

Traffic Orders Officer

9 Chesterfield Way

Public Realm Projects (parking design)

London

Southwark Council

SE15 2AW

Environment and Leisure

PO Box 64529

London

SE1P 5LX

Date:

Proposed Double Yellow lines – Chesterfield Way

Ref: PRP/PD/TMO1314-018

Dear Sir/Madam

I wish to object to the proposed introduction of yellow lines in Chesterfield Way as I believe they will:

- i) Add to the congestion in Chesterfield Way by reducing parking spaces for up to 7 cars
- ii) Not make any difference to safety concerns, as in my view, these concerns do not exist

I urge you not to go ahead with the proposals as they stand.

Yours faithfully



20 SEP 2013

9 Chesterfield Way
London
SE15 2LL

Road Network and Parking
Direct Line - 020 7525 2131
Our ref – PRP/PD/TMO1314-018
Your ref –

23 September 2013

Dear [REDACTED]

Acknowledgement of objection to TMO PRP/PD/TMO1314-018 relating to proposed at any time waiting restrictions in Chesterfield Way (Local Parking Amendment reference: 1314Q1018)

I am writing to you in regard to your objection, received 19 September 2013, made in regard to the above project.

This letter is to outline the background to the proposal and what happens next.

Summary of your objection

In summary, your objection is made upon the following grounds:

1. Add to congestion in Chesterfield Way by reducing parking spaces for up to 7 cars.
2. Not make any difference to safety concerns, these concerns do not exist.

Background to the proposed traffic management order

The council was contacted by the owners of No.37 Chesterfield Way. This property has an off-street car park area that provides parking space for two disabled residents who are wheel chair users.

The access to their car park is via a dropped kerb and vehicle crossover from the public highway.

Vehicles regularly park adjacent to the crossover and therefore block access to the off-street disabled parking area.

Decision to progress to statutory consultation

Subsequent to the site meeting, a local parking amendment report was presented at a public meeting of Peckham and Nunhead Community Council on 19 June 2013. Members approved that the scheme be implemented, subject to statutory consultation.

A copy of meeting's agenda and details of the arising actions and decisions can be found on www.southwark.gov.uk/communitycouncil.

Public Realm – Environment and Leisure Department, PO Box 64529, London SE1P 5LX
Switchboard – 020 7525 2000 **Website** – www.southwark.gov.uk
Director – Deborah Collins
Chief Executive – Eleanor Kelly

Statutory consultation

Statutory consultation was carried out in accordance with regulations 6 and 7 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

The proposals were advertised in the London Gazette, Southwark News and by street notice on 29 August 2013.

Any person wishing to comment or object to the proposal was invited to do so by 19 September 2013

Consideration of your objection

We hope that most objections can be informally resolved. This is what we are endeavouring to do at this stage. If we cannot, a further report of your objection is required to be sent the community council for official determination of the objection (see 'what happens next?' below)

Having read your objections, I would like to respond to them in order which they have been made.

Add to congestion in Chesterfield Way by reducing parking spaces for up to 7 cars.

Vehicles have been regularly parking adjacent to the crossover as a result block access to the off-street disabled parking area. It was also noted that vehicles are parking, including double parking, in the purpose-built turning head.

Additionally it was identified that vehicles were parking in the turning head. The turning head was constructed for the very purpose of enabling vehicles to turn around in a cul-de-sac street. Vehicles parking in the turning head make such a manoeuvre impossible and force vehicles to reverse out of the street, raising substantial safety concerns and against the basic principles of highway design

We consider that the double yellow lines proposed are the minimum required to allow a modest sized vehicle to turn.

General guidance (by the Fire Brigade) to traffic authorities is that turning facilities must be provided in any dead end street that is longer than 20m, either through provision of a hammerhead or turning circle.

Not make any difference to safety concerns, as in my view, these concerns do not exist.

Whilst I understand the concern you raise about parking possibly being made more difficult in an already heavily parked street, it is important to note that the authority has to meet the network management duty, <http://www.legislation.gov.uk/ukpga/2004/18/section/16>, placed upon us (i.e. to secure the expeditious movement of traffic) and this proposal attempts to discharge that duty. We do not have a duty to provide on-street parking, which is not a given right.

You think it would be a good idea if you have parking permits

In the absence of a parking zone anyone may lawfully park their vehicle whether a resident, businesses, commuter or visitor. Parking zones can be seen as a benefit by

some and as a frustration by others and therefore it is important that we consult carefully on such issues which will often take up to 18 months to complete.

The council is supportive of parking zones where it can be shown that residents are in favour..

The council carries out consultation on the introduction of zones in accordance with our policy document, the Transport Plan and in line with our annual strategic parking programme approved by the Cabinet Member for Environment, Transport and Recycling.

Unfortunately, we do not have plans to consult upon a parking zone in your street. Currently, the resources available for parking zone projects are limited to those to enable the completion of current consultations and those associated with development, where s106 (development money) funding is available. Any parking zone projects undertaken in the coming months will be limited to these only.

We are always keen to hear any views on the introduction of parking zones, you may wish to raise your points with your ward councillors at a local community council meeting or with the Cabinet Member for Transport, Environment and Recycling.

What happens next

I trust that the above explains the council's reasons for the scheme.

- If our response, above, answers and addresses your objection - you do not need to reply.
- However, should you wish to maintain your objection - you do need to reply by 30 September 2013. You must provide reasons for your continued objection. You can email me directly on Michael.herd@southwark.gov.uk

If you do inform us that you wish to maintain your objection the council is obligated to consider this in accordance with regulation 13 of Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

Part 3H of the council's constitution delegates decision making in regard to "determination of objections to traffic management orders that do not relate to strategic or borough wide issues" to the community council.

A report setting out your objections will be presented to Peckham and Nunhead Community Council for determination of the objection on 21 November 2013. You are welcome to attend this public meeting to comment further or to support your objection. We can provide more detail of when this meeting will take place, should you require.

Yours sincerely,



Michael Herd

Transport and projects officer
Public realm projects (Parking design)
Michael.herd@southwark.gov.uk

Traffic Orders Officer

Public Realm Projects (parking design)

Southwark Council

Environment and Leisure

PO Box 64529

London

SE1P 5LX

Flat 20 Chesterfield Way

London

SE15 2AW

Date: 12 / SEPT / 13

Proposed Double Yellow lines – Chesterfield

Ref: PRP/PD/TMO1314-018

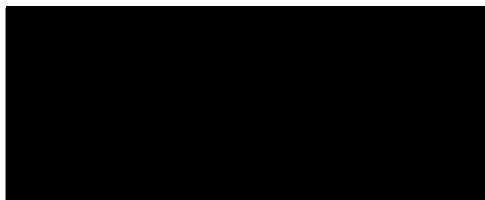
Dear Sir/Madam

I wish to object to the proposed introduction of yellow lines in Chesterfield Way as I believe they will:

- i) Add to the congestion in Chesterfield Way by reducing parking spaces for up to 7 cars
- ii) Not make any difference to safety concerns, as in my view, these concerns do not exist

I urge you not to go ahead with the proposals as they stand.

Yours faithfully



[REDACTED]
Flat 20
37 Chesterfield Way
London
SE15 2AW

Road Network and Parking
Direct Line - 020 7525 2131
Our ref – PRP/PD/TMO1314-018
Your ref –

23 September 2013

Dear [REDACTED]

Acknowledgement of objection to TMO PRP/PD/TMO1314-018 relating to proposed at any time waiting restrictions in Chesterfield Way (Local Parking Amendment reference: 1314Q1018)

I am writing to you in regard to your objection, received 19 September 2013, made in regard to the above project.

This letter is to outline the background to the proposal and what happens next.

Summary of your objection

In summary, your objection is made upon the following grounds:

1. Add to congestion in Chesterfield Way by reducing parking spaces for up to 7 cars.
2. Not make any difference to safety concerns, these concerns do not exist.

Background to the proposed traffic management order

The council was contacted by the owners of No.37 Chesterfield Way. This property has an off-street car park area that provides parking space for two disabled residents who are wheel chair users.

The access to their car park is via a dropped kerb and vehicle crossover from the public highway.

Vehicles regularly park adjacent to the crossover and therefore block access to the off-street disabled parking area.

Decision to progress to statutory consultation

Subsequent to the site meeting, a local parking amendment report was presented at a public meeting of Peckham and Nunhead Community Council on 19 June 2013. Members approved that the scheme be implemented, subject to statutory consultation. A copy of meeting's agenda and details of the arising actions and decisions can be found on www.southwark.gov.uk/communitycouncil.

Public Realm – Environment and Leisure Department, PO Box 64529, London SE1P 5LX
Switchboard – 020 7525 2000 **Website** – www.southwark.gov.uk
Director – Deborah Collins
Chief Executive – Eleanor Kelly

Statutory consultation

Statutory consultation was carried out in accordance with regulations 6 and 7 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

The proposals were advertised in the London Gazette, Southwark News and by street notice on 29 August 2013.

Any person wishing to comment or object to the proposal was invited to do so by 19 September 2013

Consideration of your objection

We hope that most objections can be informally resolved. This is what we are endeavouring to do at this stage. If we cannot, a further report of your objection is required to be sent the community council for official determination of the objection (see 'what happens next?' below)

Having read your objections, I would like to respond to them in order which they have been made.

Add to congestion in Chesterfield Way by reducing parking spaces for up to 7 cars.

Vehicles have been regularly parking adjacent to the crossover as a result block access to the off-street disabled parking area. It was also noted that vehicles are parking, including double parking, in the purpose-built turning head.

Additionally it was identified that vehicles were parking in the turning head. The turning head was constructed for the very purpose of enabling vehicles to turn around in a cul-de-sac street. Vehicles parking in the turning head make such a manoeuvre impossible and force vehicles to reverse out of the street, raising substantial safety concerns and against the basic principles of highway design

We consider that the double yellow lines proposed are the minimum required to allow a modest sized vehicle to turn.

General guidance (by the Fire Brigade) to traffic authorities is that turning facilities must be provided in any dead end street that is longer than 20m, either through provision of a hammerhead or turning circle.

Not make any difference to safety concerns, as in my view, these concerns do not exist.

Whilst I understand the concern you raise about parking possibly being made more difficult in an already heavily parked street, it is important to note that the authority has to meet the network management duty, <http://www.legislation.gov.uk/ukpga/2004/18/section/16>, placed upon us (i.e. to secure the expeditious movement of traffic) and this proposal attempts to discharge that duty. We do not have a duty to provide on-street parking, which is not a given right.

You think it would be a good idea if you have parking permits

In the absence of a parking zone anyone may lawfully park their vehicle whether a resident, businesses, commuter or visitor. Parking zones can be seen as a benefit by

some and as a frustration by others and therefore it is important that we consult carefully on such issues which will often take up to 18 months to complete.

The council is supportive of parking zones where it can be shown that residents are in favour..

The council carries out consultation on the introduction of zones in accordance with our policy document, the Transport Plan and in line with our annual strategic parking programme approved by the Cabinet Member for Environment, Transport and Recycling.

Unfortunately, we do not have plans to consult upon a parking zone in your street. Currently, the resources available for parking zone projects are limited to those to enable the completion of current consultations and those associated with development, where s106 (development money) funding is available. Any parking zone projects undertaken in the coming months will be limited to these only.

We are always keen to hear any views on the introduction of parking zones, you may wish to raise your points with your ward councillors at a local community council meeting or with the Cabinet Member for Transport, Environment and Recycling.

What happens next

I trust that the above explains the council's reasons for the scheme.

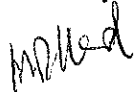
- If our response, above, answers and addresses your objection - you do not need to reply.
- However, should you wish to maintain your objection - you do need to reply by 30 September 2013. You must provide reasons for your continued objection. You can email me directly on Michael.herd@southwark.gov.uk

If you do inform us that you wish to maintain your objection the council is obligated to consider this in accordance with regulation 13 of Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

Part 3H of the council's constitution delegates decision making in regard to "determination of objections to traffic management orders that do not relate to strategic or borough wide issues" to the community council.

A report setting out your objections will be presented to Peckham and Nunhead Community Council for determination of the objection on 21 November 2013. You are welcome to attend this public meeting to comment further or to support your objection. We can provide more detail of when this meeting will take place, should you require.

Yours sincerely



Michael Herd

Transport and projects officer
Public realm projects (Parking design)
Michael.herd@southwark.gov.uk

Traffic Orders Officer

Flat 19 Chesterfield Way

Public Realm Projects (parking design)

London

Southwark Council

SE15 2AW

Environment and Leisure

PO Box 64529

London

SE1P 5LX

Date: 16/9/2013

Proposed Double Yellow lines – Chesterfield

Ref: PRP/PD/TMO1314-018

Dear Sir/Madam

I wish to object to the proposed introduction of yellow lines in Chesterfield Way as I believe they will:

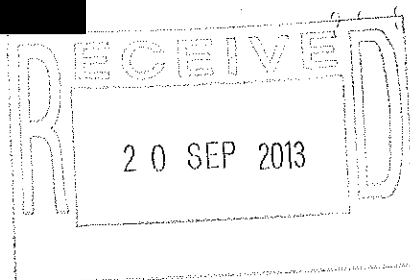
- i) Add to the congestion in Chesterfield Way by reducing parking spaces for up to 7 cars
- ii) Not make any difference to safety concerns, as in my view, these concerns do not exist

I urge you not to go ahead with the proposals as they stand.

Yours faithfully

[Redacted signature]

[Redacted address line]



[REDACTED]
Flat 19
37 Chesterfield Way
London
SE15 2AW

Road Network and Parking
Direct Line - 020 7525 2131
Our ref – PRP/PD/TMO1314-018
Your ref –

23 September 2013

Dear [REDACTED]

Acknowledgement of objection to TMO PRP/PD/TMO1314-018 relating to proposed at any time waiting restrictions in Chesterfield Way (Local Parking Amendment reference: 1314Q1018)

I am writing to you in regard to your objection, received 19 September 2013, made in regard to the above project.

This letter is to outline the background to the proposal and what happens next.

Summary of your objection

In summary, your objection is made upon the following grounds:

1. Add to congestion in Chesterfield Way by reducing parking spaces for up to 7 cars.
2. Not make any difference to safety concerns, these concerns do not exist.

Background to the proposed traffic management order

The council was contacted by the owners of No.37 Chesterfield Way. This property has an off-street car park area that provides parking space for two disabled residents who are wheel chair users.

The access to their car park is via a dropped kerb and vehicle crossover from the public highway.

Vehicles regularly park adjacent to the crossover and therefore block access to the off-street disabled parking area.

Decision to progress to statutory consultation

Subsequent to the site meeting, a local parking amendment report was presented at a public meeting of Peckham and Nunhead Community Council on 19 June 2013.

Members approved that the scheme be implemented, subject to statutory consultation. A copy of meeting's agenda and details of the arising actions and decisions can be found on www.southwark.gov.uk/communitycouncil.

Public Realm – Environment and Leisure Department, PO Box 64529, London SE1P 5LX

Switchboard – 020 7525 2000 **Website** – www.southwark.gov.uk

Director – Deborah Collins

Chief Executive – Eleanor Kelly

Statutory consultation

Statutory consultation was carried out in accordance with regulations 6 and 7 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

The proposals were advertised in the London Gazette, Southwark News and by street notice on 29 August 2013.

Any person wishing to comment or object to the proposal was invited to do so by 19 September 2013

Consideration of your objection

We hope that most objections can be informally resolved. This is what we are endeavouring to do at this stage. If we cannot, a further report of your objection is required to be sent the community council for official determination of the objection (see 'what happens next?' below)

Having read your objections, I would like to respond to them in order which they have been made.

Add to congestion in Chesterfield Way by reducing parking spaces for up to 7 cars.

Vehicles have been regularly parking adjacent to the crossover as a result block access to the off-street disabled parking area. It was also noted that vehicles are parking, including double parking, in the purpose-built turning head.

Additionally it was identified that vehicles were parking in the turning head. The turning head was constructed for the very purpose of enabling vehicles to turn around in a cul-de-sac street. Vehicles parking in the turning head make such a manoeuvre impossible and force vehicles to reverse out of the street, raising substantial safety concerns and against the basic principles of highway design

We consider that the double yellow lines proposed are the minimum required to allow a modest sized vehicle to turn.

General guidance (by the Fire Brigade) to traffic authorities is that turning facilities must be provided in any dead end street that is longer than 20m, either through provision of a hammerhead or turning circle.

Not make any difference to safety concerns, as in my view, these concerns do not exist.

Whilst I understand the concern you raise about parking possibly being made more difficult in an already heavily parked street, it is important to note that the authority has to meet the network management duty,

<http://www.legislation.gov.uk/ukpga/2004/18/section/16>, placed upon us (i.e. to secure the expeditious movement of traffic) and this proposal attempts to discharge that duty. We do not have a duty to provide on-street parking, which is not a given right.

You think it would be a good idea if you have parking permits

In the absence of a parking zone anyone may lawfully park their vehicle whether a resident, businesses, commuter or visitor. Parking zones can be seen as a benefit by

some and as a frustration by others and therefore it is important that we consult carefully on such issues which will often take up to 18 months to complete.

The council is supportive of parking zones where it can be shown that residents are in favour..

The council carries out consultation on the introduction of zones in accordance with our policy document, the Transport Plan and in line with our annual strategic parking programme approved by the Cabinet Member for Environment, Transport and Recycling.

Unfortunately, we do not have plans to consult upon a parking zone in your street. Currently, the resources available for parking zone projects are limited to those to enable the completion of current consultations and those associated with development, where s106 (development money) funding is available. Any parking zone projects undertaken in the coming months will be limited to these only.

We are always keen to hear any views on the introduction of parking zones, you may wish to raise your points with your ward councillors at a local community council meeting or with the Cabinet Member for Transport, Environment and Recycling.

What happens next

I trust that the above explains the council's reasons for the scheme.

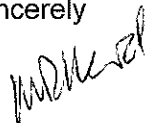
- If our response, above, answers and addresses your objection - you do not need to reply.
- However, should you wish to maintain your objection - you do need to reply by 30 September 2013. You must provide reasons for your continued objection. You can email me directly on Michael.herd@southwark.gov.uk

If you do inform us that you wish to maintain your objection the council is obligated to considered this in accordance with regulation 13 of Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

Part 3H of the council's constitution delegates decision making in regard to "determination of objections to traffic management orders that do not relate to strategic or borough wide issues" to the community council.

A report setting out your objections will be presented to Peckham and Nunhead Community Council for determination of the objection on 21 November 2013. You are welcome to attend this public meeting to comment further or to support your objection. We can provide more detail of when this meeting will take place, should you require.

Yours sincerely



Michael Herd

Transport and projects officer
Public realm projects (Parking design)
Michael.herd@southwark.gov.uk

Traffic Orders Officer

Public Realm Projects (parking design)

Southwark Council

Environment and Leisure

PO Box 64529

London

SE1P 5LX

25 Chesterfield Way

London

LL
SE15 2AW

Date: 12/09/13

Proposed Double Yellow lines – Chesterfield Way

Ref: PRP/PD/TMO1314-018

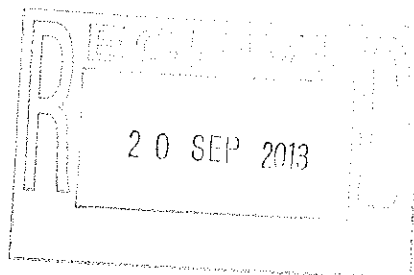
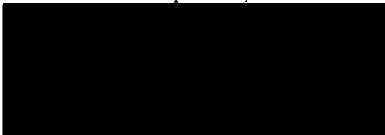
Dear Sir/Madam

I wish to object to the proposed introduction of yellow lines in Chesterfield Way as I believe they will:

- i) Add to the congestion in Chesterfield Way by reducing parking spaces for up to 7 cars
- ii) Not make any difference to safety concerns, as in my view, these concerns do not exist

I urge you not to go ahead with the proposals as they stand.

Yours faithfully,



Dear Resident
25 Chesterfield Way
London
SE15 2AW

Road Network and Parking
Direct Line - 020 7525 2131
Our ref – PRP/PD/TMO1314-018
Your ref –

23 September 2013

Dear Sir or Madam,

Acknowledgement of objection to TMO PRP/PD/TMO1314-018 relating to proposed at any time waiting restrictions in Chesterfield Way (Local Parking Amendment reference: 1314Q1018)

I am writing to you in regard to your objection, received 19 September 2013, made in regard to the above project.

This letter is to outline the background to the proposal and what happens next.

Summary of your objection

In summary, your objection is made upon the following grounds:

1. Add to congestion in Chesterfield Way by reducing parking spaces for up to 7 cars.
2. Not make any difference to safety concerns, these concerns do not exist.

Background to the proposed traffic management order

The council was contacted by the owners of No.37 Chesterfield Way. This property has an off-street car park area that provides parking space for two disabled residents who are wheel chair users.

The access to their car park is via a dropped kerb and vehicle crossover from the public highway.

Vehicles regularly park adjacent to the crossover and therefore block access to the off-street disabled parking area.

Decision to progress to statutory consultation

Subsequent to the site meeting, a local parking amendment report was presented at a public meeting of Peckham and Nunhead Community Council on 19 June 2013. Members approved that the scheme be implemented, subject to statutory consultation.

A copy of meeting's agenda and details of the arising actions and decisions can be found on www.southwark.gov.uk/communitycouncil.

Public Realm – Environment and Leisure Department, PO Box 64529, London SE1P 5LX
Switchboard – 020 7525 2000 **Website** – www.southwark.gov.uk
Director – Deborah Collins
Chief Executive – Eleanor Kelly

Statutory consultation

Statutory consultation was carried out in accordance with regulations 6 and 7 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

The proposals were advertised in the London Gazette, Southwark News and by street notice on 29 August 2013.

Any person wishing to comment or object to the proposal was invited to do so by 19 September 2013

Consideration of your objection

We hope that most objections can be informally resolved. This is what we are endeavouring to do at this stage. If we cannot, a further report of your objection is required to be sent the community council for official determination of the objection (see 'what happens next?' below)

Having read your objections, I would like to respond to them in order which they have been made.

Add to congestion in Chesterfield Way by reducing parking spaces for up to 7 cars.

Vehicles have been regularly parking adjacent to the crossover as a result block access to the off-street disabled parking area. It was also noted that vehicles are parking, including double parking, in the purpose-built turning head.

Additionally it was identified that vehicles were parking in the turning head. The turning head was constructed for the very purpose of enabling vehicles to turn around in a cul-de-sac street. Vehicles parking in the turning head make such a manoeuvre impossible and force vehicles to reverse out of the street, raising substantial safety concerns and against the basic principles of highway design

We consider that the double yellow lines proposed are the minimum required to allow a modest sized vehicle to turn.

General guidance (by the Fire Brigade) to traffic authorities is that turning facilities must be provided in any dead end street that is longer than 20m, either through provision of a hammerhead or turning circle.

Not make any difference to safety concerns, as in my view, these concerns do not exist.

Whilst I understand the concern you raise about parking possibly being made more difficult in an already heavily parked street, it is important to note that the authority has to meet the network management duty, <http://www.legislation.gov.uk/ukpga/2004/18/section/16>, placed upon us (i.e. to secure the expeditious movement of traffic) and this proposal attempts to discharge that duty. We do not have a duty to provide on-street parking, which is not a given right.

You think it would be a good idea if you have parking permits

In the absence of a parking zone anyone may lawfully park their vehicle whether a resident, businesses, commuter or visitor. Parking zones can be seen as a benefit by

some and as a frustration by others and therefore it is important that we consult carefully on such issues which will often take up to 18 months to complete.

The council is supportive of parking zones where it can be shown that residents are in favour..

The council carries out consultation on the introduction of zones in accordance with our policy document, the Transport Plan and in line with our annual strategic parking programme approved by the Cabinet Member for Environment, Transport and Recycling.

Unfortunately, we do not have plans to consult upon a parking zone in your street. Currently, the resources available for parking zone projects are limited to those to enable the completion of current consultations and those associated with development, where s106 (development money) funding is available. Any parking zone projects undertaken in the coming months will be limited to these only.

We are always keen to hear any views on the introduction of parking zones, you may wish to raise your points with your ward councillors at a local community council meeting or with the Cabinet Member for Transport, Environment and Recycling.

What happens next

I trust that the above explains the council's reasons for the scheme.

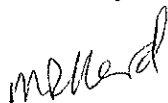
- If our response, above, answers and addresses your objection - you do not need to reply.
- However, should you wish to maintain your objection - you do need to reply by 30 September 2013. You must provide reasons for your continued objection. You can email me directly on Michael.herd@southwark.gov.uk

If you do inform us that you wish to maintain your objection the council is obligated to consider this in accordance with regulation 13 of Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

Part 3H of the council's constitution delegates decision making in regard to "determination of objections to traffic management orders that do not relate to strategic or borough wide issues" to the community council.

A report setting out your objections will be presented to Peckham and Nunhead Community Council for determination of the objection on 21 November 2013. You are welcome to attend this public meeting to comment further or to support your objection. We can provide more detail of when this meeting will take place, should you require.

Yours sincerely



Michael Herd
Transport and projects officer
Public realm projects (Parking design)
Michael.herd@southwark.gov.uk

Traffic Orders Officer

Public Realm Projects (parking design)

Southwark Council

Environment and Leisure

PO Box 64529

London

SE1P 5LX

Flat ~~1-29~~ Chesterfield Way

London

SE15 2LL

FLAT 1-29
CHESTERFIELD WAY

LONDON
SE 15 2LL

Date:

Proposed Double Yellow lines – Chesterfield

Ref: PRP/PD/TMO1314-018

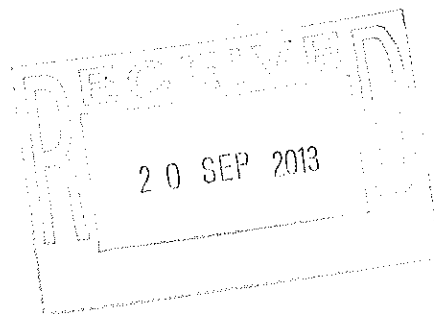
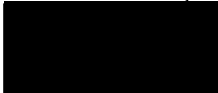
Dear Sir/Madam

I wish to object to the proposed introduction of yellow lines in Chesterfield Way as I believe they will:

- i) Add to the congestion in Chesterfield Way by reducing parking spaces for up to 7 cars
- ii) Not make any difference to safety concerns, as in my view, these concerns do not exist

I urge you not to go ahead with the proposals as they stand.

Yours faithfully



Dear Resident
Flat 1
29 Chesterfield Way
London
SE15 2LL

Road Network and Parking
Direct Line - 020 7525 2131
Our ref – PRP/PD/TMO1314-018
Your ref –

23 September 2013

Dear Sir or madam,

Acknowledgement of objection to TMO PRP/PD/TMO1314-018 relating to proposed at any time waiting restrictions in Chesterfield Way (Local Parking Amendment reference: 1314Q1018)

I am writing to you in regard to your objection, received 19 September 2013, made in regard to the above project.

This letter is to outline the background to the proposal and what happens next.

Summary of your objection

In summary, your objection is made upon the following grounds:

1. Add to congestion in Chesterfield Way by reducing parking spaces for up to 7 cars.
2. Not make any difference to safety concerns, these concerns do not exist.

Background to the proposed traffic management order

The council was contacted by the owners of No.37 Chesterfield Way. This property has an off-street car park area that provides parking space for two disabled residents who are wheel chair users.

The access to their car park is via a dropped kerb and vehicle crossover from the public highway.

Vehicles regularly park adjacent to the crossover and therefore block access to the off-street disabled parking area.

Decision to progress to statutory consultation

Subsequent to the site meeting, a local parking amendment report was presented at a public meeting of Peckham and Nunhead Community Council on 19 June 2013.

Members approved that the scheme be implemented, subject to statutory consultation. A copy of meeting's agenda and details of the arising actions and decisions can be found on www.southwark.gov.uk/communitycouncil.

Public Realm – Environment and Leisure Department, PO Box 64529, London SE1P 5LX
Switchboard – 020 7525 2000 **Website** – www.southwark.gov.uk
Director – Deborah Collins
Chief Executive – Eleanor Kelly

Statutory consultation

Statutory consultation was carried out in accordance with regulations 6 and 7 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

The proposals were advertised in the London Gazette, Southwark News and by street notice on 29 August 2013.

Any person wishing to comment or object to the proposal was invited to do so by 19 September 2013.

Consideration of your objection

We hope that most objections can be informally resolved. This is what we are endeavouring to do at this stage. If we cannot, a further report of your objection is required to be sent the community council for official determination of the objection (see 'what happens next?' below)

Having read your objections, I would like to respond to them in order which they have been made.

Add to congestion in Chesterfield Way by reducing parking spaces for up to 7 cars.

Vehicles have been regularly parking adjacent to the crossover as a result block access to the off-street disabled parking area. It was also noted that vehicles are parking, including double parking, in the purpose-built turning head.

Additionally it was identified that vehicles were parking in the turning head. The turning head was constructed for the very purpose of enabling vehicles to turn around in a cul-de-sac street. Vehicles parking in the turning head make such a manoeuvre impossible and force vehicles to reverse out of the street, raising substantial safety concerns and against the basic principles of highway design

We consider that the double yellow lines proposed are the minimum required to allow a modest sized vehicle to turn.

General guidance (by the Fire Brigade) to traffic authorities is that turning facilities must be provided in any dead end street that is longer than 20m, either through provision of a hammerhead or turning circle.

Not make any difference to safety concerns, as in my view, these concerns do not exist.

Whilst I understand the concern you raise about parking possibly being made more difficult in an already heavily parked street, it is important to note that the authority has to meet the network management duty, <http://www.legislation.gov.uk/ukpga/2004/18/section/16>, placed upon us (i.e. to secure the expeditious movement of traffic) and this proposal attempts to discharge that duty. We do not have a duty to provide on-street parking, which is not a given right.

You think it would be a good idea if you have parking permits

In the absence of a parking zone anyone may lawfully park their vehicle whether a resident, businesses, commuter or visitor. Parking zones can be seen as a benefit by

some and as a frustration by others and therefore it is important that we consult carefully on such issues which will often take up to 18 months to complete.

The council is supportive of parking zones where it can be shown that residents are in favour..

The council carries out consultation on the introduction of zones in accordance with our policy document, the Transport Plan and in line with our annual strategic parking programme approved by the Cabinet Member for Environment, Transport and Recycling.

Unfortunately, we do not have plans to consult upon a parking zone in your street. Currently, the resources available for parking zone projects are limited to those to enable the completion of current consultations and those associated with development, where s106 (development money) funding is available. Any parking zone projects undertaken in the coming months will be limited to these only.

We are always keen to hear any views on the introduction of parking zones, you may wish to raise your points with your ward councillors at a local community council meeting or with the Cabinet Member for Transport, Environment and Recycling.

What happens next

I trust that the above explains the council's reasons for the scheme.

- If our response, above, answers and addresses your objection - you do not need to reply.
- However, should you wish to maintain your objection - you do need to reply by 30 September 2013. You must provide reasons for your continued objection. You can email me directly on Michael.herd@southwark.gov.uk

If you do inform us that you wish to maintain your objection the council is obligated to consider this in accordance with regulation 13 of Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

Part 3H of the council's constitution delegates decision making in regard to "determination of objections to traffic management orders that do not relate to strategic or borough wide issues" to the community council.

A report setting out your objections will be presented to Peckham and Nunhead Community Council for determination of the objection on 21 November 2013. You are welcome to attend this public meeting to comment further or to support your objection. We can provide more detail of when this meeting will take place, should you require.

Yours sincerely



Michael Herd

Transport and projects officer
Public realm projects (Parking design)
Michael.herd@southwark.gov.uk

Traffic Orders Officer

Public Realm Projects (parking design)

Southwark Council

Environment and Leisure

PO Box 64529

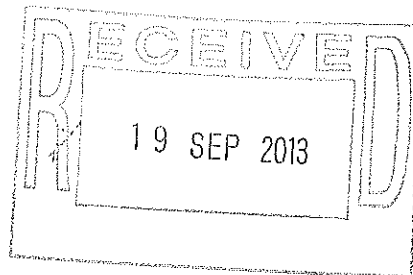
London

SE1P 5LX


7 Chesterfield Way

London SE15 2LL

SE15 2AW



Date:

Proposed Double Yellow lines – Chesterfield Way

Ref: PRP/PD/TMO1314-018

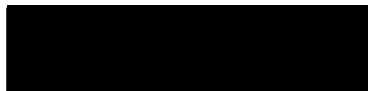
Dear Sir/Madam

I wish to object to the proposed introduction of yellow lines in Chesterfield Way as I believe they will:

- i) Add to the congestion in Chesterfield Way by reducing parking spaces for up to 7 cars
- ii) Not make any difference to safety concerns, as in my view, these concerns do not exist

I urge you not to go ahead with the proposals as they stand.

Yours faithfully



P.S I think it would be a good idea if we have parking permits

Thanks



██████████
7 Chesterfield Way
London
SE15 2LL

Road Network and Parking
Direct Line - 020 7525 2131
Our ref – PRP/PD/TMO1314-018
Your ref –

19 September 2013

Dear ██████████

Acknowledgement of objection to TMO PRP/PD/TMO1314-018 relating to proposed at any time waiting restrictions in Chesterfield Way (Local Parking Amendment reference: 1314Q1018)

I am writing to you in regard to your objection, received 19 September 2013, made in regard to the above project.

This letter is to outline the background to the proposal and what happens next.

Summary of your objection

In summary, your objection is made upon the following grounds:

1. Add to congestion in Chesterfield Way by reducing parking spaces for up to 7 cars.
2. Not make any difference to safety concerns, these concerns do not exist.

Background to the proposed traffic management order

The council was contacted by the owners of No.37 Chesterfield Way. This property has an off-street car park area that provides parking space for two disabled residents who are wheel chair users.

The access to their car park is via a dropped kerb and vehicle crossover from the public highway.

Vehicles regularly park adjacent to the crossover and therefore block access to the off-street disabled parking area.

Decision to progress to statutory consultation

Subsequent to the site meeting, a local parking amendment report was presented at a public meeting of Peckham and Nunhead Community Council on 19 June 2013.

Members approved that the scheme be implemented, subject to statutory consultation.

A copy of meeting's agenda and details of the arising actions and decisions can be found on www.southwark.gov.uk/communitycouncil.

Public Realm – Environment and Leisure Department, PO Box 64529, London SE1P 5LX

Switchboard – 020 7525 2000 **Website** – www.southwark.gov.uk

Director – Deborah Collins

Chief Executive – Eleanor Kelly

Statutory consultation

Statutory consultation was carried out in accordance with regulations 6 and 7 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

The proposals were advertised in the London Gazette, Southwark News and by street notice on 29 August 2013.

Any person wishing to comment or object to the proposal was invited to do so by 19 September 2013

Consideration of your objection

We hope that most objections can be informally resolved. This is what we are endeavouring to do at this stage. If we cannot, a further report of your objection is required to be sent the community council for official determination of the objection (see 'what happens next?' below)

Having read your objections, I would like to respond to them in order which they have been made.

Add to congestion in Chesterfield Way by reducing parking spaces for up to 7 cars.

Vehicles have been regularly parking adjacent to the crossover as a result block access to the off-street disabled parking area. It was also noted that vehicles are parking, including double parking, in the purpose-built turning head.

Additionally it was identified that vehicles were parking in the turning head. The turning head was constructed for the very purpose of enabling vehicles to turn around in a cul-de-sac street. Vehicles parking in the turning head make such a manoeuvre impossible and force vehicles to reverse out of the street, raising substantial safety concerns and against the basic principles of highway design.

We consider that the double yellow lines proposed are the minimum required to allow a modest sized vehicle to turn.

General guidance (by the Fire Brigade) to traffic authorities is that turning facilities must be provided in any dead end street that is longer than 20m, either through provision of a hammerhead or turning circle.

Not make any difference to safety concerns, as in my view, these concerns do not exist.

Whilst I understand the concern you raise about parking possibly being made more difficult in an already heavily parked street, it is important to note that the authority has to meet the network management duty, <http://www.legislation.gov.uk/ukpga/2004/18/section/16>, placed upon us (i.e. to secure the expeditious movement of traffic) and this proposal attempts to discharge that duty. We do not have a duty to provide on-street parking, which is not a given right.

You think it would be a good idea if you have parking permits

In the absence of a parking zone anyone may lawfully park their vehicle whether a resident, businesses, commuter or visitor. Parking zones can be seen as a benefit by

some and as a frustration by others and therefore it is important that we consult carefully on such issues which will often take up to 18 months to complete.

The council is supportive of parking zones where it can be shown that residents are in favour..

The council carries out consultation on the introduction of zones in accordance with our policy document, the Transport Plan and in line with our annual strategic parking programme approved by the Cabinet Member for Environment, Transport and Recycling.

Unfortunately, we do not have plans to consult upon a parking zone in your street. Currently, the resources available for parking zone projects are limited to those to enable the completion of current consultations and those associated with development, where s106 funding is available. Any parking zone projects undertaken in the coming months will be limited to these only.

We are always keen to hear any views on the introduction of parking zones, you may wish to raise your points with your ward councillors at a local community council meeting or with the Cabinet Member for Transport, Environment and Recycling.

What happens next

I trust that the above explains the council's reasons for the scheme.

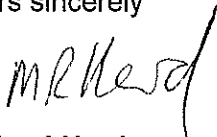
- If our response, above, answers and addresses your objection - you do not need to reply.
- However, should you wish to maintain your objection - you do need to reply by 27 September 2013. You must provide reasons for your continued objection. You can email me directly on Michael.herd@southwark.gov.uk

If you do inform us that you wish to maintain your objection the council is obligated to considered this in accordance with regulation 13 of Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

Part 3H of the council's constitution delegates decision making in regard to "determination of objections to traffic management orders that do not relate to strategic or borough wide issues" to the community council.

A report setting out your objections will be presented to Peckham and Nunhead Community Council for determination of the objection on 21 November 2013. You are welcome to attend this public meeting to comment further or to support your objection. We can provide more detail of when this meeting will take place, should you require.

Yours sincerely



Michael Herd

Transport and projects officer
Public realm projects (Parking design)
Michael.herd@southwark.gov.uk

Traffic Orders Officer
Public Realm Projects (parking design)
Southwark Council
Environment and Leisure
PO Box 64529
London
SE1P 5LX

Flat 5/21 Chesterfield Way
London
SE15 2RM 2LL



Date: 19/09/2013

Proposed Double Yellow lines – Chesterfield

Ref: PRP/PD/TMO1314-018

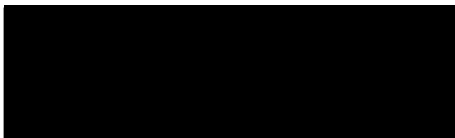
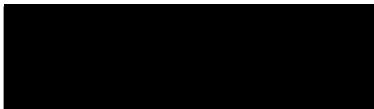
Dear Sir/Madam

I wish to object to the proposed introduction of yellow lines in Chesterfield Way as I believe they will:

- i) Add to the congestion in Chesterfield Way by reducing parking spaces for up to 7 cars
- ii) Not make any difference to safety concerns, as in my view, these concerns do not exist

I urge you not to go ahead with the proposals as they stand.

Yours faithfully



[REDACTED]
Flat 5
29 Chesterfield Way
London
SE15 2LL

Road Network and Parking
Direct Line - 020 7525 2131
Our ref – PRP/PD/TMO1314-018
Your ref –

26 September 2013

Dear [REDACTED]

Acknowledgement of objection to TMO PRP/PD/TMO1314-018 relating to proposed at any time waiting restrictions in Chesterfield Way (Local Parking Amendment reference: 1314Q1018)

I am writing to you in regard to your objection, received 26 September 2013, made in regard to the above project.

This letter is to outline the background to the proposal and what happens next.

Summary of your objection

In summary, your objection is made upon the following grounds:

1. Add to congestion in Chesterfield Way by reducing parking spaces for up to 7 cars.
2. Not make any difference to safety concerns, these concerns do not exist.

Background to the proposed traffic management order

The council was contacted by the owners of No.37 Chesterfield Way. This property has an off-street car park area that provides parking space for two disabled residents who are wheel chair users.

The access to their car park is via a dropped kerb and vehicle crossover from the public highway.

Vehicles regularly park adjacent to the crossover and therefore block access to the off-street disabled parking area.

Decision to progress to statutory consultation

Subsequent to the site meeting, a local parking amendment report was presented at a public meeting of Peckham and Nunhead Community Council on 19 June 2013. Members approved that the scheme be implemented, subject to statutory consultation. A copy of meeting's agenda and details of the arising actions and decisions can be found on www.southwark.gov.uk/communitycouncil.

Public Realm – Environment and Leisure Department, PO Box 64529, London SE1P 5LX
Switchboard – 020 7525 2000 **Website** – www.southwark.gov.uk
Director – Deborah Collins
Chief Executive – Eleanor Kelly

Statutory consultation

Statutory consultation was carried out in accordance with regulations 6 and 7 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

The proposals were advertised in the London Gazette, Southwark News and by street notice on 29 August 2013.

Any person wishing to comment or object to the proposal was invited to do so by 19 September 2013

Consideration of your objection

We hope that most objections can be informally resolved. This is what we are endeavouring to do at this stage. If we cannot, a further report of your objection is required to be sent the community council for official determination of the objection (see 'what happens next?' below)

Having read your objections, I would like to respond to them in order which they have been made.

Add to congestion in Chesterfield Way by reducing parking spaces for up to 7 cars.

Vehicles have been regularly parking adjacent to the crossover as a result block access to the off-street disabled parking area. It was also noted that vehicles are parking, including double parking, in the purpose-built turning head.

Additionally it was identified that vehicles were parking in the turning head. The turning head was constructed for the very purpose of enabling vehicles to turn around in a cul-de-sac street. Vehicles parking in the turning head make such a manoeuvre impossible and force vehicles to reverse out of the street, raising substantial safety concerns and against the basic principles of highway design

We consider that the double yellow lines proposed are the minimum required to allow a modest sized vehicle to turn.

General guidance (by the Fire Brigade) to traffic authorities is that turning facilities must be provided in any dead end street that is longer than 20m, either through provision of a hammerhead or turning circle.

Not make any difference to safety concerns, as in my view, these concerns do not exist.

Whilst I understand the concern you raise about parking possibly being made more difficult in an already heavily parked street, it is important to note that the authority has to meet the network management duty,

<http://www.legislation.gov.uk/ukpga/2004/18/section/16>, placed upon us (i.e. to secure the expeditious movement of traffic) and this proposal attempts to discharge that duty. We do not have a duty to provide on-street parking, which is not a given right.

What happens next

I trust that the above explains the council's reasons for the scheme.

- If our response, above, answers and addresses your objection - you do not need to reply.
- However, should you wish to maintain your objection - you do need to reply by 3 October 2013. You must provide reasons for your continued objection. You can email me directly on Michael.herd@southwark.gov.uk

If you do inform us that you wish to maintain your objection the council is obligated to considered this in accordance with regulation 13 of Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996:

Part 3H of the council's constitution delegates decision making in regard to "determination of objections to traffic management orders that do not relate to strategic or borough wide issues" to the community council.

A report setting out your objections will be presented to Peckham and Nunhead Community Council for determination of the objection on 21 November 2013. You are welcome to attend this public meeting to comment further or to support your objection. We can provide more detail of when this meeting will take place, should you require.

Yours sincerely



Michael Herd
Transport and projects officer
Public realm projects (Parking design)
Michael.herd@southwark.gov.uk

Traffic Orders Officer
Public Realm Projects (parking design)
Southwark Council
Environment and Leisure
PO Box 64529
London
SE1P 5LX

Flat 18 Chesterfield Way
London
SE15 2AW



Date: 11/9/13

Proposed Double Yellow lines – Chesterfield

Ref: PRP/PD/TMO1314-018

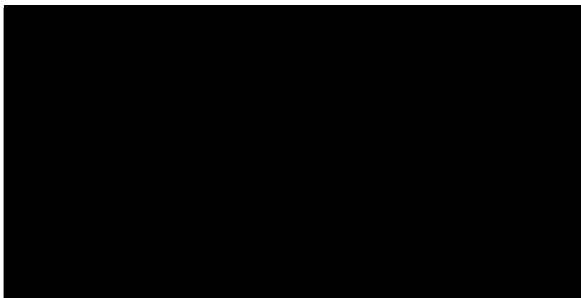
Dear Sir/Madam

I wish to object to the proposed introduction of yellow lines in Chesterfield Way as I believe they will:

- i) Add to the congestion in Chesterfield Way by reducing parking spaces for up to 7 cars
- ii) Not make any difference to safety concerns, as in my view, these concerns do not exist

I urge you not to go ahead with the proposals as they stand.

Yours faithfully



[REDACTED]
Flat 18
37 Chesterfield Way
London
SE15 2AW

Road Network and Parking
Direct Line - 020 7525 2131
Our ref - PRP/PD/TMO1314-018
Your ref -

17 September 2013

Dear [REDACTED]

Acknowledgement of objection to TMO PRP/PD/TMO1314-018 relating to proposed at any time waiting restrictions in Chesterfield Way (Local Parking Amendment reference: 1314Q1018)

I am writing to you in regard to your objection, received 13 September 2013, made in regard to the above project.

This letter is to outline the background to the proposal and what happens next.

Summary of your objection

In summary, your objection is made upon the following grounds:

1. Add to congestion in Chesterfield Way by reducing parking spaces for up to 7 cars.
2. Not make any difference to safety concerns, these concerns do not exist.

Background to the proposed traffic management order

The council was contacted by the owners of No.37 Chesterfield Way. This property has an off-street car park area that provides parking space for two disabled residents who are wheel chair users.

The access to their car park is via a dropped kerb and vehicle crossover from the public highway.

Vehicles regularly park adjacent to the crossover and therefore block access to the off-street disabled parking area.

Decision to progress to statutory consultation

Subsequent to the site meeting, a local parking amendment report was presented at a public meeting of Peckham and Nunhead Community Council on 19 June 2013.

Members approved that the scheme be implemented, subject to statutory consultation.

Public Realm – Environment and Leisure Department, PO Box 64529, London SE1P 5LX

Switchboard – 020 7525 2000 **Website** – www.southwark.gov.uk

Director – Deborah Collins

Chief Executive – Eleanor Kelly

A copy of meeting's agenda and details of the arising actions and decisions can be found on www.southwark.gov.uk/communitycouncil.

Statutory consultation

Statutory consultation was carried out in accordance with regulations 6 and 7 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

The proposals were advertised in the London Gazette, Southwark News and by street notice on 29 August 2013.

Any person wishing to comment or object to the proposal was invited to do so by 19 September 2013

Consideration of your objection

We hope that most objections can be informally resolved. This is what we are endeavouring to do at this stage. If we cannot, a further report of your objection is required to be sent the community council for official determination of the objection (see 'what happens next?' below)

Having read your objections, I would like to respond to them in order which they have been made.

Add to congestion in Chesterfield Way by reducing parking spaces for up to 7 cars.

Vehicles have been regularly parking adjacent to the crossover as a result block access to the off-street disabled parking area. It was also noted that vehicles are parking, including double parking, in the purpose-built turning head.

Additionally it was identified that vehicles were parking in the turning head. The turning head was constructed for the very purpose of enabling vehicles to turn around in a cul-de-sac street. Vehicles parking in the turning head make such a manoeuvre impossible and force vehicles to reverse out of the street, raising substantial safety concerns and against the basic principles of highway design

We consider that the double yellow lines proposed are the minimum required to allow a modest sized vehicle to turn.

General guidance (by the Fire Brigade) to traffic authorities is that turning facilities must be provided in any dead end street that is longer than 20m, either through provision of a hammerhead or turning circle.

Not make any difference to safety concerns, as in my view, these concerns do not exist.

Whilst I understand the concern you raise about parking possibly being made more difficult in an already heavily parked street, it is important to note that the authority has to meet the network management duty, <http://www.legislation.gov.uk/ukpga/2004/18/section/16>, placed upon us (i.e. to secure the expeditious movement of traffic) and this proposal attempts to discharge that duty. We do not have a duty to provide on-street parking, which is not a given right.

What happens next

I trust that the above explains the council's reasons for the scheme.

- If our response, above, answers and addresses your objection - you do not need to reply.
- However, should you wish to maintain your objection - you do need to reply by 25 September 2013. You must provide reasons for your continued objection. You can email me directly on Michael.herd@southwark.gov.uk

If you do inform us that you wish to maintain your objection the council is obligated to consider this in accordance with regulation 13 of Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

Part 3H of the council's constitution delegates decision making in regard to "determination of objections to traffic management orders that do not relate to strategic or borough wide issues" to the community council.

A report setting out your objections will be presented to Peckham and Nunhead Community Council for determination of the objection on 21 November 2013. You are welcome to attend this public meeting to comment further or to support your objection. We can provide more detail of when this meeting will take place, should you require.

Yours sincerely

**Michael Herd**

Transport and projects officer
Public realm projects (Parking design)
Michael.herd@southwark.gov.uk

Traffic Orders Officer

Flat 21, 37 Chesterfield Way

Public Realm Projects (parking design)

SE15 2AW

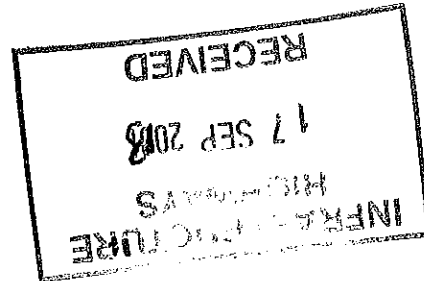
Southwark Council

Environment & Leisure

PO Box 64529

London SE1P 5LX

16th September 2013



Dear Sir/Madam

Proposed changes to parking on Chesterfield Way

I refer to your recent letter regarding changes to parking in Chesterfield Way and the subsequent letter sent with a plan of the proposal which I had to request.

In my view the effects of these proposals will make the parking situation intolerable in Chesterfield Way because they will reduce parking spaces for between 7 and 9 vehicles, when we know there are already insufficient places.

I agree with the fact that something should be done to stop vehicles blocking the disabled entrance to No 37 and the garage at No 30, particularly as we are one of the car owners affected by not being able to use the 2 disabled parking spaces in No 37.

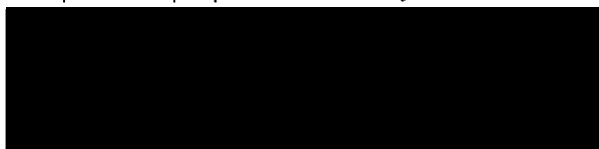
You say in your letter that their needs to be a turning point for vehicles because you say it is impossible for car to turn if other cars are parked in this space and cars having to reverse out raise substantial safety concerns. I have been a resident since the flats were built over 2 years ago and have seen hundreds of cars being able to turn in the street, without the benefit of the turning space, even when we have had building work taking place. So I do not believe this is a valid reason for the yellow lines.

In those 2 years plus I have never witnessed or heard of any accidents cause by a car reversing or anything else in Chesterfield Way, so again I do not believe this is a valid reason for the yellow lines. Can you provide the evidence to support your 'substantial safety concerns' claim? Better signs at the entrance to Chesterfield Way would reduce the number of cars coming into the road and having to turn around or reverse.

Less parking will not only be a problem for those with cars, but also for those who don't, but have visitors/deliveries etc. Taxi drivers will still use this area to park, as the drivers often stay/sleep in their cars. I am not having a go at the taxi drivers as they have every right to park in Chesterfield Way. They were here before the new flats were built and, nearly all of the time, are helpful, friendly and courteous.

The problem does not lie with residents. The problem can be traced back to the original planning permission for these flats. I cannot understand how permission was given for these flats without adequate off-street parking. Three disabled parking spaces are not, in my view, adequate.

I hope these proposals will be rejected and re-thought to take into account all of my points.



[REDACTED]
Flat 25
37 Chesterfield Way
London
SE15 2AW

Road Network and Parking
Direct Line - 020 7525 2131
Our ref – PRP/PD/TMO1314-018
Your ref –

19 September 2013

Dear [REDACTED]

Acknowledgement of objection to TMO PRP/PD/TMO1314-018 relating to proposed at any time waiting restrictions in Chesterfield Way (Local Parking Amendment reference: 1314Q1018)

I am writing to you in regard to your objection, received 13 September 2013, made in regard to the above project.

This letter is to outline the background to the proposal and what happens next.

Summary of your objection

In summary, your objection is made upon the following grounds:

1. Add to congestion in Chesterfield Way by reducing parking spaces for 7 to 9 cars and taxi drivers will still use this area to park
2. You don't agree that there needs to be a turning head as you have been a resident for two years and seen hundreds of cars being able to turn with cars parked as they are.

Background to the proposed traffic management order

The council was contacted by the owners of No.37 Chesterfield Way. This property has an off-street car park area that provides parking space for two disabled residents who are wheel chair users.

The access to their car park is via a dropped kerb and vehicle crossover from the public highway.

Vehicles regularly park adjacent to the crossover and therefore block access to the off-street disabled parking area.

Decision to progress to statutory consultation

Subsequent to the site meeting, a local parking amendment report was presented at a public meeting of Peckham and Nunhead Community Council on 19 June 2013. Members approved that the scheme be implemented, subject to statutory consultation.

Public Realm – Environment and Leisure Department, PO Box 64529, London SE1P 5LX
Switchboard – 020 7525 2000 **Website** – www.southwark.gov.uk
Director – Deborah Collins
Chief Executive – Eleanor Kelly

A copy of meeting's agenda and details of the arising actions and decisions can be found on www.southwark.gov.uk/communitycouncil.

Statutory consultation

Statutory consultation was carried out in accordance with regulations 6 and 7 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

The proposals were advertised in the London Gazette, Southwark News and by street notice on 29 August 2013.

Any person wishing to comment or object to the proposal was invited to do so by 19 September 2013

Consideration of your objection

We hope that most objections can be informally resolved. This is what we are endeavouring to do at this stage. If we cannot, a further report of your objection is required to be sent the community council for official determination of the objection (see 'what happens next?' below)

Having read your objections, I would like to respond to them in order which they have been made.

Add to congestion in Chesterfield Way by reducing parking spaces for 7 to 9 cars, and taxi drivers will still use this area to park

Vehicles have been regularly parking adjacent to the crossover as a result block access to the off-street disabled parking area. It was also noted that vehicles are parking, including double parking, in the purpose-built turning head.

Whilst I understand the concern you raise about parking possibly being made more difficult in an already heavily parked street, it is important to note that the authority has to meet the network management duty, <http://www.legislation.gov.uk/ukpga/2004/18/section/16>, placed upon us (i.e. to secure the expeditious movement of traffic) and this proposal attempts to discharge that duty. We do not have a duty to provide on-street parking, which is not a given right.

You don't agree that there needs to be a turning head as you have been a resident for two years and seen hundreds of cars being able to turn with cars parked as they are.

Additionally it was identified that vehicles were parking in the turning head which was constructed for the very purpose of enabling vehicles to turn around in a cul-de-sac street. Vehicles parking in the turning head make such a manoeuvre impossible and force vehicles to reverse out of the street, raising substantial safety concerns and against the basic principles of highway design.

We consider that the double yellow lines proposed are the minimum required to allow a modest sized vehicle to turn.

General guidance (by the Fire Brigade) to traffic authorities is that turning facilities must be provided in any dead end street that is longer than 20m, either through provision of a hammerhead or turning circle.

What happens next

I trust that the above explains the council's reasons for the scheme.

- If our response, above, answers and addresses your objection - you do not need to reply.
- However, should you wish to maintain your objection - you do need to reply by 27 September 2013. You must provide reasons for your continued objection. You can email me directly on Michael.herd@southwark.gov.uk

If you do inform us that you wish to maintain your objection the council is obligated to considered this in accordance with regulation 13 of Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

Part 3H of the council's constitution delegates decision making in regard to "determination of objections to traffic management orders that do not relate to strategic or borough wide issues" to the community council.

A report setting out your objections will be presented to Peckham and Nunhead Community Council for determination of the objection on 21 November 2013. You are welcome to attend this public meeting to comment further or to support your objection. We can provide more detail of when this meeting will take place, should you require.

Yours sincerely



Michael Herd
Transport and projects officer
Public realm projects (Parking design)
Michael.herd@southwark.gov.uk