

# Camberwell Community Council

Wednesday 18 November 2015

7.00 pm

Employment Academy, 29 Peckham Road, London SE5 8UB

Theme: Green Spaces

## Membership

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

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Members of the committee are summoned to attend this meeting

**Eleanor Kelly**

Chief Executive

Date: Tuesday 10 November 2015



## Order of Business

Item No.	Title	Time
1.	INTRODUCTION AND WELCOME	
2.	APOLOGIES	
3.	ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT	

The chair to advise whether they have agreed to any item of urgent business being admitted to the agenda.

Item No.	Title	Time
4.	<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.	
5.	<b>MINUTES</b> (Pages 1 - 6)	
	To confirm as a correct record the minutes of the meeting held on 9 September 2015.	
6.	<b>DEPUTATIONS/PETITIONS (IF ANY)</b>	
7.	<b>COMMUNITY SAFETY UPDATE</b>	7.05pm
	Local Police Team	
8.	<b>NEIGHBOURHOOD FUND 2016-17 LAUNCH</b>	7.15pm
	Fitzroy Lewis, Community Council Development Officer	
9.	<b>THEME ITEM - GREEN SPACES</b>	7.20pm
	Introduction by Councillor Barrie Hargrove, Cabinet Member for Public Health, Parks and Leisure.	
	Introductions by various Green Spaces groups in attendance	
	Jon Best, Ecology Officer	
	Q&A followed by ward based workshop discussions on improving local green spaces.	
	BREAK - Opportunity for residents to talk to councillors and officers	
10.	<b>COMMUNITY ANNOUNCEMENTS</b>	8.35pm
	<ul style="list-style-type: none"> <li>- RELESE pilot projects for Camberwell</li> <li>- Any other community announcements</li> </ul>	
11.	<b>COUNCIL'S BUDGET CONSULTATION</b>	8.40pm
12.	<b>SOUTHWARK QUIETWAY</b>	9.00pm
	Quietway (QW7) – General update	

Item No.	Title	Time
13.	<b>PUBLIC QUESTION TIME</b>	9.05pm
	<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. Responses may be supplied in writing following the meeting.</p>	
14.	<b>LOCAL TRAFFIC AND PARKING AMENDMENTS</b> (Pages 7 - 18)	9.10pm
	<p><b>Note:</b> This is an executive function.</p> <p>Councillors to consider the information contained in the report.</p>	
15.	<b>ESTATE PARKING</b>	
	<p><b>Note:</b> This is an executive function</p> <p>Councillors to consider the recommendations contained in the report.</p>	
	<b>15.1. BRANDON 3 ESTATE PARKING</b> (Pages 19 - 22)	
	<b>15.2. GLEBE ESTATE PARKING</b> (Pages 23 - 26)	
16.	<b>COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY</b>	9.15pm
	<p>Each community council may submit one question to a council assembly meeting that has previously been considered and noted by the community council.</p> <p>Any question to be submitted from a community council to council assembly should first be the subject of discussion at a community council meeting. The subject matter and question should be clearly noted in the community council's minutes and thereafter the agreed question can be referred to the constitutional team.</p> <p>The community council is invited to consider if it wishes to submit a question to the ordinary meeting of council assembly in January 2016.</p>	

Date: Tuesday 10 November 2015

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

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

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### **ACCESS TO INFORMATION**

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

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

### **DEPUTATIONS**

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

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please telephone 020 7525 7187.**



## CAMBERWELL COMMUNITY COUNCIL

MINUTES of the Camberwell Community Council held on Wednesday 9 September 2015 at 7.00 pm at Employment Academy, 29 Peckham Road, London SE5 8UB

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**PRESENT:** Councillor Kieron Williams (Chair)  
 Councillor Radha Burgess  
 Councillor Tom Flynn  
 Councillor Peter John  
 Councillor Sarah King  
 Councillor Mark Williams  
 Councillor Ian Wingfield

**OTHER MEMBERS PRESENT:** Councillor Darren Merrill

**OFFICER SUPPORT:** Pam Usher, Libraries Arts and Heritage Manager  
 Pip Howson, Transport Policy  
 Michelle Normanly, Senior Project Manager  
 Tim Walker, Senior Engineer  
 Fitzroy Lewis, Community Council Development Officer  
 Tim Murtagh, Constitutional Officer

### 1. INTRODUCTION AND WELCOME

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

### 2. APOLOGIES

Apologies for absence were received from Councillor Dora Dixon-Fyle.

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

There were none.

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

There were none.

## 5. MINUTES

### RESOLVED:

That the minutes of the meeting held on 15 July 2015 be agreed as a correct record of that meeting.

## 6. COMMUNITY ANNOUNCEMENTS

### **New Camberwell Library**

Pam Usher, Libraries Arts and Heritage Manager, explained that the interiors of the new building were being finalised prior to the IT systems being installed. The library was likely to open in November 2015. The IT fit out was in progress and after that brand new stock of 27,000 items would be installed. Shelf panels would feature images of Old Camberwell and some wonderful art pieces that had been provided by undergraduate students at Camberwell College for display. Once opened, the library would offer a range of activities and sessions for the public.

### **Feedback from the Camberwell Fair**

Andre Marmot from Wormfood Music, explained that this year's fair had taken place on 25 July 2015. There were approximately 3,500 people in attendance over the course of the day. 120 surveys had been completed and the feedback was overwhelmingly positive. There had been a good level of diversity of people on the day. Next year's fair would take place either on the Green or at Burgess Park. For further details, contact: [andre@wormfood.co.uk](mailto:andre@wormfood.co.uk)

### **Cleaner Greener Safer capital programme 2016/17**

Michelle Normanly, Senior Project Manager, explained that forms were now available to apply for next year's programme. There was just under £90,000 available per ward and applications were welcome from people who live or work in Southwark. The ideas had to be capital improvements in the public realm. Further information available. Contact: [michelle.normanly@southwark.gov.uk](mailto:michelle.normanly@southwark.gov.uk) or Tel. 020 7525 0862.

## 7. CAMBERWELL TOWN CENTRE

### **Building a strong local economy**

Councillor Ian Wingfield, deputy leader and cabinet member for business, employment and culture, explained that the council placed a strong emphasis on engaging with local businesses. It was important to create successful and thriving local centres across the borough as well as to provide opportunities for employment and skills. The council had set a target of creating 5,000 jobs across the borough between 2014 and 2018. There were a number of schemes in place; one was the high street challenge. Over £350,000 had been invested in local high street businesses including shop fronts and infrastructure. One Camberwell initiative was a £15,000 grant to the SE5 Forum to develop the farmer's market at Camberwell Green and also to look into setting up a business improvement district (BID) in the area. Grants had also gone to Camberwell Arts to provide local creative input and Wormfood Music to support pop-up street markets and to attract different types of shoppers to the area. There were also schemes to assist local businesses support to apprenticeships.

### **Supporting joint working between local businesses**

Jack Scriven, SE5 Forum, explained that the forum was volunteer-led forum and aimed to include everyone in Camberwell to work together for a better Camberwell.

The SE5 Forum had been invited by Southwark Council to look into the feasibility of setting up a business improvement district (BID) in Camberwell. A BID was created when businesses in a defined area vote to form a not-for-profit company that raises a levy on business rates. The money was then used on projects to improve the area. The idea being that promotion of the area and shared services would boost the area.

A survey had been undertaken to gauge opinion. About 60 businesses had been surveyed. Among the issues highlighted were:

- Over half the business surveyed did not think their customers came to Camberwell from outside the area
- Lack of parking for customers
- Anti-Social Behaviour
- Cleanliness / Street cleaning
- Strategy needed to bring in new retail
- Improvements to public spaces needed

67% of those surveyed thought the BID was a good idea. This was a good start but there was a lot of work to carry that through to setting up the BID. It would be dependent on some of the key stakeholders agreeing that they wanted to form a BID and forming a strong coherent majority of smaller businesses that also wanted to be part of a BID. The SE5 Forum was looking for further funding for capacity building and demonstration projects.

### **Improving the public realm**

Councillor Darren Merrill, cabinet member for environment and the public realm, explained that Camberwell was about to see real improvements including a new library along with work on Camberwell Green. There was also investment in the cycling network, in the junction and in transport. Consultation responses on the pocket parks and small schemes around the junction had been broadly positive. Regarding the junction the response was poor so the plan was to go back to Transport for London (TfL) with more ambitious plans. Regarding waste management in the town centre, there would be a pilot scheme on Walworth Road, to get rid of the large Euro bins from the high street and to time band / limit businesses to leaving out rubbish for collection to specific time slots. The bands would be outside of rush hour times. If successful, the pilot would be rolled out to Camberwell.

### **Improving transport**

Steve Kearns, Transport for London, gave a visual presentation.

- The census in 2011 showed the population of London had grown to 8.2 million.
- By 2036, London's population was projected to grow to 10.1 million, and to 11.3 million by 2050
- The number of jobs in London is projected to grow by 700,000 to 6.3 million in the same time period.
- The scale of this projected growth sets a considerable challenge for the provision

of housing, facilities and infrastructure.

#### London Infrastructure Plan 2050

- The London Infrastructure Plan 2050 outlines the infrastructure requirements for the city and how best to deliver those.
- The plan identifies a Bakerloo Line Extension (BLE) as a key driver to delivering housing growth through improving connectivity to several opportunity areas.

#### Results of autumn 2014 consultation on the BLE

- Over 15,000 responses
- 96% support the BLE
- 49% support option 1a (Old Kent Road)
- 64% support option 1b (Camberwell and Peckham)
- 56% support terminating at Beckenham Junction and Hayes
- 60% support extension to Bromley Town Centre

#### Funding Challenges

- Depending on the route chosen, the scheme could cost over £3 billion.
- There was currently no money available for the project and continued pressure on TfL finances to maintain funding for the core investment programme
- As had been the case from other recent major infrastructure projects, such as the Northern line extension, any funding package would likely need to include contributions from developers along the route of the proposed extension.
- Such developments could be enabled by the additional capacity that the extended line would provide. This also meant that it was unlikely the scheme could happen without this new development.

#### Next Steps

- The most frequently mentioned alternative extension options proposed by respondents to the consultation would be assessed further to establish how well they met future challenges for south east London.
- A further public consultation would be undertaken by early 2016 on the outcomes of that work.
- TfL would continue to work with Southwark and other borough councils on the routes of the proposed extension options, and how an extension could be funded.

#### Conclusions

- London's growth required further significant transport investment to unlock new homes
- In south east London the BLE could make a large contribution to the capital's challenges.
- Funding an extension would be a significant challenge.
- TfL would complete assessment of the options for an extension and undertake further public consultation on the outcomes by early 2016.

#### Network Rail Station for Camberwell.

TfL would like to help the council with this and would like to take over more rail services including inner south London services. Network Rail would soon be looking at services coming in from Kent to London terminuses. The council should feed into that process on its aspiration for a station at Camberwell. TfL would work with the council to move that



forward.

#### Parking

TfL would fund the town centre scheme with £4.5 million - £5million. The latest scheme was much improved and almost there. TfL needed to be convinced of good benefits for cyclists.

#### **Policing in the town centre**

Inspector Duncan Jackson, from the local police team gave a summary of recent activities. In relation to the town centre, Inspector Jackson said officers had been working with local wardens to tackle anti-social behaviour and drinking on Camberwell Green and elsewhere.

Inspector Jackson explained that the structure of policing was changing from local police teams back to safer neighbourhoods teams. The commitment to individual wards would remain so there would continue to be a nominated sergeant and a dedicated police constable.

### **8. DEPUTATIONS/PETITIONS**

There were none.

### **9. PUBLIC QUESTION TIME**

The following public questions were raised at the meeting:

- Q1. In response to a question, about the cycle parking stands on the corner of Coldharbour Lane and Valmar Road which had been removed following a recent car collision, Councillor Darren Merrill, said he would follow up on the request for replacement stands to be installed.
- Q2. In response to a question, regarding a 50-year-old tree that had been removed on the small green at the back of 25 – 55 Crawford Road, Councillor Darren Merrill, said he would follow up on the request for a replacement tree.
- Q3. In response to a request for more bicycle racks and fewer bins in the area around Denmark Hill Station, Councillor Darren Merrill, said he would follow up on the request ahead of the next meeting.
- Q4. A resident asked when would Windsor Walk be re-opened to traffic. In response, Councillor Mark Williams, explained that the bridge over Windsor Walk was cracked and Network Rail had to get a new one built which was taking time.
- Q5. A resident of Comber House enquired about a nearby tree that was in a precarious position. Councillor Peter John, asked that this issue be followed up with the council's arboriculturalist and that he be kept informed of progress.

**10. NORTH DULWICH AND DENMARK HILL PARKING ZONE STUDY**

Tim Walker, Senior Engineer, presented an overview of the recent consultation.

Tim explained that consultation had take place from 15 May 2015 to 12 June 2015. 2,093 properties were consulted and there were two public exhibitions.

Overall, 59% were in favour of parking controls, 32% against and 9% undecided.

Councillors considered the information contained in the report.

**RESOLVED:**

1. That community council gave its support to the recommendations contained in the report subject to the following comment:

Councillor Peter John said that he and Councillor Sarah King had thought that residents in some roads off Champion Hill, including Arnold Avenue, would be keen to be included in the parking zone. However, the response to the consultation from residents in those roads had been low. Councillor John added that he was satisfied, after speaking to officers, that if the situation changed in future, it would not be difficult to extend the parking zone to include those areas.

2. That it be noted that the recommendations go to the cabinet member for environment and the public realm for consideration.

**11. COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY**

There was no community council question to council assembly put forward.

**CHAIR:**

**DATED:**

<b>Item No.</b> 14.	<b>Classification:</b> Open	<b>Date:</b> 18 November 2015	<b>Meeting Name:</b> Camberwell Community Council
<b>Report title:</b>		Local traffic and parking amendments objection report	
<b>Ward(s) or groups affected:</b>		South Camberwell	
<b>From:</b>		Head of Highways	

### RECOMMENDATION

1. It is recommended that the objections received against a non-strategic traffic management matter are considered and determined as follows:
  - St Francis Road – that the objections made against the proposal to install double yellow lines in the turning head be considered and rejected, and officers be instructed to proceed and make the traffic order, notify the objectors and implement the works

### 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:
  - Determination of objections to traffic management orders that do not relate to strategic or borough-wide issues
3. This report gives recommendations concerning objections received to a proposed non-strategic traffic management order.
4. The origins and reasons for the recommendations are discussed within the key issues section of this report.

### KEY ISSUES FOR CONSIDERATION

#### St Francis Road

5. On 15 July 2015 Camberwell Community Council approved double yellow lines on the turning heads and adjacent to existing vehicle crossovers at the end of St Francis Road to improve access to adjacent properties and facilitate vehicle turning movements. The proposed extent of the double yellow lines is shown in Appendix 2.
6. The council carried out a statutory consultation from 13 August 2015 to 3 September 2015 during which three objections were received.

## Background

7. The parking design team was contacted by a local resident with concerns that vehicles are parking in locations that obstruct access to off-street parking and within the turning head at the south-western end of St Francis Road.
8. St Francis Road is situated off Dog Kennel Hill / Grove Vale (A2216). It is not located within a parking zone but has short lengths of double yellow lines, a disabled parking bay and a 30 minute short stay bay near the junction with Dog Kennel Hill.
9. The road is a cul-de-sac and has a purpose-built turning head at its south-western extremity which has been designed to allow vehicles to turn around and exit the street in a forward direction.
10. The road is predominantly residential but has retail units at the junction with Dog Kennel Hill. It is located close to East Dulwich rail station and five bus routes pass along Dog Kennel Hill.
11. An officer carried out a site visit, 6 May 2015, to assess the concerns raised and to consider if adjustments to parking were necessary. It was noted that vehicles were parked opposite the off-street parking areas and within the turning heads.
12. The parking occupancy was high in the street and vehicles were parked on both sides of the carriageway. A continuous line of parking means that making a three-point turn is difficult and most vehicles, especially larger (e.g. delivery / refuse) will need to make use of the turning head. If parking occurs within the turning head then it cannot operate as designed and vehicles may be forced to reverse for an unsafe distance and possibly back out into Grove Vale.
13. During the visit it was also noted that a vehicle parked off-street, adjacent to No.53, was parked at an angle taking up two spaces. The officer felt this was probably as a result of the vehicles parking on the carriageway.

## Objection detail

14. The three objections received (see Appendix 1) to the proposal on St Francis Road are summarised as:
  - There is already a lack of parking spaces
  - It would make it difficult to park during the week
  - The whole street should be restricted to permits only
15. Officers wrote to each of the objectors responding to the points they raised in their objections. They were also advised that their objections would be sent to the Camberwell Community Council for determination.
16. We are not able to address the objectors request that the street becomes a permit zone through this process as this would require a controlled parking zone consultation and that programme is set by the cabinet member and senior officers.
17. St Francis Road was last consulted regarding a controlled parking zone as part of the Grove Vale consultation in 2011/12. The results of that consultation

showed that St Francis Road did not support the introduction of a CPZ. Subsequently a decision was taken by the cabinet member for transport, environment and recycling not to introduce a parking zone.

### **Recommendation**

18. It is recommended that the objections made against the proposal to install double yellow lines to prevent parking in the turning heads, as detailed in Appendix 1, be considered and rejected, since the original intention of the scheme is to facilitate safety and vehicular access and there is no other way of achieving this within the public highway. It is also recommended that officers be instructed to write to the objectors to explain the decision, and proceed and make the traffic order and implement the works.

### **Policy implications**

19. 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**

20. The policies within the transport plan are upheld within this report have been subject to an equality impact assessment
21. The recommendations are area based and therefore will have greatest affect upon those people living working or travelling in the vicinity of the areas where the proposals are made.
22. All The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
23. 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 pre-empted until the recommendation have been implemented and observed.
24. With the exception of those benefits and risks identified above, the recommendation is not considered to have a disproportionate effect on any other community or group.
25. 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**

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

### **Legal implications**

27. Paragraph 16 of Part 3H of the Southwark constitution sets out that the community council will take decisions on the determination of objections to traffic management orders that do not relate to strategic or borough wide issues.
28. Traffic management orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
29. 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.
30. 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.
31. Should any objections be received they must be properly considered in light of administrative law principles, human rights law and relevant statutory powers.
32. Objections have been received following the statutory consultation process in accordance with the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 and the RTRA 1984. Under Regulation 14 the Council has discretion to modify the Order following any objections received, and the recommendation to proceed with proposed double yellow lines following the making of objections would be in accordance with Regulation 14.
33. 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.
34. 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**

35. Statutory consultation has already been completed, as described within the key issues section of the report.

36. 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. This report deals with objections received as part of that process.

## BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment and Leisure Public Realm projects Parking design 160 Tooley Street London SE1 2QH Online: <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 Tel. 0207 525 4744

## APPENDICES

No.	Title
Appendix 1	St Francis Road – Objections
Appendix 2	St Francis Road – proposed new double yellow lines

## AUDIT TRAIL

<b>Lead Officer</b>	Matthew Hill, Head of Highways	
<b>Report Author</b>	Leah Coburn, Group Manager – Network Development	
<b>Version</b>	Final	
<b>Dated</b>	5 November 2015	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments Included</b>
Director of Law & 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>	5 November 2015	

**Herd, Michael**

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**From:** Herd, Michael  
**Sent:** 04 September 2015 09:55  
**To:** [REDACTED]  
**Subject:** RE: Objection - St Francis Road - [REDACTED]

Dear [REDACTED]

**RE: Objection to PRP/ND/TMO1516-018 double yellow lines on St Francis Road.**

Thank you for your objection to the proposed double yellow lines on two turning heads on St Francis Road. I am sorry to hear of your difficulty with parking in St Francis Road and I note your support for a parking zone.

On 15 July 2015 the Camberwell Community Council approved for implementation, subject to the outcome of statutory consultation, to install double yellow lines at the two turning heads to prevent parking to improve access to the off-street parking spaces.

The yellow lines at the turning heads will provide a place for vehicles to turn so they are not required to reverse down St Francis Road and out onto Grove Vale. To be clear the council has a duty and responsibility to ensure safety on the highway above and beyond providing parking.

In regard to your point about not having a CPZ in your street. I would like to clarify that the council did consult residents on this option in 2011/12 but there was no clear public support for a parking zone in this street, at present there are no plans to consult on a CPZ for this area.

Your objection will be sent to the next Camberwell community council meeting in December 2015 to be considered by councillors.

Regards

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

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

**From:** information.administrator@southwark.gov.uk [mailto:information.administrator@southwark.gov.uk]  
**Sent:** 02 September 2015 22:03  
**To:** traffic orders  
**Subject:** Consultation response

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[Areyou]



A resident

[Whichconsultation]

PRP/ND/TMO1516-018, St Francis Road.

[overallresponse]

5. I wholly object to

[response]

If the restriction on St. Francis Road is in place, it will reduce the available parking space by at least 4 cars. This is greatly increase the pressure on the rest of the St. Francis Road, because currently it's free parking and people just park their cars to take the train for the day. The residents will find it extremely difficult to find a parking lot.

Unless the whole St Francis Road is restricted to permit holders only, I will object any partial restrictions on this road.

People have been using the ares in the proposal without any problems, I don't understand what's the good reason to put restrictions on, how many people will benefit from it, compared to how many more people will suffer from it.

**Herd, Michael**

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**From:** Herd, Michael  
**Sent:** 04 September 2015 09:53  
**To:** [REDACTED]  
**Subject:** RE: Objection - St Francis Road - [REDACTED]

Dear [REDACTED]

**RE: Objection to PRP/ND/TMO1516-018 double yellow lines on St Francis Road.**

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Your objection will be sent to the next Camberwell community council meeting in December 2015 to be considered by councillors.

Regards

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

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

From: information.administrator@southwark.gov.uk [mailto:information.administrator@southwark.gov.uk]  
Sent: 02 September 2015 20:13  
To: traffic orders  
Subject: Consultation response

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[Areyou]

A resident

[Whichconsultation]  
PRP/ND/TMO1516-018  
st francis road

[overallresponse]  
5. I wholly object to

[response]

New rule will reduces at four parking spaces on St francis rd. This road is very busy because many people use it as train station parking, when they go to work by train. For residents who live on this street already feel very difficult to find a space during weekdays. I live here for two years, use car at least twice everyday, never see any blockage,only difficult to find a parking space, sometimes have to parking at Sainsbury then move car back later. for residents live at end of st francis road, they already have their private parking , of course they don't care about others. sometime they leave their own parking space empty, but parking on the street, just because its more convenient . I will only agree ,if whole st francis rd become resident parking only, at leat during weekday.

**Herd, Michael**

---

**From:** Herd, Michael  
**Sent:** 04 September 2015 09:58  
**To:** [REDACTED]  
**Subject:** RE: Objection - St Francis Road - [REDACTED]

Dear [REDACTED],

**RE: Objection to PRP/ND/TMO1516-018 double yellow lines on St Francis Road.**

Thank you for your objection to the proposed double yellow lines on two turning heads on St Francis Road. I am sorry to hear of your difficulty with parking in St Francis Road.

On 15 July 2015 the Camberwell Community Council approved for implementation, subject to the outcome of statutory consultation, to install double yellow lines at the two turning heads to prevent parking to improve access to the off-street parking spaces.

The yellow lines at the turning heads will provide a place for vehicles to turn so they are not required to reverse down St Francis Road and out onto Grove Vale. To be clear the council has a duty and responsibility to ensure safety on the highway above and beyond providing parking.

Your objection will be sent to the next Camberwell community council meeting in December 2015 to be considered by councillors.

Regards

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

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

From: information.administrator@southwark.gov.uk [mailto:information.administrator@southwark.gov.uk]  
Sent: 02 September 2015 22:48  
To: traffic orders  
Subject: Consultation response

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[Areyou]  
A resident

[Whichconsultation]

PRP/ND/TMO 1516-018

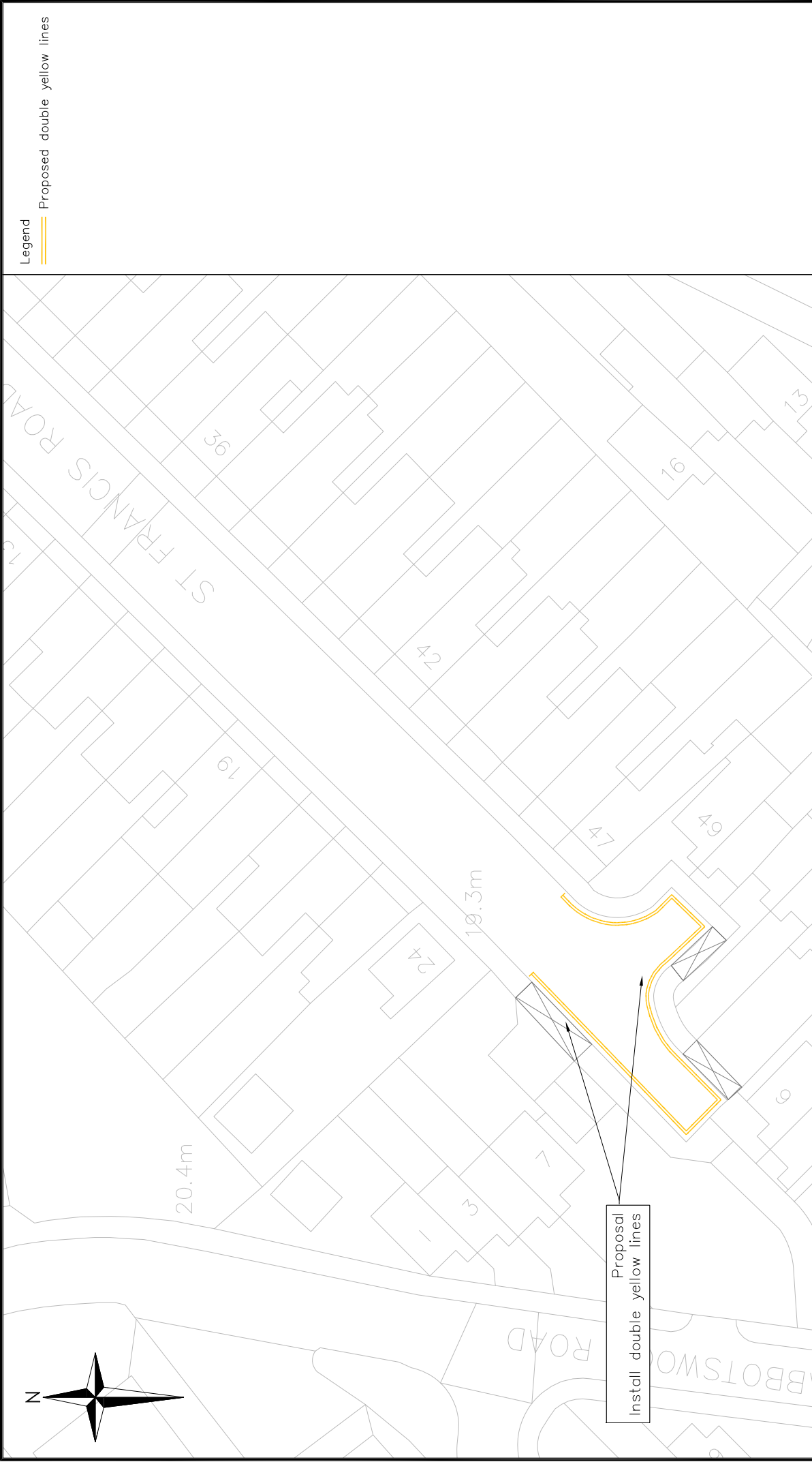
St Francis rd.

[overallresponse]


5. I wholly object to

[response]

The street is already lack of parking spaces. The proposal will result in loss of 4-5 parking spaces. This will create issues for all the residents on the street while only benefits a couple of families. We wholly object it. Thanks, [REDACTED]



Legend  
 Proposed double yellow lines

Public Realm Projects Parking Design  Environment and Leisure Floor 3, Hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX  <a href="http://www.southwark.gov.uk/parkingprojects">www.southwark.gov.uk/parkingprojects</a>		Project 1516 LOCAL PARKING AMENDMENT		Community Council CAMBERWELL		Ward(s) SOUTH CAMBERWELL		Date 05/05/15		Scale 1:500@04		Dwg No. 1516Q1020		Status APPENDIX 2		Rev A		Description ST FRANCIS ROAD PROPOSED DOUBLE YELLOW LINES		Date Drm Chk App	
		Drawing Title ST FRANCIS ROAD PROPOSED DOUBLE YELLOW LINES		Date 05/05/15		Scale 1:500@04		Dwg No. 1516Q1020		Status APPENDIX 2		Rev A		Description ST FRANCIS ROAD PROPOSED DOUBLE YELLOW LINES		Date Drm Chk App					

\\leigh-obr-nst\1516Share\NET\_DRIVE\PROJECTS\2015\_16\1516 - Local Parking Amendments\01 - LIVE ITEMS\15-16\_01\_LPA\_020L St Francis Road\Drawings\1516Q1020L St Francis Road\_01.dwg

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<b>Item No.</b> 15.1	<b>Classification:</b> Open	<b>Date:</b> 18 November 2015	<b>Meeting Name:</b> Camberwell Community Council
<b>Report title:</b>		Estate Parking Scheme – Brandon 3 (Grimsel Path, Laxley Close, Glenfinlas Way, Bethwin Road)	
<b>Ward(s) or groups affected:</b>		Camberwell Green	
<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:
  - Brandon 3 Estate – 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 Brandon 3 T&RA (tenants and residents association). The T&RA represents residents of the estate that meet to discuss issues affecting residents.
7. The group identified a need for controlled parking within the estate.
8. The group explained that it was difficult for residents to park on Laxley Close, Grimsel Path, Glenfinlas Way, Kirwyn Way and the Bungalows square, Bethwin

Road during the week and weekends.

9. The residents believe most of the vehicles belong to non-residents and commuters and are parking all day.
10. The T&RA have undertaken a ballot for this part of the estate. Questionnaires were delivered to 148 households and 64 responses were received by the area housing team. From the responses, 55 households voted in favour of the parking scheme and 9 households voted against it.
11. Based on the results of the responses, it has been agreed that the T&RA would like to be included in the estate 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-Friday, 24 hours.
14. Having a parking scheme on the estate will ensure only residents and their visitors are entitled to park on the parking spaces available.
15. There is not a parking permit scheme for Laxley Close, Grimsel Path, Glenfinlas Way, Kirwyn Way and the Bungalows square, Bethwin Road.
16. It is therefore recommended to introduce a parking enforcement scheme to assist residents and prevent commuter parking on the estate.

#### **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 estate 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
None	

#### AUDIT TRAIL

<b>Lead Officer</b>	Paul Langford, Head of Operations	
<b>Report Author</b>	Hazel Flores, Resident Services Manager	
<b>Version</b>	Final	
<b>Dated</b>	5 November 2015	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments Included</b>
Director of Law & 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>	5 November 2015	

<b>Item No.</b> 15.2	<b>Classification:</b> Open	<b>Date:</b> 18 November 2015	<b>Meeting Name:</b> Camberwell Community Council
<b>Report title:</b>		Estate Parking Scheme – Glebe Estate	
<b>Ward(s) or groups affected:</b>		Brunswick Park 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:
  - Glebe Estate – to include motorcycle parking bays in the current traffic management order (TMO) for the estate.

### 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 provision of motorcycle parking bays on the Glebe Estate.
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 residents and members of the Glebe Estate T&RA (tenants and residents association). The T&RA represents residents of the estate that meet to discuss issues affecting residents.
7. Residents identified a need for motorcycle parking bays within the estate.
8. Residents explained that motorcycle users are parking their motorcycles on car

parking bays and this reduces the number of bays available for car users.

9. It is therefore recommended that motorcycle parking bays are provided on the estate.
10. There is a parking permit scheme for the Glebe Estate.
11. It is therefore recommended to amend the TMO on the estate to include motorcycle parking bays.

### **Community impact statement**

12. The recommendations are area based and therefore will have greatest affect upon residents who are motorcycle users.
13. The provision of motorcycle parking bays will benefit residents of the estate and their visitors.
14. 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.
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 refuge 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 the light of administrative law principles, human rights law and the 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 the 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. No informal (public) consultation has been carried out.
24. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
25. 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.
26. 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.
27. 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.
28. Any person wishing to comment upon or object to the proposed order will have 21 days in which do so.
29. 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**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
None		

### **APPENDICES**

<b>No.</b>	<b>Title</b>
None	

## AUDIT TRAIL

<b>Lead Officer</b>	Paul Langford, Head of Operations	
<b>Report Author</b>	Hazel Flores, Resident Services Manager	
<b>Version</b>	Final	
<b>Dated</b>	5 November 2015	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments Included</b>
Director of Law & 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>	5 November 2015	

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