Park</li> <li>Outside No.107</li> </ol> Colls Road: <ol style="list-style-type: none"> <li>Junction with Astbury Road</li> <li>Outside No.20</li> </ol>		
Proposal	To Install double yellow lines to improve access and traffic flow for all road users at the locations listed above.		
Community council meeting	Peckham and Nunhead		
Community council date	6 February 2016		
Ward(s) affected	Nunhead		

### Background

In September 2015, the parking design team was contacted by the Deputy Chair of the Astbury Road Residents Association requesting that double yellow lines be installed on the road junctions and corners to improve access for large vehicles travelling from Queens Road to Clifton Way.

Concerns were raised that access and sight lines are obstructed by parked vehicles resulting in large vehicles becoming stuck on Astbury Road.

The parking in Astbury Road and Colls Road is largely unrestricted, except for small lengths of double yellow lines and blue badge disabled bays. The area is mainly residential however there is a light industrial estate adjacent to the railway which receives a significant number of deliveries by large vehicles.

### Officers investigation and recommendation

An officer carried out a site visit with the Deputy Chair and two PCSOs on 29 September 2015. During the site visit it was noted that there were a number of trailers and vans parked close to the tight corner adjacent to the light industrial estate. Astbury Road and Colls Road have very tight 90 degree corners and when vehicles are parked on these, it reduces the width of the highway and visibility of oncoming vehicles.

This parking issue has been raised by a resident before and they have supplied photos of articulated lorries stuck on the corners unable to manoeuvre. It was also raised that when vehicles approach each other head on, this has in the past caused conflict between the drivers with horns sounding as neither is willing to reverse or give way.

During the site visit it was noted that there were a large number of parked commercial vans, caravans and trailers. It was noted by the PCSO that these vehicles belonged to one resident and that although they were not parked illegally, they do add to the parking pressure in the street.



Based on the observations from the site visit it is recommended, as shown on the drawing overleaf, that double yellow lines are installed at the following locations in Astbury Road and Coll's Road:

- junction with Loder Street
- junction with Colls Road
- entrance to Astbury Business Park

- adjacent to Nos. 62 and.107 Astbury Road
- adjacent to 20 Colls Road

This will improve access, traffic flow and sight lines at all times for all road users. It should be noted that the double yellow lines are only being proposed at locations where parking is deemed 'unsafe'.



**LEGEND**  
 — PROPOSED DOUBLE YELLOW LINES  
 — EXISTING DOUBLE YELLOW LINES  
 — EXISTING DISABLED BAY

Proposal  
Install double yellow lines

Proposal  
Install double yellow lines

Proposal  
Install double yellow lines

Proposal  
Install double yellow lines

Proposal  
Install double yellow lines

Proposal  
Install double yellow lines

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Project  
1516 LOCAL PARKING AMENDMENT

Drawing Title  
ASTBURY ROAD/COLL'S ROAD  
PROPOSED DOUBLE YELLOW LINES

Community Council PECKHAM AND NUNHEAD							
Ward(s) NUNHEAD							
Date	Scale	Drn	Chk	App			
12/10/2015	1:1000 @ A4	MH	PG	PG			
Dwg No.	1516Q3009						
Status	DETAILED DESIGN						
Rev	Date	Description			Drn	Chk	App

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		Local parking amendment	Appendix 4
Reference	15/16_Q3_012	Location overview	
Location	Peckham Rye – outside Harris boys Academy		
Proposal	To install double yellow lines and school keep clears to restrict parking and improve safety for school children entering and leaving Harris Academy		
Community council meeting	Peckham and Nunhead		
Community council date	6 February 2016		
Ward(s) affected	Peckham Rye		

### Background

The parking design team was contacted by colleagues in the road safety team after a meeting with the head teacher from the Harris Boys Academy and the police, to request that the existing yellow line restrictions outside the school are re-aligned to better provide inter-visibility and safety for pupils.

This section of Peckham Rye is fronted by the school on the western side and by the Peckham Rye Park on the other. The carriageway is marked with sections of waiting restrictions (double yellow lines), school keep clear markings and a bus stop.

Peckham Rye is a classified road which takes significant traffic volumes including a high percentage of buses and other heavy vehicles. There is a bus stop directly outside the school.

### Officers investigation and recommendation

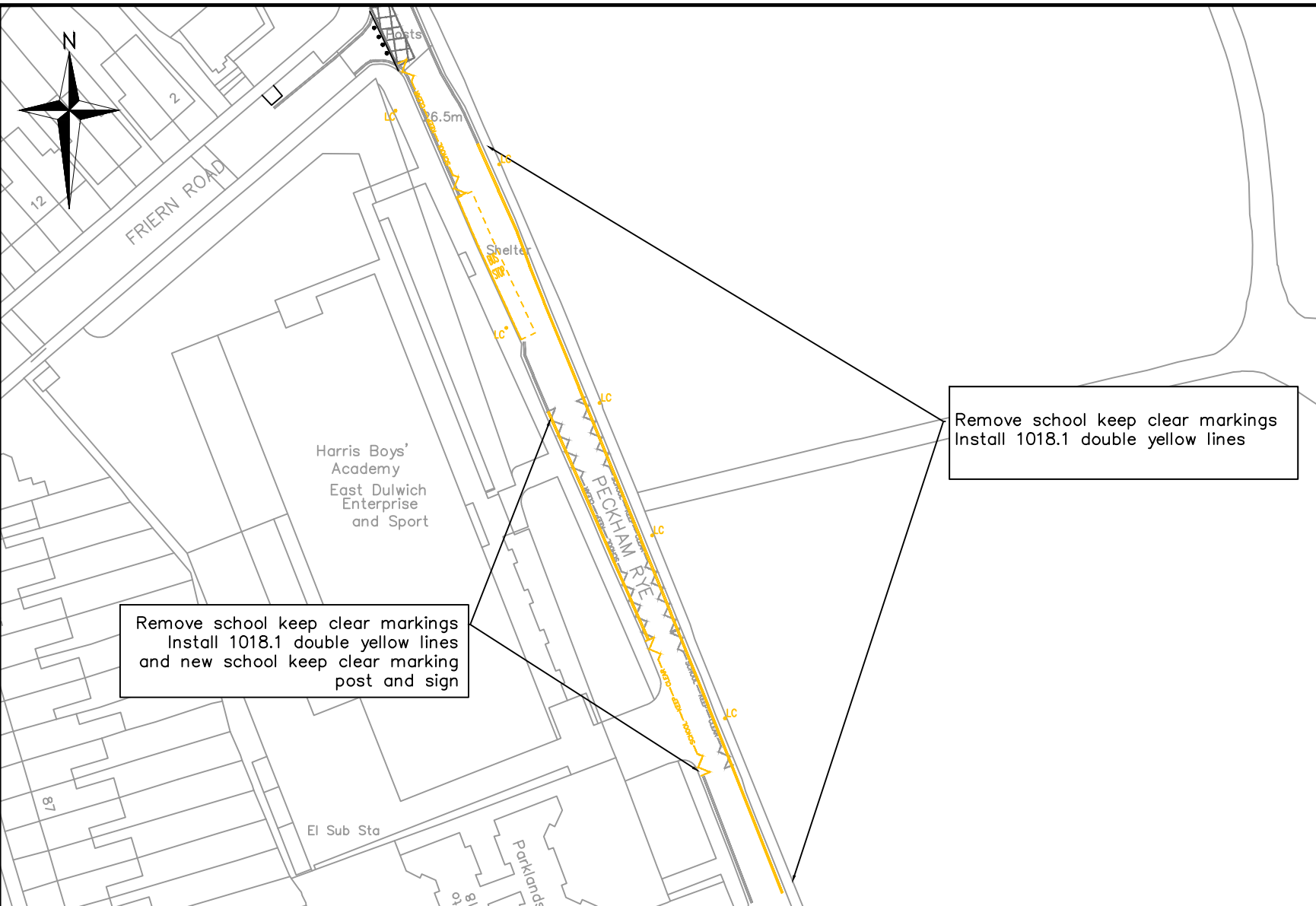
An officer visited the site on 14 October 2015, and noted that there were no vehicles parked opposite or outside the school and that the existing no waiting and no stopping restrictions are not compliant but were being respected at the time of the site visit.




The existing school keep clears do not align with the main pupil or vehicle entrances. There is a section of carriageway opposite the pupil entrance which is unrestricted. This allows parents to park when dropping off or pick up their children and poses a clear risk to children when crossing the road. The road safety officer has concerns regarding this and has request that double yellow lines are introduced prevent parking and to remove this danger.

The request for the re-alignment of the school keep clear and the introduction on double yellow lines originated by the Police and the School who have safety concerns.

The two existing school keep clear road markings are not compliant with national regulations and are therefore not enforceable, as they are not correct in length and there is no associated signage. Having reviewed the existing layout, the following is proposed and is also shown on the plan overleaf:

1. Remove the existing two non-compliant school keep clear road markings directly outside the school and outside the Rye
2. Introduce new school keep clear markings to align with the pupil and vehicle entrances to the school.
3. Install double yellow lines outside the school to prevent obstructive and dangerous parking and improve safety for all road users
4. Install double yellow lines on the eastern side of Peckham Rye, adjacent to the park, to prevent obstructive and dangerous parking and improve safety for all road users



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

Remove school keep clear markings  
Install 1018.1 double yellow lines  
and new school keep clear marking  
post and sign

Remove school keep clear markings  
Install 1018.1 double yellow lines

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Project  
**1516 LOCAL PARKING AMENDMENTS**

Drawing Title  
**PROPOSED DOUBLE YELLOW LINES  
PECKHAM RYE**

Community Council <b>PECKHAM AND NUNHEAD</b>				
Ward(s) <b>PECKHAM RYE</b>				
Date	Scale	Drn	Chk	App
13/10/15	1:500 @ A4	MH	PG	PG
Dwg No.	1516Q3_012			Rev
Status	DETAILED DESIGN			A

Rev	Date	Description	Drn	Chk	App

		Local parking amendment	Appendix 5
Reference	15/16_Q3_024	Location overview	
Location	Friern Road – junction with Upland Road		
Proposal	To install double yellow lines to improve access and traffic flow for all road users on Upland Road and Friern Road		
Community council meeting	Peckham and Nunhead		
Community council date	6 February 2016		
Ward(s) affected	Peckham Rye		

### Background

The parking design team was contacted by Councillor Hamvas on behalf of one of her constituents who has concerns regarding the parking on the sharp blind bends where Friern Road meets Upland Road.

Friern Road and Upland Road are predominately residential, they are unrestricted with small sections of double yellow lines and many of the terrace houses do not have off-street parking. The junction is closed to vehicle traffic with only cycles permitted across it. North to south directional traffic is prohibited through this junction, Friern Road intersects Upland Road diagonally.

### Officers investigation and recommendation

An officer visited the site on 9 December 2015, and noted that there were vehicles parked on the blind bends. This resulted in vehicles meeting head on as they approached the bend. As vehicles are parking on the bend there is little or no place for the motorist to pull in to allow vehicles to pass.

In view of the above, as shown the drawing overleaf, it is recommended that double yellow lines are installed on the southern kerb line and north kerb line of the junction of Friern Road and Upland Road to improve inter-visibility and junction safety for all road users

### Further Rationale for double yellow lines on road junctions and bends

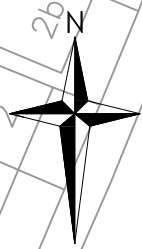
Ensuring adequate visibility between road users is important for safety. Visibility should generally be sufficient to allow road users to see potential conflicts or dangers in the advance of the distance in which they will be able to brake and come to a stop.

Vehicles that are parked at a junction have the effect of substantially reducing visibility between road users and reducing stopping sight distances (SSD). This is the viewable distance required for a driver to see so that they can make a complete stop before colliding with something in the street, e.g. pedestrian, cyclist or a stopped vehicle.

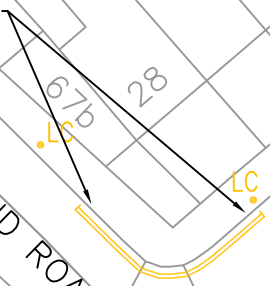
Children and those in wheelchairs (whose eyelevel is below the height of a parked car) are disproportionately affected by vehicles parked too close to a junction. The Guide Dogs for the Blind Association (Guide Dogs) strongly recommend that yellow lines are implemented at junctions as these are potentially more dangerous.

The Highway Code makes it clear that motorists must not park within 10 metres of a junction, unless in a designated parking bay. However the council has no power to enforce this without the introduction of a traffic order and subsequent implementation of waiting restrictions (yellow lines).

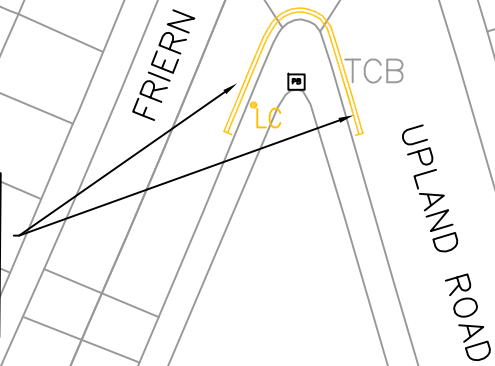
The proposal to install yellow lines at this junction is in accordance with the council's adopted Southwark Streetscape Design Manual (SSDM) design standard on Highway Visibility (DS114 – Highway Visibility)



Proposal  
Install 1018.1 double yellow lines



Proposal  
Install 1018.1 double yellow lines



Existing double yellow lines  
Proposed double yellow lines

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Project  
1516 LOCAL PARKING AMENDMENTS

Drawing Title  
FRIERN ROAD  
PROPOSED DOUBLE YELLOW LINES

Community Council  
PECKHAM AND NUNHEAD

Ward(s)  
PECKHAM RYE

Date	Scale	Drn	Chk	App
07/12/15	1:500 @ A4	MH	PG	PG

Dwg No. 1516Q3\_024

Status DETAILED DESIGN

Rev

A

Rev	Date	Description	Drn	Chk	App

# Borough-wide junction protection

## The Lane Ward

February 2016

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

**The council intends to implement double yellow lines on all junctions in the borough to improve junction visibility and facilitate access for all road users.**

**This document provides detail on proposals to introduce double yellow lines on all junctions in The Lane Ward.**

We estimate there are 3000 road junctions in Southwark, approximately 2000 of which are currently protected with yellow lines. The majority of these protected junctions are located with our existing Controlled Parking Zones (CPZs). This leaves in the region of 1000 junctions without yellow line restrictions where inconsiderate or unsafe parking cannot be enforced against by civil enforcement officers

Historically, the council has investigated and implemented double yellow lines on a case-by-case basis as and when we receive a request from a resident, waste collection or the emergency services raising concerns about vehicle and pedestrian safety or access.

This is a costly exercise as our investigations include site assessments, preparation of drawings, public consultation, council decision making, project management, road safety audits, traffic order statutory consultation and, finally, the actual installation of road markings.

The process for the review of junctions is more efficient when a large number of junctions are investigated at the same time, for example by reducing the number of consultations, road safety audits and traffic orders required. This would also result in capacity to review more junctions in a shorter time frame.

There is also a strong argument that we should be taking a pro-active approach to implementing safety improvements. With the increase in demand for on street parking in Southwark we are finding an increase in inconsiderate parking at junctions and at other locations.

It is not good practice and is certainly poor value for money to implement junction protection as and when they arise. We are therefore recommending implementing junction protection in all streets in Southwark on a ward by ward basis, subject to the necessary statutory consultation.





## The Lane ward

Key	Description
	Existing Peckham (B) parking zone
●	Proposed double yellow lines (junction protection doesn't exist)
●	Proposed double yellow lines (upgrade existing single yellow line to double yellow line)
●	Existing junction protection (double yellow lines)

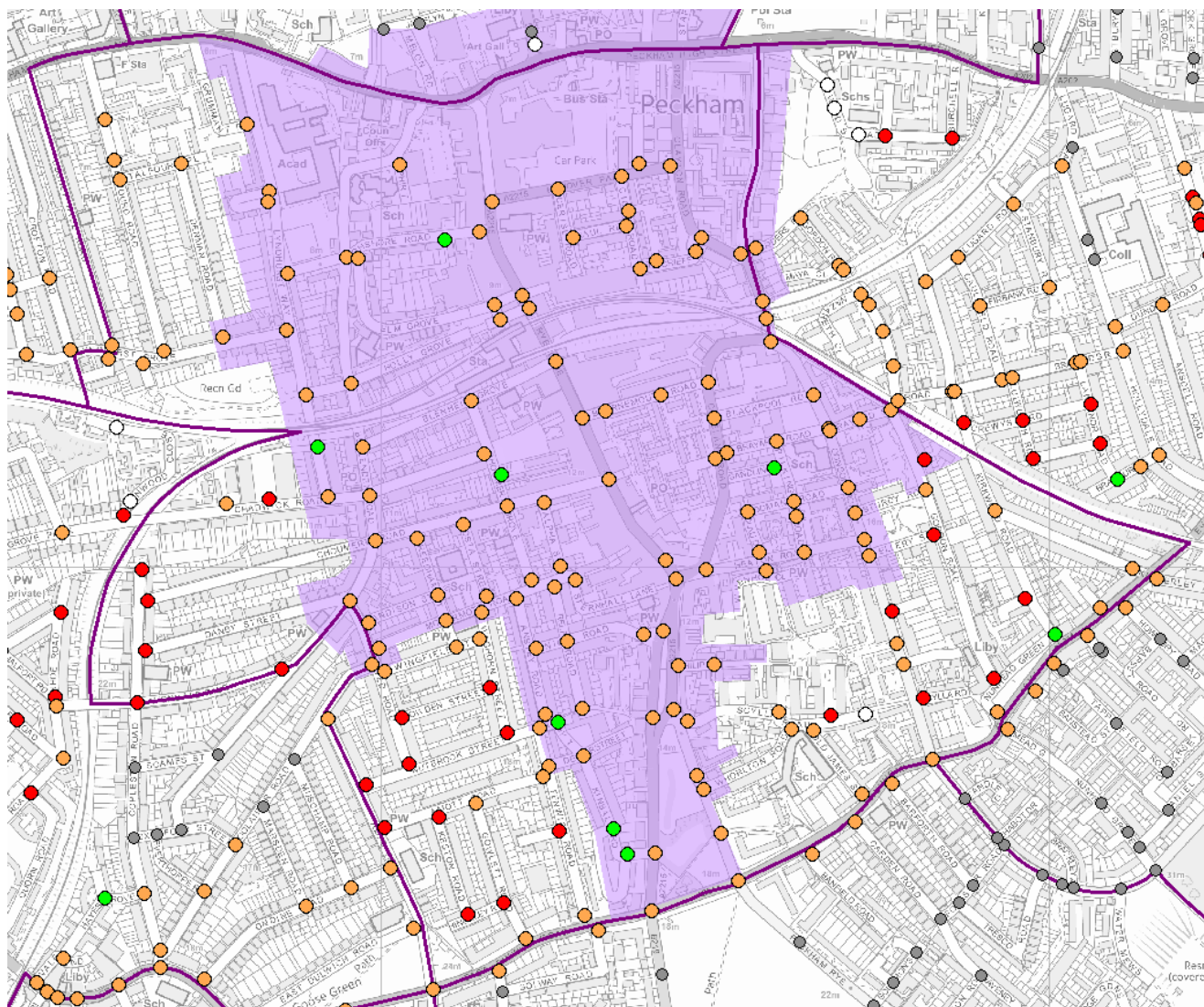


Figure 1

## Why are double yellow lines being proposed?

- The current proposals aim to remove obstructive and dangerous parking from all junctions in the area. The Highway Code makes it clear that motorists must not park within 10 metres of a junction, unless in a designated parking bay. However the council has no power to enforce this without the introduction of a traffic order and subsequent implementation of waiting restrictions (yellow lines).
- By introducing double yellow lines at junctions we ensure that we meet the needs of all road users whilst ensuring that motorists clearly understand where and when it is safe to park. In our experience motorists have a clearer understanding of the meaning of a double yellow line compared to their understanding of the Highway Code and therefore will abide by them without the need for enforcement.
- Where there are single yellow lines on a junction this can send out mixed messages that it is acceptable to park in these locations at certain times which is why we are proposing upgrading these to double yellow lines as part of this project.
- Ensuring adequate visibility between road users is important for safety. Visibility should generally be sufficient to allow road users to see potential conflicts or dangers in advance of the distance in which they will be able to brake and come to a stop.
- Vehicles that are parked at a junction have the effect of substantially reducing visibility between road users and reducing stopping sight distance (SSD). This is the viewable distance required for a driver to see so that they can make a complete stop before colliding with something in the street, e.g. pedestrian, cyclist or a stopped vehicle. Double yellow lines ensure this inter-visibility is provided at junctions and prevents people parking over dropped kerbs.
- It is noted that almost two thirds of cyclists killed or seriously injured in 2013 were involved in collisions at, or near, a road junction.
- Children and those in wheelchairs (whose eye level is below the height of a parked car) are disproportionately affected by vehicles parked too close to a junction. The Guide Dogs for the Blind Association (Guide Dogs) strongly recommend that yellow lines are implemented at junctions as these areas are potentially more dangerous to vulnerable road users.

## How much yellow line will be installed on a junction?

The yellow lines are installed using less-intrusive primrose coloured paint in the narrowest permitted 50mm wide lines, for 7.5 meters on each arm of the junction.

This reflects the Council's design standard on junction visibility (([DS114 Highway Visibility](#) and [DS 002 Yellow line and blip road markings](#)) and is sufficient to allow road users to see potential dangers in advance of the distance in which they will be able to brake and come to a stop.

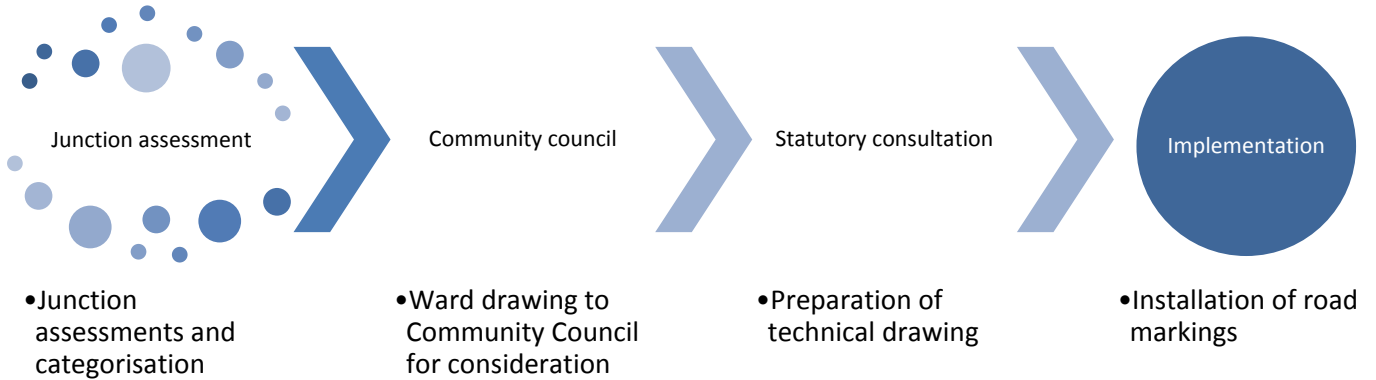
As well as our internal design procedure we also consider:

- Existing laws (e.g. Highway Code [rule 243 - parking](#) is not allowed within 10m of a junction)
- National research and guidance (e.g. [Chapter 7.7 of the Manual for Streets](#))
- Stakeholder guidance (e.g. [London Fire Brigade's access guidance](#))

## What happens next?

The process and the expected delivery dates to implement double yellow lines on all junctions in The Lane Ward is illustrated below. The below timetable will be lengthened/amended should objections to the statutory consultation process be received, since such objections will need to be determined by the Community Council at a future meeting.

### Process and expected delivery dates



Ward	Expected delivery dates			
	Junction assessments	Community council	Statutory consultation	Implementation
The Lane	December 2015	February 2016	March - April 16	May - June 2016

<b>Item No.</b> 16.	<b>Classification:</b> Open	<b>Date:</b> 6 February 2016	<b>Meeting Name:</b> Peckham and Nunhead Community Council
<b>Report title:</b>		Secure Cycle Parking (Bike Hangar)	
<b>Ward(s) or groups affected:</b>		Peckham	
<b>From:</b>		Head of Highways	

## RECOMMENDATION

1. That Peckham and Nunhead Community Council comment upon the following recommendations that are due to be made to the cabinet member for Environment and the Public Realm:
  - Due to a majority of respondents supporting the introduction of a cycle hangar, 54% in Burcher Gale Grove, and Soutwark's on-going commitment to improve and promote cycling and safety in the borough, it is recommended that in this road the scheme proceeds to implementation subject to necessary statutory procedures.

## BACKGROUND INFORMATION

2. In accordance with Part 3H paragraph 19 and 21 of the Soutwark 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 representations to the cabinet member following public consultation.
4. Full details of all results associated with the study can be found in Appendix A the consultation summary.
5. The ward members were made aware of the scheme and the associated design in October 2015.

## KEY ISSUES FOR CONSIDERATION

6. Informal public consultation took place with all residents and businesses within the consultation area from the 26 September 2015 until the 15 November 2015.
7. Full details of the consultation responses can be found in Appendix A.
8. 54 % of respondents to the public consultation in Burcher Gale Grove were in favour of the scheme (a total of 13 responses).
9. The uptake of spaces in each cycle hangar will be monitored and should it be proven in any location that there is not sufficient use of the hangar then it will be relocated.
10. Any residents who are not aware of the proposal in the identified location still have a further opportunity to object during the statutory consultation stage of the experimental traffic order. Any such objections will need to be formally considered by the cabinet member prior to implementation.

## **Recommendations to the cabinet member for Environment and the Public Realm**

11. On the basis of the results of the public consultation, the cabinet member is recommended to approve the implementation of the proposed bike hangar on Burcher Gale Grove subject to completion of statutory procedures.

### **Policy implications**

12. 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 1.7 Reduce the need to travel by public transport by encouraging more people to walk and cycle
- Policy 1.12 Ensure that cycle parking is provided in areas of high demand and in areas where convenient
- Policy 2.3 Promote and encourage sustainable travel choices in the borough
- Policy 4.1 Promote active lifestyles
- Policy 5.8 Improve perceptions of safety in the public realm
- Policy 6.3 Support independent travel for the whole community

### **Community impact statement**

13. 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. Cycling infrastructure proposals also have the added advantage of improving the environment through reduction in carbon emissions and social health and fitness benefits. No group has been identified as being disproportionately adversely affected as a result of these proposals. Cyclists will benefit.

### **Resource implications**

14. This report is for the purposes of consultation only and there are no resource implications associated with it.
15. It is, however, noted that this project is funded by the 2014/2015 LIP CGS programme.

### **Consultation**

16. Ward members were consulted prior to commencement of the consultation.
17. Informal public consultation was carried out in October/November 2015, as detailed above.
18. This report provides an opportunity for final comment to be made by the community council prior to a non-key decision scheduled to be taken by the cabinet member for Environment and Public Realm following this community council meeting.
19. If approved for implementation this will be subject to statutory consultation required in the making of an experimental Traffic Management Order. The statutory consultation period will run for the experimental period and the order made permanent on the basis of the trial results.

**BACKGROUND DOCUMENTS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
Transport Plan 2011	Southwark Council Environment Public Realm Network Development 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>	Matthew Hill 020 7525 3541

**APPENDICES**

<b>No.</b>	<b>Title</b>
Appendix A	Secure Cycle Parking (Bike Hangar) Consultation Summary
Appendix B	Cycle Hangar location plan

**AUDIT TRAIL**

<b>Lead Officer</b>	Matthew Hill, Head of Highways	
<b>Report Author</b>	Chris Durban, Cycle Programme Manager	
<b>Version</b>	Final	
<b>Dated</b>	15 January 2016	
<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 Law and Democracy	No	No
Strategic Director of Finance and Governance	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>	15 January 2016	

Secure Cycle Parking (Bike Hangar)  
Consultation Summary

Burcher Gale Grove

REF	Resident	Business	Support	Opposed	No opinion	Comments	Address
1	1		1			As an individual who is currently actively seeking to change my commuting to cycling, I fully support the proposed hangar, to ensure that bikes are stored securely and protected by the elements. The single car space that will be lost is of limited significance as there is always plenty of parking space available in the street, and most properties feature driveways, alongside generous gated parking spaces in the developments.	Flat X, X Burcher Gale Grove
2	1		1			GOOD FOR RESIDENTS USING A BICYCLE	FLAT X
3	1		1			GREAT IDEA! ASAP WOULD BE BEST! IF IT COULD BE FOR MORE THAN 6 BIKES, IT WOULD BE EVEN BETTER!	X BURCHER GALE GROVE
4	1		1			AN EXCELLENT IDEA AND FULLY SUPPORTED AFTER SEEING THEM IN USE ELSEWHERE IN THE BOROUGH. AS A HOUSEHOLD WE CYCLE AND IT IS OF GREAT INTEREST TO BE ABLE TO USE A CYCLE HANGAR. PARKING SPACE IS NOT AT A PREMIUM AND I BELIEVE THE BENEFITS IN THE LOSS OF A SMALL LENGTH OF KERB FOR A HANGAR WON'T BE AN ISSUE.	X BURCHER GALE GROVE
5	1		1			Good to encourage more cycling, space in houses and along the road are limited. It's a relatively quiet street with little throughput except for the start and end of the school day of the school on the road.	X Calypso Crescent



6	1		1			This is a much needed facility for the area. There are lots of cyclists in the area. Is there any scope to have 2?	Flat X, X burcher gale grove
7	1		1			THIS AREA REALLY NEEDS THESE FACILITIES.  THIS IS A GREAT OPPORTUNITY TO ENCOURAGE MORE SUSTAINABLE TRAVEL.	FLAT X, X BURCHER GALE GROVE
8					1	DON'T OWN ANY CYCLE OR OTHER VEHICLES.	FLAT X
9	1			1		ALREADY HAVE LIMITED PARKING SPACES DUE TO YELLOW ZIG-ZAG LINES OUTSIDE SCHOOL. THERE IS ALSO CONGESTION CHAOS AND CONTENTION WHEN PARENTS ARRIVE AT THE SCHOOL TO DROP PFF AND PICK UP THEIR CHILDREN AND PARK IN RESIDENT DRIVEWAYS. WHEN I ARRIVE HOME DURING THESE TIMES I CANNOT GO STRAIGHT INTO MY HOME AND RELAX ETC. HAVE TO PARK SEVERAL STREETS AWAY MANY TIMES UNTIL PARENTS HAVE GONE.	X BURCHER GALE GROVE
10	1			1		UGLY - COSTLY AND TOTALLY UNNECESSARY!	FLAT X
11	1			1		I BELIEVE THIS IS A GREAT IDEA AS I FULLY SUPPORT USING BICYCLES FOR COMMUTE RATHER THAN USING CARS, HOWEVER BURCHER GALE GROVE IS A BUSY ROAD CLOSE TO PRIMARY SCHOOL AND GETS VERY CONGESTED AND THE SIZE OF THE HANGAR WILL OBSTRUCT THE ROAD WHERE CARS NEED TO TURN TO RIGHT (OPP TUKE SCHOOL) THIS IS A POTENTIAL HAZARD FOR CAR USERS.	NO ADDRESS

12	1			1	<p>We are opposed to the cycle hanger for the following grounds:</p> <ul style="list-style-type: none"> <li>- inappropriate location</li> <li>- inappropriate for the area</li> <li>- it would take up a parking space in an area where parking spaces are already at a premium</li> <li>- would be a target for dumping/waste</li> <li>- it would get vandalised</li> <li>- uncertain where the demand has come from</li> <li>- it would not get used (people in the flats opposite should approach their managing agent to have secure cycle storage)</li> <li>- extremely poor design</li> <li>- it is 'clutter' in the street</li> <li>- unclear how users would access without obstructing the narrow pavement or the narrow road</li> </ul>	Flat X
13	1			1	<ul style="list-style-type: none"> <li>- inappropriate location</li> <li>- inappropriate for the area</li> <li>- it would take up a parking space in an area where parking spaces are already at a premium</li> <li>- would be a target for dumping/waste</li> <li>- it would get vandalised</li> <li>- uncertain where the demand has come fr</li> </ul>	X Chandler Way
<b>12</b>		<b>0</b>	<b>7</b>	<b>5</b>	<b>1</b>	

### Response to opposed comments:

1. BURCHER GALE GROVE IS A BUSY ROAD CLOSE TO PRIMARY SCHOOL AND GETS VERY CONGESTED AND THE SIZE OF THE HANGAR WILL OBSTRUCT THE ROAD WHERE CARS NEED TO TURN TO RIGHT (OPP TUKE SCHOOL) THIS IS A POTENTIAL HAZARD FOR CAR USERS.

#### Response:

The site has been assessed and vehicles are able to pass safely with the cycle hangar being installed in the proposed location. The school transport plan should directly address concerns relating to this.

2.
  - would be a target for dumping/waste
  - it would get vandalised
  - it would not get used (people in the flats opposite should approach their managing agent to have secure cycle storage)

#### Response:

Each hangar is maintained by the provider to ensure it is in good condition. Each space is rented on an annual basis and the uptake monitored. If it is the case that the bike hangar is not well used then it will be reallocated to another street.

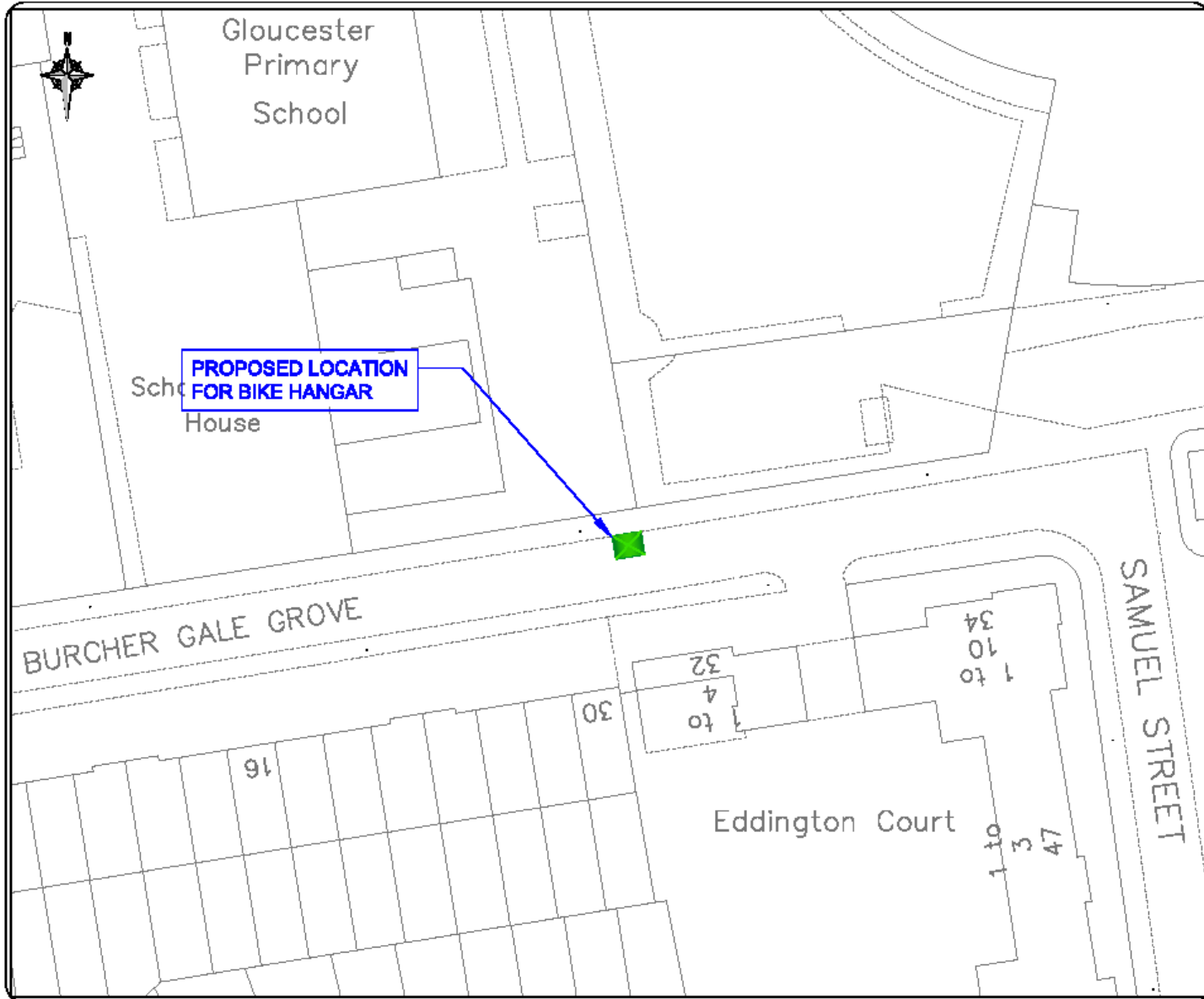
3. Unclear how users would access without obstructing the narrow pavement or the narrow road.

#### Response:

An assessment on street has been carried out to confirm that there is adequate width to enable a bike to be taken in and out of the hangar. The process only takes a few minutes and the potential disruption to pedestrians would be minimal and it is expected that users would be courteous to fellow road users.

**Cycle Hangar Location Plan**

**APPENDIX B**



**LEGEND / NOTES.**

**BIKE HANGAR - DIMENSIONS:**  
 LENGTH 2550mm  
 WIDTH 2050mm,  
 HEIGHT 1350mm

1. A SINGLE BIKE HANGAR PROVIDES PARKING FOR UP TO 6 BIKES
2. OPENS ONTO THE PAVEMENT
3. IT IS LOCATED ON THE ROAD
4. IT WILL RESULT IN LOSS OF A SINGLE PARKING SPACE

No.	Date	Revisions



<b>Project</b>		<b>BIKE HANGARS</b>	
<b>Site</b>		<b>BURCHER GALE GROVE</b>	
<b>Worked No.</b>		<b>Scale</b>	
<b>Drawn</b>	1-900843	<b>Checked</b>	
<b>Drawing No.</b>	2315-16-GR02	<b>Author</b>	
<b>Date</b>	OCT 2016	<b>Rev. No.</b>	02/16/2016

<b>Item No.</b> 17.	<b>Classification:</b> Open	<b>Date:</b> 6 February 2016	<b>Meeting Name:</b> Peckham and Nunhead Community Council
<b>Report title:</b>		Estate Parking Scheme – Monteagle Way	
<b>Ward(s) or groups affected:</b>		The Lane ward	
<b>From:</b>		Head of Operations	

### RECOMMENDATION

1. It is recommended that the following local traffic and parking amendments, are approved for implementation subject to the outcome of any necessary statutory procedures:
  - Monteagle Way – to be included in the estate parking scheme

### 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 road markings
  - the setting of consultation boundaries for consultation on traffic schemes
  - the introduction of disabled parking bays
  - statutory objections to origin disabled parking bays.
4. This report gives recommendation for a local traffic and parking amendment, involving the implementation of an enforcement and estate parking scheme.
5. The origins and reasons for the recommendations are discussed within the key issues section of this report.

### KEY ISSUES FOR CONSIDERATION

6. The area housing team was contacted by the resident representatives from Monteagle Way. The residents of the street (which is a cul-de-sac) discussed parking problems with the resident officer and asked to be balloted in regard to implementing a parking permit scheme.
7. The resident representatives identified a need for controlled parking on the cul-de-sac.

8. The resident representatives explained that it was difficult for residents to park on Monteagle Way.
9. The residents believe most of the vehicles belong to non-residents and commuters and are parking all day.
10. The resident officer undertook a ballot on the cul-de-sac. Questionnaires were delivered to 34 households and 19 responses were received by the south area housing team. From the responses, 12 households voted in favour of the parking scheme and 7 households voted against it.
11. Based on the results of the responses, it has been agreed that Monteagle Way would like to be included in the parking permit scheme.
12. The permit scheme is for residents only and visitor permits are allowed.
13. The enforcement period favoured by residents is Monday to Sunday, 24 hours.
14. Having a parking scheme on the cul-de-sac will ensure only residents and their visitors are entitled to park on the parking spaces available.
15. There is no current parking permit scheme for Monteagle Way.
16. It is therefore recommended to introduce a parking enforcement scheme to assist residents and prevent commuter parking in the cul-de-sac.

### **Community impact statement**

17. The recommendations are area based and therefore will have greatest affect upon non-residents and non-visitors of those areas where the proposals are made.
18. The introduction of the parking scheme will benefit residents of the cul-de-sac and their visitors.
19. 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.
20. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
  - Providing improved access for key services such as emergency and refuge vehicles.
  - Improving road safety, in particular for vulnerable road users, on the public highway.

### **Resource implications**

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

### **Legal implications**

22. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
23. 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.
24. 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.
25. 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.
26. 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.
27. 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**

28. No informal (public) consultation has been carried out.
29. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
30. 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.
31. 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.
32. 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 160 Tooley Street office.
33. Any person wishing to comment upon or object to the proposed order will have 21 days in which to do so.



34. Should an objection be made that officers are unable to informally resolve, this objection will be reported to the community council for determination, in accordance with the Southwark constitution.

#### BACKGROUND DOCUMENTS

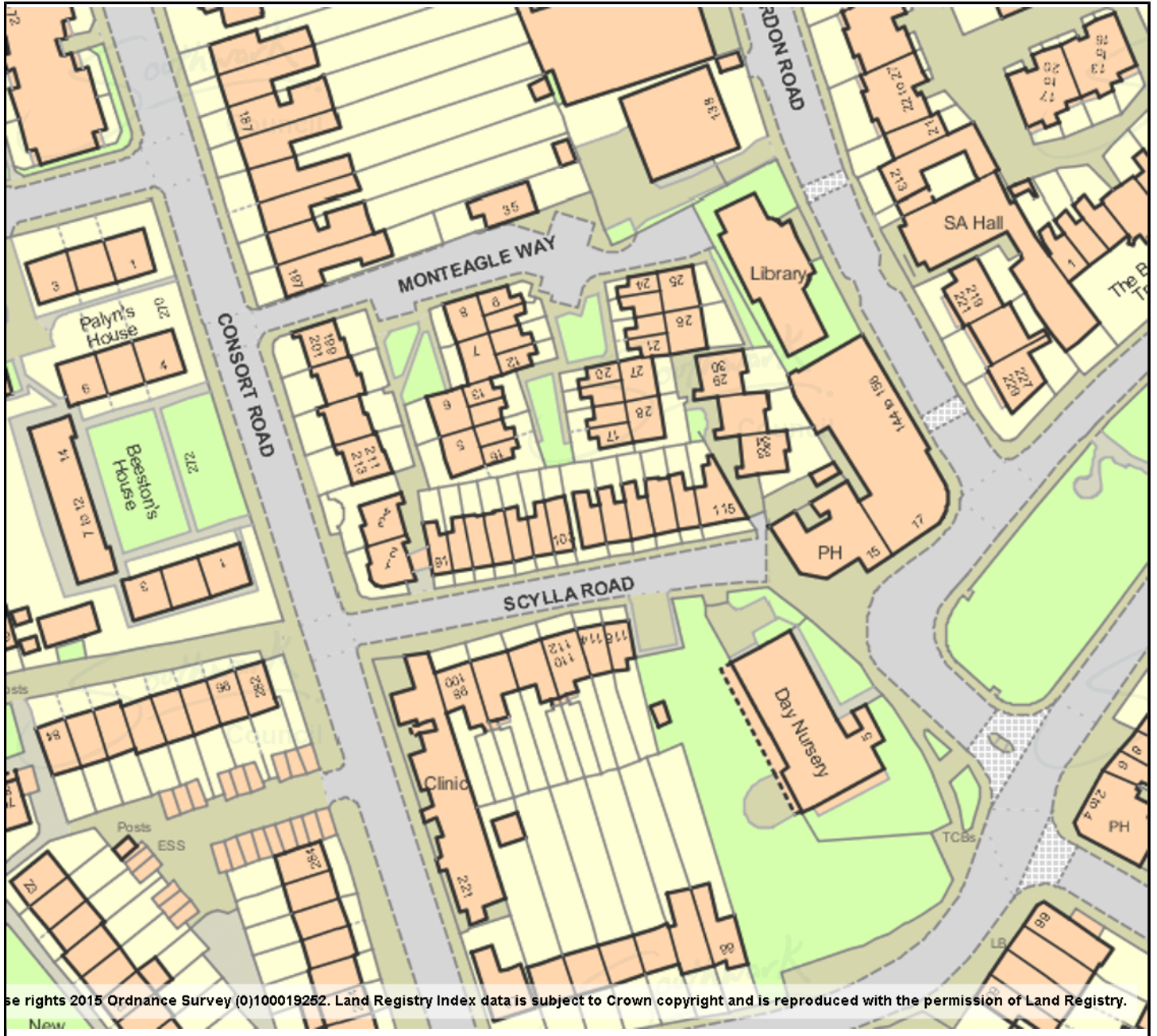
Background Papers	Held At	Contact
None		

#### APPENDICES

No.	Title
Appendix 1	Map location

#### AUDIT TRAIL

<b>Lead Officer</b>	Paul Langford, Head of Operations	
<b>Report Author</b>	Olayinka Akinsola, Resident Services Manager	
<b>Version</b>	Final	
<b>Dated</b>	16 November 2015	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
	<b>Officer Title</b>	<b>Comments Sought</b>
	Director of Law and Democracy	No
	Strategic Director of Finance and Governance	No
	<b>Cabinet Member</b>	No
	<b>Date final report sent to Constitutional Team</b>	15 January 2016



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<b>Item No.</b> 18.	<b>Classification:</b> Open	<b>Date:</b> 6 February 2016	<b>Meeting Name:</b> Peckham and Nunhead Community Council
<b>Report title:</b>		Bellenden Road – Holly Grove – Lyndhurst Way Cycling and Walking Improvements - Results of Public Consultation	
<b>Ward(s) or groups affected:</b>		The Lane	
<b>From:</b>		Head of Highways	

## RECOMMENDATION

1. That the Peckham and Nunhead Community Council supports the proposed recommendation to the cabinet member for Environment and the Public Realm to implement the proposals, as detailed in paragraph 5, subject to statutory procedures.

## BACKGROUND INFORMATION

2. In accordance with Part 3H, paragraph 20 of the Southwark constitution, the community councils are to be consulted on traffic management decisions of a strategic nature.
3. The objectives of the scheme are to:
  - Promote Bellenden Road as the quieter route for cycling and walking in line with the Council's adopted cycling strategy (Southwark Spine);
  - Improve conditions for walking and access to green spaces;
  - Improve safety at junctions for all road users.
4. The Bellenden Road – Holly Grove – Lyndhurst Way cycling and walking improvements scheme area is bounded by Bellenden Road, Chadwick Road, Lyndhurst Way and Highshore Road. The study area is west of Rye Lane and is within the Holly Grove Conservation Area.
5. As part of the proposal, a number of changes would be put in place. This involves:
  - Removal of the Bellenden Road - Lyndhurst Way one-way gyratory, with two-way operation introduced on Lyndhurst Way, Holly Grove, Bellenden Road and Chadwick Road to maintain local access.
  - Bellenden Road between Highshore Road and Blenheim Grove to become no through route for motorised traffic. This section will be for local access only. Point closure to motorised traffic on Bellenden Road by William Griggs Garden in order to safely accommodate two-way cycling on Bellenden Road.

- Reconfiguration of William Griggs Garden to provide a turnaround facility on Bellenden Road (subject to planning approval). There will be a net gain in green space.
  - Holly Grove west of Bellenden Road to be closed to through motorised traffic. This will provide a safe access for pedestrian and cyclists from Holly Grove into Warwick Gardens. The closure of Holly Grove will also open up an opportunity for future public realm improvements.
  - Modify Highshore Road / Bellenden Road / Elm Grove junction to give priority to Highshore Road west and Bellenden Road north. A new zebra crossing to be provided at Highshore Road / Bellenden Road junction.
  - New footway on the eastern side of Bellenden Road between Holly Grove and Highshore Road. In order to achieve this, the relocation of three parking spaces from Bellenden Road to Holly Grove is required.
  - Footway widening and raised table at junctions to improve pedestrian safety and accessibility. As a result of this, four parking spaces to be removed from Lyndhurst Way at Lyndhurst Grove.
  - Replace existing traffic humps with sinusoidal profile humps for the study area.
  - Two-way operation on Highshore Road in order to maintain access to/from the northern end of Bellenden Road. This will require the removal of 10 parking spaces on the north side of Highshore Road.
  - Northbound P13 bus to be rerouted along Bellenden Road north of Chadwick Road, then right into Blenheim Grove. Bus stop on Chadwick Road to be removed.
  - Double yellow lines to improve visibility / safety for all road users.
6. If approved, the implementation of the proposal will start in spring 2016.

#### **KEY ISSUES FOR CONSIDERATION**

7. In March 2013 Southwark council consulted residents, businesses & stakeholders on the Bellenden Road area traffic management and road Safety proposals. Although feedback from the consultation indicated there was generally support for the proposals, certain features fundamental to a successful delivery of the overall scheme did not have majority support. Given the lack of a clear consensus on these issues it was recommended by the then cabinet member for Environment, Transport and Recycling that officers engage further with local community to ensure any proposals developed meet residents' aspirations and therefore will be better locally supported.
8. As a result, a drop in session was held in September 2014 for local residents and businesses to identify opportunities for improvements and the concerns they had in relation to the 2013 proposals.
9. Additionally, project officers carried out a walkabout with representatives from local stakeholders groups to gather their views on the issues affecting pedestrian and cyclists, and comments on the emerging design in March 2015.

10. An outline design was then developed, incorporating the comments from the drop in and walkabout sessions. See Appendix A for design layout. The key elements of the resultant scheme are as described in Paragraph 5.
11. A public consultation was held on these proposals in December 2015 and January 2016. The consultation was consulted over five weeks, until the 15 January 2016, to take into account the Christmas and New Year holiday period.
12. Three drop-in events were held, on Friday 18 December to Saturday 19 December 2015 and 8 January 2016. Officers were available at these events to discuss the scheme as well as answering any questions/queries attendees had. Over 90 consultees attended across the three events.
13. A total of 1,069 leaflets were delivered as part of the consultation, a total of 200 responses were received (duplicated responses were removed) during the consultation period, equating to a 19% response rate. See Appendix B for the distribution plan and Appendix C consultation leaflet.
14. The table below shows the distribution of the respondents' address:

Street	No. of Response
Lyndhurst Way	49
Bellenden Road	27
Holly Grove	14
Highshore Road	13
Elm Grove	11
Chadwick Road	6
Blenheim Grove	4
Choumert Street	4
Other	68

15. The consultation leaflet asked respondents to give their views on each of the individual proposals, as well as their overall view on the measures.

### Public Responses

16. The consultation responses are summarised as follows:

	Support	Opposed	No answer
<b>Overall view of the proposals</b>	<b>87</b>	<b>72</b>	<b>37</b>
	<b>44%</b>	<b>37%</b>	<b>19%</b>
The proposed two-way operation on Lyndhurst Way, Holly Grove, Bellenden Road and Chadwick Road	107	73	16
	55%	37%	8%
The proposed 'No through' access for motorised traffic on Bellenden Road between Highshore Road and Blenheim Grove	96	83	17
	49%	42%	9%

The proposed reconfiguration of the William Griggs Garden to provide turnaround facility for Bellenden Road	85	91	20
	43%	46%	10%
The proposed closure of Holly Grove by Lyndhurst Way to vehicular traffic to improve access to Warwick Gardens for pedestrians and cyclists	96	82	18
	49%	42%	9%
The proposed modifications of Highshore Road/ Bellenden Road/ Elm Grove junction to give priority to Highshore Road west and Bellenden Road north	102	72	22
	52%	37%	11%
The proposed new footway on the eastern side of Bellenden Road between Holly Grove and Highshore, which requires relocating all existing parking bays to Holly Grove	104	74	18
	53%	38%	9%
The proposed 'No through' access on Bellenden Road by William Griggs Garden to vehicular traffic	95	83	18
	48%	42%	9%
The proposed two-way operation of Highshore Road and the removal of 10 parking spaces	99	75	22
	51%	38%	11%
The proposed footway widening and raised table at junctions to reduce crossing distances and improve accessibility?	112	66	18
	57%	34%	9%
The proposed replacement of existing traffic humps with sinusoidal humps	126	48	22
	64%	24%	11%
The proposed re-routing of the bus P13 to turn right directly into Blenheim Grove	107	65	24
	55%	33%	12%
The double yellow lines to improve visibility / safety for all road users	110	61	25
	56%	31%	13%

17. Summary of the responses received for each question, objections and concerns raised, together with officer's response are contained in Appendix D. The original responses can be found in Appendix E.
18. The key themes of objection and concern were:
- Increase in traffic volumes on Lyndhurst Way and Chadwick Road;
  - Safety at junctions of Lyndhurst Way / Chadwick Road and Bellenden Road/Chadwick Road with the increased traffic volume and turning movements;
  - Turnaround facility and reconfiguration of the William Griggs Garden;
  - Removal of the parking spaces on Highshore Road and Lyndhurst Way; and,

- Replacing single yellow lines with double yellow lines on parts of Bellenden Road, Lyndhurst Way and Chadwick Road.

### **Stakeholders Responses**

19. Both Southwark Living Streets and Southwark cyclists strongly support the overall proposal.
20. Southwark Living Streets felt that the existing one-way system is a real barrier to walking and cycling in the area. They strongly support the creation of a pedestrianised link between Holly Grove Gardens and Warwick Gardens. Living Streets also strongly support the proposed traffic calming throughout this route. They expressed strong support for the removal of the double mini-roundabout at Highshore Road / Bellenden Road junction.
21. Southwark Cyclists strongly support the changes overall. However, they raised a number of concerns:
  - Highshore Road junction with Bellenden Road as cyclists will be turning at the corner with reduced visibility;
  - Object to the buildout on Lyndhurst Way immediate north of Highshore Road as it would prevent the very lightly used parking being reallocated to space for cycling for the next section of the Spine;
  - There is no lighting under the rail bridges on Bellenden Road and Lyndhurst Way;
  - Concern that the Bellenden Road / Chadwick Road junction may lead to conflict as most motor vehicles will turn left whilst cyclists continue straight ahead; and,
  - Object to the kerb buildout on Chadwick Road (east of Bellenden Road) as this would make it harder to enable contraflow cycling in future.

### **Draft Recommendations to the cabinet member for Environment and the Public Realm**

22. On the basis of the results of the public consultation the cabinet member is recommended to approve the implementation of the proposals, subject to necessary statutory procedures.

### **Policy implications**

23. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly

Policy 1.7 – Reduce the need to travel by public transport by encouraging more people to walk and cycle

Policy 1.8 – Improve the walking 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 5.1 – Improve safety on our roads and to help make all modes of transport safer

Policy 6.1 – Make our streets more accessible for pedestrians

Policy 8.1 – Seek to reduce overall levels of private motor vehicle traffic on our streets

## Community Impact Statement

24. 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.
25. 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.
26. The proposed cycling and walking improvements will not only create a better cycle route for existing cyclists but also encourage people who are not currently cycling to do so.
27. As part of the scheme, public realm improvements will be made to which will be enjoyed by all road users.
28. The proposed two-way operation on Lyndhurst Way, Holly Grove, Bellenden Road, Chadwick Road and Highshore Road is necessary to maintain local access.
29. The proposed closures of Bellenden Road by Highshore Road and Holly Grove by Lyndhurst Way except for cyclists will vastly reduce the traffic volume on these streets and along the route. However, there will be some negative impact on local access where motor vehicles will have to travel a longer distance to enter or exit the local network.
30. An increase in traffic flow on Lyndhurst Way between Chadwick Road and Highshore Road, as well as on Chadwick Road between Bellenden Road and Lyndhurst Way is expected. Existing AM and PM peak hour flows on these sections are 620 passenger car units (pcus) and 390 pcus respectively. The proposed layout is predicted to increase the flows on both sections to approximately 850 pcus in both peak periods.
31. The introduction of double yellow lines at junctions and narrow sections gives benefit to all road users through the improvement of inter-visibility and therefore road safety. There is a risk that new restrictions may cause parking to be displaced.
32. The scheme will result in an overall loss of 14 parking spaces with 10 being removed on Highshore Road and 4 on Lyndhurst Way. The utilisation of the 10 resident permit/pay and display spaces on Highshore Road is low and there are alternative parking spaces on Lyndhurst Way north of Highshore Road, which also have low utilisation. The four spaces on Lyndhurst Way by Lyndhurst Grove are proposed to be removed to improve pedestrian visibility crossing at the junction.
33. William Griggs Garden is proposed to be reconfigured to accommodate a new vehicle turning facility for Bellenden Road. Existing carriageway space on the western edge of the garden would be converted and integrated into the garden to compensate for the loss of garden resulting from the turning facility. Under the proposal, there will be a net gain of garden area of 79m<sup>2</sup>.



34. Bus route P13 is proposed to be re-routed in the northbound direction. At the moment the northbound buses on Bellenden Road turn left at Chadwick Road and follow the one-way system via Lyndhurst Way and Holly Grove, then turn left into Blenheim Grove and continue towards Rye Lane. Under the proposal, northbound buses will continue straight on Bellenden Road and turn right into Blenheim Grove. This will shorten the journey time for buses.
35. The bus stop on Chadwick Road between Bellenden Road and Lyndhurst Way will become redundant and will be removed.

### Resource implications

36. All costs arising from implementing the recommendations will be fully contained within the existing budgets, which are funded by Transport for London.

### Consultation

37. Consultation to date has been carried out as described in paragraphs 7 to 12.
38. Ward members were consulted in July 2015 prior to the commencement of the public consultation.
39. Pre-engagement was carried out with residents and representatives of the local stakeholders in September 2014 and March 2015 respectively.
40. 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 Environment and the Public Realm. Should the cabinet member approve the proposal statutory consultation, as defined by national regulations, is required before the implementation of traffic management orders for certain aspects of the scheme. 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. 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.
41. Any person wishing to comment upon or object to the proposed traffic management orders will have 21 days in which to do so. Should an objection be made that officers are unable to informally resolve, this objection will be reported to the cabinet member for determination, in accordance with the Southwark constitution.

### BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011 Cycle Strategy	Southwark Council Environment and Leisure Parks Design Team 160 Tooley Street London SE1 2QH	Matt Hill 020 7525 3541

	Online: <a href="http://www.southwark.gov.uk/info/2/00107/transport_policy/1947/transport_plan">http://www.southwark.gov.uk/info/2/00107/transport_policy/1947/transport_plan</a>	
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## APPENDICES

No.	Title
Appendix A	Outline design layout
Appendix B	Consultation Distribution Plan
Appendix C	Consultation leaflet
Appendix D	Response summary
Appendix E	Full response

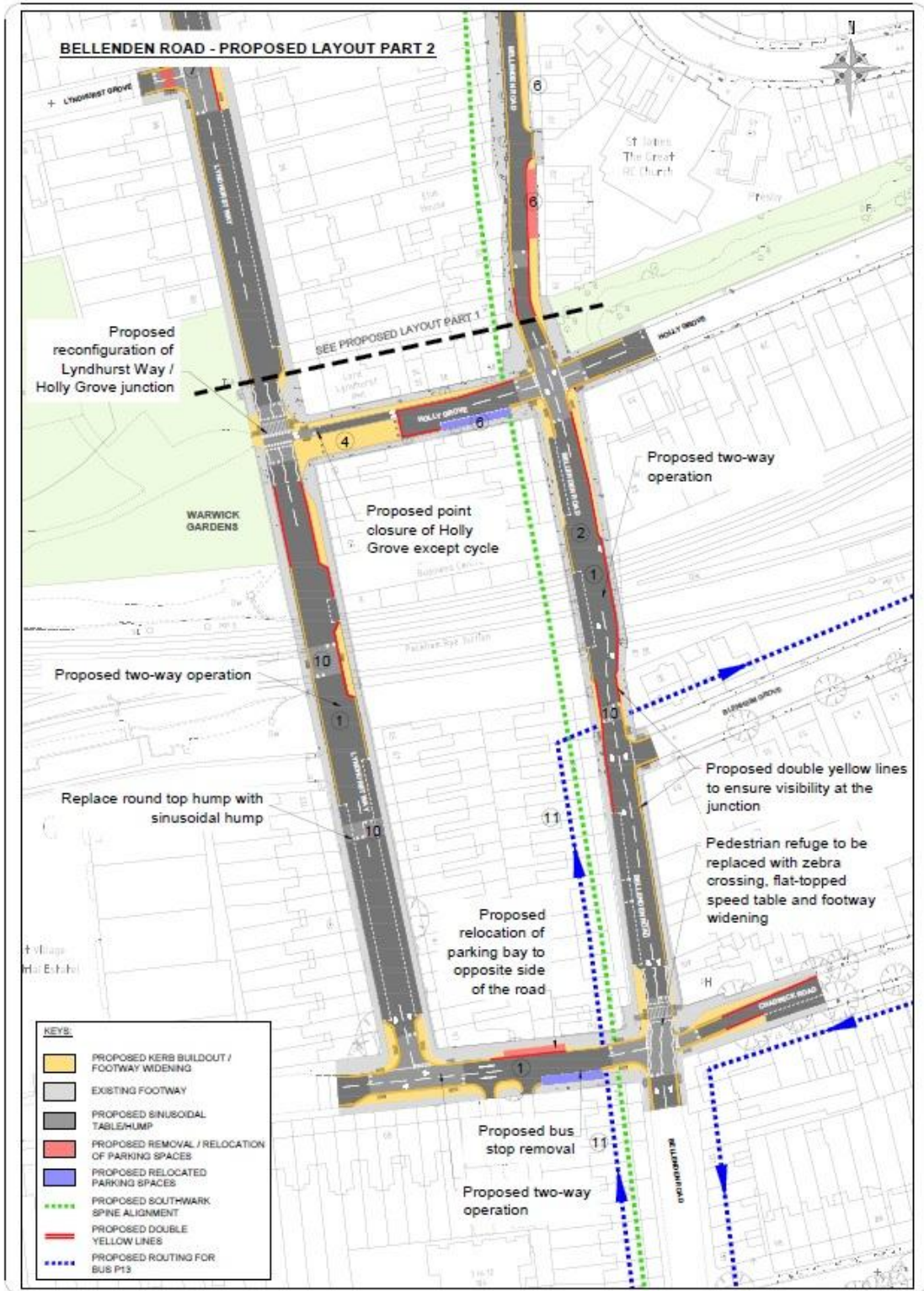
## AUDIT TRAIL

<b>Lead Officer</b>	Matthew Hill, Head of Highways	
<b>Report Author</b>	Clement Agyei-Frempong , Project Manager	
<b>Version</b>	Final	
<b>Dated</b>	26 January 2016	
<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 Law and Democracy	No	No
Strategic Director of Finance and Governance	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>		26 January 2016

**Bellenden Road – Holly Grove – Lyndhurst Way**  
**Cycling and Walking Improvements**

**Outline Design Layout**





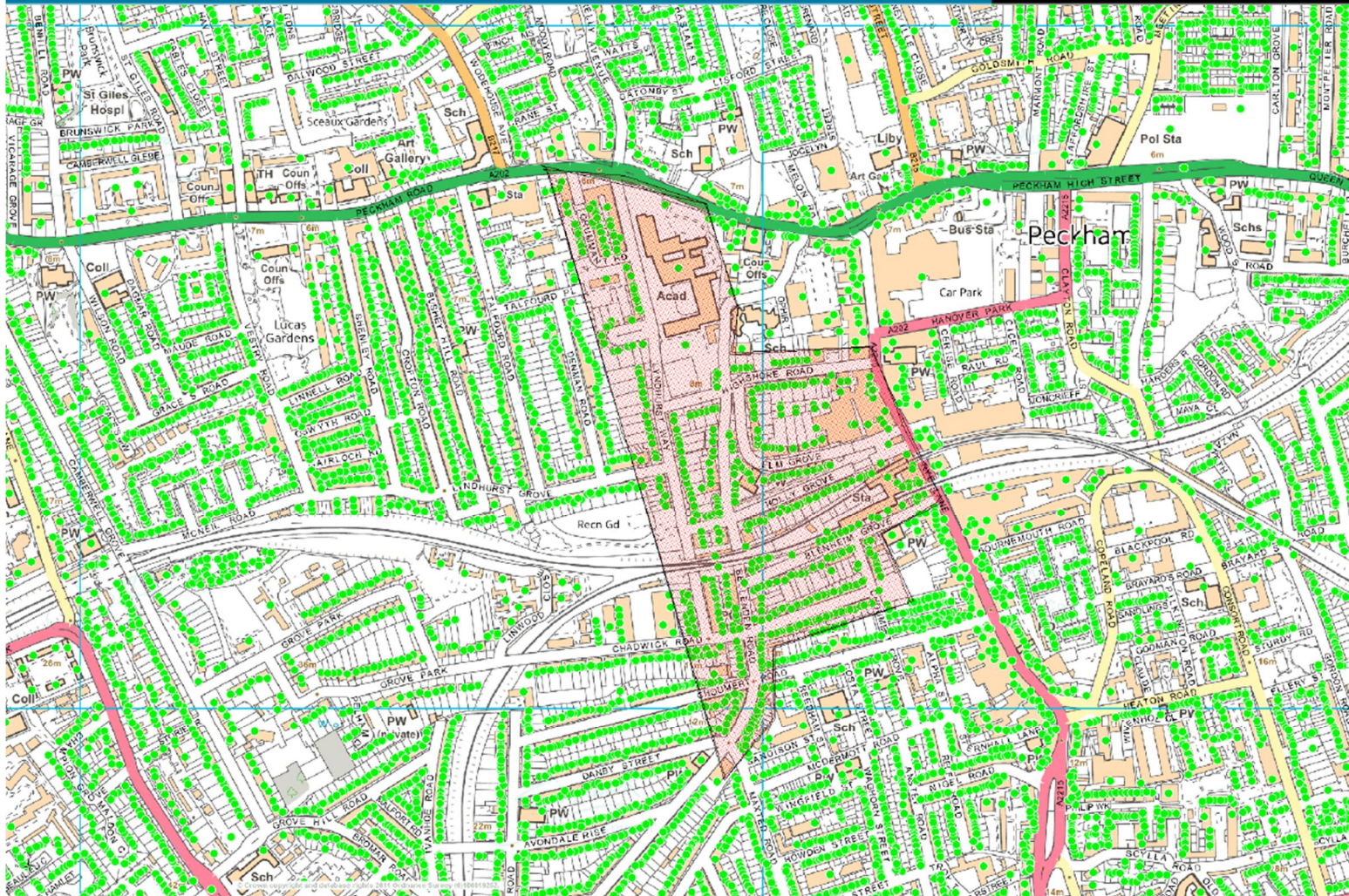
**APPENDIX B**

**Bellenden Road – Holly Grove – Lyndhurst Way**  
**Cycling and Walking Improvements**

**Consultation Distribution Plan**

# Bellenden Road

Date 12/11/2015



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Scale 1/5263

Address Map 2015112

**APPENDIX C**

**Bellenden Road – Holly Grove – Lyndhurst Way**  
**Cycling and Walking Improvements**

**Consultation Leaflet**

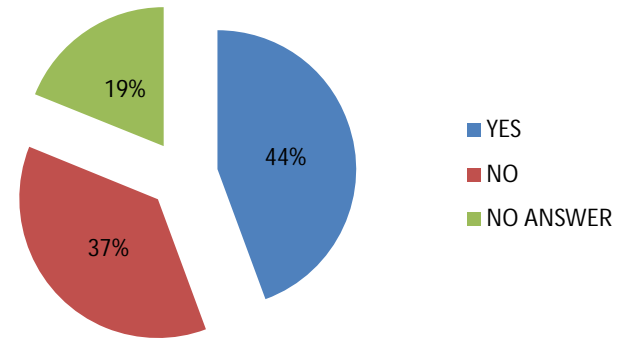


**APPENDIX D**

**Bellenden Road – Holly Grove – Lyndhurst Way**  
**Cycling and Walking Improvements**

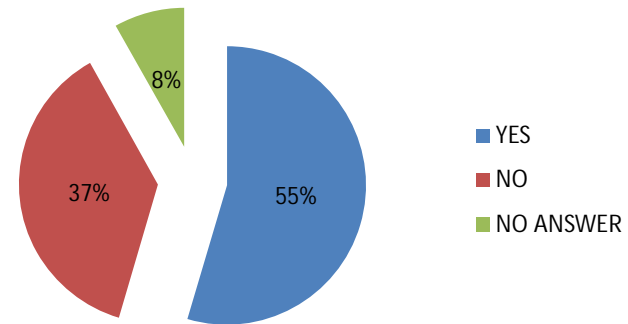
**Response Summary**

**0. Do you support the proposals in general?**



Comment	Key Considerations (and Responses)
Strongly support the scheme.	
Requests for additional traffic calming measures, specially along Bellenden Road, where the 2-way system is thought to compromise the safety of the cyclists.	New junction tables and sinusoidal humps will be implemented as part of the scheme as traffic calming measures. The proposed two way traffic will encourage reduced motor vehicle speeds in the area.
Requests to an improvement in the traffic conditions in the retail ('village') area on Bellenden Road. The main concerns are illegal and short-stay parking that significantly reduces the width of the carriageway creating congestion and conflict among users.	This is outside the scope of this scheme. However, officers are aware of the issue and this will be reviewed in a separate study.
Requests to improve the poor condition of the surface in Lyndhurst Way and Lyndhurst Grove, which displays several defects that hinder cycling in the area, specially when it rains.	Resurfacing of sections of road in poor condition will be considered at the detailed stage
Disagree with the scheme, finding it unnecessary, inconvenient or failing to cover the needs of the residents in the area, or even worsening the conditions for them.	The scheme overall provide walking and cycling improvements in the area. It also forms part of the Southwark Spine route which is an important element of Southwark's Cycling Strategy.
Lack of provision for emergency vehicles that currently travel southbound on the northbound section of Bellenden Road.	Emergency services will be consulted during statutory consultation, and the proposals adjusted to accommodate emergency vehicles where necessary.

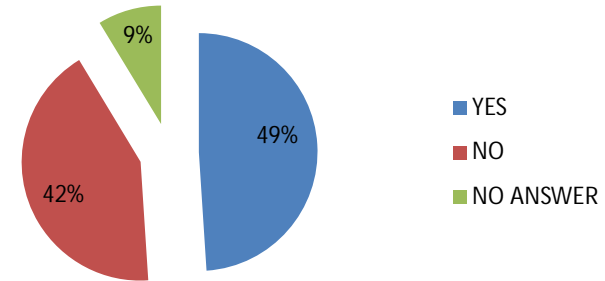
**1. Do you support the proposed two-way operation on Lyndhurst Way, Holly Grove, Bellenden Road and Chadwick Road?**



Comment	Key Considerations (and Responses)
Support of the proposal, agreeing that the current layout encourages aggressive behaviour and is considered to be unsafe to all road users, particularly cyclists and pedestrians.	N/A
Overall objection to the proposal, based on the increase in the traffic (and therefore noise, pollution, loss of the sense of community, etc) in the streets affected.	N/A
The proposal will cause increased flows and congestion on Lyndhurst Way. This will increase noise and air pollution.	Traffic flows on Lyndhurst Way will increase as a result of the road closures on Bellenden Road and Holly Grove. Existing AM and PM peak hour flows on Lyndhurst Way (between Chadwick Rd and Holly Grove) are 620 pcus and 390 pcus respectively. The proposed layout is predicted to increase the flows to approximately 850 pcus in both peak periods. Lyndhurst Way is considered to be the more suitable road to carry traffic flow in the area due to the wider road width and its alignment.

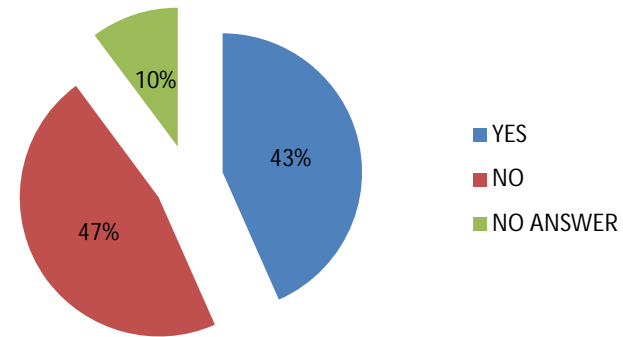
The proposal will cause increased flows and congestion on Chadwick Road.	Traffic flows on Chadwick Road will increase as a result of the road closures on Bellenden Road and Holly Grove. The proposed layout is predicted to increase the flows by approximately 290 pcus and 560 pcus in the AM and PM peak periods.
The proposal will create unsafe junctions on Chadwick Road with two way traffic and narrow road width.	The proposal will be independently safety audited as part of the formal process.

**2. Do you support the proposed 'No through' access for motorised traffic on Bellenden Road between Highshore Road and Blenheim Grove?**



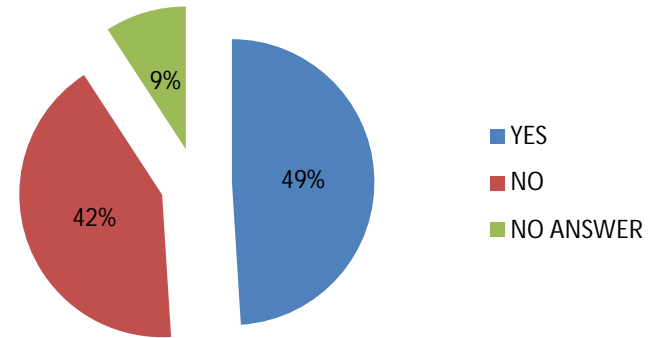
Comment	Key Considerations (and Responses)
More traffic is going to be funnelled to Lyndhurst Way.	In order to create a quieter route for walking and cycling, through traffic on Bellenden Road has to be reduced. Traffic flows on Lyndhurst Way will increase as a result of the road closures on Bellenden Road and Holly Grove. Existing AM and PM peak hour flows on Lyndhurst Way (between Chadwick Rd and Holly Grove) are 620 pcus and 390 pcus respectively. The proposed layout is predicted to increase the flows to approximately 850 pcus in both peak periods. Lyndhurst Way is considered to be the more suitable road to carry traffic flow in the area due to the wider road width and its alignment.
Delivery lorries need to access the businesses on this part of Bellenden Road and may not be able to turn around to exit.	Road width on Bellenden Road is not proposed to change except in the vicinity of junctions. Although the road is proposed to be made two-way, deliveries vehicles will be able to access businesses on Bellenden Road.
The creation of potential antisocial areas on this sites due to low volume of traffic, and the fact that road closures on other places have generated social anger before.	Street lighting will be reviewed as part of the detailed design if the proposed scheme is to go ahead. This will likely improve the perception of safety and discourage antisocial behaviour.

**3. Do you support the proposed reconfiguration of the William Griggs Garden to provide turnaround facility for Bellenden Road?**



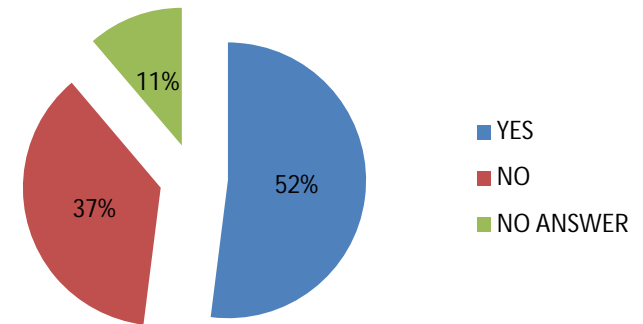
Comment	Key Considerations (and Responses)
Concerns with the turnaround facility and reconfiguration will have detrimental effect on the urban environment.	The whole garden will be redesigned to ensure impact on the environment is minimal. It is proposed to increase the size of the gardens.
This proposal appear to required the removal of two mature trees and bedding plants, reducing the green areas and therefore converting this into a less pleasant place.	The two mature trees next to No. 71 Elm Grove will be retained. Potentially one tree will be removed. However, the garden will be redesigned with minimising lost of trees in mind. Any tree removed will be replaced.
Blockage could occur in this place when large vehicles, or a high volume of traffic (there is a church and a community building in the area where events are held) using this stretch of Bellenden Road.	The existing single yellow lines will be reviewed and an assessment will be made to consider whether double yellow lines are required for this section of Bellenden Road.

**4. Do you support the proposed closure of Holly Grove by Lyndhurst Way to vehicular traffic to improve access to Warwick Gardens for pedestrians and cyclists?**



Comment	Key Considerations (and Responses)
<p>Objections to this proposal are supported by the belief that a large amount of the traffic will be diverted into Lyndhurst Way, creating congestion along this street.</p>	<p>In order to create a quieter route for walking and cycling, through traffic on Bellenden Road has to be reduced. Traffic flow will increase on Lyndhurst Way as a result of the road closures on Bellenden Road and Holly Grove. Existing AM and PM peak hour flows on Lyndhurst Way (between Chadwick Rd and Holly Grove) are 620 pcus and 390 pcus respectively. The proposed layout is predicted to increase the flows on this street to approximately 850 pcus in both peak periods. Lyndhurst Way is considered to be the more suitable road to carry traffic flow in the area due to the wider road width and its alignment.</p>
<p>Complaints about how to access to house entrances in the case of having to load/unload have been received from residents of this street.</p>	<p>Holly Grove between Bellenden Road and Lyndhurst Way can be accessed via Bellenden Road under the two-way proposal.</p>
<p>There are also concerns of the area potentially attracting antisocial behaviour due to reduced level of traffic.</p>	<p>Street lighting will be reviewed as part of the detailed design if the proposed scheme is to go ahead. This will improve the perception of safety and discourage antisocial behaviour.</p>

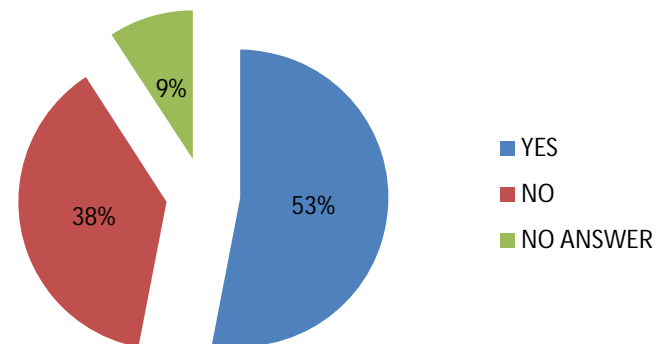
**5. Do you support the proposed modifications of Highshore Road/  
Bellenden Road/ Elm Grove junction to give priority to Highshore Road  
west and Bellenden Road north?**



Comment	Key Considerations (and Responses)
<p>Concern about the Spine routing cyclists to turn right from Highshore Road into Bellenden Road where visibility is restricted. Also in the opposite direction where cyclists.</p>	<p>Raised sinusoidal humps are proposed either side of the junction to reduce vehicle speeds. Cyclists turning right into Bellenden Road will be able to take a more central position to improve their intervisibility with other road users.</p>

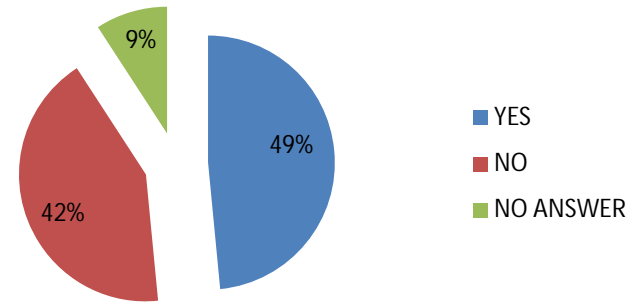


**6. Do you support the proposed new footway on the eastern side of Bellenden Road between Holly Grove and Highshore, which requires relocating all existing parking bays to Holly Grove?**



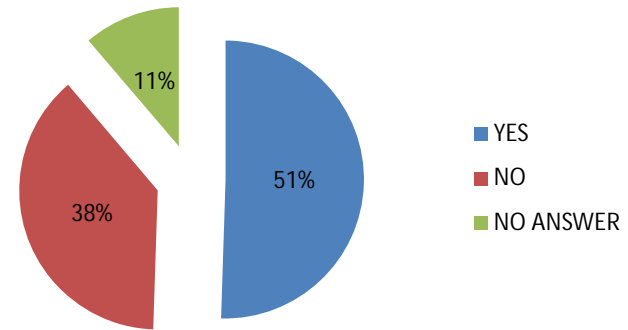
Comment	Key Considerations (and Responses)
Concerns about to the loss of residential parking bays on Bellenden Road.	The parking bays are relocated to Holly Grove, with the total number of parking bays remaining the same at this location. At present, there is no footway at this location which causes a potential safety issue where there is no buffer between the properties and live carriageway. The proposed footway will allow pedestrians who wish to stay on the eastern side of the road to do so, instead of being forced to cross the road and continue their journey on the western footway.
There are also concerns on the congestion that this street configuration could carry along, with people parking during the weekend on the single yellow line, leaving (perhaps) some resident's driveways blocked and complicating access to emergency services and other large vehicles.	The existing single yellow lines will be reviewed and an assessment will be made to consider whether double yellow lines are required for this section of Bellenden Road.

**7. Do you support the proposed 'No through' access on Bellenden Road by William Griggs Garden to vehicular traffic?**



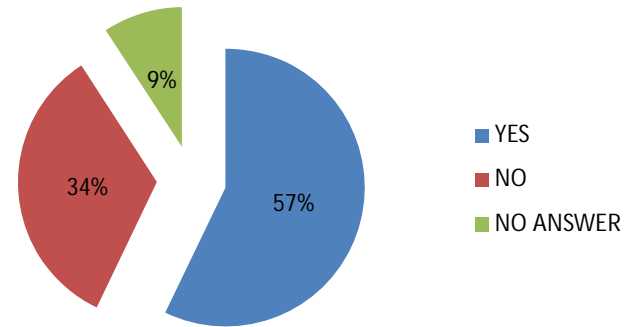
Comment	Key Considerations (and Responses)
<p>More traffic is going to be funnelled to Lyndhurst Way.</p>	<p>In order to create a quieter route for walking and cycling, through traffic on Bellenden Road has to be reduced. Traffic flow on Lyndhurst Way will increase as a result of the road closures on Bellenden Road and Holly Grove. Existing AM and PM peak hour flows on Lyndhurst Way (between Chadwick Rd and Holly Grove) are 620 pcus and 390 pcus respectively. The proposed layout is predicted to increase the flows to approximately 850 pcus in both peak periods. Lyndhurst Way is considered to be the more suitable road to carry traffic flow in the area due to the wider road width and its alignment.</p>
<p>Delivery lorries need to access the businesses on this part of Bellenden Road and may not be able to turn around to exit.</p>	<p>Road width on Bellenden Road is not proposed to change except in the vicinity of junctions. Although road is proposed to be made two-way, deliveries vehicles will be able to access businesses on Bellenden Road.</p>
<p>The creation of potential antisocial areas on this sites due to low volume of traffic, and the fact that road closures on other places have generated social anger before.</p>	<p>Street lighting will be reviewed as part of the detailed design if the proposed scheme is to go ahead. This will improve the perception of safety and discourage antisocial behaviour.</p>

**8. Do you support the proposed two-way operation of Highshore Road and the removal of 10 parking spaces?**



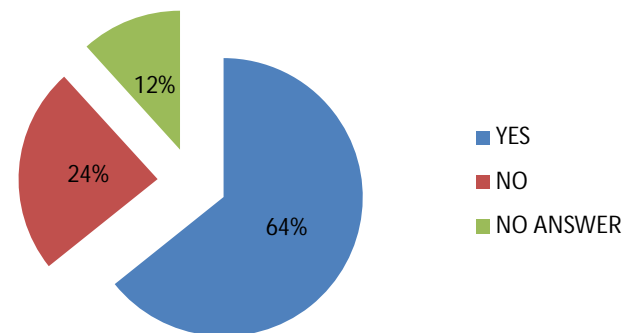
Comment	Key Considerations (and Responses)
<p>Concern with the loss of parking bays in an area which is already difficult to find spaces. In the future, this is believed to be aggravated by the 60-flat development that is being built on this street. Concern the problem of losing parking space in front of a veterinary clinic situated in 35 Highshore Rd, as walking the distance from the closest parking bay into the clinic carrying an injured animal might not be feasible.</p>	<p>Observations of parking use at this location suggested that demand at these parking bays is low. However, Officers will review the design and investigate the possibility of retaining some parking bays on the northern side of Highshore Road.</p>
<p>There are concerns about the consequences of the 2-way system on Highshore Rd, which would increase the flows on Bellenden (northbound) thus creating congestion.</p>	<p>Traffic flows on Bellenden Road north of Highshore Road are not expected to be increased by the scheme. Currently, motor vehicles can access that section via Bellenden Road south of Highshore Road. Vehicles wishing to access that part of Bellenden Road from south of Highshore Road will simply be reassigned to Lyndhurst Way and then Highshore Road.</p>

**9. Do you support the proposed footway widening and raised table at junctions to reduce crossing distances and improve accessibility? This involves removing 4 parking spaces on Lyndhurst way by Lyndhurst Grove.**



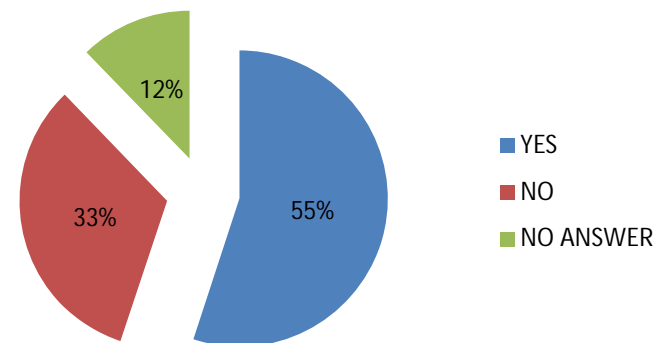
Comment	Key Considerations (and Responses)
<ul style="list-style-type: none"> <li>Bellenden Rd/Chadwick Rd junction:</li> </ul> <p>The 2-way system along Chadwick Road will make this narrow junction congested and dangerous. Currently priorities are unclear and need clearer signage. The council should look into signalisation the junction.</p>	<p>The carriageway width is sufficient for two-way traffic. The new junction layout will provide clear priority for Bellenden Road north-south traffic. Chadwick Road traffic will have to give-way, signage will be provided to ensure that priority is clear for all traffic. Signalisation is not considered at present as the area is mainly residential and traffic signals would potentially result in queuing vehicles outside of the typical peak periods. The proposal is currently undergoing road safety audit, if there is a safety concern at the junction, signalisation or other measures will be analysed.</p>
<ul style="list-style-type: none"> <li>Lyndhurst Way/Chadwick Rd junction:</li> </ul> <p>This junction will be congested with the new layout and increased level of traffic, making it dangerous for all users and probably not allowing large vehicles to turn without conflict.</p>	<p>Sweptpath analysis had been carried out and will be reviewed again during detailed design to ensure vehicles can manoeuvre safely. As most vehicles will be right turning from Chadwick Road into Lyndhurst Way or left turning from Lyndhurst Way into Chadwick Road, the main movements are not in conflict and thus congestion is not expected at this location.</p>

**10. Do you support the proposed replacement of existing traffic humps with sinusoidal humps?**



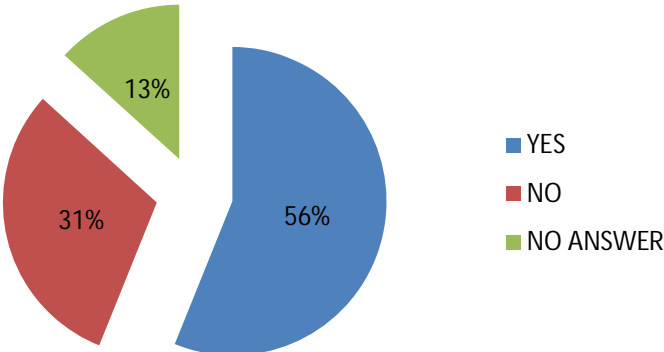
Comment	Key Considerations (and Responses)
Most comments are supportive on the installation of speed humps (of any kind).	N/A
At least three of the responses referred to the fact that humps were damaging their properties, specially when larger vehicles drove over them.	Sinusoidal profile humps proposed has benefit in giving less discomfort to cyclists and motorists travelling at low speed. Research has shown speed reductions are likely to be similar to round-top humps. Maximum noise and ground-bourne vibration levels generated are likely to be less than for round-top humps.
Comments on sinusoidal humps have been proven to encourage a more aggressive behaviour from the motorised vehicles.	Research has shown speed reductions are likely to be similar to round-top humps.

**11. Do you support the proposed routing of the bus P13 to turn right directly into Belnheim Grove?**



Comment	Key Considerations (and Responses)
<p>There were concerns about bus stop stays being removed from Chadwick Road as it is more convenient for some residents at present. Not everyone's mobility allows them to make an extra displacement to reach the new bus stop.</p>	<p>Under the new layout, buses will not be able to remain on its existing route through the gyratory. Officers will liaise with TfL buses to investigate possible alternative locations for the bus stop.</p>

**12. Do you support the double yellow lines to improve visibility/ safety for all road users?**



Comment	Key Considerations (and Responses)
<p>Opposition to this proposal comes mainly from residents who do not find this necessary taking into account the parking loss and the damage to business that this can entail.</p>	<p>Overall, it is important that the roads are safe for all road users at all times and therefore it is important that the single yellow line restrictions are upgraded at certain locations, to maintain road user intervisibility.</p>

**APPENDIX E**

**Bellenden Road – Holly Grove – Lyndhurst Way**  
**Cycling and Walking Improvements**

**Full Response**



## Stakeholders

### Southwark Living Streets

Southwark Living Streets is very supportive of these plans. We have long felt that the Bellenden one-way system is a real barrier to walking and cycling in the area encouraging as it does high speeds and domination of these streets by motor vehicles. There is significant underutilisation of the overall capacity owing to the inefficiencies of the one-way systems and it is entirely appropriate to re-allocate some of this space to pedestrians and cyclists. The proposed use of this route as part of the Southwark Spine requires significant reductions in traffic volumes (if the route is to be designed to LCDS Quietway standards) given the very high current volumes of motor vehicles using it (from previous Traffic Flow Data surveys - [http://www.southwark.gov.uk/download/downloads/id/9631/traffic\\_flow\\_data](http://www.southwark.gov.uk/download/downloads/id/9631/traffic_flow_data)) on both Bellenden Road and Lyndhurst Way with both being in places more than 3,000 Passenger Car Units per day).

We strongly support the creation of a pedestrianised link between Holly Grove Gardens and Warwick Gardens. This will be a major boost to opportunities to walk and cycle between Peckham and Camberwell and is a link that has been very unattractive and intimidating until now for pedestrians. We strongly support the proposed traffic calming throughout this route in the form of the sinusoidal humps and raised treatments at junctions which will make crossing the road and walking along this route far more attractive and reduce intimidation to pedestrians. Finally we strongly support the proposals at the Highshore Road junction with Bellenden Rd and the removal of the mini-roundabouts and the closure of the northern-most part of Bellenden Rd to motor vehicles. While facilitating through put of motor vehicles, mini-roundabouts create real uncertainty and disrupt desire lines for pedestrians and their removal and the tightening of junctions in this area will make crossing the road far more pleasant for pedestrians.

I COMMENT AS A REGULAR CYCLIST AND ON BEHALF OF SOUTHWARK LIVING STREETS. I ESPECIALLY SUPPORT 4 ABOVE. IT WILL BE A GOOD BOOST FOR PEOPLE GOING TO AND FROM WARWICK GARDENS.

## Southwark Cyclists

Southwark Cyclists - Response to Bellenden Road, Holly Grove, Lyndhurst Way Consultation

Overall, Southwark Cyclists strongly supports the proposed changes. In particular, the removal of the one-way system takes away a significant barrier to safe, legible and comfortable cycling through the area. We consider re-introduction of two-way operation and reallocation of road space from car parking to be absolutely crucial for the success of the scheme's objectives and indeed the Southwark Spine.

There are some matters, set out from north to south, that need to be improved as part of detailed design and we would be very happy to meet with officers to discuss further:

Highshore Road - scheme would expect cyclists to turn across a newly created blind corner, major rethink needed

Holly Grove - wider cycle track and better connection between green spaces

Blenheim Grove - integrate with proposals for redevelopment of Peckham Rye Station area by allowing contraflow cycling

Chadwick Road - support measures to reduce risk of conflict between drivers turning left and straight-on cyclists but design of Spine route immediately to south will be critical

### 1. Highshore Road

At the junction of Bellenden and Highshore Roads, the Southwark Spine route would expect cyclists to turn right here across a blind corner with motor vehicle priority created by this scheme. There is currently a roundabout here. Southwark should consider improving the roundabout - by raising it on a table improving the public realm - or redesigning this part of the route to account for the increased cycle flows expected once the Southwark Spine has been implemented.

Given the large volumes of peak traffic on Lyndhurst Way, the right turn from Highshore Way onto Lyndhurst will be difficult for cyclists. We object to the build-out on Lyndhurst Road immediately north of its Highshore Road junction as this would prevent the very lightly used parking being reallocated to space for cycling for the next section of the Spine. This junction is best considered as part of the consultation for that section. There is scope to reduce parking on Highshore Road further as only three properties on this section do not have off-street parking.

We suggest moving the point closure on Highshore Road to the west side of the post office. This would move post office and other delivery traffic - including lorries - away from the local residential streets.

### 2. Holly Grove area

The road closures at the north end of Bellenden Road and in Holly Grove have the potential to create attractive routes for cyclists travelling to and from Peckham High Street, Melon Road and Kelly Avenue. There is however space available to make the cycle tracks wider, particularly on Holly Grove, where cyclists turning off Lyndhurst Way may be under pressure from motor vehicles following close behind.

The carriageway section of Holly Grove looks over engineered, interrupting the link between the two green spaces. This should be resolved in detailed design. The road humps in the

section of Bellenden Road north of here are unnecessary, as it would become a dead-end for drivers as well as be significantly narrowed. The cost saving could be used to help fund our other suggestions.

There is no lighting under the railway bridges on Bellenden Road and Lyndhurst Way. The darkness detracts from safety and whether as part of this or future funding, lighting is needed. There are many innovative lighting schemes under railways in the north of the borough and lessons from these could be applied here.

### 3. Blenheim Grove

There is no obvious link up between these proposals for the Spine and the redevelopment of the area around Peckham Rye station, or indeed the cycle hub there. A legible, two-way route is needed on the south side of this key trip generator. The bus stop at the west end of Blenheim Grove would need to be moved to Bellenden Road but this would be more convenient for bus users.

A restored mode filter (with a camera if necessary rather than rising bollard) at the Rye Lane end, with westbound cycle access permitted (currently bus only) and further simplification of the P13 bus route would manage traffic better in this fast-changing area.

### 4. Chadwick Road

We are concerned that the new layout may lead to conflict at the junction of Chadwick and Bellenden Roads as most motor traffic will turn left here while cyclists will continue straight ahead. While the proposals do take some steps to address left hook risks through the raised table and changes to geometry, which are vital elements of the scheme, nonetheless there are large traffic flows through this junctions at peak times.

The design of the section of the Spine immediately to the south, where Bellenden Road narrows, will be critical. We strongly believe measures to reduce the flows and dominance of motor traffic will be needed, so that even less confident and able cyclists will feel comfortable adopting the primary position on the carriageway.

We object to the pavement buildout in Chadwick Road (east of Bellenden Road), as this would make it harder to enable contraflow cycling in future, for example as part of proposals to improve cycle permeability through the car park beyond to Bournemouth Road.

## Residents and Businesses

<p>This area is choked with traffic, noise, pollution and the associated stress levels. This area has good public transport links and bold moves to reduce vehicles are urgently needed and this area will be transformed by these improvements. It is currently very frightening cycling in this vicinity which would benefit from a more pedestrian and cycling friendly environment to reduce noise and traffic pollution. The bolder your proposals the better life will be for everybody!</p>
<p>It would be nice if Bellenden roads pavements could be expanded from hollygrove and upwards to allow for better movement of pedestrians especially those using prams and wheelchairs.</p>
<p>Proposals look very good and well-thought through.</p>
<p>Objection: The above proposal would result in Lyndhurst Way carrying almost all of the traffic. There is no benefit to residents.</p>
<p>Disagree with closure of road to traffic at Lyndhurst to Bellenden junction to improve access to Warwick Gardens. Access to Warwick Gardens is fine currently. Additionally, by implementing this closure, all through traffic will be pushed to the Chadwick/Bellenden junction, where I would imagine much of the existing traffic would turn left, causing a lot of congestion on the tiny Bellenden road. Does the current configuration not offer more option for the traffic to disperse down various sideroads before hitting Bellenden Road where I experience traffic jams on a daily basis, particularly around the shopping area? Has analysis been performed to ensure the Chadwick/Bellenden junction doesn't become a bottleneck with queues? I don't see how this particular aspect of the proposal benefits the masses. Thanks</p>
<p>Overall, I think the plan is a good idea but I think that it is a missed opportunity.</p> <p>Steps to make Bellenden Road a safer and quieter road should be progressed. This year alone there have been numerous accidents at the corner of Bellenden and Chadwick and I personally have witnessed several collisions between cars and motor vehicles.</p> <p>Steps should also be made to make Bellenden Road shopping parade a between place for pedestrians, cyclists and local businesses.</p> <p>Whatever steps to be carried out in this consultation should also be linked to Bellenden Road shopping parade improvements. For example, this should be a single carriageway (with traffic routed around the back via Blenheim/Choumert Grove) - the pavement widened and a cycle lane created. During the late spring, summer and early autumn, al fresco dining and drinking takes place along Bellenden Road shopping parade. This should be encouraged and these steps to be tied into improving that experience.</p>
<p>Lyndhurst way is a busy already for residents on this street. One way driving will provide residence less noise and pollution on the area. sinusoidal humps are damaging our properties, specially when heavy lorries and vans pass by. Remove them will help us to keep our properties better and the buildings will suffer less.</p>
<p>Thanks for the good job to helps us to keep our neighbourhood as good as possible.</p>
<p>I would like to remind the Council of prior figures ref consultation processes. For example the consultation ref CPZ in East Dulwich some yrs ago. The Council informed us (I do not recall the exact figures but it was something like this) that 58% wanted CPZ, however when the Coucil was pushed for a more detailed breakdown, it turned out the something like 80% to those who responded and were in favour of CPZ were from Melborne Grve (a well known pinch point) and this meant that, when the figures were spread across the whole consultation area, in real terms only 18% wanted CPZ. Please therefore provide me with a breakdown of how the percentages were arrived at per street and how many of those were residents with parking requirements living in CPZ streets. I for one have mentioned before that there does not seem to be a serious problem with either accidents or cyclists not being able to navigate there way through the zone. Is there clear data that prove otherwise? And if not why change a system that seems to be working perfectly well as is??? There a regular serious accidents involving cyclists along Rye Lane... would not the money be better invest there?</p>
<p>Strongly support proposals both as local pedestrian, cyclist and motorist. Many local junctions are currently not very safe and one way system encourages speeding in many locations.</p>
<p>Its fine as it is. Leave us alone. I'm very worried that I won't be able to reverse into my drive way SAFELY if you make Bellenden Rd two way.</p>
<p>All we need is safe crossing on Chadwick Rd.</p>

All looks good except for road markings at two junctions:

1) junction Chadwick road and bellenden road. You are giving right of way to bellenden road southbound which will now only have occasional residential traffic over Chadwick road which is a main cut through route. Ditto Chadwick with lyndhurst way, traffic should not have to turn right as they proceed north, as the route up/down Chadwick road is much quieter than the the route from Chadwick onto lyndhurst way.

I fear for traffic build up at the Chadwick/bellenden junction, I personally would definitely ensure Chadwick road has priority over bellenden road southbound. Although I know p13 has to cross that junction.

On the whole it is lovely.

My only concern in the new plan is the Lyndhurst Way/ Holly Grove junction. The Holly Grove cycle route looks very narrow and the turning is very abrupt. I foresee people on bicycles having to wait on Lyndhurst Way to turn if there are cycles coming the other way on Holly Grove. Those in cars, not having the same problem, will not anticipate this - the result could be dangerous and at least intimidating if you are forced to stop in front of an impatient driver.

Could the cycle path here not be made wide enough to (at least) allow for cargo bikes to pass in each direction and/ or the turning be made less abrupt/ some kind of refuge provided so you can get out of traffic while you wait for oncoming bicycles (without creating room for cars to decide to park here).

The current one way system is unsustainable, it encourages its use as a race track for cars turning into Holly Grove and right into Bellenden Road far in excess of 20 mph limit. Two lanes of traffic heads north one-way along Bellenden Road, the pavement on the east side is far too narrow.

Calming traffic and reducing through traffic should be supported, I am in favour of closing roads to vehicles, allowing cycle and pedestrian access. I favour the closure Holly Grove at Lyndhurst Way and Bellenden Road at Highshore Road as proposed

These proposals are much needed. The current road access makes it very dangerous for pedestrians and cyclists. I'm not sure if I agree with the P13 bus change, but think it should actually go further and not go down Bellenden road at all. The road is too narrow where the shops are at Bellenden road. This creates queues and traffic jams resulting in impatient drivers performing dangerous manoeuvres. I look forward to the much needed changes and am happy to support this.

THE NUMBERS SHOWN ON THE PLAN CORRESPOND TO THE QUESTIONS - NO THEY DO NOT.

THIS IS A POINTLESS EXPENSIVE PROPOSAL AIMED SOLELY AT BENEFITING BELLENDEN ROAD WHICH IS DOING FINE AS IT IS, AS ARE THE CYCLISTS. WHY WRECK THE LOVELY WILLIAM GRIGGS GARDEN? WHY KNOCK OUT ALL THOSE PARKING SPACES? WHY CAN'T YOU JUST LEAVE THINGS ALONE? I AM SO FED UP WITH LBS WORDS CAN'T EXPRESS!

I think this is a great scheme. As a resident of Peckham I have always felt that there needs to be a better link between Warick Grdns and Holly Grove Park. Creating a pedestrian link (albeit one with cycling route) will greatly enhance both Holly Grove and the interchange with Bellenden Rd. I have lived in Peckham conservation district for 10 yrs now and find the endless one way streets very frustrating. The proposed scheme is great and I do hope we are able to proceed with it. Well done.

Concern re increased traffic on high shore road leading to pollution exposure to school kids.

Ultimately traffic should also avoid the shopping part of bellenden road. Any plans to pedestrianise this too?

I am strongly in favour of the proposed scheme.

The proposals spare no thought for the car owners who pay for the roads. As a resident of Elm grove, The proposals will do nothing other than inconvenience those who already pay over £120 per year to park near our homes.

Cyclists have for too long ignored the rules of the road, putting themselves and other road users in danger and these proposals are rewarding them for ignoring the rules which do not suit them personally.

I think these proposals need to be reconsidered to take into account ALL road users, not just cyclists.

POSSIBLY TRAFFIC LIGHTS AT CHADWICK/BELLENDEN RD JCT - IT'S GOING TO BE BUSIER.

Strongly support this. The current junction of holly grove and bellenden road very dangerous for

pedestrians

The current road operation has been in operation since 1989 and has proved over the years to work and has a tried and tested design that works very well.

There is no need to change the roads to 2 way. The current crossing points work although you might make like to make them larger. A crossing point where Chadwick Road turns into Lyndhurst Way could be made larger. A larger crossing point at the junction of Holly Grove/Bellenden Road should also be made larger at this junction.No more is required.

The P13 bus stop should remain where it is on Chadwick Road as it is a very well used stop and is sited in the correct position. It is the halfway point from Bellenden Road school and Blenheim Grove. This is of great importance to particularly the older generation and families. If one has to climb Chadwick Road to Grove Park the extra distance would cause hardship.

All that is needed is for cyclists to show a bit of common sense and not the selfish "I want I want" rant. A cycle lane from Bellenden Road into Chadwick into Lyndhurst is all that is required. There is no need for 2 way traffic.

Roads do not need to be closed just larger crossing points at the junction.

Why is there such a need to spend money Southwark does not have or are they working hard to spend possible donated money for a not required but is PC generated smug scheme.

Since1989 I can only remember a few minor accidents crossing from lower to upper Chadwick Road.

This is change for the sake of change my personnel thoughts are this has already been decided.

It has not been advertised very well and those with an agenda using this survey will force it through with very few responses from the majority out of the loop residents. Local knowledge from long term residents is what is required not young thrusting must have change people with red pencils and a map.

Your plans are very badly thought out. I live at 66 Bellenden Road, the one way stretch by the park. What you are suggesting is a single road to a dead end. You have not taken into consideration that single yellow lines will mean people will park on these at eves and weekends blocking all residents in. There are no provisions with the extended footpath for emergency services or refuse lorries to come down and come out, causing huge and dangerous congestion. You are putting paths in that no one uses. Extending a park that is basically a walk through, rarely does anyone sit in there, why would you when Warwick gardens is 5 mins away.Blocking off Holly Grove- why, putting a big concrete path in for no reason whatsoever, a few trees, why, there is a park on either side. Lyndhurst way traffic will be a gridlock if someone wants to turn right into Chadwick Road, no sense, making this 100 times worse, dangerous for cyclists and very dangerous for pedestrians. This scheme is ultimately unusable, pointless and very dangerous and does nothing for the residents of all the streets involved. Your plans are basically for people that do not live in the area, but use as a through fare.At the meeting in the church, the person we spoke to had not visit item Bellenden Road, had no idea of the residents or parking nor understood how cyclists used the roads, and he lives in St Albans, basically saying we should all cycle!! as my partner do cycle to the city every day. We use our car for family journeys, we have off street parking causing no congestion as do all my neighbours on Bellenden road. These plans have a blatant disregard for all us residents. So I totally disagree with a completely flawed and waste of money plan that benefits zero people.

Whilst I agree that the road/traffic schemes need addressing, it's the whole area in peckham, particularly peckham high St near the library and Burger King turning, along with traffic outside Bellenden rd shops where it gets very congested for all users, pedestrians, cyclists and cars alike. I fail to see why this cannot be considered by the proposal, surely the experts needs to understand wider implications of any scheme.

The proposal of blocking off Bellenden rd to traffic and the pavements, creating a cul de sac with one car width is bizarre. The houses on this part of the road that have drive ways could get blocked in with current single yellow line proposal, near Elim house (an elderly day care centre) has not been thought about at all. After single yellow parking restrictions are lifted in the evenings, chaos could ensue. If it is proposed to quieten the road I see no need for adding pavements to the back of houses that have an Elm grove address nor the houses on the LHS near Ganapatis.

There are at least 100 residents on this stretch of Bellenden up to High Shore and creating a 'green space' with road narrowing pavements does not enhance anyone's lives.

It seems that emergency services have not been thought about nor if the turning point proposal (which will remove mature tress in a conservation area - we struggled to get permission to pollard self seeded trees that were blocking sunlight from our garden on bellenden) has considered that there could be a blockade should a large vehicle be turning amd another drives up it.

As a cyclist I am keen to make the roads safer, but drawing pretty pictures of idlystic trees and people does not reflect every day reality!

Please give us sensible options

I do not agree with proposals, particularly with the proposals to put two way traffic on lyndhurst way. We already have a lot of traffic going up lyndhurst way - despite our new double glazing we can still hear the traffic (and very loud sound systems). As a residential street we do not want to have huge amounts of traffic going up and down all times of the day, creating additional noise and pollution and because of the junctions traffic jams.

I is very important that new measures are put in to Bellenden road to reduce the speed of large vehicles such as construction trucks driving up Bellenden road (past the shops where lots of people are) faster than the speed limit. i've seen many large vehicles speed up that road because they can. This is not included in the proposals.

Good scheme, strongly support.

I hope that in future thought can be given to reducing/calming traffic on Bellenden Road south of the railway bridge to the point where a pedestrian-priority shared space can be considered.

Traffic on Lyndhurst Way (part of Southwark Spine) looks set to increase as it will divert away from Bellenden Road. Careful thought should be given to the best onward route for cyclists in that case, and/or whether Lyndhurst Way will ultimately need to be segregated to provide a good level of service for cyclists using the Southwark Spine.

Suspect this whole proposal is DESIGNED exclusively for the benefit of cyclists and some folk living on bellenden road at the expense of people living in highshore road/elm grove area. Also nothing is being proposed to help residents in lyndhurst grove, and lyndhurst way, which have become rat runs, with cars racing up and down, night and day. Also introduction of double yellow lines and removal of parking spaces will lead to faster traffic while shifting parking problems onto other streets, when at the moment parking slows traffic, providing pinch points All unfair,

This scheme is much better and we fully support it. Well done Council.

I AM PARTICULARLY IN SUPPORT OF NO. 4

THIS WILL DOUBLE THE AMOUNT OF TRAFFIC ON LYNDHURST WAY OUTSIDE MY HOME, INCREASING NOISE, INCREASING POLLUTION AND TO NO VISIBLE BENEFIT. WHAT IS THE NEED FOR THE CHANGES - 7 YEARS HERE NO ACCIDENTS!!

THIS PLAN WILL INCREASE TRAFFIC ON NORTH END OF BELLENDEN ROAD AS WEST END HIGHSHORE WILL FEED IT AND IT WILL BECOME A BUSY RAT RUN. IF IT AIN'T BROKE DON'T FIX IT! OR JUST BAN ALL CARS AND TRAFFIC FROM THIS AREA AND LET THE KIDS PLAY IN THE STREETS AGAIN. PARKING IN HIGHSHORE WILL BE A DISASTER WITH ALL THE NEW FLATS ANYWAY.

WE SUPPORT THE PROPOSALS, REALLY CONCERNED ABOUT ROAD/HOUSE SHAKE DAMAGE CAUSED BY POORLY POSITIONED TRAFFIC HUMPS. DELIVERY VEHICLES/SPEED/WEIGHT LIMIT - ENCORCE 20 MPH. MAIL SORTING OFFICE TRUCKS SPEEDING AT NIGHT, SPEEDING OVER TRAFFIC CALMING GENERALLY SPEEDING//CYCLISTS SAFETY AT ALL JUNCTIONS. THE HIGHSHORE SCHOOL DEVELOPMENT SPECIAL NEEDS SCHOOL TRAFFIC GOING NORTH AROUND CORNER BY SCHOOL. PLEASE ADD TRAFFIC CALMING HERE TO AVOID RACING VEHICLES. STUDENS NOW LEAVE THE ACADEMY VIA EXIT ON BELLENDEN ROAD AS WELL.

It is great that you are improving the situation for cyclists BUT stop making it miserable for car drivers There are still a vast majority of car drivers, you could help them too. You shouldn't keep taking away from car drivers on the pretence that it will encourage them to cycle too.

As a cyclist I use this route both ways most working days and occasionally at weekends. I have never experienced or witnessed any safety issues that would discourage me from using this route or should discourage people that are new to cycling from the same.

The one-way system from Chadwick Road to Holly Grove works fine if a little inconvenient. On my journey from south to north in the morning (around 7:30am-8:00am) the majority of the flow is in the same direction not from the north. I've never had an issue at the right turn from Chadwick into Lyndhurst or Lyndhurst into Holly Grove, giving way to traffic that is approaching me. Similarly I've never had an issue at the mini roundabout at the junction with Highshore Road.

On my journey home the majority of the traffic is north to south as one might expect. Again vehicles respect the give way at the Lyndhurst/ Holly Grove junction and the only very occasional issue I've had is with cars pulling out of Chadwick (heading west) because they don't look.

Overall this scheme is totally unnecessary in my view and coupled with the loss of amenity to residents through loss of parking spaces and greater flows on certain roads means it should not be seen through.

I think the proposals are excellent. They make sense for drivers and cyclists alike. Very pleased to see cycling concerns finally being taken on board. I would also welcome road improvements (better paving) on Lyndhurst Grove -- its fraught with potholes for cyclists, especially in the rain.

Proposals are excellent, especially for cyclists. The one way system has been terrible cycling with a family. Thank you! Would welcome better paving on Lyndhurst -- fraught with potholes, a problem for cyclists in the rain.

Any changes that create green spaces, improve conditions for cyclists and pedestrians without raising more inconveniences for motorists are all welcome. Don't let motorists dictate the personality of our community.

Returning streets to two-way working will make my cycle journeys much easier and safer. Thank you.

If at all possible please reconsider the removal of parking outside peoples homes. IF this consultation fails I believe this will have been the cause. Double yellow lines don't appear necessary in many instances and some of the kerb bailouts OTT and many residents may respond negatively as a result and not be carried along by this overall excellent proposal.

There also needs to be some resurfacing of Lyndhurst Way, the road quality is atrocious and is not comfortable on my bike. I think there need to be improvements further along the route to central London also (the proposed "Southwark Spine"), particularly along Commercial way (too long is spent on this road before turning right into Chandler way) and also for entry and crossing into Burgess Park.

I really support these proposals. Currently the one-way system on Bellenden Road via Holly Grove is extremely busy and not terribly safe given the large number of pedestrians and now schoolchildren in the area. These changes would be a vast improvement.



This is an unnecessary waste of tax resources and time, restructuring the area in this way. I am fully against this as where the improvements need to be are not on the minor roads but on the TFL red routes like at the bottom of Highshore Rd where it meets peckham high st. This traffic light junction has become a blight in the area not allowing sufficient traffic out into the major rd causing congestion at peak times with its bad traffic management, its poor traffic light sequence and its inadequate box junction. Alongside a poorly placed pedestrian lights crossing which causes confusion to all whether its road or sidewalk users. The P13 bus route is ill thought out ever since its inception and has long been a problem for other rd traffic with aggressive bus drivers hurtling to and fro along these narrow roads. Also reducing road widths just to incorporate contra flow lanes for cyclists is a recipe for disaster. just like the reduction across the borough of rd speeds to 20 mph has caused further anger and frustration amongst the already down trodden beleaguered motorists. Insufficient residential parking spaces is already problematic forcing people to have to park well away from there houses and yet the fee keeps rising. Being close to the station we are already under extra expense and disruption not suffered by others in the area yet you now want to impose this Draconian Measure to meet measures for others not local to the vicinity. small changes may be acceptable just to improve outdated road configurations eg. Holly Grove Highshore Rd Bellenden Rd jnc to a four part zebra crossing area.

Better road signage/procedure jnc of Chadwick rd /Bellenden rd as its an accident blackspot spot at the moment. please consider this before wasting our money even more on these type of consultations where there is better things it can and should be spent on.

Despite reading the proposals in detail and considering local usage of the areas in consideration, I do not see or believe that the changes proposed will benefit the local road/community space/pavement users nor the local community/residents, and that the proposals will not give the desired benefits without counterbalancing strong negative impacts.

Please consider previous incarnations of the road/pavements in the area and the reasons for previous changes; from personal use and word of mouth I believe that the rise in and promotion of cycling/walking do not necessitate these proposed changes.

I fully support any proposals to improve road safety in the area

STOP STOP STOP

do not use council tax payers money for another single thing except for complete forced redundancy payments to every single member of the planning board council and officer. Takes our money if you must, but just STOP messing with the roads. This is a completely insane idea and a total waste of money - so just take out money and go - get out of Southwark and stay out!

I think that there should be much greater thought given to how section of Holly Grove that is proposed to be closed to vehicular traffic is landscaped. if the entire area between Holly Grove garden and Warwick Gardens was treated as a green corridor with the addition of extensive tree planting etc. then these two green spaces could be linked. In particular there should be careful consideration of the hard surfaces and provision of raised beds. A line of large street trees, extending into both of the spaces would work well. This green corridor can be further emphasised through changes to the gates of Holly Grove garden and Warwick Gardens.

As a pedestrian, cyclist and car driver I find that the existing system works well. The only cause for concern that I have is cyclists who do not seem to think that road regulations apply to them - taking short cuts by cycling the wrong way down a street for example. Traffic volumes do not seem to be excessive at any time of day and therefore it seems to me that this proposed scheme is a unnecessary use of our council tax - especially during a period when reducing the deficit is such a priority. You have not demonstrated the actual increase in green space and the removal of the William Griggs Garden would be very detrimental to our urban environment. Things are working well as they are. My family and I are very grateful to whoever designed the present system.

Please keep the road as they are.

The current system works well for me as a pedestrian and a road user. The one way system works and I can see no apparent benefit from changing it to a one way system.

The only place where crossing the road as a pedestrian is more difficult is Chadwick Road (west side) j/w Bellenden Rd.

Why is this considered to improve conditions for cyclists and pedestrians? It's not clear.

I live off Bellenden Road and cycle the route both ways, 5 days a week and drive the route at weekends. The only issues that need to be addresses from a cycling perspective are:

1. Conflict between cyclists heading north on Bellenden Road (and turning left into Chadwick Road) and traffic emerging from Chadwick Road (East). I've had numerous incidents where emerging traffic misjudge approaching cyclists. This often results in a "conversation" through the passenger window!
2. The appalling state of Lyndhurst Way! Both the road surface and location of speed humps in relation to traffic islands. Traffic tries to squeeze cyclists at islands; cyclists catch (or are quicker than) traffic at road humps.

As a pedestrian I see no problem at all. However, would like to see traffic calming on the one way section of Holly Grove and the subsequent one way southbound part of Bellenden Road. Delineation for cyclists in this area would be useful in this area - the road is wide enough. Narrowing these wide sections would also be a benefit for pedestrians.

Improvements could be made at the fraction of the cost of the proposals. Some improvements could be made but many of the proposals seem unnecessary.

I walk (school run) and cycle (from school to work) through this area daily, plus drive it fairly frequently. I am a confident cyclist. I would make the following observations, about the current road layout and the proposals, taking them roughly from north to south:

- Both Lyndhurst Grove and especially Lyndhurst way (Holly Grove to Peckham Road) have dreadful road surfaces for cycling.
- The junction between Lyndhurst Grove and Lyndhurst Way is tight. Exiting LG there is poor visibility, especially for drivers (it can be hard to see cyclists who hug the curb heading N along LW). Turning into LG the junction/corner has very little room and drivers frequently cut the corner. As a cyclist exiting LG and turning right onto LW that can mean encountering cars driving at you in your lane. None of that will change - and frankly I can't see that there is any room to improve that situation.
- The intersection between Bellenden Road and Holly Grove is a bit of a shambles for pedestrians, who are definitely lowest in the pecking order, and not brilliant for cyclists. As a cyclist heading towards the shops on Bellenden Road I have to be confident to hold the centre of the lane to avoid cars trying to undertake me - I don't find that a big problem, but can cycle fast enough to avoid drivers growing too impatient. My feeling is that the junction could probably be improved by being redesigned without the wholesale new plans.
- The left turn from Bellenden Road onto Chadwick Road, heading north (away from the shops) is very tight and seems to be being made even tighter in the proposed plan, which shows the pavement being built out. That would be both a traffic pinch point and a real concern for all road users. As a pedestrian this junction can be hard to navigate safely because road traffic converges from three directions. In the proposed plans, I would like to see a pedestrian crossing across Chadwick road, between Bellenden Road and Lyndhurst Way.
- The current gyratory suffers from two problems in my opinion: relatively high driving speeds and cyclists needing to use (including cross into) the right hand lane. The latter is problematic because of speed differentials between cyclists and drivers. The two-way layout may be one solution, but I wonder if there are alternatives that focus on reducing driving speeds?
- The worst part of Bellenden Road from a traffic and road user point of view is the section past the shops, which these plans leave unaddressed. I wonder if there would be scope for moving the short stay park and shop bays into side streets, and making this stretch much less dominated by parking and traffic, improving visibility, reducing congestion - perhaps with a 10mph section?

On balance I find myself coming down in favour of the proposed plans. That said, I would like to hear from the Council why the gyratory was introduced in the first place, how the proposed plans won't reintroduce things that were wrong before, and what they intend to do about the section of Bellenden

Road past the shops.
It is not clear from the proposal what is the intended the benefit for all residents and road users. It seems that the only real gain is for commuter cyclists, with a loss of parking spaces and more restrictive access for local residents. The junction at Lyndhurst Way and Chadwick Road will be a constant traffic jam which will only increase the level of Road Rage constantly seen in the area.
Generally I am very much in favour of planning traffic control to emphasise the difference between a residential area and a traffic through-way.  This enhances the feel of the place for residents as well as reducing noise and pollution.  I can understand why residents on Lyndhurst way may feel that their life will be impoverished-  In order to ameliorate the increase in traffic flow for them- speed control must be effective- reducing not only noise and pollution but also the attraction of the route for through traffic- Speed cameras - seem to be the only deterrent- speed humps seem to encourage more dangerous driving in evasion.  Also squads of cyclists are not necessarily pedestrian friendly or safe and ride at speeds incompatible with residential areas - so some thought on governance is needed.
The consultation is not clear, for example point 7 refers to closing north Bellenden Road and Highshore but on the plan it indicates the buildout on Lyndhurst Grove.  Overall I like the proposal in principle but I feel that there isn't enough clarity at the moment. I would like to see where traffic is likely to be heavier as a consequence.
Fully support the aim of making this key part of Peckham more accessible for casual cyclists and pedestrians, especially children and those with mobility problems.
This proposal is a complete waste of public money during a period where we really have to think about every penny we spend. The proposal is a solution looking for a problem! There is absolutely nothing wrong with the current road layout. The thing that concerns me most about the proposal is the net loss of >25 parking places which are needed for the residents of the area and their visitors. This will cause a real nightmare. Catering for peoples' cars to be parked on the street is as important as catering for cyclists. I also believe that the further reduction of traffic flows through the area will actually reduce the sense of security on the streets. Having lived in areas in other Cities where areas have been closed off to produce fewer cars passing through actually serve to make an area feel less safe to those on foot. Cyclists are already well catered for. Please don't waste my money on this project!

We are informed that the Council budget has been cut by £91million. More cuts are on their way 'up to a third of our budget'. Existing services are going to be cut or removed altogether.

The current proposal is a massive waste of money and resources and will result only in serious damage to existing residents for no net gain whatsoever. Moreover, none of the stated objectives will be met by these proposals - quite the opposite.

- Promoting Bellenden Road as a quieter route will cause huge disadvantage to the residents of surrounding streets. Any existing problems can be met in simpler and cheaper ways. These proposals are the answer to a non-existent problem.

- The removal of fourteen parking spaces will cause chaos for residents. It will not do to say blithely - as a rep did at the December meeting - that 'residents' vehicles will just be absorbed elsewhere'. We are already at capacity and new apartments are being built in surrounding streets which will add to pressure.

- Double yellow lines will in fact remove far more parking - actively damaging local businesses - the Ganapati restaurant, for example - and greatly inconveniencing local residents. Again, it is the solution to a non-existent problem. NONE OF THIS IS NECESSARY.

- The main intent of the scheme is to create a 'cycle spine' along Bellenden Road. But since this would involve cyclists travelling north negotiating a difficult and dangerous junction across through traffic at Highshore Road/Lyndhurst Way and a similar problem for southbound cyclists at Highshore Road/Bellenden Road, in reality most will ignore the spine and follow the through traffic on Chadwick Road between Bellenden Road and Lyndhurst Way. Thus, the grand central aim of the scheme will fail.

- Two way traffic will be an active disadvantage to pedestrians and cyclists, for whom one-way traffic is much safer.

- Finally, all the accumulated evidence suggests sinusoid all humps increase traffic speed - totally counter productive.

The changes are unnecessary, damaging, absurdly expensive and serve no useful purpose at all.

We live in Draymans Mews, off Chadwick Road. Our concern is extra traffic coming up Chadwick Road and more people trying to park here. It's bad enough now, with people who use the surgery and block our entrance/exit all the time, plus park on the double yellows next to our gates, making it very dangerous to get out on to Chadwick Road. Will you also look into the congestion and parking around the surgery area of Chadwick Road when finalising this proposal?

I am glad you are looking carefully at the junction at the bottom of Chadwick Road on to Lyndhurst, as I was nearly run over there a couple of weeks ago. Very dangerous corner for pedestrians.

Please also introduce sinusoidal speed bumps on the section of holly grove between bellenden road and the station. This is a main route for children on the way to Warwick Gardens and we see excess speeding here several times a day. The combination of parking on both sides of holly grove and speeding cars creates a potentially lethal danger to Southwark children. Thanks

London Borough of Southwark Environment and Leisure Department Public Realm Projects: (Bellenden Road) 160 Tooley Street London SE1 5LX 31 12 2015 Dear Sir/Madam Bellenden Road – Holly Grove – Lyndhurst Way Cycling and Walking Improvements I am a local resident, cyclist, car user and pedestrian. I believe passionately in creating sustainable cities and sustainable communities and know that to achieve this we need to develop sustainable modes of transport. I also recognise that conflicts will arise when pursuing these objectives and that the council's role is to resolve these to the benefit of the wider community. However in their proposal for Bellenden Road, which seek to address the issue of cycle and pedestrian movement there is a shocking failure to acknowledge or address the impacts of the scheme on the local community. What seems to have been forgotten is that the proposal to create a two way street on the southern end of Lyndhurst Way will have a wholly negative impact on the amenity and sense of community of its residents. If implemented there will be a large increase in the number of vehicles using the street and the hours of heavy use will be extended; it will be as highly trafficked in the evenings as in the mornings. Residents currently experiencing significant traffic from 6am through to 10am, now face the prospect of this being increased in density and duration. Many of the homes are level with the pavement and all are close to kerb. They have shallow front gardens with little buffer space to bedroom and living room windows. Residents face the prospect of increased noise, pollution and reduced sleep. In addition, as a neighbourly street we face the prospect of one side of the street being less accessible to the other due to increased vehicle flows in both directions. This will break the easy ties across the road and over time reduce the street's sense of community. The officers who have detailed this proposal should be aware that it has long been recognised that an increase in traffic is a significant cause in the reduction of neighbourliness- that quality which is most important to creating sustainable communities. If they are aware, they have ignored the issue. If unaware, they have taken a traffic lead approach to a complex problem and arrived at a one line answer that fails to address the full range of issues flowing from the proposal. Nowhere in the consultation documents or at the event I attended has the original reason for making the two into a one way street (in the 1980s) been explained, or the why the logic for that decision should now be reversed. Likewise there has been no acknowledgement of the impact on Chadwick Road and Lyndhurst Way of the narrowing of the railway bridge on Camberwell Grove on local traffic in 2010. The commitment at the time of closure, to reopen the bridge fully has clearly been forgotten and one is forced to accept that altering it would now be such a hot political potato as to be untenable. I and many others noted at the time the unfairness of benefitting one street in terms of amenity to the dis-benefit of others. We now face the reinforcement of this strategy as the residents of Lyndhurst Way pay dearly for tenuous and unquantifiable improvements to the cycle-ability through the area. There is a further layer of detail that I'm sure other residents will address in their objections. However I would highlight one other concern. There are two community/church buildings on the northern end of Bellenden Road that require vehicular access, frequently by less abled users. The combination of reduced access and the proposed hammer head turning by the William Griggs Garden is likely to lead to real problems. I suspect that the engineers have little understanding of the volume of traffic generated by weddings, funerals or special religious festivals or else they would not have brought this proposal forward. Once implemented it is difficult to see what the solution would be that could right the problems that will be generated. It is very disappointing that the council has returned to this consultation process less than three years after previously consulting the community without addressing the dis-benefits of the scheme. The selective use of feedback, the overstating of benefits and the glossy packaging of the documentation does not make up for the lack of knowledge or insight or address how sustainable communities can be integrated with sustainable modes of transport. I will be working with my neighbours to have this scheme rejected. Yours sincerely Michael Dillon Councillor Nick Dolezal Councillor Jasmine Ali Councillor Jamille Mohammed Councillor Darren Merril

Re Point 8 - Need to retain some parking spaces for access to Veterinary Surgery on Highshore Road. (Not always possible to transport animals on foot.)

Point 10 What is a Sinusoidal Hump?!

I cycle this route daily; whilst I am broadly in favour of the proposal I am concerned at the increase in the number of junctions in an area where traffic currently flows freely. Another major issue with this area is the poor road surface on Lyndhurst Way; please could the council look to address this as part of these works to improve the experience of drivers and cyclists?

sinusoidal humps have been reported as creating traffic using higher speeds cameras should also be installed to fine those drivers do so

RYE LANE NEEDS TO BE SORTED AS A MATTER OF URGENCY AND WHERE THE SHOPS HAVE ALL THEIR FRUIT, VEG AND FISH ON THE PAVEMENT THEREFORE PEOPLE ARE WALKING IN THE ROAD BEING HIT BY BUSES - THIS IS COMMON AND I DON'T NEED TO TELL YOU HOW DANGEROUS THIS IS - YOU SHOULD BE CONCENTRATED ON INSTEAD OF BELLENDEN ROAD

WHICH HAS BEEN FINE FOR YEARS AND THE CYCLISTS WILL STILL CONTUE TO GO UP ROADS THE WRONG WAY IF IT SUITS THEM.

PROPOSAL ONE WOULD MAKE LYNDHURST WAY A TWO WAY OPERATION, MAKING IT BUSIER THAN IT ALREADY IS, MAKING IT A THROUGH ACCESS TO MOTORISED TRAFFIC ON A ROAD THAT HAS YOUNG CHILDREN AND YOUNG CHILDREN FROM BOTH SCHOOLS (BELHAM AND THE VILLA SCHOOL).

CAN WE HAVE THE LORD LINDHURST BACK??

SOUTHBOUND TRAFFIC ON LYNDHURST TO BELLENDEN WILL STILL HAVE PROBLEMS CROSSING WITH NORTHBOUND TRAFFIC FROM CHADWICK TO LYNDHURST AT THE CHADWICK/BELLENDEN JUNCTION. TAILBACKS AND CHADWICK FROM CHOUMERT GROOVE WILL NOT BE IMPROVED. TRAFFIC JAMS WILL ALSO ARISE ON LYNDHURST AND CHADWICK SOUTHBOUND. PRIORITIES UNCLER COMING INTO CHADWICK/BELLENDEN JUNCTION FROM THE TWO MINOR ROADS WHERE IN FACT MOST OF THE TRAFFIC FLOW WILL BE COMING FROM.

PROPOSAL 10 - I DON'T KNOW WHAT SINUSOIDAL HUMPS ARE.

3. AN OASIS OF PEACE WOULD BE DESTROYED BY THIS PROPOSAL.

8. YES, IF PARKING SPACES REPLACED. COULD USE LIFT PAVEMENT BETWEEN 86 AND 68 BELLENDEN ROAD.

IT IS ESSENTIAL THAT DELIVERY LORRIES (SOMETIMES LONG ONES) CAN TURN AROUND IN THE DEAD-END SECTION OF BELLENDEN ROAD AS THERE ARE BUSINESSES IN THE ARCHES THERE.

I am a resident on the south and one way side of Lyndhurst Way. I drive. I cycle. I walk. I do not feel safe due to the road management of this road and surrounding areas at present. Vehicles drive too fast on a regular basis around these narrow streets. I myself have almost been knocked over several times by vehicles and bikes and have had near misses with other vehicles when driving. I appreciate something needs to change here and I am open to discussion with the local community on this. Simply your plans above do not resolve any of the key factors here.- Vehicles drive too fast. No amount of speed bumps or 20 zones will change this. Have you actually witnessed how vehicles drive around the corners and accelerate onto the straight? This being a blind corner where pedestrians are expected to cross. How can this work as 2 way???!- There would be a MAJOR increase in vehicles and therefore traffic noise (surely double) making Lyndhurst Way 2 way.

This scheme should be linked to an initiative north of the area to make cycle Route 22 on Sumner Road - rather than the Surrey Canal path - the more natural and easier route for cyclists. The canal path is currently already unable comfortably / safely to accommodate both cyclists and walkers, let alone any increased foot and cycle traffic generated by this proposal.

The impact of lost parking spaces ( ie items 6 and 9 ) could be eased if ALL the parking spaces in Holly Grove were made accessible to resident permit holders; ie change current designations at the Rye Lane end.

Good to see more priority for cyclists. Would like to see further initiatives like this one closing more roads to motorised traffic, removal of parking spaces, more pedestrian crossing points and removal of gyratories.

I think the council has done a very good job on these plans, my observations are:

- 1, there seems to be no tree planting, especially on widened footpaths.
- 2, there can be more parking bays: on the opposite side of the road to 60 & 62 Lyndhurst Way and outside 15 & 17, 59, 61 & 63 and under the railway bridge Lyndhurst Way.
- 3, a roundabout might be good on the junction of Lyndhurst Way and Chadwick Road, to slow all traffic.
- 4, it might be worth reversing the right of way on Chadwick and Blenheim as this would simplify the traffic flow at this junction, (exits from carpark could go north and south on Choumert).
- 5, leave parking opposite removed bus stop on Chadwick and convert bus stop to more parking.
- 6, install parking on Bellenden from Elm house, where payment is presently wide going north.
- 7, move all parking to north side of Highshaw and lengthen it, this will enable additional spaces and allow more houses to have crossovers
- 8, make all of Holy grove into a tree lined grove, with cycle path down centre which (possibly from Lyndhurst way end) would double as access to garages for cars. This will also simplify the junction with Holly and Bellenden, allowing for more parking on Bellenden.

THE PRESENT LAYOUT STANDS THE TEST OF TIME. THERE IS NO NEED FOR CHANGE - YOUR NEW PROPOSAL WILL CAUSE MORE CONGESTION TO ALL USERS.

I HAVE NEVER IN MY LIFE SEEN SUCH A RIDICULOUS PROPOSAL WHAT AN UTTER WASTE OF COUNCIL MONEY.

THE WHOLE SCHEME SEEMS ILL THOUGHT OUT. IT SEEMS LIKE SOMETHING DREAMT OF IN A COMMITTEE ROOM.

12. Create some form of safety for all road users, but double yellow lines is not one of them.

I live at no 71 Elm Grove, the house which shares its flank wall with William Griggs' Park. My family and I support the changes, however we have concerns about the reconfiguration of William Griggs' Park. What will be the exact location of the turning point? We would not want it right next to our house. There are old and beautiful trees in the park we would not like cut down for aesthetic, environmental and structural reasons - if these are removed it could seriously destabilise our house. Will we be able to have an independent tree expert assess the impacts? Also we would like some provision for children in William Griggs' park - playground facilities. There are many young families in the area who would benefit from this. Please can you send us detailed plans. Thank you.

YOU WILL CREATE A MAJOR TRAFFIC JAM ON LYNDHURST WAY WITH THE JUNCTION WITH CHADWICK ROAD. PLEASE DON'T DO THAT TO US.

A 2 WAY SYSTEM ON LYNDHURST WAY COULD ONLY BE SAFE WITH STRONG TRAFFIC CALMING MEASURES, SPACE FOR CYCLISTS, GIVE WAY PRIORITY SIGNS ETC OTHERWISE A DEATHTRAP FOR MOTORISTS TOO.

I LIVE ON THE SECTION OF HOLLY GROVE THAT WOULD BE IN 2 AND 4 BE CLOSED TO TRAFFIC (MOTORISED) HOW AM I SUPPOSED TO DRIVE UP TO MY FRONT DOOR IF I REQUIRE LOADING AND UNLOADING? OR IF I NEED TO USE A SKIP FOR BUILDING WORK? WILL I HAVE TO PAY FOR A PERMIT TO HAVE ACCESS? WHY DID YOU HAVE ALL YOUR CONSULTATION DATES OVER XMAS?

PARKING FOR RESIDENTS/VISITORS ALREADY AT A PREMIUM WITHOUT THE REMOVAL OF MORE (I SEE THIS EVEN AS A NON DRIVER) MONEY BETTER SPENT ON IMPROVEMENT TO CONDITION OF FOOTPATHS AND ROADS.

I cycle through here most days and think this makes things worse - the one way system works well.

In a time of spending cuts can you please stop wasting OUR money on cosmetic exercises with no substantial benefit. Spend the money on something that will make a difference and is chronically needed like care for the mentally ill.

Seriously...
I would also suggest a new zebra crossing on Maxted Road by the entrance to Bellenden Road as this is currently unsafe, as is very busy, for children crossing to new Belham school.
I live in Lyndhurst Way and I don't believe that the extra cars, vans and other road traffic redirected outside my house will improve my (or my family and neighbours) quality of life. We are a cycling household and my children who cycle to school will still use Lyndhurst Way. The documentation sent out by Southwark fail to mention anywhere about the consequences of road closures and where that redirected traffic will go nor their number of movements. Cyclist entering Lyndhurst Way from Peckham High Road are no going to turn left down Highshore Road and then right into Bellenden Road just so they can experience 50 meters of traffic free road, they will continue up Lyndhurst Way. Lyndhurst Way is part of the only route bordered by Denmark Hill through to Consort Road that road users (cars etc.) can use to get from East Dulwich (and surrounding areas) to north of Peckham through to the Old Kent Road. Southwark Council have over the years closed roads so that traffic routes are limited and congested. I have noticed that elsewhere in Southwark there is anger about other road closures. Cars are not going to disappear, they will in time morph into electric powered vehicles. I noticed that our neighboring borough Lambeth were forced by residences to lift their road closure in Loughborough Junction as the locals just ignored signage. Closing roads causes traffic to use other routes and creates a society of those with traffic and others with no traffic. Also as for hideous killing of cyclist; road closure is not going to solve accidents as here in Peckham these have taken place on the High Road and not in Bellenden. I attended a drop in stakeholder session held at St James RC Church and at that session there were no members of Southwark council just three people who were employed by two companies that would benefit from the money provided by TFL under a scheme driven by Boris Johnson with a wholly different agenda than improving life for people living on the roads affected.
I am not at all happy with these changes. All roads should take traffic and it makes no sense to spend such a lot of money on a situation that is already working well.
While you are at it, please do something to improve the hideous road surface on Lyndhurst Way between Highshore Road and Peckham Road - I cycle along here every day and its like cycling on gravel and particularly dangerous when wet.
<b>PLEASE LEAVE THE ROADS AS THEY ARE</b>
Having attended the consultation meeting yesterday I appreciate the local concerns for changes to vehicular flow through side streets but I remain wholeheartedly in support of the proposals to improve the road systems for the benefit and safety of all users and particularly pedestrians and cyclists. Whilst the major concern is the flow at particular junctions causing vehicular jams I am assured that the council has comprehensive data concerning traffic flow and will update and consider data changes over a time of temporary testing.
Would potential congestion on the Bellenden and Chadwick east junction be alleviated by routing the P13 bus both east and west travelling along Blenheim Grove? Thus leaving the narrow Chadwick road for necessary local traffic.
The intention of supplying a 'green route' for cycling is positive and I warmly support it, but it seems perfectly obvious that the focus on this is a deliberate tactic to distract residents and business owners from the main intention behind this plan, to double the number of cars passing along Lyndhurst Way and introduce what I strongly believe will be a dangerous junction at the corner of Chadwick Road and Lyndhurst Way. No extra safe crossings have been included in the plan, making Lyndhurst Way uncrossable between Chadwick Road and Holly Grove during rush hour. There are plenty of elegant solutions that would accommodate a green cycling route, and the paltry additional length of route this plan affords comes at considerable cost.
Any improvements for cyclists and pedestrians very welcome. Would be pro access only for electric cars also. Far too much pollution and unnecessary powered journeys in London
I have lived in this area for 30 years and do not want the propped changes. Such a terrible waste of money and I do not support the re-routing in our area!



Many thanks to Southwark Council and consultants for the opportunity to comment on the latest plans for this area. Overall I am very positive about the proposed changes and I would expect them to have a positive impact on the safety of all road and pavement users in the area, which in turn could contribute to more people choosing to walk or cycle instead of driving their cars. I'm pleased that the one-way system will be replaced with two-way operation on sections of Bellenden Road, Holly Grove and Lyndhurst Way. The current system encourages fast and reckless driving, which makes the junction of Holly Grove and Bellenden Road especially dangerous to negotiate for pedestrians as well as making right turns from Lyndhurst Way into Holly Grove a tricky affair for cyclists. All these roads have a 20mph limit but as long as this is not enforced drivers will not observe the speed limits. While I think much of the proposed layout makes great sense and exceeds my expectations of how this local road system might be improved, I have a number of comments to make:

1. As a cyclist I have concerns about your proposal for Bellenden Road between the junctions with Holly Grove and Highshore Road. If this is to be part of the Southwark Spine then more needs to be done to warrant the safety of cyclists on this stretch of road. Allowing two-way vehicular traffic, however light this would be in terms of volume, could lead to occasional conflict between motorists and cyclists. Problems could occur when vehicles moving in opposite directions meet anywhere between the junction with Holly Grove and the proposed turnaround facility. In such situations, manoeuvring drivers may temporarily obstruct the way for cyclists or create dangerous situations by reversing or using the pavement. Similarly, cyclists' safety could be compromised by the proposed turnaround facility. The garden wall of the adjacent property would severely limit the extent to which drivers performing a turnaround manoeuvre can see oncoming northbound cyclists. To mitigate risks and further improve the safety of the Southwark Spine, perhaps the following measures could be considered:
  - Making this stretch of Bellenden Road a 'cycle priority street' in the spirit of the Dutch 'fietsstraat' which involves placing a sign at each end and the application of coloured road surfacing (green or blue), aiming to increase motorists' awareness and alertness.
  - Re-routing the Southwark Spine via Holly Grove and Lyndhurst Way so that the turnaround facility does not affect the Spine.
  - Keeping this section of Bellenden Road one-way and introducing a rising bollard to allow vehicles to exit the road. This could be done either towards the junction with Highshore Road, or at the end of the proposed turnaround facility, guiding exiting motorised traffic onto Elm Grove instead.
2. Lyndhurst Way north of Highshore Road (all the way to the end) badly needs resurfacing, and only after full resurfacing will it qualify as potentially suitable for the Southwark Spine. This stretch of road has been in a state of disrepair for many years and recent patchwork repair to bits of it hardly makes a difference. One of the potholes even has a bit of metal sticking out of it (I have photo evidence). Cycling on Lyndhurst Way requires using the entire width of a lane as the surface is too uneven to stick to the side. Clearly, this causes conflict between cyclists and motorists, especially going southbound in evening rush hour. Negotiating the bad road surface with speeding motorists approaching from behind is every cyclist's nightmare (and motorists might get quite tired from the swerving cyclists too). It was greatly disappointing that the recent part-resurfacing of Lyndhurst Way omitted the northern part of the road, which was arguably in a worse state than the bit that did get resurfaced. I would like to request that Southwark Council carries out a full resurfacing of the remainder of Lyndhurst Way, even if much of it is outside the boundaries of the current proposals.
3. If the turnaround facility on Bellenden Road will be created, could it be equipped with a cycle passage to Elm Grove? Alternatively, could an additional cycle link be established along the northern boundary of William Griggs Garden? The current proposals would see cyclists going from Highshore Road (the Spine) into Elm Grove (Route 22) having to negotiate a double right turn and cyclists from Bellenden Road into Elm Grove (I frequently make that turn - it is the most obvious route from Bellenden Road shops to properties on Elm Grove) a triple right turn.
4. Please consider giving cyclists on the Spine priority at the Bellenden Road/Highshore Road junction, to ease the (awkward) right turn from Highshore Road into Bellenden Road. I'm also wondering why this junction would not be converted to raised table, while all the others would. The raised table could include the Highshore Road/Elm Grove junction.

Dear sirs, I cannot support these plans as they will cause more congestion along Peckham Road and Rye Lane and deprive some residents of their parking spaces. The idea that the bus can go in both directions along Blenheim Grove is ridiculous. There is barely enough room for the bus to go in one direction at the moment as residents need the allotted parking spaces/ I would also suggest that the parking restrictions implemented many years ago for the shopping stretch of Bellenden Road (between Chadwick Rd and Maxted Rd) actually be actively enforced to ease congestion and that vehicles parked on the pavements be removed as they impede pedestrian traffic. More importantly, the plans presuppose the rights of cyclists above that of motor-driven traffic, which I cannot support either. I walked along Bellenden Road between Highshore Road and Holly Grove this morning and witnessed a father and small daughter on bicycles crossing the roundabout and cycling in the wrong direction towards Holly Grove as though this were the entirely appropriate thing to do. The father was teaching his child to cycle against traffic and, therefore, to be a danger to herself and others. I was appalled. I often encounter cyclists coming from the roundabout as I turn left from Holly Grove into Bellenden Road to drive north towards Highshore Road. They always behave as though they have the right of way, which they don't. They shouldn't be there in the first place. Instead, if they wish to travel in that direction, they should dismount and walk their bicycles along the pavement until reaching Holly Grove, where they can continue to cycle along the traffic flow, moving south. The following may not be the answer to the exam question but I believe the council should consider this issue of cycling more deeply and honestly. As a Scandinavian, I am used to cycling in traffic. I follow the rules of the road that apply to all motorists; I do not cycle on pavements nor do I cycle across pedestrian crossings (I dismount, become a pedestrian, cross and re-mount my bicycle and continue by road). And I never cycle alongside the left side of any vehicle, if I can avoid it, nor do I sit on the inside of any vehicle at a stop light, regardless of which way said vehicle is turning. To be there is to be risking injury. There is a fallacy, predominant here in the UK, about cycling in Scandinavia - that we have separate cycle highways with our own traffic lights, stop signs, crossings and so on. This is only true on large avenues and boulevards. Once we turn off those roads, we are part of the traffic and behave accordingly. We have no need of lycra, super-bicycles, twinkling lights and cameras on helmets as we pedal along because we do not see motor-driven traffic as the enemy nor do we see ourselves as potential victims. We are used to being part of the traffic, tend to respect the rules of the road, have proper lights both front and back that are there to light the road for us in the dark so that we can see where we are going and so that we are seen by others to ensure the safety of all road users. In short, we respect all road users and are aware that this is doubly important for us because, as cyclists, we know we are the most vulnerable of the road users. This is not rocket science. It is difficult to understand why many cyclists here refuse to understand that they are not exempt from responsible behaviour on the roads and insist on being treated as a special case. The council should help them to understand the realities of their situation, not support them in their sense of entitlement. Motorists and pedestrians would respect rather than resent them. In addition, cyclists should (by law) have insurance to cover them and others in case of an accident and their bicycles should be MOT'd to ensure they are road worthy. There are, of course, many cyclists who do their best in traffic and many motorists who refuse to acknowledge the right of the cyclist to be there. This is an education issue. Should councils continue to favour cyclists at the expense of motorists, however, this resentment will not go away and the risk level will remain where it is now. I suggest the council deal with the root cause before wasting any money on re-arranging the deck chairs.

Over the 40 years that I have lived in Lyndhurst Way there has been a constant effort to reduce and calm traffic in this road. Several of the current proposals directly contradict this, as well as dis-benefitting residents in other ways.

The proposal to close Bellenden Road south of Highshore Road throws that traffic onto Lyndhurst Way.

The removal of four parking spaces in Lyndhurst Way is of direct dis-benefit to the residents in the houses thereabouts. Resident parking on Lyndhurst Way is already overfull at night so that often cars park on the single yellow line on the west side of the road after 6.30 p.m., causing obstruction to traffic and danger to cyclists and pedestrians. Removal of parking spaces can only exacerbate this problem.

Similarly, removal of ten parking spaces in Highshore Road can only transfer additional cars to the yellow lines in Lyndhurst Way. Further, removal of single yellow line evening parking from the west end of Holly Grove means that people who park there to use the Ganapati restaurant will also now have to park in Lyndhurst Way.

Lyndhurst Way is going to become a nighttime car park, and the people who will suffer are the residents.

The arrangement for Bellenden Road north of Blenheim Grove to become the 'cycle spine' is flawed on basic safety grounds. Cyclists travelling that way northwards would necessarily have to cut across through-traffic as they join Lyndhurst Way from Highshore Road. Cyclist heading south would similarly have to cross oncoming vehicles as they turn from Highshore Road into Bellenden Road.

In reality, it is easy to see that cyclists will instead avoid these tricky turnings by simply moving with the through-traffic route via Chadwick Road between Lyndhurst Way and Bellenden Road. This makes a nonsense of the idea of a 'spine' up Bellenden Road.

As to pedestrians. I am a pedestrian in these streets 95% of the time. I see no meaningful improvement from the proposals: they do nothing to address the real problems for pedestrians in this area, which are predominantly from cyclists on the pavements and ignoring other rules of the road.

These proposals ignore the only genuine road problem in the area, that of the traffic pinch point in Bellenden Road in front of the shops.

Please don't spend our scarce resources to make the lives of residents a little worse in this way.

WHILST THESE PROPOSALS MAY LOOK GOOD ON PAPER, THE COMBINATION OF CHANGES TAKES NO ACCOUNT OF THE MAIN USE OF THE ROADS, NAMELY THE SHEER VOLUME OF CARS, VANS AND LORRIES. SEVERAL OF THE PROPOSED JUNCTIONS, PARTICULARLY LYNDHURST WAY/CHADWICK ROAD, WILL CAUSE SERIOUS CONGESTION AND ARE POTENTIALLY MORE HAZARDOUS THAN AT PRESENT.

TWO WAY TRAFFIC UP LYNDHURST WAY COULD INCREASE VOLUME OF TRAFFIC, NOISE POLLUTION AND ENDANGER THE SAFETY OF PEDESTRIANS AT PEAK TIMES.

LEAVE THE ROADS AS THEY ARE, THE TRAFFIC IS DISTRIBUTED THESE NEW PROPOSALS FUNNEL ALL THE TRAFFIC ONTO LYNDHURST WAY AND HIGHSHORE ROAD.

MORE THOUGHT NEEDS TO BE GIVEN TO WILLIAM GRIGGS GARDENS AND PEDESTRIANS AND CYCLE ROUTES. NOT IN YOUR REMIT? BUT TRAFFIC/PARKING IN BELLENDEN ROAD SHOPPING AREA NEEDS IMPROVING - WITH PARKING BOTH SIDES THE ROAD IS REDUCED TO ONE LANE. ALSO PEDESTRIAN CROSSINGS SHOULD BE IMPROVED. I SUPPORT THE SCHEME

An unnecessary set of proposals to change something that already works and solely for the benefit of the currently on-trend Bellenden Road. How long will that trend last? I walk regularly in the area and have never found any problems. If, however, the traffic from 5 roads is funnelled into 3 I think I would have difficulties. What is most irritating about these proposals is the cavalier disregard of the nature of the conservation area: chopping up Griggs Garden to provide a turning point; making Highshore Road 2 way outside the vets and which forms part of 6 listed buildings and removing much used parking bays in Highshore and Lyndhurst Way.

I oppose absolutely all of these changes viewing them as severely detrimental to the area.

THE CHESNUT AT 29 LYNDHURST WAY, IF THIS BELONGS TO THE COUNCIL IT IS DAMAGING THE PROPERTY - I WOULD LIKE SOMETHING TO BE DONE ABOUT IT.

VERY HELPFUL EXPLAINED EVERYTHING. (COMMENTS RECEIVED AT CONSULTATION

MEETING ON 9 JANUARY 2016)

AM VERY CONCERNED THAN AN ALREADY BUSY CONGESTED ROAD, CHADWICK WILL BEFOMRE MORE SO. IT APPEARS NO TRAFFIC SURVEY HAS BEEN CONDUCTED ON CHADWICK ROAD. WHEN I WROTE TO THE COUNCIL EXCPRESSING MY CONCERN WITH THE SPEAD AT WHICH CARS RACE DOWN CHADWICK ROAD I WAS TOLD NOTHING WILL HAPPEN UNTIL THERE IS AN ACCIDENT DUE TO CUTS IN BUDGET. NOW YOU ARE PROPOSING TO SPEND SIGNIFICANT FUNDS TO CHANGE TRAFFIC FLOW - YET YOU HAVE NOT CONDUCTED A PROPER SURVEY ON ONE OF THE MAIN ROADS FOR TRAFFIC FLOW. THIS IS A SERIOUSLY FUNDAMENTAL FLAW IN YOUR PROPOSAL ESPECIALLY AS YOU CONDUCTED SURVEYS ON ALL OTHER ROADS! CAN YOU PLEASE ENLIGHTEN ME AS TO WHAT STEPS WILL BE TAKEN TO SAFEGUARD THE CHILDREN WHO LIVE ON CHADWICK ROAD WHO SUFFER FROM THE POLLUTION OF THE CARDS, THE NOISE OF SPEEDING VEHICLES AND ARE AT RISK OF ACCIDENT DUE TO THE LACK OF MEASURES TO SLOW TRAFFIC. (COMMENTS RECEIVED AT CONSULTATION MEETING ON 9 JANUARY 2016)

THE MONEY THIS COSTS SHOULD BE DIVERTED TO THE SOCIAL CARE BUDGET. SEPARATING CYCLISTS ENCOURAGES SELFISH BEHAVIOUR AND HIGH SPEEDS. CYCLISTS, PEDESTRIANS AND CAR DRIVERS NEED TO WORK TOGETHER. SAFER CYCLING DOES NOT HELP PEDESTRIANS TRYING TO CROSS THE ROADS. THE REMOVAL OF 14 PARKING SPACES FOR LOCAL RESIDENTS IS VERY SIGNIFICANT, AT THE VERY EAST MORE COULD BE PUT IN BLENHEIM GROVE. LOCAL RESIDENTS DON'T SEEM TO WANT THIS SCHEME - WHO WHO IS IT FOR THE BENEFIT OF? (COMMENTS RECEIVED AT CONSULTATION MEETING ON 9 JANUARY 2016)

WHY DO THIS, IF (WHEN) THE COUNCIL IS HAVING TO MAKE CUTS. THIS IS THE MOST IMPORTANT POINT. IF IT IS DONE, BELLENDEN ROAD BETWEEN HOLLY GROVE AND HIGHSHORE ROAD SHOULD BE A LEVEL SURFACE, IE NO PAVEMENT, THIS WILL SLOW DOWN CYCLISTS AS THEY WILL HAVE TO SHARE AND WILL ALSO ALLOW PARKING SPACES TO BE RETAINED IN THIS PART OF BELLENDEN ROAD. THE BUS STOP IN CHADWICK ROAD BETWEEN BELLENDEN ROAD AND LYNDHURST WAY IS IN A VERY CONVENIENT POSITION. WHY SEPARATE CYCLISTS FOR THIS SMALL STRETCH - AT THE MOMENT MANY CYCLISTS TRAVEL AGAINST THE TRAFFIC NORTHWARDS ALONG BELLENDEN ROAD ANYWAY. (COMMENTS RECEIVED AT CONSULTATION MEETING ON 9 JANUARY 2016)

VERY HAPPY TO SEE THIS 2 WAY SCHEME REAPPEAR - IT IS THE ONLY WAY TO SLOW DOWN THIS DANGEROUS TRAFFIC SET UP. (COMMENTS RECEIVED AT CONSULTATION MEETING ON 9 JANUARY 2016)

GREAT CONCEPT, LOVE THE CONNECTION BETWEEN WARWICK GDNS AND HOLLY GROVE PARK. ALSO MY KIDS AND THE LOCAL SCHOOL USE THIS ROAD EVERYDAY AND MUST SAFER - PLEASE DO IT. (COMMENTS RECEIVED AT CONSULTATION MEETING ON 9 JANUARY 2016)

I AM CONCERNED ABOUT THE LOCATION OF THE TURNING BAY IN WILLIAM GRIGGS PARK - IT IS VERY CLOSE TO THE HOUSES AND WILL ALSO INTERFERE WITH THE LARGER TREES AT THAT SECTION OF THE PARK. CAN IT NOT BE MOVED LOWER DOWN THE ROAD TOWARDS HIGHSHORE ROAD SO IT SAVES THE TREES AND IS NOT SO CLOSE TO THE HOUSES. (COMMENTS RECEIVED AT CONSULTATION MEETING ON 9 JANUARY 2016)

THIS IS CREATING DANGEROUS JUNCTIONS ON CHADWICK ROAD, NOT ENOUGH SPACE FOR 2 WAY VEHICLES. DANGEROUS FOR PEDESTRIANS. (COMMENTS RECEIVED AT CONSULTATION MEETING ON 9 JANUARY 2016)

RELOCATION OF P13 BUS STOP ON CHADWICK ROAD - IF YOU ARE REMOVING PRESENT STOP WHERE WILL IT GO TO? I USE THIS STOP A LOT FOR SHOPPING? (COMMENTS RECEIVED AT CONSULTATION MEETING ON 9 JANUARY 2016)

1) THIS PROPOSAL WILL SIGNIFICANTLY INCREASE THE TRAFFIC ALONG LYNDHURST WAY WHICH IS CURRENTLY QUITE LIGHT. IT WILL BECOME LIKE PECKHAM ROAD. THIS CANNOT IMPROVE THINGS FOR CYCLISTS WHO CAN CURRENTLY QUITE SAFELY CYCLE AROUND THE CURRENT ONE WAY SYSTEM. THERE HAVE BEEN ZERO ACCIDENTS IN THE TIME WE HAVE LIVED HERE - 7 YRS - 2) THERE ARE ALSO NO PROBLEMS WITH THE PAVEMENTS - WALKING RESIDENTS CAN WALK QUITE SAFELY ALREADY AND THERE ARE CROSSINGS,. THE ONE WAY IS USEFUL AS WE KNOW WHERE THE TRAFFIC IS COMING FROM! THIS IS A VERY BADLY THOUGHT OUT PLAN WHICH WILL BE EXPENSIVE FOR NO BENEFIT. 3) ADDITIONALLY THE NOTICE FOR THIS CONSULTATION WAS INADEQUATE - WE RECEIVED A LETTER ON TUESDAY FOR THE CONSULTATION THAT SATURDAY, THE WEEKEND BEFORE CHRISTMAS, HOW MANY PEOPLE WILL BE AWAY? MY HUSBAND ALSO RUNS A BUSINESS FROM OUR ADDRESS AND HE HAS HAD NO COMMUNICATION. HAVE YOU CONSULTED THE BUSINESSES? WHAT ABOUT THE BUSINESSES ON BELLENDEN ROAD? YOU QUOTE THEY WILL BENEFIT BUT AS THEY ARE OUTSIDE OF THE ACTUAL ROADS TO BE CHANGED HAVE THEY BEEN INCLUDED IN THE NOTIFICATION AND IN THIS CONSULTATION PROCESS? CHADWICK ROAD RESIDENTS WILL ALSO BE AFFECTED BY INCREASED TRAFFIC, HAVE THEY BEEN INCLUDED. 4) THIS SIGNIFICANT INCREASE IN TRAFFIC WILL INCREASE POLLUTION INCLUDING WHERE I LIVE CONCENTRATING IT IN SPECIFIC AREAS. 5) CYCLISTS WILL NOT FOLLOW YOUR SPECIAL ROUTE THEY WILL JUST GO WHERE THEY FANCY! YOU CANNOT CONTROL WHERE THEY GO! 6) THE CLOSURE/CYCLING ONLY POINTS WILL JUST BECOME DUMPING GROUNDS/ANTI SOCIAL AREAS, DREADFUL FOR RESIDENTS WHO LIVE THERE. 7) WHERE DO YOU PROPOSE THE CARS THAT CURRENTLY PARK ON HOLLY GROVE PARK - SAME FOR HIGHSHORE ROAD?? 8) PEDESTRIAN CROSSING - IF YOU WANT TO REPLACE THE REFUGE CROSSINGS WITH ZEBRA CROSSINGS FEEL FREE. THERE IS NO NEED TO CHANGE ANYTHING ELSE. 9) PROPOSAL - RATHER THAN TRYING TO REINVENT THE WHOLE ROAD SYSTEM IN THEORY IN THIS AREA, WHY NOT CONSULT THE RESIDENTS/BUSINESSES ON WHAT IS ACTUALLY NEEDED AND THEIR IDEAS ON WHAT COULD USEFULLY RESOLVE THESE PROBLEMS IDENTIFIED BY THOSE USERS. THEN USE THESE AS THE BASIS OF ANY PROPOSALS. IT MAY BE THAT ALL THAT IS NEEDED ARE SOME DIFFERENT CROSSING POINTS. I HAVE BEEN SITTING IN THIS CONSULTATION DISPLAY NOW FOR 30 MINUTES, THERE ARE 12 PEOPLE GIVING THEIR VIEWS AND NOT ONE SUPPORTING STATEMENT HAD BEEN MADE. ALL ARE INCENSED YOU ARE TRYING TO SOLVE A PROBLEM THAT DOES NOT EXIST AND YOU WILL CREATE MULTIPLE PROBLEMS IF YOU IMPLEMENT THESE PROPOSALS. (COMMENTS RECEIVED AT CONSULTATION MEETING ON 9 JANUARY 2016)

i live on the lyndhurst way, at number 25. i have 3 small children and we find the road incredibly busy even now. Won't there now be a huge increase in traffic flow on Lyndhurst way? this doesn't seem to be addressed anywhere in the plans - which is very worrying. I strongly oppose the increase in traffic.

1.I object to the increased traffic flow, noise and pollution on Lyndhurst Way where I live. Currently there is heavy traffic during the morning rush hour but not in the evening.

2.The plans give me no safe access up Chadwick Rd,going west,as a pedestrian.I use this route to walk to work and the plans appear to leave my part of Lyndhurst Way as a much busier road,much more dangerous for me to get across.

3. I am concerned about the likely increased danger of mugging and antisocial behaviour posed by the closure of Holly Grove to traffic.A family member was a victim of mugging in Holly Grove and the incident came to an end when a passing motorist returned to assist.

4.The proposed changes to P13 bus route will give me a longer walk to catch the bus.When I have suffered from mobility problems in the past,I have relied on this route when i am unable to walk more than 100metres.

The plans look great. As a pedestrian with small children in pushchairs, scooters, push bikes the area in question is current a nightmare. Cars drive too fast, there's no real effective traffic calming, in fact the straight lines of Lyndhurst way and Bellenden with ineffective road humps make it a virtual race track at times.

The pavements are too narrow and at points this becomes not just inconvenient but dangerous, particularly at night. I think the pavements at Point 8 on Layout Plan 1 and also at Point 10 on Layout Plan 2 are particularly narrow considering the width of the road. There is also a tree which makes pavement access very difficult at the most southerly point of Lyndhurst way.

Additional priority to cyclists is also a really good thing.

IT SEEMS THAT THE COUNCIL'S PREVIOUS FORM WITH THIS POLICY THAT HAS CAUSED A NUMBER OF EXISTING ROBLEMS, NAMELY DANGEROUS SPEEDS AND VOLUME OF TRAFFIC ALONG BELLENDEN RD AND THE CONSIDERABLE EXISTING CONGESTION. THE FACT THAT SO FEW ROUTES REMAIN OPEN FOR TRANSITORY TRAFFIC MEANS THAT DRIVERS HAVE NO CHOICE BUT TO USE THESE ALREADY CONGESTED ROUTES. THIS POLICY ALSO SEEMS TO BE THE CAUSE OF OTHER PROBLEMATIC MORNING CONGESTION IN THE SURROUNDING AREAS; ADYS RD FOR EXAMPLE IS THE ONLY WAY OF REACHING DULWICH FROM PECKHAM IF ONE WANTS TO AVOID THE LARGER RING ROUTES AND ENDLESS TRAFFIC LIGHTS. LORRIES, BUSES AND LARGE TRUCKS REGULARLY CAUSE TRAFFIC JAMES IN THE MORNING WITH PERILOUS CONSEQUENCES, PREVENTING OTHER DRIVERS, CYCLISTS AND PEDESTRIANS FROM SAFELY NEGOTIATING JUNCTIONS AND CROSSINGS. I INVITE COUNCILLORS TO ACCOMPANY ME TO MY SON'S SCHOOL IN THE MORNING TO WITNESS FIRST HAND THE RESULT OF WHAT I FEEL IS A DANGEROUSLY MYOPIC POLICY. THE INTENTION OF SUPPLYING A GREEN ROUTE FOR CYCLING IS POSITIVE AND I SUPORT IT, BUT IT SEEMS PERFECTLY OBVIOUS THAT THE FOCUS ON THIS IS A DELIBERATE TACTIC TO DISTRACT RESIDENTS AND BUSINESS OWNERS FROM THE MAIN INTENTION BEHIND THIS PLAN TO DOUBLE THE NUMBER OF CARS PASSING ALONG LYNDHURST WAY AND INTRODUCE WHAT I BELIEVE WILL BE A DANGEROUS JUNCTION AT THE CORNER OF CHADWICK RD AND LYNDHURST WAY. NO EXTRA SAFE CROSSINGS HAVE BEEN INCLUDED IN THE PLAN, MAKING LYNDHURST WAY UNCROSSABLE BETWEEN CHADWICK ROAD AND HOLLY GROVE DURING RUSH HOUR. THERE ARE PLENTY OF ELEGANT SOLUTIONS THAT WOULD ACCOMMODATE A GREEN CYCLING ROUTE, AND THE PALTRY ADDITIONAL LENGTH OF ROUTE THIS PLAN AFFORDS COMES AT CONSIDERABLE COST. PLEASE SEE ADDITIONAL COMMENTS ON THE LETTER SENT.

Please see corresponding letter of objection.

Please additionally see emailed letter of objection.

I am a long-term local resident regular user of these roads primarily on my bike (daily) but also on foot (walking and running) and driving. No changes are required. Traffic flows freely, not too quickly. There is an exemplary balance between all users of this space. Because there is a clear and shared understanding of traffic flows, it remains a simple place to cycle through. I do not agree with the premise of the consultation that the current one-way gyratory system is somehow unsustainable. Where is the evidence that this system is putting off cyclists? Where are the accident statistics? I have been cycling this route for 10 years and the only incident I can recall is the stabbing of that poor woman in 2008. Looking through the proposals, I cannot deduce what objective they might even come close to achieving. They are not even successful on their own stated terms. I have recently seen similar implementation of botched and tendentious consultation at the end of Townley Road, which has resulted in a junction that is rightly ridiculed by all who use it or visit. The major problem in the Bellenden Rd area is the congestion around the shops on Bellenden Road, which is often caused by commercial vehicles including buses. Moving the parking to being on just one side of the road here would have a big benefit. There is another problem on Adys Road, which is used by overly-large vehicles, just by a primary school. Please do not replace the zebra crossing on Bellenden Road with traffic lights: in general zebra crossings are a more effective way for pedestrians to cross the road without unduly waiting. They are also a more efficient use of limited road space than lights, which invariably stop traffic even when no-one is crossing. By all means introduce another zebra crossing at Holly Grove / Bellenden Road. This whole project reminds me of the god-awful mess that Lambeth made of Loughborough Junction, which resulted in interventions from their local MP and councillors to try to re-introduce some sanity. As a cyclist, I say to you, please stop this stupid 'spine' project which is antagonising local residents throughout the borough and actively increasing hostility towards cyclists. Finally, please don't cite "58%" support of some vague proposals as being "general support for two-way operation". Firstly, 58 / 42 is not exactly resounding given the sample size of 120. Secondly, given most people (52%) did not support the closure of Bellenden Road, why is this "general support" being ignored? This consultation is another example of Southwark's "Pick & Mix" approach to incorporating the opinions of some of its residents. Thirdly, supporting opening up Bellenden Road, Holly Grove etc, is actually expressing a view for less intervention in traffic flows rather than more. It should not be incorporated as supporting a proposal that drastically reduces access for residents in this area.

These crossings and junctions in this area are currently dangerous and unpleasant for pedestrians and cyclists. These proposals would greatly improve safety and enjoyment of walking and cycling. Extra lighting under the railway bridge would also improve security at night. An enforced slower speed limit would also be beneficial + a restriction on number of parking permits allocated for the area if residential parking spaces are to be lost, or convert pay and display spaces to residential spaces.

There should be a fully segregated cycle path (there is space enough) on Lyndhurst Way to allow pupils to cycle to Harris School.

Related to that, a safer way to cross Peckham Road between Kelly Avenue and Lyndhurst Way must be introduced.

(PLEASE SEE TWO PAGE LETTER RECEIVED, PART OF WHICH FOLLOWS). WE WOULD LIKE TO OBJECT IN THE STRONGEST POSSIBLE TERMS TO THE PROPOSED IMPROVEMENTS. THROUGHOUT THE SLICK CONSULTATION DOCUMENT THAT HAS BEEN CIRCULATED IT APPEARS THE SHORT SIGHTEDNESS OF THIS ENTIRE PROJECT IS QUITE EVIDENT WITH THE BENEFITS TO BELLENDEN ROAD AT ODDS TO POTENTIAL DANGERS AND MISERY TO THE SURROUNDING COMMUNITY AS A WHOLE.

FULL COMMENTS ON LETTER. I AM WRITING TO VOICE MY STRONG OBJECTION TO THE PROPOSED CYCLING AND WALKING IMPROVEMENTS IN THE BELLENDEN RD, LYNDURST WAY AND HOLLY GROVE AREA. I WRITE AS A CYCLING AND DRIVING RESIDENT OF ALMOST 25 YEARS.

I AM WRITING AS A RESIDENT, MOSTLY A PEDESTRIAN, ONLY OCCASIONALLY A MOTORIST. I WAS ONE OF THE GROUP THAT WENT WALKABOUT IN MARCH15 WHEN, I REGRET TO SAY, I HAD NO IDEA THAT THE FOCUS OF OUR CONCERN WAS ONLY WITH ISSUES AFFECTING PEDESTRIANS AND CYCLISTS. HAVING NOW RECEIVED THE ATTACHED QUESTIONNAIRE I AM APPLALED BY THE PROPOSALS. SLEDGEHAMMER AND NUT COME TO MIND. I DO UNDERSTAND THAT PROVISION FOR PEDESTRIANS, PARTICULARLY IN THE SECTION OF BELLENDEN ROAD, BETWEEN HIGHSHORE AND HOLLY GROVE, AND CROSSING INTO WARWICK GDNS, ESPECIALLY FOR MOTHERS WITH CHILDREN, IS LESS THAN IDEAL. ALSO, THAT CYCLISTS WOULD PREFER TO BE FREE TO RIDE SOUTH ALONG THAT SAME SECTION OF BELLENDEN RD, WHICH MANY OF THEM ALREADY DO ILLEGALLY BUT WITH IMPUNITY. NEVERTHELESS, I REGARD THE PROPOSED REMEDIAL PROPOSALS AS EXTREME AND DISPROPORTIONATE, PARTICULARLY IN RESPECT OF THE WESTERN SECTION OF HIGHSHORE RD(FORMERLY IMAGE RD) WITH ITS HISTORIC LISTED HOUSES. HERE THE ROAD, CONVERTED TO TWO-WAY TRAFFIC, WOULD BE TRANSFORMED INTO A HEAVILY-USED THOROUGHFARE, ACCOMPANIED BY A LOSS OF PARKING SPACE ON THE NORTH SIDE WHICH WOULD INEVITABLY PUT PRESSURE ON PARKING ON THE SOUTH SIDE, DIFFICULT ESPECIALLY FOR VISITORS AND FOR PEOPLE SEEKING THE SERVICES OF THE VETERINARY SURGEON AT NO. 35. MY FEELING,, PUT SIMPLY, IS THAT THE PRESENT ARRANGEMENTS ARE NOT THAT BAD; NOT BAD ENOUGH TO JUSTIFY THE EXTENSIVE AND EXPENSIVE MEASURES PROPOSED. HAVING INSTIGATED THE RENAMING OF GRIGGS GARDENS I AM UNHAPPY THAT IT SHOULD BE MESSED WITH. ALSO THE WESTERN SECTION OF HOLLY GROVE SHOULD BE CLOSED TO VEHICULAR TRAFFIC. ON THE CONTRARY I WOULD URGE THE PROVISION OF PARKING ON ITS NORTH SIDE FOR THE CONVENIENCE OF CLIENTS OF GANAPATI, RECENTLY NAMED BY THE GUARDIAN AS ONE OF THE TOP 50 RESTAURANTS IN THE UK. WOULD IT NOT SUFFICE TO PERIT TWO WAY CYCLING IN BELLENDEN RD, RETAINING ONE-WAY TRAVEL FOR VEHICLES, BUT WITH A SPEED LIMIT OF SAY 10MPH?

HOLLY GROVE IS VERY BUSY WITH BOTH SHOPPERS AND COMMUTERS. I DON'T BELIEVE ANY SERIOUS THOUGHT HAS GONE INTO THE EFFECTS OF THIS SCHEME ON TRAFFIC VOLUME IN HOLLY GROVE. I AM BOTH A MOTORIST AND KEEN CYCLIST.

THE P13 IS A CONSTANT CAUSE OF TRAFFIC BLOCKAGE ON BLENHEIM GROVE AND SHOULD BE RE ROUTED TO RYE LANE.

It would be far better if more attention was payed to illegal parking, especially by the shops in Bellenden road. There should also be enforcement of cyclists flouting the Highway Code. This includes, cycling the wrong way along roads and cycling on the pavement.

This is a very bad plan for the area and will only cause more traffic to disrupt a reasonably quiet set of streets which currently are adequate for traffic. Pavements could be widened and traffic calming measure put in to slow traffic but this plan does not benefit the local area at all and only a handful of through passing cyclist. The facts which are used to support this plan come from a previous plan which was rejected by the community. No extensive canvassing of the locals has taken place and none of the business have been asked.

I am in favour of the replacement of one-way system with two-way system, however I am very concerned that the proposed closure of Holly Grove by Lyndhurst Way and the proposed no through access on Bellenden Road will drive all traffic up Lyndhurst Way. I do not consider that routing all traffic one way rather than allowing it to disperse along different routes is desirable - it will be very detrimental to Lyndhurst Way and create a very busy road in what is a residential area. It will also make traffic take longer journeys which will increase pollution. I would have hoped that the scheme would have returned all roads to 2-way, slowing the traffic and making road users behave as if they are driving on a normal residential road rather than creating super-highways.I am also against altering the William Griggs garden to create a turning space - this would alter the character of the garden greatly and would make it a much less pleasant amenity.These serious concerns mean that I am deeply opposed to the scheme, if it were not for the points I have raised I would be in favour of it.

The road closures are likely to increase traffic in Lyndhurst Way. This will become a less pleasant residential road by concentrating the traffic here. Better to allow the traffic to be spread more evenly about a number of residential streets, as at present, with a clear disincentive to through traffic.

The William Griggs garden will be spoilt by the turnaround facility.



I find this proposal very worrying, it is very far reaching & the ramifications for residents & the thousands who travel through this area every day, on foot, cycle or car are enormous. A strategy to improve cycling & walking in the area could be achieved through very small tweaks to the existing system. My objections are based on the following points:

Two-way traffic on the Chadwick Road end of Lyndhurst Way will make the two junctions Bellenden/Chadwick & Chadwick/Lyndhurst dangerous & congested. There is not sufficient room for two lanes of traffic to turn at both corners. It will lead to accidents & cut across the cycle path you aim to create. Huge lorries currently go down Lyndhurst Way they will not be able to negotiate these corners with another lane of traffic. The gyratory was set up at this section in order to address this problem. The proposals will therefore not "Improve safety at junctions for all road users". The impact of the proposed change on these junctions is not made clear from the brochure sent to residents.

Traffic will be backed up as it tries to enter Bellenden Road from Chadwick Road west side. Causing even more congestion on Bellenden Road by the shops. It will create added pollution for residents living there.

How are pedestrians expected to cross the proposed two-way section of Chadwick Road or cross Lyndhurst Way? The proposals will not 'Improve conditions for walking and access to green spaces' for people here. But will be detrimental to their amenity, safety & sense of community.

Cyclists would be re-directed down Bellenden Rd travelling northwards onto Lyndhurst Way via Holly Grove or Highshore Road & would have to stop & wait rather than going with the flow of traffic as currently. It will interrupt their route & be more dangerous for them joining Lyndhurst Way against traffic flowing in two directions. Why not create a cycle lane on Lyndhurst Way?

Bellenden Road/Lyndhurst Way is a major north/south London rat-run, the volume of traffic it is forced to take is extortionate. Southwark needs to address this. These proposals do not 'promote Bellenden as the quieter route for cycling and walking', they only do so for a small stretch of Bellenden Road to the detriment of cycling & walking in other parts.

It makes sense to evenly distribute the traffic through the current one way system, it is not acceptable to divert it all down one street. It would be detrimental to block off Holly Grove which is a wide street at this part & already has sufficient pavement access to Warwick Gardens. It just needs an additional pedestrian crossing with Bellenden Road.

The proposal removes an important & much needed stop for the P13 bus route.

Please leave the William Griggs Garden as it is, & the surrounding area.

I believe the consultation brochure is misleading as it states as it's first point under Main Changes "Two-way operation on Lyndhurst Way, Holly Grove, Bellenden Road and Chadwick Road to maintain local access". However, it says at point 4 that Holly Grove is to be closed for through traffic. Space for turning or parking does not constitute 'two-way operation', & as the implications of closing Holly Grove are a major focus of the proposal it's vital this point is not misleading.

Unnecessary disruption & expense for minimal outcome. Please channel this into improved pedestrian crossings, improved road surfaces for cyclists, embedded cycle lanes & fostering alternative routes to this rat-run. The one-way system was created for very obvious reasons & safety issues. It works harmoniously with the community, don't impose a strategy on it which would damage that community.

I live on Bellenden Road. The proposed footway widening and double yellow lines will impact on the access I have to my house. It's a very big change and I would not be happy living in a house with double yellow lines outside and the pavement widening will change the reasons I wanted to buy house. I have lived here for 18 years and love it as it is.

A better cycling route along Bellenden Road would significantly increase the safety and convenience of cycling around Peckham and East Dulwich; I strongly support these proposals on that basis.

Mark & Nicola Pearson  
 87 Lyndhurst Way  
 London SE15 4PT  
 London Borough of Southwark  
 Environment & Leisure Department  
 Public Realm Projects (Bellenden Road)  
 160 Tooley Street  
 London SE1 5LX  
 By email and by hand  
 14th January 2016  
 Dear Sirs  
 Response to Public Consultation re Cycling & Walking Improvements

We have lived on Lyndhurst Way for 24 years – our household does not own a car and we are very pro cycling & walking, but we completely disagree with the proposed changes for the reasons set out below. We have considered these in great detail and attended two of the consultation meetings. Before we set out our objections, we want to comment on the misleading information in the Public Consultation document:

1. The statistics used in the ‘Summary of results from previous consultation’ are fundamentally flawed – they were not accepted at the previous meeting yet they have been reproduced again.
2. ‘How have the stakeholders been engaged’ March 2015 – who were the ‘local stakeholder groups?’ We had no knowledge of this.
3. It fails to mention ANY potential problems – both your representatives at the consultation meetings accepted that there would be an increase in traffic on Lyndhurst Way – this should have been mentioned in the document. We are completely opposed to the removal of the one-way systems.

**Why: DANGER** – Because of the huge increase in traffic in Lyndhurst Way, Bellenden Road and Chadwick Road. One of your representatives told us that they had yet to consult the emergency services with these proposals – at the moment fire engines can get around the one-way system in Lyndhurst Way & Bellenden Road – this will be compromised with proposed changes.

**HUGE INCREASE IN TRAFFIC** – Why was the one-way system initially put in place? Presumably because two-way traffic was dangerous, now over two decades later the volume of traffic in the area has vastly increased, it is crazy to change it back. Have the planners taken into account the opening of a new school in Bellenden Road and a block of 60 flats at the end of Highshore Road? There was no understanding from your representatives about WHY Lyndhurst Way would become the main route to Dulwich and further into South London – vehicles will not turn right up Chadwick Road to go via Camberwell Grove because of the narrowing of the road at the bridge. At the consultation representatives from Southwark admitted that they had not walked around the area, therefore they have not seen how, whilst in theory the top of Lyndhurst Way may look wide enough for two-way traffic, in practice there will be constant blockages in the road.

**POLLUTION** – The increase in traffic, especially at rush hour will lead to major jams on Lyndhurst Way and impacting on the Bellenden Road as well. Levels of noise and air pollution will go sky high – this has not been taken into account. There is no need for pedestrian access at Holly Grove or Bellenden Road.

**Why:** We do not accept that the current gyratory system at Holly Grove and that end of Bellenden Road is a barrier to pedestrians. Our family have been walking perfectly safely around these streets for nearly a quarter of a century. This view is shared by many of my neighbours. The issue of pedestrian safety at Chadwick Road/Bellenden Road and Chadwick Road/Lyndhurst Way needs to be addressed but the proposed two-way system will make it worse as mentioned above. How about some more zebra crossings?

**Cycling** Mark and some of our neighbours have been cycling around the area for years. They obey the rules of the road and cycle safely. The proposed route takes the cyclist back on to Lyndhurst Way, then cyclists want to turn left or right on to the Peckham Road. What is needed is greater safety measures for cyclists ON THE MAIN ROADS.

**Reconfiguration of William Griggs Garden** This is a conservation area – the proposals will destroy two mature trees and many bedding plants. This garden is perfectly adequate as it is. The ‘turnaround facility’ is not fit for purpose.

**Modification to Highshore Road etc** Lorries need access to the end of Highshore Road to make deliveries to shops on Rye Lane. The proposed reconfiguration means that large vehicles will have to employ a five-point turn to get around the narrowed road. In conclusion, the proposals will damage our sense of community; vastly decrease our quality of life for negligible benefit. We urge you to reject the ‘improvements’.

Yours faithfully  
 Nicola Pearson  
 Mark Pearson  
 Cc Nick Dolezal  
 Jasmine Ali  
 Jamille Mohammed  
 Harriet Harman MP

THE PROPOSAL TO REMOVE 10 PARKING SPACES ON THE NORTH SIDE OF HIGHSHORE RD WILL CREATE CONSIDERABLE PARKING DIFFICULTIES. I HAVE CALCULATED THAT ON AVERAGE OVER THE LAST 4 WEEKS, THERE ARE 11-13 VEHICLES THAT ARE PARKED IN THE PRESENT BAYS FOR MOST OF EACH DAY, CERTAINLY MONDAY TO FRIDAY. IF THE BAYS ON THE NORTH SIDE DISAPPEAR, NOT ONLY WILL THERE NOT BE ENOUGH PARKING FOR RESIDENTS, BUT THERE WILL BE NOWHERE FOR MY CLIENTS VISITING THE VETERINARY SURGERY AT 35 HIGHSHORE RD TO PARK. THIS WILL OBVIOUSLY IMPACT UPON MY BUSINESS. IN ADDITION IT WILL BE ALMOST IMPOSSIBLE FOR VISITORS, TRADESMEN ETC TO PARK WHEN VISITING THE PROPERTIES OF 31-41 HIGHSHORE RD AND 25-33 BELLENDEN ROAD. MANY OF MY CLIENTS ARE BRINGING SICK PETS TO SEE ME. THOSE WITH DOGS MAY ONLY BE ABLE TO WALK A SHORT DISTANCE CARRYING THEIR ANIMALS AND THUS NEED TO BE ABLE TO PARK VERY CLOSE TO THE SURGERY. WHILE MAKING HIGHSHORE RD 2 WAY TRAFFIC WILL LEAD TO SOME VEHICULAR PROBLEMS FOR RESIDENTS, I CAN SEE IT IS LIKELY

TO GREATLY INCREASE THE RISK OF ACCIDENTS CAUSED POTENTIALLY TO MY CLIENTS WHO ARE NOT AWARE OF THIS NEW TRAFFIC SYSTEM. I CANNOT SEE THAT THIS WHOLE SCHEME MAKES SENSE AND ANY BENEFITS TO PEDESTRIANS IS LIKELY TO BE MINIMAL.

Not really sure about the last 3 questions. I live at 28 Highshore Road. I'm generally in favour of the plans - as a cyclist and a motorist. Majority of other cyclists cycle the wrong way down Bellenden Road and there have been a couple of moments when there has nearly been a collision when turning by Ganapati. My concern would be access for the old people's activity centre which often has vehicles coming and going. How are they going to turn easily / be easy to drop off elderly people ?

Also how will the plans affect access to the Rye Lane end of Highshore Road ? Currently massive HGVs turn at the roundabouts and then reverse down Highshore Road to make deliveries to the shops on Rye Lane. This is already very hazardous as the majority do not have another person making sure it is safe. The new layout will make it even more so.

I think in the general the proposed plans will make it a more pleasant place to walk and cycle around though and i'm in favour of that!

Important to ensure good visibility and safety for traffic (motor & cycle) from Lyndhurst Grove turning right onto Lyndhurst Way.

Cyclists travelling east on Highshore Road should be able to safely turn right into Bellenden Road i.e. need centre reservation space if waiting for traffic heading SW from Bellenden Road north.

I am not against the idea of improving routes for cycles and pedestrians, but I have serious concerns that this scheme will not deliver its intentions as any imagined benefits will be cancelled out by the increased traffic hot-spots, especially in the Bellenden Road/Chadwick Rd junctions and the strip of Chadwick Road running E-W to the south end of Lyndhurst Way. As a resident on Holly Grove, I have good visual evidence that the number of cars using this street and those nearby for shopping and drop-offs at the station will not decrease, but the intensity of the traffic will increase due to the introduction of 2 way traffic. The junctions in Bellenden and Holly/Blenheim will see increased risk of accidents as cars pull out of junctions, which will be a danger to cyclists who are not using visibility aids. The one-way system allows traffic to flow.... in a steady pace. The number of dual use/ resident parking bays being removed from a residential area that is becoming increasingly populated by a night time economy is a concern. I am very much AGAINST the way in which the West end of Holly Grove will be paved and planted. This will increase noise as the area will be used as a refuge by users of the Restaurant and a dumping ground for waste and litter. It is also a waste of road/parking etc. I would be happy for the end of Holly Grove to be closed to traffic using a more visually sympathetic means, such the continuation of the pavement on Lyndhurst Way. I am not keen to see a link made from Warwick Gardens to Holly Grove Shrubbery. They are completely different public areas and as part of the ongoing protection/Conservation of the Holly Grove Conservation area, the plans proposed do not adhere to this. I have concerns the junction at Chadwick and Bellenden will be an accident blackspot - the roads do not even line up and there is not a natural way to address this; at the moment the road allows cars heading from Chadwick road to join both lanes. Increased pollution from waiting/stationary cars at three new junctions will increase congestion and make the whole length of Bellenden Road less pleasant. There is already congestion along Bellenden Road by the shops; these plans extend the congestion further north - this will be made worse when the new primary school opens properly on the corner of Bellenden/Maxted Road. Cyclists travelling up/down the newly proposed closed north end of Bellenden Road are automatically against 2-way traffic the end junction; cycles will have to cross 2-way traffic to continue northwards - at the moment they have a mini-roundabout to help them continue uninterrupted; this is a major flaw in the plans to remove these mini roundabouts. Large lorries use the area for deliveries to the arches and units nearby and the industrial estate on Chadwick Road, which exits onto Lyndhurst Way. How will these lorries get out of the Holly Grove area? There is nowhere to move? Currently they use the one-way system to give them space. Things not on the plan that could be done: 1 Lighting under the railway bridge to improve visibility. 2 Better signage to help educate cyclists to understand the road/traffic. 3 Widen pavements - but keep it one-way; much better for pedestrians and safer as only one direction of traffic is approaching. 4 Zebra crossings at Holly/Bellenden as per Lyndhurst/Holly - this is much easier and cheaper and is a clear way to keep pedestrians safe. 5. Raised junctions to help visibility.... instead of this destructive and expensive plan. If the plan goes ahead, how will local residents be able to access the area during the works? It is unreasonable to close the area completely in a family orientated residential area. I hope you will consider these objections and comments, and understand the negative impact on the local area these imagined benefits will make.

The existing junctions and crossings are unpleasant and dangerous. The proposals would improve these and make walking and cycling in the area much more pleasant.

I have lived in Bellenden Road with my family for 20 years and have brought up my children there and we are very happy with the existing layout. The proposed new layout which will affect us directly will cause significant problems for us in terms of access, in terms of the ability of family members (including those with disabilities) to be able to visit us, and in terms of the knock on effect of such a drastic reduction in parking spaces.

I am writing to you with regards to the proposed "improvements" to Bellenden Road – Holly Grove and Lyndhurst Way. As a resident of Lyndhurst Way for nearly seventeen years, a cyclist (commuting daily), pedestrian, car user and soon to be father. I find myself angered, hugely disappointed, confused and worried by the proposals for our local area. My concerns: This is the third proposal in recent years (17) to change the one-way system into two-way. Each previous scheme has been rejected by the community. Did the council forget? Again and again! How much public money has been spent/wasted on these consultations? Note: Worryingly the council team at the drop in sessions had not even walked the area to be changed and were from North London! The proposal highlights some statistics which are not validated by any visible research data and can only be described, at best, as misleading based on our community reaction (100% against). Changing Lyndhurst Way into a two-way street would mean increased traffic, congestion, pollution (air and noise), risk to residents and result in dividing our close-knit community. The speed of traffic heading South would also increase as the whole of Lyndhurst Way would become two-way. The proposed T-junction at Lyndhurst Way and Chadwick Road will not allow large lorries to turn into Lyndhurst Way safely without hitting on-coming traffic and is therefore dangerous. This could also cause considerable congestion in both directions. See attached Pdf 160112 Lyndhurst Way junction. More residents will be affected by the changes to Lyndhurst Way as there are homes on both sides of the street whereas the same area on Bellenden Road will only affect one side. The other side being mainly commercial premises. The ability of the fire brigade to reach parts of Highshore Road, Elm Grove and Bellenden Road would be drastically reduced. Endangering the residents. Note: The council had not consulted with the Fire Brigade before making this proposal. This was highlighted at the drop in session. Waste collection would also result in congestion and put the collectors at risk. As a cyclist commuting daily to work the proposals make no sense. Has there been a study of the traffic? Again, no evidence! In the morning the majority of cyclist cycle North up Lyndhurst Way and turn left onto the Camberwell Road. The proposed scheme would force these cyclists down Bellenden Road then back onto Lyndhurst Way at a T-junction on Highshore Road. Interrupting their journey and increasing risk to the cyclist as they would have to rejoin a two-way street. Please look at the report from the London Cycling Campaign on "Quietways: they aren't working" <http://lcc.org.uk/articles/quietways-they-arent-working> The current one-way system shares the traffic between Lyndhurst Way and Bellenden Road and is the fairest solution. What the community wants is to reduce traffic volume, reduce noise/air pollution and speed to avoid incidents such as the attached photographs. The speed of the van wrote four cars off! Reducing road width/widening pavements would be a logical route to help reduce speed and could also incorporate a cycle lane. Widening the pavements would also be a good opportunity to put the infrastructure into the streets for the possibility of the electrical charging of vehicles in the future. Similar to the installation of fiber optic cables. As a pedestrian, crossings at Lyndhurst Way /Chadwick Road/ Bellenden Road would make a huge difference. I kindly ask you to reject this scheme as it doesn't benefit our community in any way. - HARD COPY TOGETHER WITH PHOTOS IN FILE

No 60 Bellenden Rd's Main Objections to: Proposed reconfiguration of the William Griggs Garden to provide turnaround facility for Bellenden Road.

- Security concerns - Ideal for drug users & suppliers
- Policing of turnaround, Elm Grove has a problem with people using it as a parking space (there are usually 2-3 cars park at any time of day) Meaning service vehicles will be unable to turn around.
- Obstruction and change of view
- Noise & Disruption from turning traffic especially bin trucks x 2 per week & head lights at night in to master bedroom.
- Dangerous blind spot when reversing from turnaround, due to curve in road
- Impeded access to driveway

- Reduction in parking outside house, due to double yellow lines

I AM CONCERNED THAT THE BELLENDEN RD SECTION BETWEEN HOLLY GR AND HIGHSHORE RD IS TOO NARROW TO INTRODUCE 2 WAY TRAFFIC AND NEW FOOTPATHS. WITH ALL THE CUTS TAKING PLACE, I BELIEVE THE BUDGET SHOULD BE SPENT ON MORE CRITICAL WORK SUCH AS REPAIRING THE APPALLING STATE OF PAVEMENTS IN PECKHAM. ARE THERE ANY STATISTICS FOR BACK UP OF THIS PLAN

WE HAVE TICKED ALL BOXES ALTHOUGH WE THINK THE SHUTTING OFF OF DRIVING A VEHICLE DOWN THE END OF BELLENDEN RD BY WILLIAM GRIGGS GARDEN IS NOT GOOD, AS THERE WILL BE NOWHERE TO DRIVE INTO PECKHAM DIRECTION.

Dear Southwark Council, I'm writing to object to the Cycling and Walking Improvements shown for Public Consultation in December 2015. I attended two of the meetings in 2013 and 2015 and found many people there were also unhappy with the plans, including cyclists. Highshore Road, Bellenden Road and William Griggs' Garden Council officers at the meetings said the plans were to encourage cycling so less people used cars. This may be well-intentioned, however people still need some form of private transport and with proposals for approximately 60 new flats at the corners of Highshore Road/Rye Lane there will be many visitors, deliveries and motor vehicles required to access those dwellings - regardless of 'nil parking' being allocated to the leaseholders. Hence to take away ten existing parking bays from Highshore Road is impractical and will reduce the amenity required by existing residents - it is currently very difficult to park along Highshore Road, especially at weekends when shoppers come to Rye Lane. Similarly to take away the existing parking bays along the northern part of Bellenden Road or Lyndhurst Way makes no sense, as people will not simply sell their cars and start cycling but will be disadvantaged, trying to find spaces to park far from their homes and causing further pollution in doing so. I do not consider a new zebra crossing is needed at the junction of Bellenden/Highshore and it is not desirable in a diagonal direction from the corner of a pavement - whether aesthetically or practically/safety speaking - children are taught never to cross the road on a corner? The extended blank, monotonous pavement areas proposed at the north of William Griggs' Garden and Highshore/Elm Grove junction, appear awkward and ill-considered, in order to 'replace' the mini-roundabouts - which we feel have always worked well without incident. As both pedestrians and car users, my husband and I have been happy with the current one-way system along Bellenden Road since we moved here 12 years ago. We love the 'villagey' feel of the road, particularly the northern end, leading from Holly Grove towards William Griggs' Garden. As pedestrians we do not see a problem with crossing over the road to use the single pavement on the west side. We love William Griggs' Garden as it is - its trees and shrubs always make us smile. To invade the garden with a vehicular turning head will threaten its existing bio-diversity - overhanging trees will suffer, main branches would have to be severely cut back for high lorries, which will destroy the trees and charm of the garden and heavily pollute the area (with both noise and fumes) as vehicles are forced to turn. Large delivery/removal lorries will find it extremely difficult to turn within such a tight residential space and disrupt the quiet and safety that immediate residents currently enjoy. We do not think an extension of the garden along its west side will help mitigate the loss of garden and tree branches to its south. It seems counteractive that plans show a new footway to the east side of Bellenden but by extending William Griggs' Garden's western edge, its western pavement would be removed, discontinuing the path and curtailing the natural flow of the streetscape. All that seems to be gained by closing off this one-way route to motor vehicles is to legalise cyclists' two-way access to this part of the road (they currently tend to flaunt no-entry signs). We think pedestrians are much more prone to accidents with speeding cyclists than cars, as motorists tend to use this northern part of Bellenden Road with great caution due its characteristics. Additionally, if through-route traffic were to disappear from along Bellenden, between Blenheim Grove and Highshore/Holly Grove, becoming only local access; it may become somewhat of a dead zone, particularly intimidating at night underneath the railway arches - the lack of bustling activity may be detrimental to the well-being and safety of residents and also to the local businesses and garages, which have benefited from regular access via the one-way system for decades. We were very surprised to read in the consultation letter that there is 58% support for the two-way operation generally and for the re-instatement of two-way at the western end of Highshore Road. (This end of Highshore Road was originally two-way, then it was changed to one-way around 2006.) Why spend funds changing it back to two-way again? If it changes back to two-way we think it will make traffic much busier coming from Lyndhurst onto Highshore, hence pressurise the junction of Bellenden onto Peckham High Street (next to Burger King), already in need of a better traffic light sequence. As far as we know the majority of people we spoke to at the meetings were against the two-way proposals. Please can you show how these figures were arrived at? We think all that is required

is a well-placed zebra crossing, south of Ganapati restaurant at 38 Holly Grove, just before it's junction with Bellenden Road - and another pedestrian crossing at the junction of Bellenden and Chadwick Road, south of 144 Bellenden. Careful positioning of new crossings and speed humps are all that is needed to help slow down not only motor vehicles but also cyclists who are a silent threat to pedestrians. If cyclists obeyed no-entry signs, eg. at the northern end of Bellenden Road next to William Grigg's Garden and generally slowed down, they would be at less risk of accidents with cars or pedestrians. Hence I disagree that the existing one-way system cannot be retained and think public funds could be better spent elsewhere. In short, as local residents, we welcome certain carefully considered pedestrian crossings and traffic calming measures to improve safety for all users but see no reason to change the current one-way system or green spaces within the area - as far as we are aware there have been no major accidents along these routes. Regards,

Lyndhurst Way used to be a two way traffic way and was made one-way. The Council and new residents in the area need to understand and know the history as to why and how this came about.

One resident has complained that Holly Grove is "like a race track" the way the cars enter from the two way traffic part of Lyndhurst Way. This could easily be solved by using speed humps to calm traffic and or imposing a speed restriction on Holly Grove, not by making the complete area a cycle/walking only zone.

If the real reason for this cycle and walkway is truly sincere, then a simple design for cycle lane routes would be much more cost effective and prevent any more traffic build up or building movement from traffic being allowed two ways along Lyndhurst Way and Bellenden Road, it doesn't make sense as the plans are suggesting.

In practice, traffic would stream down a preferred road, likely to be the largest of the two roads, Lyndhurst Way. This would in turn cause more traffic noise, car pollution and potential building movement to the residence of Lyndhurst Way.

I profusely object to whole design and see it as a disguise and as equally bad of the first proposal under a different name.

I own a property on the corner of Lyndhurst Way and Chadwick. The road/junction is very busy already and there is nowhere safe to cross. However I oppose two way traffic and local road closures as the effect will be to increase traffic at that junction and therefore make it less safe and very noisy, making Lyndhurst way a busy, polluted road and undesirable place to live.

We have lived on Lyndhurst Way for 8 years and the traffic jams are really bad, we think a 2 way system would improve this, as drivers are really confused at the moment - but don't understand why it's necessary to make Bellenden Road no through traffic, or to reconfigure William Griggs Garden. Its one of the most peaceful gardens in the area, and what the Council is suggesting will ruin it

Need safe cycling facilities at jctn Highshore and Lyndhurst Any road narrowing in this section should be left until consultation of 'space for cycling' on Lyndhurst north Highshore should keep existing one way motor vehicle working Highshore/Bellenden north junction needs safe right turn for southbound cyclists. Consider retaining roundabout Consider tiger crossing if retain junctions. Remove road markings and have different road surface so it merges into the park, a extension of the park Move road closure on Highshore east so PO vehicles can access from Rye Lane Needs cycle route to/from Lyndhurst Grove as east west route Should 'spine' use Holly Grove instead as would link with a east/west route High cycle flows on Bellenden north (in both directions) so needs to be retained, where do they go though? Holly Grove should be redesigned, not just at the closure, to a less 'highway' look, extend park to eastern end Holly/Bellenden junction different road surface colour as above Blenheim and Chadwick needs 2 way for cycling Bus route both ways on Blenheim Needs permeability study for this side of Peckham as many barriers for cycling. Remove all centre lines, keep white lining to a minimum Ped crossings should be raised Increased lighting under bridges

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